

Table 4.1-2: Summary of Commuter Rail Alternative Station Area Land Use

Station	Station Acres	Current Site Land Use	Surrounding Land Use	Direct Impact
Haltom City-US 377 Station	21.0	Vacant	Industrial, Multi-Family, Retail, Vacant	No
North Richland Hills-Iron Horse Station	9.2	Vacant	Park, Retail, Vacant	No
North Richland Hills-Smithfield Station	11.7	Industrial, Vacant	Industrial, Institutional, Office, Single-Family, Retail, Vacant	Yes
Colleyville-John McCain Station	24.6	Vacant	Industrial, Retail, Single-Family, Vacant	No
Grapevine-Main Street Station	4.4	Vacant	Industrial, Parking, Retail, Transportation	Yes

Source: LOPEZGARCIA GROUP, 2008.

Sycamore School Road Station – This proposed station site is adjacent to existing utility uses and surrounded by undeveloped (vacant) land uses. Although the proposed station would be adjacent to vacant property (low intensity land use), the opportunity exists for future development surrounding the station to be compatible through appropriate City of Fort Worth zoning, which would encourage transit focused development, such as mixed uses (residential, commercial, or neighborhood retail uses). Furthermore, the new Southwest Parkway/SH-121 would be constructed in the vicinity of the proposed station, thus providing another major transportation infrastructure improvement to the area. This, in conjunction with the vacant land uses, would increase the anticipated benefits and opportunities for the proposed Sycamore School Road Station due to the likely increase in activity and visibility around the station site, which could stimulate transit focused development in the future. The proposed station site would incur no direct land use impacts.

Altamesa/Dirks Layover Facility – This proposed facility is surrounded by undeveloped (vacant) and transportation uses. The proposed Southwest Parkway/SH-121 would border the facility to the west. The proposed station is compatible with the surrounding uses. There are no anticipated direct impacts to this facility site due to the existing undeveloped (vacant) land uses in the area. The function of this facility is solely for the light maintenance and storage of the vehicles utilized for commuter rail travel, so there are no anticipated direct benefits other than a small amount of employment opportunities.

I-20/Granbury Station – In the vicinity of this proposed station, there are retail, institutional, infrastructure/transportation, and residential (multi-family and single-family) uses. The proposed station would be compatible with the existing land uses. The proposed I-20/Granbury station would directly impact the existing retail development at the southeast corner of I-20 and Granbury Road. Six businesses would be displaced for this station site. The T is continuously working with the City of Fort Worth to encourage redevelopment of this site and its surrounding parcels. Anticipated benefits would be new transit options for the nearby multi-family complex to the west, as well as the single-family neighborhoods to the south. Another anticipated benefit would likely be the redevelopment potential for parcels adjacent to this proposed station location.

TCU/Berry Station – Retail and residential (single-family) land uses are the dominate uses surrounding this proposed station location. The proposed station would be compatible with the existing land uses, but have direct impacts to residents and businesses. Three residential displacements and nine business displacements would be required for this station site. As part of the City of Fort Worth’s Urban Village Program, The T is encouraging the redevelopment of this area through coordination with City of Fort

Worth staff. Anticipated benefits to the surrounding land uses are increased mobility and new transportation options that could potentially influence new transit focused development.

Medical Center Station – Undeveloped (vacant) and office uses are the dominate land uses adjacent to the proposed Medical Center Station. The station site would be compatible with the existing office uses and have no direct impacts on land use. Anticipated benefits would include new transportation and mobility opportunities for the medical district and the single-family neighborhood in proximity to the station.

North Side Commuter Rail Alternative Station Option A – In the immediate vicinity of this proposed station, there are undeveloped (vacant), transportation, and industrial land uses. The proposed station would be compatible with the transportation and industrial uses, and the undeveloped (vacant) use would serve as prime areas for future, transit focused development. This proposed station would have a direct impact on the existing land uses by requiring two business displacements. Anticipated benefits from the proposed station are the likely increase in activity and visibility around the station site, which could stimulate future transit focused development.

North Side Commuter Rail Alternative Station Option B – In the immediate vicinity of this proposed station, there are undeveloped/vacant, transportation, and industrial land uses. The proposed station would be compatible with the transportation and industrial uses, and the undeveloped/vacant uses would serve as prime areas for future, transit focused development. The proposed station would have a direct impact on land uses by requiring five business displacements. Anticipated benefits would include the likely increase in activity and visibility around the station site, which could stimulate future transit focused development especially for the existing vacant parcels.

Beach Street Commuter Rail Alternative Station – The proposed Beach Street Commuter Rail Alternative Station location is surrounded by undeveloped (vacant) and industrial uses. The station would be compatible with the existing industrial uses. In addition, the proposed station would be primarily adjacent to property containing vacant (low intensity) land uses. The opportunity exists for future development surrounding the station to be compatible through appropriate development guidelines established by the City of Fort Worth zoning ordinance, which could encourage transit-focused development. Since there are no required displacements, no direct land use impacts would occur as a result of the Beach Street Commuter Rail Alternative Station. Anticipated benefits would result from the likely increase in activity and visibility around the station site, which could stimulate future transit focused development on the properties currently containing the vacant land uses.

Haltom City-US 377 Station – The Haltom City-US 377 Station location is surrounded by undeveloped (vacant), retail, residential (multi-family), and industrial uses. All of these uses would be compatible with the proposed station. The undeveloped/vacant use is adjacent to and surrounds the proposed station location. This presents a prime opportunity for Haltom City to guide future, transit focused development that would be compatible (medium to high intensity land uses) with the proposed station. This station would not require any household or business displacements, thus there are no direct land use impacts. Anticipated benefits include increased mobility and transportation options for the residents of the Spring Lake Apartments adjacent to the proposed station site and the Iron Horse West, Browning Heights East, and Diamond Oaks North neighborhoods. An increase in activity and visibility around the proposed station site could potentially stimulate future transit focused development, especially for the adjacent properties.

North Richland Hills-Iron Horse Station – Retail and park (golf course) uses are the dominant land uses surrounding this proposed station location and would be compatible with the proposed station. The

4.3 ACQUISITIONS AND DISPLACEMENTS

This section describes the potential acquisitions of properties and the displacement of owners and tenants that would be associated with the No-Build Alternative, the Baseline/TSM Alternative and the Commuter Rail Alternative and its design options. Properties will be divided into two separate areas, Southwest Fort Worth to DFW Airport and DFW Airport Property.

4.3.1 ACQUISITIONS

Methodology

Southwest Fort Worth to DFW Airport

Any acquisition of property or property rights by The T for this project would be made in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (49 CFR Part 25), as amended. Potentially impacted properties that have been identified as being included in these alternatives have been analyzed using information from the Tarrant Appraisal District and visual inspections.

DFW Airport Property

The above methodology from southwest Fort Worth to DFW Airport for the acquisition of real estate was also applied to the portion of the Southwest-to-Northeast Rail Corridor study area on DFW Airport property. This methodology is in accordance with Appendix A, Section 16.1c. of FAA Order 1050.1E.

No-Build Alternative

The No-Build Alternative would not involve any transit improvements that are not already planned and/or programmed in the NCTCOG *Mobility 2030 Plan*. Therefore, this alternative would not involve any acquisitions of property in the project corridor that have not or would not be addressed in the environmental documentation process for each project. A listing of these projects and a more detailed description of the No-Build Alternative are located in Section 2.3.1.

Baseline/TSM Alternative

The Baseline/TSM Alternative focuses on an express bus service with 15 park-and-ride facilities proposed to serve the major activity centers within the corridor. Ten of these proposed facilities are the same as those described under the Commuter Rail Alternative (Sycamore School Road Station, 1-20/Granbury Station, TCU/Berry Station, Medical Center Station, T&P Terminal, ITC Station, Colleyville-John McCain Station, Grapevine-Main Street Station, DFW Airport-North Station, and DFW Airport-Terminal A/B Station), and anticipated impacts resulting from their construction would be the same as those described under the Commuter Rail Alternative. In addition, the Northside Transfer Center/Stockyards Station would be located within the existing Northside Transfer Center. However, the following four park-and-ride stations under the Baseline/TSM Alternative are proposed in different locations from the Commuter Rail Alternative: Beach Street Station (at 28th Street), Haltom City Station (at Haltom Road), North Richland Hills Station (at Rufe Snow Drive), and the North Richland Hills Station (at Walker Boulevard/Cardinal Lane).

