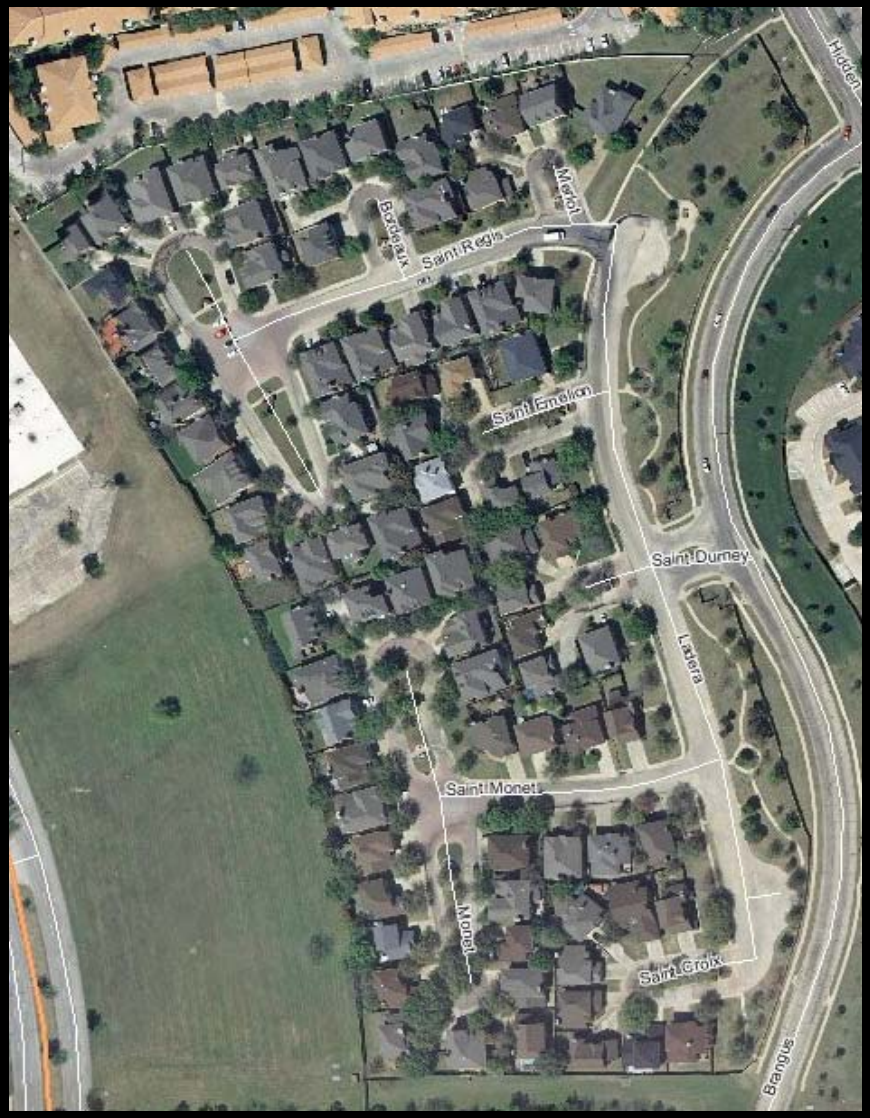
Northwest Corridor LRT Line to Irving/DFW

