



Revenue can also be generated through connection fees. Sometimes, the private sector makes a contribution of land or offsets a portion or all of the cost of the station.

As part of an interlocal agreement with DART, the City of Irving is seeking right-of-way donations along the rail line and at most station locations. The station areas include the deferred Loop 12 and South Las Colinas stations; University of Dallas, North Las Colinas, Carpenter Ranch and North Lake. DART is working with property owners or developers at these locations to integrate the station design with development plans. DART would not only benefit from the right-of-way contributions, but from improved access and roadway infrastructure as part of these developments. At the North Las Colinas Station, DART, the City of Irving, Dallas County Utility and Reclamation District (DCURD), and the adjacent property owners are working together on a development concept that would create a public plaza that would serve the LRT station as well as private development. The Belt Line Road station is located on DFW Airport and subject to FAA restrictions; however, the airport is planning on developing some retail and commercial pad site adjacent to the platform and parking. DART use of airport property will be likely under some type of joint use arrangement.

5.1.3 Land Use Mitigation

Specific mitigation for identified land use related impacts including acquisitions, displacements, noise, visual and safety are discussed under appropriate headings throughout Chapter 5 of this FEIS. Temporary construction impacts and mitigation are discussed in Section 5.12. Traffic impacts and mitigation including pedestrian access, parking and street closures are discussed in Chapter 4. Representatives of the City of Irving, other public agencies and the general public will continue to be involved in the planning and design process to ensure all impacts are addressed and mitigated. DART will also track its commitments through a mitigation monitoring program.

5.2 ACQUISITIONS AND DISPLACEMENTS

This section describes the potential acquisitions and displacements associated with the No-Build and the LRT Alternative. The LRT assessments are based on preliminary engineering drawings (a 10% level of design) and therefore may not be a complete list of all real estate to be acquired. As design progresses on the alignment and station areas, there will be refinements and additions or deletions to the proposed right-of-way and parcel acquisitions.

As part of the City of Irving's \$60 million (1999\$) commitment to the project (See Section 1.5.3), the city intends to obtain much of the property needed for the project.

5.2.1 No-Build Alternative

This alternative represents the status quo and there would be no acquisition of property and therefore no displacements.

5.2.2 LRT Alternative

Station Acquisitions and Displacements

There are eight stations proposed for the project, with two of the stations being deferred until future development warrants their construction (Loop 12 and South Las Colinas). At this time, real estate estimates are not available for the Loop 12 and South Las Colinas Stations.

Table 5-1 below summarizes the potential acquisitions for each station based on engineering drawings and station site plans as of May 2008. It also outlines the current land use of the affected parcels.



**TABLE 5-1
STATION AREA ACQUISITIONS AND LAND USE**

Station/Location	Area to be Acquired (Acres)	Land Use
Loop 12 (Deferred Station)-Northeast corner of Spur 482 State Highway 114	0	Commercial – Central Freight, acquisition would not impact structures but might impact some parking and storage areas
University of Dallas -Northeast corner of State Highway 114 and Tom Braniff Drive	4.12	Vacant Commercial Land
South Las Colinas (Deferred Station)-Northwest corner BNSF Railroad Right-of-Way and State Highway 114	0	Vacant Commercial Land
Lake Carolyn Station -Southwest corner O'Connor Road and Lake Carolyn Parkway	0.29	Vacant Commercial Land
North Las Colinas -Southwest side of Northwest Highway	4.55	Vacant Commercial Land
Carpenter Ranch -South of Meadow Creek Drive and west of Greenpark Drive	3.70	Meadow Creek Drive, Vacant Commercial Land, and Four Seasons TPC Golf Course
North Lake College -North of North Lake College and east of Walnut Hill Lane	5.76	North Lake College Parking, Vacant Land and Vacant Transit Corridor
Belt Line Road -Southeast corner of Belt Line Road and Valley View Lane	9.55	Vacant Dallas/Fort Worth International Airport Land
Total Area Acquired for all Stations	27.97	

* Use of DFW Airport property will be through a lease or license agreement.

Source: Parsons Transportation Group and Wallace, Roberts & Todd, May 2008

Approximately 27.97 acres of property would be acquired for the stations. These acreages only include property acquisitions; they do not include public right-of-way, which would also be used by the LRT Project under some type of use agreement. DART use of public right-of-way owned by the City of Irving, City of Dallas or Texas Department of Transportation would probably be used under some interagency agreement and would not require acquisition by DART.

A significant portion of the property to be acquired for the stations would be land (other than public right-of-way) that is owned by a public agency. The properties are owned by the DFW Airport, the Dallas County Community College District, and the City of Irving. In almost all circumstances, the public land being acquired is vacant; the exception is the North Lake College property which includes some access infrastructure. None of the acquisitions on public land would displace any buildings or facilities on the properties. In a letter to FAA dated July 27, 2007, (See Appendix D) DFW Airport has stated that the use of airport land for the construction and operation of the DART light rail system will be under a lease or license agreement between DART and DFW Airport.

The majority of the private land being acquired is currently vacant commercial property. The land acquisitions for stations that impact improved properties would not displace any buildings or facilities. They primarily impact green space, access, or parking areas. The future Loop 12 Station would probably require property from the site of Central Freight's current operations. Parking and trailer storage areas currently occupy this area. However, this is a deferred station that will not be implemented until land use change would warrant a station. Property owners are currently studying alternative uses for their site.