The Baseline/TSM Alternative would require property acquisitions for stations that would be served by a new express bus service provided by The T. There would be acquisitions for station footprints only for the Baseline/TSM, since buses would utilize existing roadways. The acquisition information for the four new stations not identical to the Commuter Rail Alternative is listed in Table 4.3-1.

Table 4.3-1: Baseline/TSM Alternative Stations Not Identical to Commuter Rail Alternative Stations

Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
Beach Street Station (at 28th Street)						
0474993	11.23	10.50	Whole	Commercial	Abandoned	Unoccupied
0475006	11.23	0.23	Partial	Institutional	None	N/A
0474994	11.23	0.50	Partial	Vacant	None	N/A
Haltom City Station (at Haltom Road)						
0478438	4.84	0.09	Partial	Institutional	None	N/A
0478439	4.84	0.04	Partial	Undeveloped	None	N/A
0447766	4.84	0.12	Partial	Vacant	None	N/A
0447759	4.84	0.19	Partial	Commercial	None	N/A
0447761	4.84	2.37	Partial	Undeveloped	None	N/A
0447760	4.84	2.03	Whole	Institutional	None	N/A
North Richland Hills Station (at Rufe Snow Drive)						
0493485	4.22	1.43	Whole	Vacant	None	N/A
0493484	4.22	2.28	Partial	Vacant	None	N/A
0493483	4.22	0.43	Partial	Vacant	None	N/A
0493486	4.22	0.08	Partial	Vacant	None	N/A
North Richland Hills Station (at Walker Boulevard/Cardinal Lane)						
05918	2.68	0.02	Partial	Commercial	None	N/A
0523841	2.68	0.09	Partial	Commercial	None	N/A
Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
05919	2.68	1.16	Whole	Electric Co.	Transmission Lines	N/A
0521955	2.68	1.41	Partial	Institutional	None	N/A

Source: Tarrant Appraisal District, 2007.

Commuter Rail Alternative

There would be acquisitions for station footprints and for land along the existing rail corridor ROW in limited areas for the Commuter Rail Alternative and its design options. Information for properties that would be acquired for the proposed station sites beginning at the south end of the approximately 37-mile proposed alignment includes the parcel number, tax account number, acres from each parcel that would be in each station, total parcel acres, whether or not it would be a partial or whole acquisition, land use, current structures, and occupancy status. Acreage has been rounded to the hundredth and is based on Tarrant Appraisal District data. Structures include any structures that are on the parcel and located inside the proposed station footprint. Public ROW and railroad-owned property are also noted. Additional ROW along the proposed rail corridor that is outside of the station footprints are also identified. As the

design progresses on the alternative alignments and station areas, there will be refinements, including additions and deletions, to the property that would need to be acquired for the project.

Southwest Fort Worth to DFW Airport

Commuter Rail Alternative

Station Acquisitions

Sycamore School Road Station

The proposed station (see Figure 4.3-1) would be located about six-tenths of a mile west of the Granbury Road/Summer Creek Drive and Columbus Trail intersection. Plans show that Columbus Trail would become Sycamore School Road. Three partial acquisitions would be required to assemble approximately 12.96 acres for the station. Parcels 1 and 2 are currently vacant, as shown in Table 4.3-2, and parcel 3 has transmission lines on the property. Parcel 3 is owned by TXU and is adjacent to the existing railroad ROW. The planned SH-121/Southwest Parkway would run along the east side of the station.

Figure 4.3-1: Sycamore School Road Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-2: Sycamore School Road Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04294556	0.19	2.28	Partial	Undeveloped	None	N/A
2	41307518	10.28	23.65	Partial	Commercial	None	N/A
3	04885449	2.49	3.74	Partial	Electric Co.	Transmission lines	N/A

Source: Tarrant Appraisal District, 2007.

Altamesa/Dirks Road Layover Facility

The proposed facility (see Figure 4.3-2) would be located west of the existing railroad ROW and south of Dirks Road. The proposed alignment of SH-121/Southwest Parkway would run adjacent to the western boundary of the proposed layover facility. The facility would require the acquisition of approximately 22.86 acres from one owner as shown in Table 4.3-3; the entire property owned by that one owner is 346.51 acres and is classified as D-1 Ranch Land. The property is unimproved except for a natural gas well and production facility that covers approximately 1.75 acres inside of the proposed layover facility footprint. This well site has numerous industrial type improvements including large above ground storage tanks. The Texas Railroad Commission records indicate that the gas well is the 2H Pate and that it is active and producing.

Figure 4.3-2: Altamesa/Dirks Road Layover Facility



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-3: Altamesa/Dirks Road Layover Facility

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	03914127	22.86	346.51	Partial	Ranch Land	Gas well equipment	N/A

Source: Tarrant Appraisal District, 2007.

I-20/Granbury Station

The proposed I-20/Granbury station (see Figure 4.3-3) would be located on the southeast corner of the I-20 and Granbury Road intersection. The station footprint covers approximately 4.91 acres and would be located in the Southcliff Center. The shopping center is an older commercial development that was constructed during the late 1960's and early 1970's. Six properties would be involved, and five of the six would be whole acquisitions, as shown in Table 4.3-4. The station would require the acquisition of four commercial buildings, which together, contain approximately 32,000 square feet of lease space. Parcels 4 and 5 are vacant and Parcel 4 is owned by the State of Texas.

Figure 4.3-3: I-20/Granbury Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-4: I-20/Granbury Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	03399141	0.62	0.62	Whole	Commercial	Retail	Occupied
2	03399168	0.64	0.64	Whole	Commercial	Restaurant	Occupied
3	03399133	2.01	7.31	Partial	Commercial	Strip Retail	Occupied (1) Unoccupied (1)
4	04057449	0.16	0.16	Whole	Commercial	None	N/A
5	06820018	0.50	0.50	Whole	Commercial	None	N/A
6	07096232	0.98	0.98	Whole	Commercial	Strip Retail	Occupied (2) Unoccupied (2)

Source: Tarrant Appraisal District, 2007.

TCU/Berry Station

The proposed station (see Figure 4.3-4) would be located at the southwest corner of the West Berry Street and Cleburne Road intersection, which is approximately three-fourths of a mile east of the TCU campus. The station would require the acquisition of approximately 3.53 acres covering 14 whole parcels as shown in Table 4.3-5. These properties would include seven commercial and seven residential properties. Parcel 3 is classified as commercial but has a house on the premises and appears to be used as a residence. Commercial properties include two strip retail centers, two restaurants, a medical office building and two vacant lots. The commercial buildings range in age from 12 to 70 years old, and the houses were constructed during the 1930's and 1940's. There are approximately 1.04 acres of public ROW in the streets and alleys in the station footprint. The proposed acquisitions and city ROW would total approximately 4.59 acres.

Figure 4.3-4: TCU/Berry Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-5: TCU/Berry Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	0391050	0.43	0.43	Whole	Commercial	Strip Retail	Occupied (4) Unoccupied (1)
2	0391263	0.14	0.14	Whole	Commercial	Strip Retail	Occupied (2)
3	0391255	0.14	0.14	Whole	Commercial	House	Occupied
4	0391247	0.14	0.14	Whole	Residential	House	Occupied
5	0390968	0.72	0.72	Whole	Commercial	None	N/A
6	0390976	0.14	0.14	Whole	Residential	None	N/A
7	0390984	0.14	0.14	Whole	Residential	House	Occupied
8	0390992	0.14	0.14	Whole	Residential	None	N/A
9	0391018	0.13	0.13	Whole	Residential	None	N/A
10	0391026	0.10	0.10	Whole	Residential	None	N/A
11	0391042	0.14	0.14	Whole	Commercial	Restaurant	Occupied
12	0391034	0.87	0.87	Whole	Commercial	Medical office	Occupied
13	0390844	0.27	0.27	Whole	Commercial	Restaurant	Occupied
14	0390844	0.03	0.03	Whole	Commercial	None	N/A
ROW		1.04	N/A	Partial	ROW	Roads	N/A

Source: Tarrant Appraisal District, 2007.

Medical Center Station

The proposed station (see Figure 4.3-5) would be located southeast of the I-30 and Forest Park Boulevard interchange. The station would cover approximately 5.80 acres and be comprised of six parcels. The station would be divided into three sections that would be connected by a walkway under West Rosedale Street. Two sections would be north of West Rosedale Street. Parcels 1, 2 and 3 would comprise the first section and would be on the west side of the rail corridor and parcel 4 would comprise the second section and be on the east side of the rail corridor. Parcels 1, 2 and 3 would be partial acquisitions, as shown in Table 4.3-6, one of which is classified as railroad and the other two as vacant commercial. The right to use the rail property should be confirmed. Parcel 4 is a commercial parcel that has been platted but is vacant and surrounded by medical outpatient centers. The third section would be comprised of parcels 5 and 6 and would be south of West Rosedale and east of the rail corridor. These parcels are vacant and are used for parking.