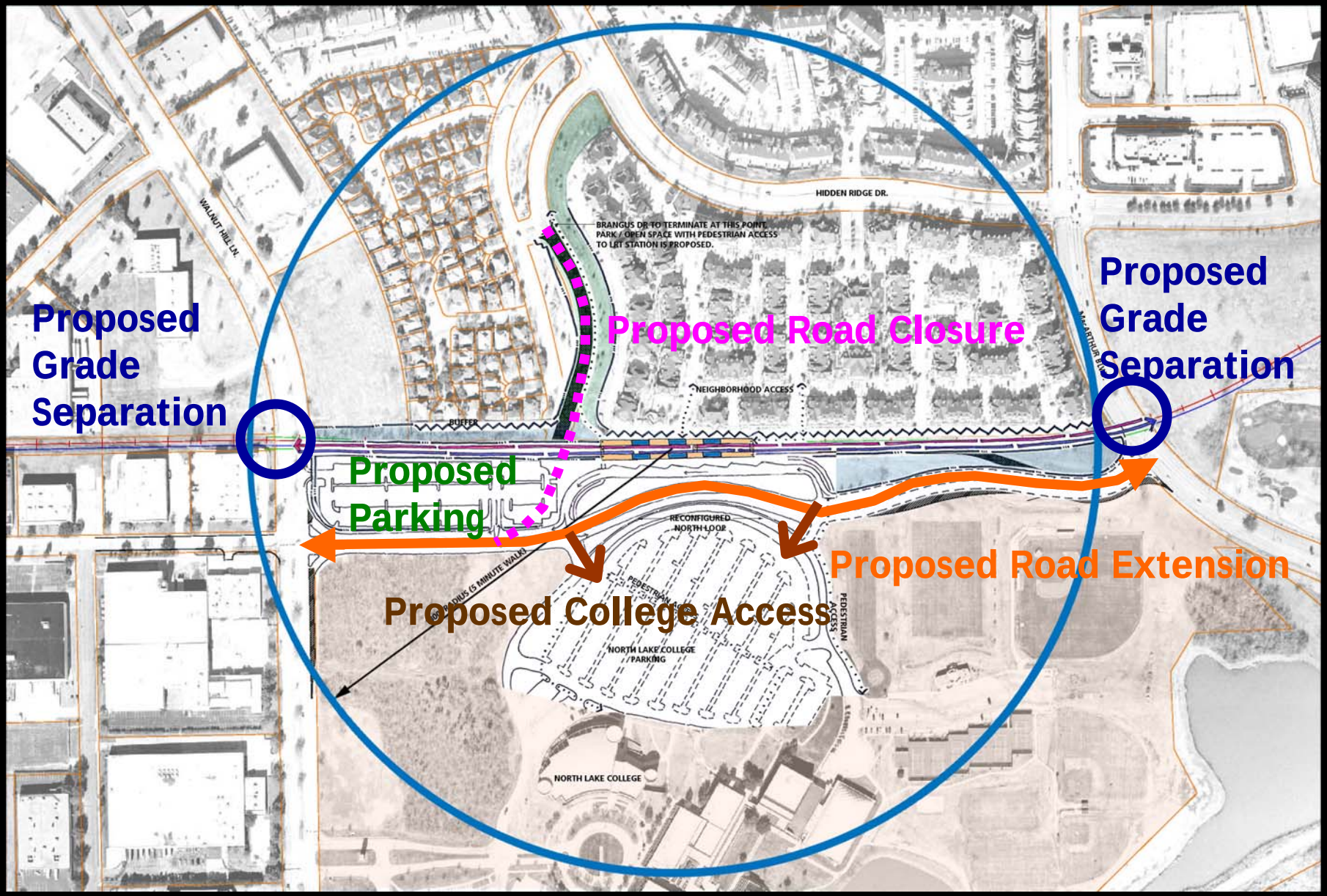
Mandalay Place HOA

February 7, 2005

Agenda:

- Introductions
- North Lake College Station
- Issues from November Meeting
- Recommendations
- Q & A





North Lake College Station

NOVEMBER MEETING ISSUES

Irving Issues:

- Explain how Mandalay Place streets became privatized?
- Can Mandalay Place streets become public?

Alignment Considerations:

- Move Rail alignment further south
- Put Rail Underground

Brangus Issues:

- Can Brangus Remain Open
- What becomes of Brangus ROW if severed? (Sidewalks?)
- What will prevent confused motorist from driving through Mandalay Place?

Impact Issues:

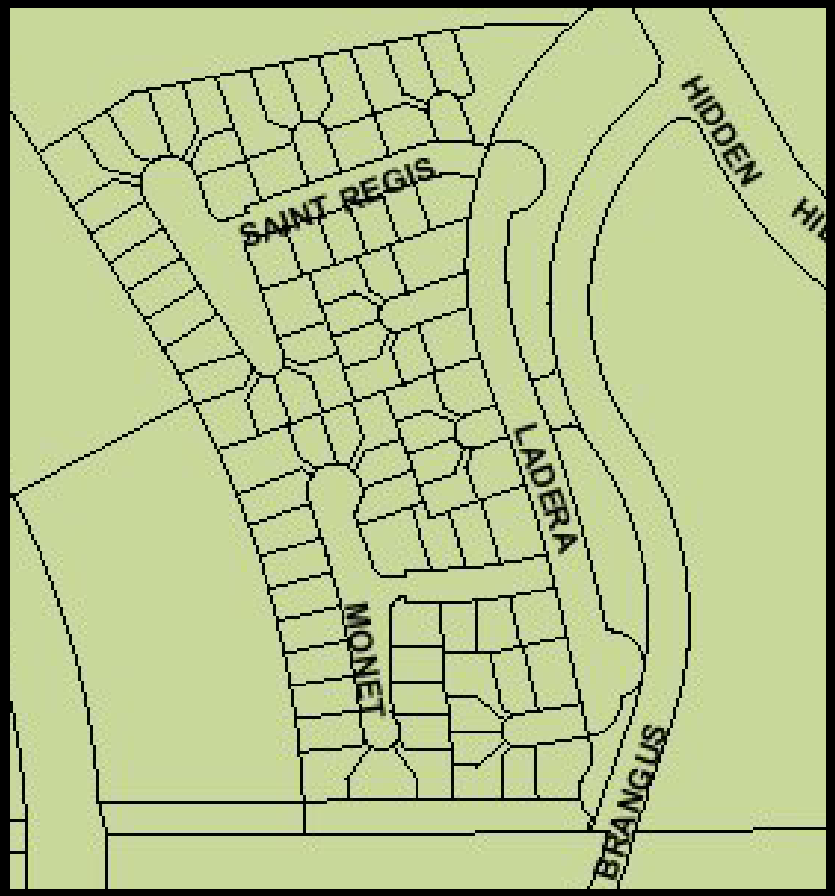
- How will DART address visual impacts?
- How will construction impact homes?
- What can be done to mitigate impacts of lighting?
- How will DART address neighborhood safety?