Alignment Acquisitions and Displacements

Approximately 49.08 acres of land would be acquired for the alignment – 16.38 acres for Section I-1 and 32.7 acres for Section I-2. These estimates do not include public right-of-way owned by TxDOT or the City of Irving since these properties would not be acquired by DART but used under some type of interagency agreement. Use of DFW Airport land will be under a lease or license agreement between DART and DFW Airport. **Table 5-2** below summarizes the potential LRT alignment and construction area acquisitions based on 10% engineering drawings as of May 2008. It also identifies the current land use of the affected parcels.

**TABLE 5-2
ALIGNMENT ACQUISITIONS AND LAND USE**

Location	Area (acres) to be Acquired	Land Use
Line Section I-1 from Denton Drive to just east of SH 114		
SE corner Harry Hines Blvd. and Northwest Hwy.	.55	Commercial – acquisition would displace retail store and two mini warehouses
SW corner Harry Hines Blvd. and Northwest Hwy.	.18	Commercial - acquisition would not impact structure
North of Spur 482 between levees and just west of levees	9.29	Vacant commercial and vacant floodplain
NE corner of Tom Braniff Drive and SH 114	.04	Vacant commercial
NW corner of BNSF RR & SH 114	5.18	Vacant commercial
Along Teleport Ave. & Lake Carolyn Parkway	.09	Vacant commercial land and some improved commercial properties (no structures are impacted).
North of O'Connor Blvd. and East of N. Las Colinas station	1.05	Apartments / Vacant commercial
Sub-total for Line Section I-1	16.38	
Line Section I-2 from just east of SH 114 to Belt Line Road		
West of N. Las Colinas station & East of SH 114	.94	Vacant commercial and lake/greenspace
West of SH 114 to East of McArthur Blvd.	8.53	Meadow Creek Drive, Vacant Commercial Land, and Four Seasons TPC Golf Course (approximately 257 square feet)
West of McArthur Blvd. to East of Walnut Hill (North Lake Community College Area)	6.96	Archstone at MacArthur Apartments (acquisition would not impact structures) and North Lake Community College (acquisition would not impact structures, would require re-routing some access streets). Alignment right-of-way includes right-of-way for new Brangus Drive
West of Walnut Hill	1.92	Vacant property - preserved for transit right-of-way in Las Colinas Master Plan
DFW Airport Property east & west of SH 161	14.35	Vacant DFW Airport property *
Sub-total for Line Section I-2	32.70	
Total for Line Sections I-1 & I-2	49.08	

* Land acquired from DFW Airport is through a lease agreement and does not constitute a release of property.

Source: Parsons Transportation Group, May 2008

5.2.3 Acquisition and Displacement Mitigation

All acquisition of property must adhere to the DART Board of Directors' Real Estate Policy and Procedures, adopted August 25, 1987 and modified in October 2000. These policies and procedures adhere to all Federal guidelines regarding acquisition and relocation assistance including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42USC 4601). For all real property acquired, DART compensates the property owner for the fair



market value of their property and for damages to any remaining parcel(s). Any real estate donations will be appraised by an independent appraiser to determine the fair market value of the property. This fair market value will be made available to the property owners per federal regulation.

Relocation benefits are provided for all businesses and residents (owner occupants and tenants) that are displaced by acquisition. The project will not displace any residents. Prior to the relocation of businesses, DART staff will prepare a relocation analysis that determines the availability of suitable locations or facilities for displaced businesses. The relocation benefits and services provided to those displaced are determined by eligibility guidelines based on Federal policies. For businesses, these generally include reimbursement of moving expenses and advisory assistance in locating a replacement site.

5.3 AIR QUALITY

The purpose of this analysis is to determine potential air quality impacts of the proposed Northwest Corridor LRT Line to Irving and DFW Airport project. The impact assessment was performed by comparing the predicted ambient air pollutants concentrations, for the proposed project alternatives, to the National Ambient Air Quality Standards (NAAQS). Section 3.4 of this FEIS includes information on current status of air quality in the project area, the applicable air quality standards, and the impact criteria.

5.3.1 Impact Assessment

5.3.1.1 Methodology

To assess the proposed project's air quality impacts, a mesoscale as well as a microscale analysis was performed based on the procedures established in the Texas Department of Transportation *Air Quality Guidelines* (Texas DOT, 1999). A mesoscale pollutant burden analysis was performed to assess air quality impacts of the proposed project, on a regional level. The 2025 pollutant emissions associated with the various alternatives were calculated for carbon monoxide (CO), volatile organic compounds (VOC), and oxides of nitrogen (NO_x). The latter two pollutants are precursors of ozone (O₃) and serve as an indicator of the ozone impact in the area. Because O₃ formation reactions take place over a period of several hours, maximum concentrations of O₃ are often found far downwind of the precursor sources. Thus, ozone is a regional problem and not a localized condition.

The analysis and evaluation of long-term air quality impacts of the proposed project are based on the traffic analysis completed for the project (*Parsons, 2006*). The analysis evaluated the change in traffic operations and transportation circulation, as well as the passenger rail vehicle operations in the year 2025. Emissions analyses were evaluated for the proposed project corridor for the horizon year 2025 and for No-Build and Build scenarios.

Regional Emissions

Regional operational emissions evaluated for the project Build scenario include the following:

- direct emissions from operation of trains within the new LRT corridor;
- indirect emissions from passenger vehicles traveling to the park-and-ride stations, as compared to the decrease in emissions resulting from commuters using trains rather than driving to their destinations.

Impact to the regional air quality is analyzed by comparing the future (2025) air quality conditions with and without the project. The 2025 No-Build conditions reflect development, growth and infrastructure improvements that have already been accounted for in regional planning documents. Project-related impacts were identified based on the net difference in future Build and No-Build Alternatives (i.e., how the proposed project would affect future traffic patterns that already consider