Figure 4.3-5: Medical Center Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-6: Medical Center Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	06660967	0.05	11.13	Partial	Railroad	None	N/A
2	41184114	1.94	9.36	Partial	Commercial	None	N/A
3	03928632	0.26	1.52	Partial	Commercial	None	N/A
4	07216459	1.78	1.78	Whole	Commercial	None	N/A
5	01786164	1.34	1.34	Whole	Commercial	None	N/A
6	01786148	0.43	0.43	Whole	Commercial	None	N/A

Source: Tarrant Appraisal District.

North Side Commuter Rail Alternative Station Option A

The proposed station (see Figure 4.3-6) would be located approximately three miles north of downtown Fort Worth just north of the intersection of NE 23rd and Samuels Avenue and would cover approximately 11.54 acres. The station would require the whole acquisition of four properties. Parcels 1 and 2 are improved commercial properties as shown in Table 4.3-7. Parcel 1 covers approximately 1.27 acres and has a 5,892 square foot commercial building occupied by a forklift business. Parcel 2 would include the acquisition of a 138,825 square foot refrigerated warehouse facility and approximately 7.11 acres. Parcels 3 and 4 are vacant and unimproved and constitute approximately 0.11 acres. Parcels 3 and 5 have railroad improvements.

Figure 4.3-6: North Side Commuter Rail Alternative Station Option A



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-7: North Side Commuter Rail Alternative Station Option A

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04681258	1.27	1.27	Whole	Commercial	Warehouse	Occupied
2	04681231	7.11	7.11	Whole	Commercial	Refrigerated Warehouse	Occupied (8)
3	Rail ROW	2.82	N/A	Partial	Railroad	Railroad Track	N/A
4	07780397	0.11	0.16	Partial	Commercial	None	N/A
5	00973106	0.23	2.92	Partial	Telephone Co.	Railroad Track	N/A

Source: Tarrant Appraisal District, 2007.

North Side Commuter Rail Alternative Station Option B

The proposed station (see Figure 4.3-7) would be located on the west side of Decatur Avenue approximately one-third mile south of where it intersects NE 28th Street and approximately one-half mile east of the Historic Stockyards. Four of the parcels are currently used for warehouse and manufacturing purposes and have metal buildings. The station would require the acquisition of approximately 7.01 acres of land from seven parcels and four of the seven would be whole acquisitions. The partial acquisitions would be for properties classified as railroad property and telephone property, as shown in Table 4.3-8.

Figure 4.3-7: North Side Commuter Rail Alternative Station Option B



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-8: North Side Commuter Rail Alternative Station Option B

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	06330630	0.49	0.85	Partial	Railroad	None	N/A
2	00973106	0.38	2.92	Partial	Telephone	None	N/A
3	Rail ROW	1.50	N/A	Partial	Right of Way	None	N/A
4	40422437	0.43	0.43	Whole	Commercial	Metal Building	Occupied
5	00973661	1.58	1.58	Whole	Commercial	Metal Buildings	Occupied
6	04681312	1.41	1.41	Whole	Commercial	Metal Buildings	Occupied
7	04681282	1.31	1.31	Whole	Commercial	Metal Building	Occupied

Source: Tarrant Appraisal District, 2007.

Beach Street Commuter Rail Alternative Station

The proposed station (see Figure 4.3-8) would be located west of Beach Street and about 1.3 miles south of NE Loop 820 in the City of Fort Worth. The station would cover approximately 11.70 acres of land and require three partial acquisitions of property, as shown in Table 4.3-9. Parcels 1 and 2 are used for electric transmission lines and parcel 3 as farm and ranch land. Parcel 3 currently has a cattle pen that may be affected by the station.

Figure 4.3-8: Beach Street Commuter Rail Alternative Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-9: Beach Street Commuter Rail Alternative Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04636171	0.53	11.85	Partial	Telephone Co.	Transmission Lines	N/A
2	04636171	1.60	6.69	Partial	Telephone Co.	Transmission Lines	N/A
3	03753891	9.57	62.19	Partial	Farmland	Cattle Pen	N/A

Source: Tarrant Appraisal District, 2007.

Haltom City-US 377 Station

The station (see Figure 4.3-9) would be located on the west side of US 377 approximately one-third mile south of NE Loop 820. Approximately 21.00 acres would need to be acquired out of a 42.13 acre property for the proposed station. The property is currently vacant and is classified as undeveloped, as shown in Table 4.3-10.

Figure 4.3-9: Haltom City-US 377 Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-10: Haltom City-US 377 Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04997107	21.00	42.13	Partial	Undeveloped	None	N/A

Source: Tarrant Appraisal District, 2007.

North Richland Hills-Iron Horse Station

The proposed station (see Figure 4.3-10) would be located north of NE Loop 820 between Industrial Park Boulevard and the existing railroad ROW. The station would require the acquisition of approximately 9.20 acres out of the approximately 11.39 acre parcel, as shown in Table 4.3-11. The property was vacant at the time of inspection, although a marketing sign on the property identified the property as a future mixed-use retail development.

Figure 4.3-10: North Richland Hills-Iron Horse Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-11: North Richland Hills-Iron Horse Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	06518974	9.20	11.39	Partial	Undeveloped	None	N/A

Source: Tarrant Appraisal District, 2007.

North Richland Hills-Smithfield Station

The proposed station (see Figure 4.3-11) would be located on the east side of Smithfield Road about one-quarter mile north of Mid Cities Boulevard. The station would cover approximately 11.79 acres of land. Parcels 1, 2 and 4 would be whole acquisitions as shown in Table 4.3-12 and cover approximately 7.77 acres. Parcel 3 is railroad property that includes the rail corridor and would require the right to use approximately 2.24 acres out of the approximately 14.38 acre parcel. Parcel 5 is vacant commercial and would be a partial acquisition of 1.21 acres out of 2.46 acres. Parcel 1 is also vacant commercial and parcels 2 and 4 are classified as commercial with buildings together totaling 33,900 square feet. Parcel 6 is Center Street and is City of North Richland Hills ROW.

Figure 4.3-11: North Richland Hills-Smithfield Station



Sources: MSN Virtual Earth, Tarrant Appraisal District.

Table 4.3-12: North Richland Hills-Smithfield Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	02782332	0.34	0.34	Whole	Commercial	None	N/A
2	02782340	2.24	2.24	Whole	Commercial	Metal Buildings	Occupied
3	05696046	2.24	14.38	Partial	Railroad	Railroad Track	N/A
4	06825362	5.19	5.19	Whole	Commercial	Metal Buildings	Occupied
5	40990230	1.21	2.46	Partial	Commercial	None	N/A
6	ROW	0.57	N/A	Partial	ROW	Road	N/A

Source: Tarrant Appraisal District, 2007.

Colleyville-John McCain Station

The proposed station (see Figure 4.3-12) would be located at the southwest corner of SH-26 and John McCain Road. As shown in Table 4.3-13, the station would require the acquisition of two whole parcels totaling approximately 24.63 acres of land. The station would occupy all of the land between SH-26 and the eastern boundary of the railroad ROW. All of the land is classified as vacant commercial or undeveloped except for some drainage improvements in the northern corner of parcel one.

Figure 4.3-12: Colleyville-John McCain Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-13: Colleyville-John McCain Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures
1	40474127	14.60	14.60	Whole	Commercial	None
2	04010051	10.03	10.03	Whole	Undeveloped	None

Source: Tarrant Appraisal District, 2007.

Grapevine-Main Street Station

The proposed station site (see Figure 4.3-13) would require the acquisition of approximately 4.37 acres and would be located on both sides of the rail corridor near the northeast corner of South Main Street and East Dallas Road in downtown Grapevine. Parcels 1 and 2, as shown in Table 4.3-14, are located on the north side of the rail corridor. Parcel 1 is vacant and the historic Cotton Belt Depot is located on Parcel 2. Parcels 3 and 4 are two improved commercial properties on the south side of the existing railroad corridor, parcel 3 would be a partial acquisition and parcel 4 would be a total acquisition. It would be necessary to purchase a narrow strip of land containing approximately 0.68 acres north of the building and adjacent to the existing railroad ROW on parcel 3. Parcel 4 would be the whole acquisition of the 2.64 acre commercial property including its 11,350 square feet building and other site improvements.

