



**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 | | Impacts |
| A = Arterial Motorist | E = Commercial/Office Tenants | ● = Significant |
| B = Single Family Residents | F = Industrial Tenants | ● = Possibly Significant |
| C = Multi-family residents | G = Pedestrians | ○ = Not Significant |
| D = Recreational Users | H = Others | 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 right-of-way 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 to distinguish from the other bridge, ramp, and overpass structures that will be part of the reconstructed SH 114.