



place in the area. Some viewers may see the catenary supports above the trackway, but recreational users on the southeast side of Storey Lane would have their view of the LRT trackway blocked by the existing highway bridge structure.

**TABLE 5-11
VISUAL AND AESTHETIC IMPACTS**

Unit	Name	Sensitive Receptors/Assets	Primary Viewers	Characteristics			
				Station Areas	Elevated Structures Bridges	Elevated Stations	Other Vert. Elements
1	Bachman/Trinity River	Storey Rd office and Industrial tenants, L.B. Houston Park (undeveloped) users	A, E, F	N/A	○	N/A	●
			D	N/A	○	N/A	○
2	Central Freight/Texas Stadium	Central Freight, FedEx	A, F	○	○	N/A	○
3	University of Dallas/Cistercian	U. of Dallas, Abbey residences, Cistercian school	A, C, H	○	○	N/A	●
4	Las Colinas Urban Center	MF residences, commercial/office tenants, Campeon Park users	A, C, E, G	○	○	N/A	●
			D	○	○	N/A	○
5	North Irving/Northwest Highway	MF residences, hotels, commercial/office tenants,	A, C, E,	○	○	N/A	○
6	Carpenter Ranch/North Lake College	MF residences (Carpenter Ranch)	C	●	○	N/A	●
		SF & MF residences (North Lake College)	B, C	●	●	N/A	●
		commercial/office tenants, hotels	A, E	○	○	N/A	○
7	DFW Airport/Belt Line	Industrial, office/commercial tenants	A, E, F	○	○	N/A	○
Primary Viewers A = Arterial Motorist E = Commercial/Office Tenants B = Single Family Residents F = Industrial Tenants C = Multi-family residents G = Pedestrians D = Recreational Users H = Others				Impacts ● = Significant ● = Possibly Significant ○ = Not Significant N/A = Not Applicable			

Source: S. R. Beard & Associates, 2006

Unit 2 – Central Freight/Texas Stadium

The visual impact of the project on the Central Freight/Texas Stadium assessment unit is generally not significant. The alignment is at grade except at the east end where it crosses the west levee of the Trinity River. Existing views are of the highway bridge and overpass structures in the area. The Loop 12 Station will be deferred pending future development, so visual impacts of the station can not be determined at this time.

Unit 3 – University of Dallas/Cistercian

The visual impact of the project on the University of Dallas/Cistercian assessment unit is generally not significant. The alignment is in the SH 114 ROW throughout this analysis unit, and the alignment and University of Dallas Station platform are generally not visible from the University of Dallas campus across the freeway. The alignment is at grade with one exception. There will be a short elevated section passing over a future westbound entrance ramp to SH 114 just west of the Cistercian Road bridge overpass. A small part of the aerial structure may be visible from the Cistercian campus entrance, but the central campus is further to the northeast, away from the freeway. This structure will not be visible from the Cistercian abbey and residences further to the east. The structure may be visible from parts of the University of Dallas campus, but will be difficult