Figure 4.3-13: Grapevine-Main Street Station



Sources: MSN Virtual Earth, 2007, Tarrant Appraisal District, 2007.

Table 4.3-14: Grapevine-Main Street Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	06520758	0.36	1.89	Partial	Commercial	None	N/A
2	06495699	0.69	7.59	Partial	Railroad	Buildings, Tracks	N/A
3	01603795	0.68	4.26	Partial	Commercial	None	N/A
4	06597416	2.64	2.64	Whole	Commercial	Building	Occupied

Source: Tarrant Appraisal District, 2007.

Alignment Acquisitions

Acquisition of small amounts of land along the existing rail corridor would be necessary at several points along the Commuter Rail Alternative route. There would be twenty partial acquisitions and one whole acquisition along the Commuter Rail Alternative which together total approximately 7.35 acres, as shown in Table 4.3-15. Parcel 1 would be adjacent to the south edge of the proposed Altamesa Boulevard Layover Facility and covers the edge of a gas well production site. Parcels 2, 3, 4, 5 and 6 are located on the east side of the rail corridor between two sections of the proposed Medical Center Station. Parcels 7, 8, 9 and 10 are located along the existing rail alignment west of the T&P Station and parcel 10 would be a whole acquisition of approximately 1.46 acres. Parcels 11, 12 and 13 would be on the east side of the existing alignment. Parcel 11 is south of Northside Drive and parcels 12 and 13 are north of Northside Drive. Parcel 14 would be a triangular shaped partial acquisition adjacent to the north end of the proposed North Side Commuter Rail Alternative Station Option B. Parcels 15, 16, 17 and 18, are contiguous and are located north of the North Side Commuter Rail Alternative Station Options A and B. They are on the west side of the existing rail corridor. Parcels 19, 20 and 21 would be the final parcels needed for the Commuter Rail Alternative alignment and they are located on the east side of the existing rail corridor north of the proposed North Side Station Commuter Rail Alternative Station Options A and B.

Table 4.3-15: Commuter Rail Alternative Alignment Acquisitions

Parcel	Account	Right of Way Acres	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	03914127	0.88	346.51	Partial	Ranch Land	Gas Well	N/A
2	04962591	0.19	1.73	Partial	Commercial	None	N/A
3	41005317	0.19	1.78	Partial	Commercial	None	N/A
4	07039336	0.13	2.50	Partial	Commercial	None	N/A
5	07216467	0.06	28.92	Partial	Commercial	None	N/A
6	07216475	0.03	3.52	Partial	Commercial	None	N/A
7	ROW	0.04	0.00	Partial	State Right of Way	None	N/A
8	ROW	0.05	0.00	Partial	State Right of Way	None	N/A
9	07120494	0.36	3.91	Partial	Undeveloped	None	N/A
10	40447294	1.46	1.46	Whole	Commercial	None	N/A
11	04993497	0.80	34.66	Partial	Commercial	None	N/A
12	04681223	1.87	28.40	Partial	Commercial	None	N/A
13	04004302	0.17	3.22	Partial	Commercial	None	N/A
14	04681169	0.02	5.00	Partial	Commercial	Fence	N/A
15	Rail ROW	0.60	N/A	Partial	Railroad	None	N/A
16	04681304	0.28	0.86	Partial	Pipelines	None	N/A
17	04692802	0.09	1.31	Partial	Commercial	None	N/A
18	04146522	0.02	0.75	Partial	Commercial	None	N/A
19	01001566	0.03	0.49	Partial	Commercial	None	N/A
20	01001558	0.05	0.19	Partial	Commercial	None	N/A
21	40606341	0.03	0.09	Partial	Commercial	None	N/A

Source: Tarrant Appraisal District, 2007.

Western Bypass Design Option

Station Acquisitions

7th Street Station

The proposed 7th Street Station site (see Figure 4.3-14) is located in the Montgomery Plaza Shopping Center at the northeast corner of Carroll Street and West 7th Street. The proposed station would be located on the eastern edge of the mixed use development between retail stores and the existing rail corridor. The proposed site would contain approximately 4.81 acres and would require the partial acquisition of three improved commercial properties. Parcel 1 is approximately 2.85 acres in size and is currently used for parking for retail stores in the shopping center as shown in Table 4.3-16. Parcel 2 is a narrow strip of pavement directly behind the commercial buildings on the site. This 0.59 acre area currently allows access to the rear of the retail buildings. Parcel 3 is located on the property that contains the Montgomery Ward building. The building has been recently converted to a mixed use development of residential and retail space. The 1.37 acre affected area is a paved parking area for the building residents and the patrons of many small shops and restaurants.

Figure 4.3-14: 7th Street Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-16: 7th Street Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	40926613	2.85	12.25	Partial	Commercial	Parking	N/A
2	40926648	0.59	5.39	Partial	Commercial	Parking	N/A
3	40926680	1.37	10.71	Partial	Commercial	Parking	N/A

Source: Tarrant Appraisal District, 2007.

North Main Street Station Option A

This station (see Figure 4.3-15) would be located at the southeast corner of East Northside Drive and North Commerce Street. The triangularly shaped station site occupies all of the land south of East Northside Drive, east of North Commerce Street and west of existing railroad ROW. The station would require 21 whole acquisitions for the properties that occupy approximately 3.29 acres of land. The properties include five unimproved commercial, six commercial properties with structures and nine single family homes as shown in Table 4.3-17. Parcel 21 is the only residential property that consists of vacant land. The residential and commercial properties have older improvements. In addition, approximately 1.57 acres is public ROW. This station would be located just about a quarter mile north of the new Trinity River Uptown Project.

Figure 4.3-15: North Main Street Station Option A



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-17: North Main Street Station Option A

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04687191	0.04	0.04	Whole	Commercial	None	N/A
2	04687183	0.11	0.11	Whole	Commercial	None	N/A
3	01898949	0.11	0.11	Whole	Commercial	None	N/A
4	01898930	0.11	0.11	Whole	Residential	House	Occupied
5	01898922	0.11	0.11	Whole	Residential	House	Occupied
6	01898914	0.11	0.11	Whole	Residential	House	Occupied
7	01898906	0.11	0.11	Whole	Residential	House	Occupied
8	01898892	0.11	0.11	Whole	Commercial	Shed	N/A
9	01898884	0.11	0.11	Whole	Residential	House	Occupied
10	01898841	0.33	0.33	Whole	Commercial	Office, Storage tanks	Unoccupied
11	04877330	0.20	0.20	Whole	Residential	House	Occupied
12	01899023	0.76	0.76	Whole	Commercial	Office, Warehouse	Occupied
13	01899015	0.11	0.11	Whole	Commercial	None	N/A
14	01899007	0.11	0.11	Whole	Commercial	None	N/A
15	01898981	0.15	0.15	Whole	Commercial	Auto Repair Facility	Occupied (2)
16	01898752	0.15	0.15	Whole	Commercial	Office	Occupied
17	01898744	0.22	0.22	Whole	Residential	House	Occupied
18	04687175	0.20	0.20	Whole	Commercial	Storage Shed	N/A
19	01898779	0.05	0.05	Whole	Residential	House	Occupied
20	01898787	0.05	0.05	Whole	Residential	House	Occupied
21	01898809	0.05	0.05	Whole	Residential	None	N/A
ROW		1.57	N/A	Partial	Right of way	Roads	N/A

Source: Tarrant Appraisal District, 2007.

North Main Street Station Option B

This station (see Figure 4.3-16) would be located at the southeast corner of East Northside Drive and North Commerce Street. The triangularly shaped station site occupies all of the land south of East Northside Drive, east of North Commerce Street and west of existing railroad ROW. The station would require 21 whole acquisitions for the properties that occupy approximately 3.29 acres of land. The properties include five unimproved commercial, six commercial properties with structures and nine single family homes as shown in Table 4.3-18. Parcel 21 is the only residential property that consists of vacant land. The residential and commercial properties have older improvements. In addition, approximately 1.57 acres is public ROW. This station would be located just about a quarter mile north of the new Trinity River Uptown Project.

Figure 4.3-16: North Main Street Station Option B



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-18: North Main Street Station Option B

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	01926152	1.21	1.21	Whole	Commercial	Auto Repair Building	Occupied
2	01926160	0.69	0.69	Whole	Commercial	Metal Buildings	Occupied
3	04688082	0.15	0.15	Whole	Commercial	None	N/A
4	01926179	0.02	0.02	Whole	Gas Co.	None	N/A
5	01926195	1.21	1.21	Whole	Commercial	None	N/A
6	04686500	1.91	1.91	Whole	Commercial	None	N/A
7	40447154	0.67	0.67	Whole	Commercial	None	N/A

Source: Tarrant Appraisal District, 2007.

Alignment Acquisitions

There would be three partial acquisitions that together total approximately 1.00 acre along the Western Bypass Design Option, as shown in Table 4.3-19. Parcels 1, 2 and 3 are located along the east side of the existing rail corridor just to the south of the proposed North Side Commuter Rail Alternative Station Option A.

Table 4.3-19: Western Bypass Design Option Alignment Acquisitions

Parcel	Account	Right of Way Acres	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04681266	0.01	4.87	Partial	Commercial	None	N/A
2	00973629	0.41	18.20	Partial	Undeveloped	None	N/A
3	06624219	0.58	14.11	Partial	Commercial	Rail Spur	N/A

Source: Tarrant Appraisal District, 2007.

Choctaw Design Option

Station Acquisitions

North Side Choctaw Station

The proposed station (see Figure 4.3-17) would be located at the northwest corner of East Northside Drive and I-35W. The proposed site would require the acquisition of approximately 6.80 acres of property. This would be accomplished through two partial acquisitions. Parcel 1, as shown in Table 4.3-20, is part of a larger 12.35 acre tract that contains several structures and improvements relating to natural gas extraction. An acquisition of 3.52 acres would be required out of parcel 1. The proposed acquisition area appears to be vacant from a visual inspection of the property however the oil and gas production equipment adjacent to the north edge of the station footprint is not shown in Figure 4.3-17. Records from the Texas Railroad Commission indicate a gas gathering line, Permit 06987 could be within the proposed station site. Parcel 2 would require a 3.28 acre partial acquisition out of the 5.82 acre property.

Figure 4.3-17: North Side Choctaw Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-20: North Side Choctaw Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	05697565	3.52	12.35	Partial	Undeveloped	None	N/A
2	05653835	3.28	5.82	Partial	Commercial	None	N/A

Source: Tarrant Appraisal District, 2007.

Beach Street Choctaw Station

The proposed station (see Figure 4.3-18) would be located at the northwest corner of North Beach Street and Legend Point Drive approximately 1.75 miles south of NE Loop 820. All four parcels are vacant except that parcels 1 and 2 contain railroad equipment along the rail corridor. Parcel 3 is also railroad property and would be a whole acquisition of 2.58 acres, as shown in Table 4.3-21. Parcel 4 is classified as commercial, is vacant and would be a partial acquisition of approximately 5.01 acres out of 28.92 acres.

Figure 4.3-18: Beach Street Choctaw Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-21: Beach Street Choctaw Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	06508294	0.67	8.40	Partial	Railroad	Railroad Track	N/A
2	04345967	0.24	0.24	Whole	Railroad	None	N/A
3	04345967	2.58	2.58	Whole	Railroad	None	N/A
4	40113655	5.01	28.92	Partial	Commercial	None	N/A

Source: Tarrant Appraisal District, 2007.

Alignment Acquisitions

There would be 36 partial acquisitions for the Choctaw Design Option which together would total approximately 4.63 acres, as shown in Table 4.3-22. Parcel 1 is on the east side of the existing alignment and is located where the proposed Choctaw Design Option would split off from the Commuter Rail Alternative north of the ITC Station. Parcel 1 covers approximately 0.93 acres out of a 3.06 acre property. Parcels 2, 3 and 4 together cover approximately 1.30 acres and would be adjacent to parcel 1. Parcels 5 and 6 would be on the east side of the existing rail ROW, north of North East 28th Street and south of the proposed Beach Street Choctaw Station. Parcels 8, 9, 10 and 11 are the remaining commercial properties along this alignment and are located at the north end of the proposed Beach Street Choctaw Station. Parcels 12 through 33 are residential parcels that begin at the northern edge of parcel 11. Parcels 34, 35 and 36 cover approximately .20 acres and are located on the east side of the existing rail alignment where the Choctaw Design Option connects back to the Commuter Rail Alternative.

Table 4.3-22: Choctaw Design Option Alignment Acquisitions

Parcel	Account	Right of Way Acres	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04346009	0.93	3.06	Partial	Railroad	None	N/A
2	01038796	0.44	3.65	Partial	Commercial	None	N/A
3	03997758	0.56	6.91	Partial	Commercial	None	N/A
4	05653320	0.30	12.99	Partial	Commercial	None	N/A
5	40608174	0.71	21.76	Partial	Commercial	None	N/A
6	06691021	0.09	23.73	Partial	Industrial	None	N/A
7	40113655	0.20	28.92	Partial	Commercial	None	N/A
8	05661579	0.60	1.87	Partial	Commercial	None	N/A
9	06362044	0.08	0.20	Partial	Commercial	None	N/A
10	06342558	0.05	0.26	Partial	Commercial	None	N/A
11	05661587	0.12	0.71	Partial	Commercial	None	N/A
12	03393542	0.02	0.18	Partial	Residential	None	N/A
13	03393550	0.02	0.18	Partial	Residential	None	N/A
14	03393569	0.02	0.20	Partial	Residential	None	N/A
15	03393577	0.02	0.18	Partial	Residential	None	N/A
16	03393585	0.02	0.18	Partial	Residential	None	N/A
17	03393593	0.02	0.20	Partial	Residential	None	N/A
18	03393607	0.02	0.19	Partial	Residential	None	N/A
19	03393615	0.02	0.18	Partial	Residential	None	N/A
20	03393623	0.02	0.18	Partial	Residential	None	N/A
21	03393631	0.02	0.18	Partial	Residential	None	N/A
22	03393658	0.02	0.21	Partial	Residential	None	N/A
23	03393666	0.02	0.20	Partial	Residential	None	N/A
24	03393674	0.02	0.17	Partial	Residential	None	N/A
25	03393682	0.01	0.19	Partial	Residential	None	N/A
26	03393690	0.01	0.19	Partial	Residential	None	N/A
27	03393704	0.01	0.17	Partial	Residential	None	N/A
28	03393712	0.01	0.00	Partial	Residential	None	N/A
29	03393720	0.01	0.00	Partial	Residential	None	N/A
30	03393739	0.01	0.14	Partial	Residential	None	N/A

Table 4.3-22: Choctaw Design Option Alignment Acquisitions

Parcel	Account	Right of Way Acres	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
31	03393747	0.01	0.17	Partial	Residential	None	N/A
32	03393755	0.01	0.17	Partial	Residential	None	N/A
33	03393763	0.01	0.16	Partial	Residential	None	N/A
34	04164040	0.17	1.53	Partial	Electric Company	None	N/A
35	04164091	0.02	2.31	Partial	Electric Company	None	N/A
36	04164245	0.01	10.81	Partial	Railroad	None	N/A

Source: Tarrant Appraisal District, 2007.

DFW Airport Property

Commuter Rail Alignment

According to DFW Airport staff, land proposed for use for the Commuter Rail Alternative on DFW Airport Property north of SH-114 was surplus airport property not purchased with grant funding. Land proposed for the alignment south of SH-114 was purchased by the airport with grant funding.

DFW Airport- North Station

The proposed station site (see Figure 4.3-19) would be situated approximately 200 yards east of the intersection of Texan Trail and East Dallas Road. All of the property required for the proposed station site is inside the airport boundary and the station would contain approximately 45.74 acres. County records and visual inspection indicate the affected properties are vacant unimproved properties. As shown in Table 4.3-23, three whole parcels (1, 2, & 4) and three partial acquisitions (3, 5, & 6) would be required to assemble the proposed site. Parcel 6 may be the old ROW for Hudgin Road according to the Tarrant Appraisal District. An Atmos 4.5” gas transmission pipeline is running in a northerly direction across the proposed station area.

Figure 4.3-19: DFW Airport-North Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-23: DFW Airport-North Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	04026624	3.50	3.50	Whole	Commercial	None	N/A
2	04026632	18.46	18.46	Whole	Commercial	None	N/A
3	03860132	19.31	153.50	Partial	Undeveloped	None	N/A
4	07815751	2.35	2.35	Whole	Commercial	None	N/A
5	03860124	0.01	63.95	Partial	Undeveloped	None	N/A
6	N/A	2.11	N/A	Partial	Undeveloped	None	N/A

Source: Tarrant Appraisal District, 2007.

DFW Airport-Terminal A/B Station

The proposed station (see Figure 4.3-20) would be located completely on DFW Airport property between Terminals A and B. At this time a specific station design has not been determined. Table 4.3-24 summarizes the parcel that would be affected by this construction.

Figure 4.3-20: DFW Airport-Terminal A/B Station



Sources: MSN Virtual Earth, 2007; Tarrant Appraisal District, 2007.

Table 4.3-24: DFW Airport-Terminal A/B Station

Parcel	Account	Acres in Station	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	4173694	Pending	320.42	Partial	Commercial	Airport	N/A

Source: Tarrant Appraisal District, 2007.

Alignment Acquisitions

Additional property would be necessary for extending the rail alignment from the airport property boundary and the DFW Airport-North Station down to the proposed DFW Airport-Terminal A/B Station and it would require approximately 21.30 acres, as show in Table 4.3-25.

Table 4.3-25: DFW Airport Alignment Acquisition

Parcel	Account	Right of Way Acres	Total Parcel Acres	Partial or Whole Acquisition	Land Use	Current Structures	Occupancy
1	Airport	21.30		Partial	Airport	None	N/A

Source: Tarrant Appraisal District, 2007.

Summary of Acquisitions

Table 4.3-26 summarizes the acquisitions that would be anticipated for the Commuter Rail Alternative and its design options.

Table 4.3-26: Summary of Acquisitions

Station or Facility	Acres in Station	Partial Acquisitions	Whole Acquisitions	Additional Acres Alignment (Right of Way)	Number of Parcels (Alignment)
Commuter Rail Alternative					
Sycamore School Road	12.96	3	0	-	-
Altamesa/Dirks Road Layover Facility	22.86	1	0	-	-
I-20/Granbury Road	4.91	1	5	-	-
TCU/Berry	4.21	1	14	-	-
Medical Center	5.80	3	3	-	-
<i>North Side Commuter Rail Alternative Option A</i>	<i>11.54</i>	<i>3</i>	<i>2</i>	-	-
<i>North Side Commuter Rail Alternative Option B</i>	<i>7.29</i>	<i>3</i>	<i>4</i>	-	-
Beach Street Commuter Rail Alternative	11.70	3	0	-	-
Haltom City-US 377	21.00	1	0	-	-
North Richland Hills-Iron Horse	9.20	1	0	-	-
North Richland Hills-Smithfield	11.16	3	3	-	-
Colleyville-John McCain	24.63	0	2	-	-
Grapevine-Main Street	4.37	3	1	-	-
DFW Airport-North	44.81	3	3	-	-
DFW Airport-Terminal A/B	-	1	0	-	-
Commuter Rail Alternative	-	-	-	28.65	22
Total	184.9-189.15	27	33-35	28.65	22
Western Bypass Design Option					
7 th Street	4.81	3	0	-	-
<i>North Main Street Option A</i>	<i>4.86</i>	<i>1</i>	<i>21</i>	-	-
<i>North Main Street Option B</i>	<i>5.86</i>	<i>0</i>	<i>7</i>	-	-
Western Bypass Design Option	-	-	-	1	3
Total	9.67-10.67	4	7-21	1	3
Choctaw Design Option					
North Side Choctaw	8.50	2	0	-	-
Beach Street Choctaw	6.80	2	2	-	-
Choctaw Design Option	-	-	-	4.63	36
Total	15.30	4	2	4.63	36

Source: Tarrant Appraisal District, 2007.

Mitigation

Southwest Fort Worth to DFW Airport

The acquisition process would be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (49 CFR, Part 24)* as amended. The act requires that property owners are paid fair market value compensation for the acquired property as well as equitable compensation normally associated with relocating. Beginning February 1, 2008, HB1495, Section 21.0112 of the Texas Property Code requires that before a condemning authority begins negotiations with an owner whose property may be acquired by eminent domain, a copy of the Texas Attorney General's "Landowner Bill of Rights" shall be provided to the owner. The acquisitions would also be made in accordance with the policies of The T. In addition to owners being compensated fair market value for their property, they would also be paid damages incurred for remaining property that occurred as a result of an acquisition.

DFW Airport Property

In accordance with Section 16 of Appendix A of FAA Order 1050.1E, if acquisition of real property or displacement of persons is involved, the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR, Part 24)*, as amended must be met for Federal projects and projects involving Federal funding.

4.3.2 DISPLACEMENTS AND IMPACTS

Methodology

Southwest Fort Worth to DFW Airport

Displacements of existing households and business uses in occupied structures are described in this section. Potentially displaced households and businesses for the proposed alternatives were based on review of aerial photographs, Tarrant Appraisal District records and site inspections conducted via public roadways. Business displacements were counted if access could be potentially denied or if a large amount of parking would be acquired as a result of a partial acquisition. If a business had more than one building displaced, the business was counted as one displacement. Personal property displacements included personal property stored by businesses and individuals located in a unit or units in a storage facility that would be acquired in whole or in part. The relocation process would be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended.

DFW Airport Property

The above methodology from southwest Fort Worth to DFW Airport for displacements and impacts was also applied to the portion of the Southwest-to-Northeast Rail Corridor study area located within DFW Airport property. This methodology is in accordance with Section 16 of Appendix A, Chapter 16.1c of FAA Order 1050.1E.

No-Build Alternative

The No-Build Alternative would not involve any transit improvements that are not already planned and/or programmed in the NCTCOG *Mobility 2030 Plan*. Therefore, this alternative would not involve any

displacements of property in the project corridor that have not or would not be addressed in the environmental documentation process for each project. A listing of these projects and a more detailed description of the No-Build Alternative are located in Section 2.3.1.

Baseline/TSM Alternative

The Baseline/TSM Alternative would have potential impacts due to the displacements required for stations that would be served by a new express bus service provided by The T. There would be potential displacements for station footprints only for the Baseline/TSM, since buses would utilize existing roadways. There are no occupied structures located at the Baseline/TSM park and ride facilities, therefore no displacements would be required.

Commuter Rail Alternative

Table 4.3-27 summarizes the number of relocations associated with each of the proposed stations and facilities for the Southwest-to-Northeast Rail Corridor. The uses range from single-family residential, commercial to large industrial. For the recommended stations and facilities that have relocations, a brief description of the displaced uses and an assessment of potential impacts are outlined below. Based on a visual inspection of the properties, none of the potentially displaced businesses rely on rail access with the exception of the Historic Cotton Belt Depot at the proposed Grapevine-Main Street Station.

Table 4.3-27: Summary of Displacements

Station or Facility	Households Displaced	Businesses Displaced	Personal Property Displaced
Commuter Rail Alternative			
Sycamore School Road	0	0	0
Altamesa/Dirks Road Layover Facility	0	0	0
I-20/Granbury Road	0	6	0
TCU/Berry	3	9	0
Medical Center	0	0	0
<i>North Side Commuter Rail Alternative Option A</i>	0	2	7
<i>North Side Commuter Rail Alternative Option B</i>	0	5	0
Beach Street Commuter Rail Alternative	0	0	0
Haltom City-US 377	0	0	0
North Richland Hills-Iron Horse	0	0	0
North Richland Hills-Smithfield	0	2	0
Colleyville-John McCain	0	0	0
Grapevine-Main Street	0	2	0
DFW Airport-North	0	0	0
DFW Airport-Terminal A/B	0	0	0
Sub-Total	3	21-24	0-7
Western Bypass Design Option			
7 th Street	0	13	0
<i>North Main Street Option A</i>	9	4	0
<i>North Main Street Option B</i>	0	3	0
Sub-Total	0-9	16-17	0
Choctaw Design Option			
North Side Choctaw	0	0	0
Beach Street Choctaw	0	0	0
Sub-Total	0	0	0
Total Displacements	12	46	7

Sources-HDR/PHAROS, 2007; Tarrant Appraisal District, 2007.

Southwest Fort Worth to DFW Airport

Commuter Rail Alternative

Stations

Sycamore School Road Station

There would be no displacements for the Sycamore School Road Station. Acquisition of approximately 12.96 acres of vacant land would be required.

Altamesa/Dirks Road Layover Facility

There would be no displacements for the Altamesa Boulevard Layover Facility and approximately 22.86 acres of vacant land would be required. This potential layover facility is currently improved with a natural gas well facility previously discussed in detail in the acquisitions section.

I-20/Granbury Road Station

There are five businesses occupying four retail buildings located within the Southcliff Center that would be displaced by this station. The retail building located at the southwest corner of the acquisition area contains an O'Reilly Auto Parts. The adjacent property located to the northeast contains a Pancho's Mexican Buffet. The potential acquisition area also contains a two space strip retail building occupied by Academy Uniform Shop. It should be noted that at the time of the inspection the adjacent space to the uniform shop was unoccupied but available for lease. Located at the northeast corner of the acquisition area is a four space retail building occupied by two businesses (Weatherly's Clock Works and Express Professional Services). At the time of inspection there were two unoccupied spaces available for lease located within this retail building. The adjacent structure which contains the Ogle Beauty School is not located within the station footprint and should not be displaced as a result of the potential acquisition. In addition to these businesses, there is an additional business (Jo Ann's Fabrics) not located within the station footprint that may be impacted as a result of the potential partial acquisition of parking and may require relocation assistance. The impact to the aforementioned business could be minimized through a shared parking agreement as well as a shared access agreement.

Due to the number of businesses to be potentially displaced, it may be difficult for all of them to remain in the immediate area. However, the project corridor has several areas with available commercial properties for lease. Both the Hulen Street and Bryant Irvin Road corridors are nearby and might provide suitable replacement locations for the displaced businesses.

TCU/Berry Station

The TCU/Berry Station as currently designed would displace three residences and nine businesses. According to the Tarrant Appraisal District there is one owner-occupied residence located on the east side of Frazier Avenue (3125 Frazier Avenue) that would be displaced. On the west side of Frazier Avenue, two tenant-occupied residential properties (3104 & 3108 Frazier Avenue) would also be displaced as a result of the acquisition. It should be noted that the residence located at 3104 Frazier Avenue appears to have at one time contained a business operation. However, after a visual inspection and research of the Tarrant Appraisal District's personal property records, it has been determined that there is no business operating at this time. Research indicates that there is adequate available decent, safe and sanitary (DS&S) housing in the immediate area to accommodate the potential displaced households.

Five commercial structures would be acquired resulting in a total of nine displacements. The property located at the southeast corner of West Berry Street and Townsend Avenue (2015 West Berry Street) contains a KFC Restaurant. Just across Townsend Avenue at 2105 West Berry Street, a Chopstix Express Restaurant would also be displaced. The property located to the south of the restaurant (3124 Townsend Drive) is a medical office building containing Talecris Plasma Resources. The property located at 2109 West Berry Street consists of a small strip center containing two businesses (Paleteria La Flor Michoacan and Fusions Lifestyle Accessories). A strip retail center located at the corner of West Berry Street and Wayside Avenue (2215 West Berry Street) contains four businesses (Advance America Cash Advance, Chicken & Fried Rice Restaurant, Metro PCS and Complete Nails). It should be noted that the strip center also had one vacancy at the time of the site inspection.

Research indicates that the businesses located within the strip retail centers should be able to relocate in the area without any difficulty. The specialty businesses such as the restaurants and the plasma center may be able to remain within the project corridor but might have to consider other areas due to the nature of their businesses. The nearby medical district may provide suitable locations for the plasma center.

Medical Center Station

There would be no displacements for the Medical Center Station. Acquisition of approximately 5.80 acres of vacant land would be required for this proposed station.

North Side Commuter Rail Alternative Station Option A

This proposed station would result in two displaced businesses. The 138,825 square foot refrigerated warehouse building located at 1101 North East 23rd Street contains American Distribution and Logistics, a refrigerated warehousing and storage company. It should be noted that at the time of inspection the warehouse contained multiple tenants. According to the Tarrant Appraisal District's business personal property records the companies storing nondurable goods included, Diehl, Inc., Hutson Industries, Lone Star Donut Company, Pecan Deluxe Candy Company, Renfro Foods, Henry Schein and Taste of Reata. The smaller commercial building located at 1115 North East 23rd Street which contains Lonestar Forklift Inc., would also be displaced as a result of the potential acquisition.

The forklift business should be able to relocate within the project corridor without any difficulty. Due to the special use of the refrigerated warehouse facility, the amount of tenants storing nondurable goods and the lack of available refrigerated warehouse facilities in the immediate area it may be difficult for the business operation and tenants to relocate within the project corridor.

North Side Commuter Rail Alternative Station Option B

This proposed station would result in five business displacements. The property located at 2313 Decatur Avenue, is occupied by Buck's Collision Center, an automotive repair facility. The adjacent property located at 2335 Decatur Avenue, contains two metal structures that are occupied by Highview Rebuilders, an alternator and starter repair facility. The property located to the north (2425 Decatur Avenue) contains a waste disposal and recycling center named Vega Waste Disposal Services, Inc. The adjacent property located at 2427 Decatur Avenue is occupied by Fleetco Truck Repair, an automotive repair facility. There is an additional metal structure located at 2429 Decatur Avenue that appears to be occupied by a business that would also be displaced as a result of the potential acquisition.

Due to the specialized use of the potentially displaced businesses it may be difficult for all these businesses to remain in the immediate area. The project corridor, however, has several areas with vacant commercial, light industrial and heavy industrial property available for lease and purchase.

Beach Street Commuter Rail Alternative Station

There would not be any displacements for the Beach Street Commuter Rail Alternative Station. The proposed station would require the acquisition of approximately 11.70 acres of vacant land.

Haltom City-US 377 Station

There would not be any displacements for the Haltom City-US 377 Station. The station would require the acquisition of approximately 21.00 acres of vacant land.

North Richland Hills-Iron Horse Station

There would not be any displacements for the North Richland Hills-Iron Horse Street Station. The station would require the acquisition of approximately 9.20 acres of vacant land.

North Richland Hills-Smithfield Station

This proposed station location would displace two large industrial businesses. The property located at 6416 Smithfield Road is a large warehouse and retail facility that contains Warehouse Rack.com. The property located to the north at 6504 Smithfield Road is a warehouse facility that contains Jamieson Fencing Supply.

Due to the size requirements and special needs of the potential displaced businesses and the lack of available properties in the immediate area it would be difficult for these businesses to relocate within the project corridor. However, areas outside of the project corridor contain several areas with vacant commercial, light industrial and heavy industrial property available for replacement space.

Colleyville-John McCain Station

There would not be any displacements for the Colleyville-John McCain Station. Acquisition of 24.63 acres of vacant land is required.

Grapevine-Main Street Station

The proposed location of this station could potentially displace two businesses. The property located at 321 East Dallas Road contains an industrial building occupied by Sunbelt Rentals that would be displaced by the potential acquisition. The adjacent property located at 815 South Main Street is a large office and manufacturing building occupied by American Locker Group. The potential partial acquisition of this parcel avoids the manufacturing building and would not displace the business. The proposed station footprint could also displace the historic Cotton Belt Depot, located at 807 South Main Street, operated by the Grapevine Vintage Railroad.

Due to the special needs of Sunbelt Rentals and the lack of available properties in the immediate area it would be difficult for the business to relocate within the project corridor. However, areas outside of the project corridor contain several areas with vacant commercial, light industrial and heavy industrial property available for replacement space. Because of the specialized use and the historical significance of the potentially displaced Cotton Belt Depot the only suitable location would be to relocate to the remaining property.

Alignment

The acquisition of additional land along the existing rail corridor would be necessary at several points along the Commuter Rail Alternative alignment. There would be twenty partial acquisitions and one whole acquisition along the Commuter Rail Alternative alignment which together total approximately 7.35 acres. Currently, there would be no displacements as a result of the potential acquisitions.

Western Bypass Design Option

Stations

7th Street Station

The 7th Street Station is located within the Montgomery Plaza Shopping Center parking areas. The Montgomery Plaza Shopping Center is a mixed-use development consisting of the former Montgomery Ward retail store and several new retail centers. Businesses were considered displaced if access could be potentially denied or if a large amount of parking would be acquired as a result of the partial acquisition. The 7th Street Station could potentially displace a total of thirteen businesses. The businesses are not located within the station footprint but may be impacted as a result of the potential partial acquisition of fire lanes and parking areas. The southern portion of the proposed station location consists of the parking area located to the east of the former Montgomery Ward building that contains several restaurants, retail shops, office space and residential lofts. The businesses most impacted by this potential loss of the parking area are Radio Shack, Montgomery Plaza Dental, Montgomery Plaza Leasing and Presentation Center, Re/Max Trinity and Trinity Mortgage Services. There is a new retail building located at the east side of the shopping center development impacted by the potential acquisition of their rear fire lanes and access to service docks. The impacted businesses include The Luxury of Leather, Pier One Imports, PetSmart and Office Depot. The potential acquisition of the northern portion of the proposed station site includes a substantial amount of parking. The potential acquisition could impact the northernmost retail building. The impacted properties include a Ross, Famous Footwear, Anna's Linen and Dollar Tree. It should be noted that the retail building had one vacancy at the time of the site inspection. Impacts to the aforementioned businesses could be minimized through shared parking agreements as well as shared access agreements.

Due to the large number of businesses to be potentially displaced and the lack of available replacement retail facilities, it may be difficult for all of them to remain in the immediate area. However, at the time of the inspection there were several mixed-use developments planned or under construction in the immediate area that could accommodate the potentially displaced businesses.

North Main Street Station Option A

This proposed station location would displace nine residences and four businesses. There are nine wood-frame residences that would be displaced as a result of the potential acquisition. According to the Tarrant Appraisal District, these residences were built in the early 1920's through 1943. At the time of the inspection, the residences consisted of four owner-occupied and five tenant-occupied households. Research indicates that there is adequate available DS&S housing in the immediate area to accommodate the potential displacements.

Three occupied commercial properties would be acquired for this station location resulting in a total of four displacements. The property located at 212 East Northside Drive contains two businesses, Ray Bell Auto Body and El Rancho Auto Sales. The property located on the corner of North Calhoun Street and East Northside Drive (300 East Northside Drive) is improved with a small commercial building that contains Free-Dells Vending, Inc. Located on the west side of North Calhoun Street (1201 North Calhoun Street) is an office and warehouse structure occupied by Hebron Enterprises, Inc. It should be noted that at the time of inspection, the adjacent commercial building located at 1200 North Commerce Street, also owned by Hebron Enterprises, Inc. was vacant but available for lease.

Research indicates that these businesses should be able to relocate within the project corridor without any difficulty. The larger office and warehouse structure may face some difficulty in relocating within the project corridor; however, areas outside of the project corridor contain several areas with vacant commercial, light industrial and heavy industrial property available for replacement space.

North Main Street Station Option B

The proposed location of this station would displace three businesses. The property located at the corner of North Main Street and Grand Avenue (1025 North Main Street) contains a Maaco Collision Repair Shop that would be displaced as a result of the acquisition. The adjacent property (1000 North Houston) contains Westex Iron & Metal Company, a large scrap metal and recycling facility. In addition to these businesses, there is an additional business (Southern Star Concrete, Inc.) at 880 North Houston Street not located within the station footprint that may be impacted by denial of access as a result of the potential acquisition and may require relocation assistance. The impact to the business could be minimized through a shared access agreement.

The collision repair shop should be able to relocate within the immediate area and project corridor without difficulty. The scrap metal facility and concrete plant, due to their size requirements and special uses, may face difficulty in relocating within the project corridor.

Alignment

There would be three partial acquisitions that together would total approximately 1.00 acre along the Western Bypass Design Option. Currently, there are no displacements as a result of the potential partial acquisitions.

Choctaw Design Option

Stations

North Side Choctaw Station

There would be no displacements for the North Side Choctaw Station. Acquisition of 6.80 acres of vacant land would be required.

Beach Street Choctaw Station

There would be no displacements for the Beach Street Choctaw Station. Acquisition of 8.50 acres of vacant land would be required.

Alignment

There would be 36 partial acquisitions for the Choctaw Design Option which together would total approximately 4.63 acres. Currently, there would be no displacements of households or businesses as a result of the potential partial acquisitions.

DFW Airport Property

Stations

DFW Airport-North Station

There would be no displacements for the DFW Airport-North Station. Acquisition of 45.74 acres of vacant land would be required.

DFW Airport-Terminal A/B Station

There would be no displacements for the DFW Airport-Terminal A/B Station. The proposed station is located within the existing DFW Airport terminals.

Alignment

No displacements of households and businesses would be required for the additional land along the existing rail corridor for the properties located within the DFW Airport.

Mitigation

Southwest Fort Worth to DFW Airport

Any relocations required by the project would be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (49 CFR, Part 24)* as amended. The program is designed to assist displaced persons in finding replacement property in which to live or to do business. Benefits include fair market value compensation for the acquired property as well as equitable compensation normally associated with relocating. Ample notice would be given to those being relocated to allow for any planning contingencies that may arise. In accordance with Title VI of the *Civil Rights Act of 1964*, The T shall provide relocation advisory assistance to all eligible persons without discrimination.

Displaced persons would be offered to relocate in areas at least as desirable as their original property with respect to public utilities and commercial facilities. Rent and sale prices of replacement property offered to those displaced would be within their financial means, and replacement property would be within reasonable access to displaced individuals' places of employment. Relocations are not expected to remove individuals from their community activities. Currently, plenty of comparable DS&S housing is available on the real estate market to relocate those who are displaced from their residences. However, with the changing economy, last resort housing may become necessary.

The Last Resort Housing Program is available when normal relocation housing payments are inadequate to provide comparable DS&S housing or when the owner-occupant is unable to secure financing for a comparable replacement dwelling. The relocation housing payment for 180-day owner-occupants is the difference between the appraised fair market value of the displaced home and the price of available comparable DS&S housing. In the case of tenants and 90-day owner-occupants, the relocation housing payment is the difference between actual or market rent plus utilities of the displaced home and the rent plus utilities of available comparable DS&S housing. If the value is greater than \$22,500 for 180-day owner-occupants or \$5,250 for tenants and 90-day owner-occupants, Last Resort Housing may be necessary. The Last Resort Housing Program uses other methods of providing comparable DS&S housing such as replacement housing payments that are in excess of the maximum amounts allotted in the

Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended. The need for Last Resort Housing cannot be adequately determined until appraisals are performed to determine fair market value and a current list of available housing is reviewed. Additionally, the creditworthiness of those being displaced cannot be determined until they are interviewed and the loan prequalification process is initiated. For businesses, benefits generally include reimbursement of moving and related expenses, expenses to reestablish the business and advisory assistance in locating a replacement site. According to 49 CFR Part 24.205(A)-(F), relocation planning and services would be provided to businesses. These relocation services include the following:

- Site requirements, current lease terms, and other contractual obligations;
- Providing outside specialists to assist in planning and moving, assistance for the actual move, and the reinstallation of machinery and other personal property;
- Identification and resolution of personal property/real property issues;
- An estimate of time required for the business to vacate the site;
- An estimate of the anticipated difficulty in locating replacement property; and,
- An identification of any advance relocation payments required for the move.

For potentially displaced businesses located within the City of Fort Worth corporate limits, in addition to the relocation benefits provided by the Uniform Act, the Fort Worth City Council recently adopted a Relocation Incentives Policy to provide greater assistance to businesses that are required to relocate as a result of a “Major Public Infrastructure Project.” The City of Fort Worth has designed this policy to provide greater assistance to businesses relocating in areas of the City where private investment and market activity has lagged behind other areas of the City. Any business that is displaced and must relocate as a result of an eminent domain, or condemnation, action filed by the City or another public agency on account of a public infrastructure project that is designated by resolution of the City Council as a “Major Public Infrastructure Project” would qualify under this Policy for incentives, as applicable, if that business relocates to a location within the corporate limits of the City. The City Council shall have sole and final authority to determine the applicability of this Policy, including, but not limited to, whether a particular operation is a “business” within the meaning and intent of this Policy and whether a given major public infrastructure project would, in fact, displace the business.

Incentives may include, but are not limited to, waivers of development fees such as building permits, zoning, ordinance inspection, temporary encroachment, permanent encroachment, platting, expedited zoning process, fire, sprinkler and alarm permit fees. Incentives also may include the release of weed, demolition, board-up/open structure, and paving liens, expedited plan review, expedited zoning process and tax abatements on new real and new personal property investment for businesses that purchase real property and make improvements on that property, and otherwise in accordance with state law, within certain target areas located in the corporate limits of the City of Fort Worth. A business must complete and submit a relocation incentive application with the City of Fort Worth’s Economic and Community Development Department prior to locating to a new location in order to qualify for these incentives.

DFW Airport Property

In accordance with Section 16 of Appendix A of FAA Order 1050.1E, if acquisition of real property or displacement of persons is involved, the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR, Part 24)*, as amended must be met for Federal projects and projects involving Federal funding.

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