Information Requests:

- Does DART understand the soil conditions? How will soil affect construction?
- What are the LRT travel times?
- Request for fare evasion information
- Request to be kept current on design changes
- Can DART provide a Gated Community?

Irving Issues:

- Mandalay Place was originally platted in 1983 with private streets
- Streets do not meet City of Irving Standards for Public Streets



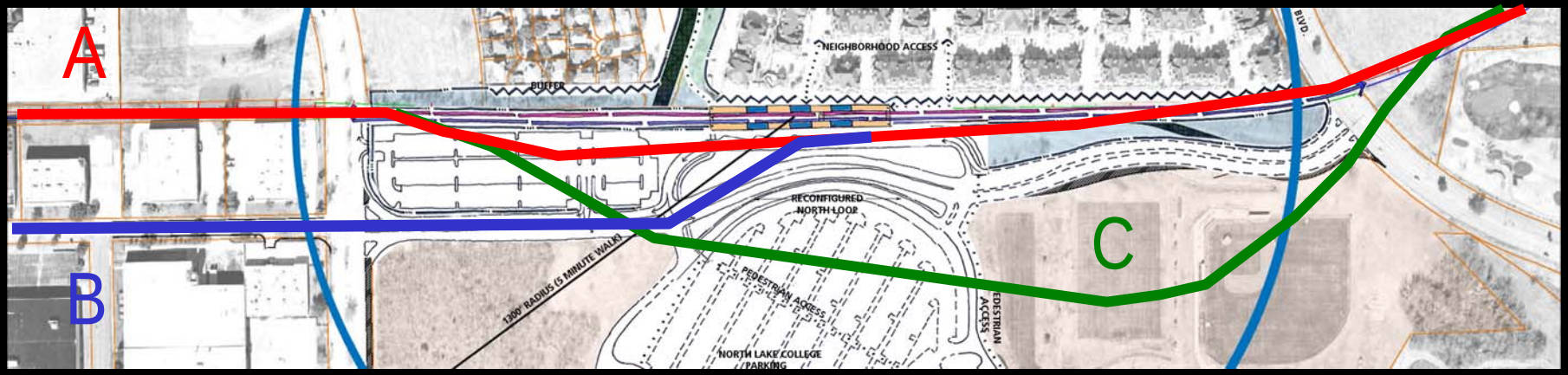
Alignment Considerations:

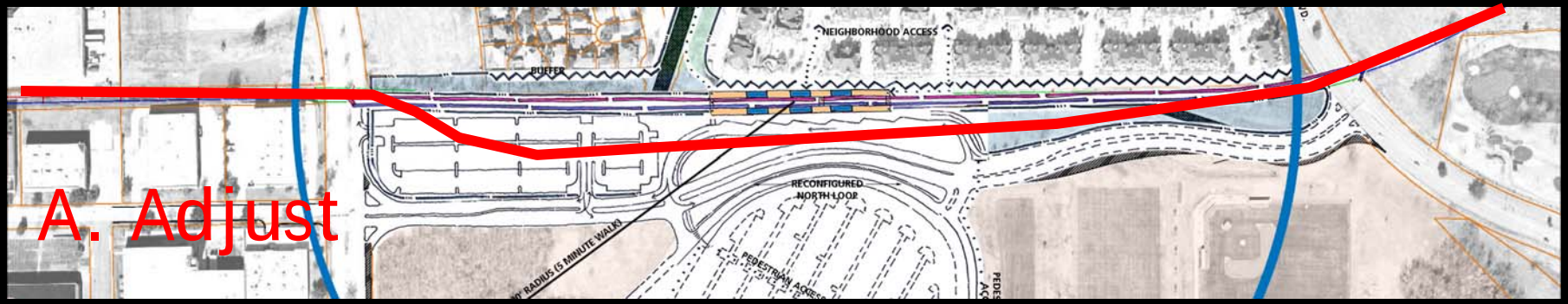
Move Rail alignment further south

A. Adjust alignment south to pull away from Mandalay Place

B. Place LRT alignment within Brangus ROW going west

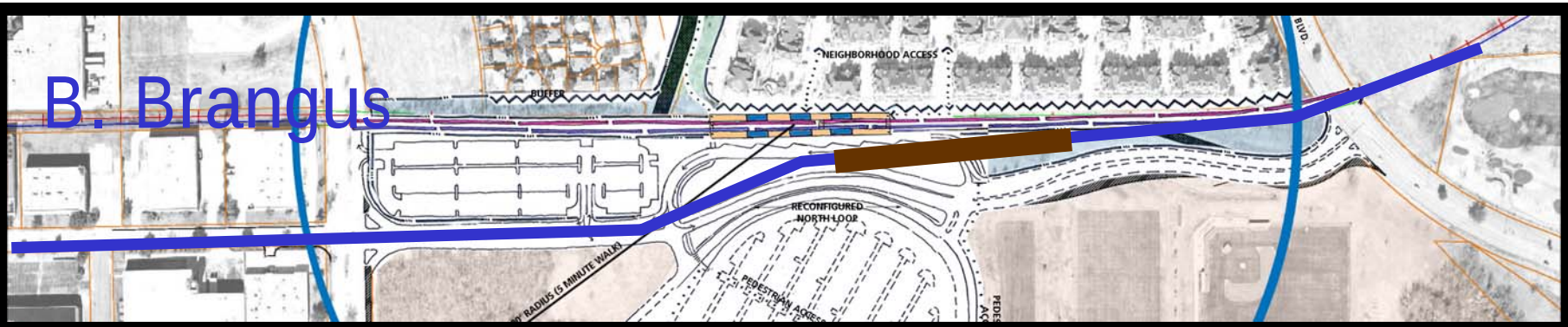
C. Move alignment deeper into North Lake Campus





Adjust alignment south to pull away from Mandalay Place

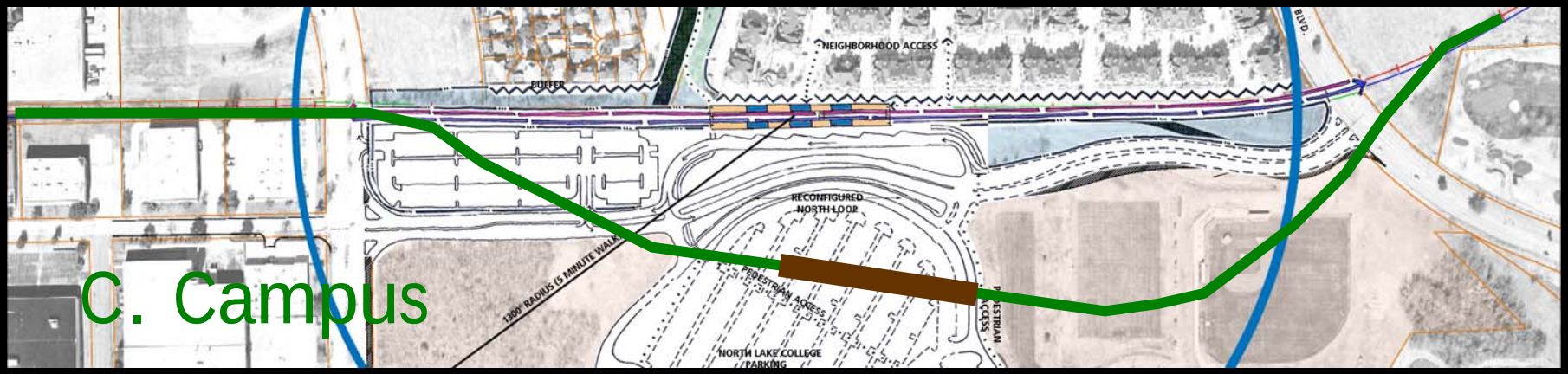
- Tight fit, further constricts platform, bus and parking (Fatal Flaw)
- Adds undesirable curves
- Increases Property Acquisition w/limited utility
- Not Preferred by North Lake



Place LRT alignment within Brangus ROW

Very Problematic (Many Fatal Flaws)

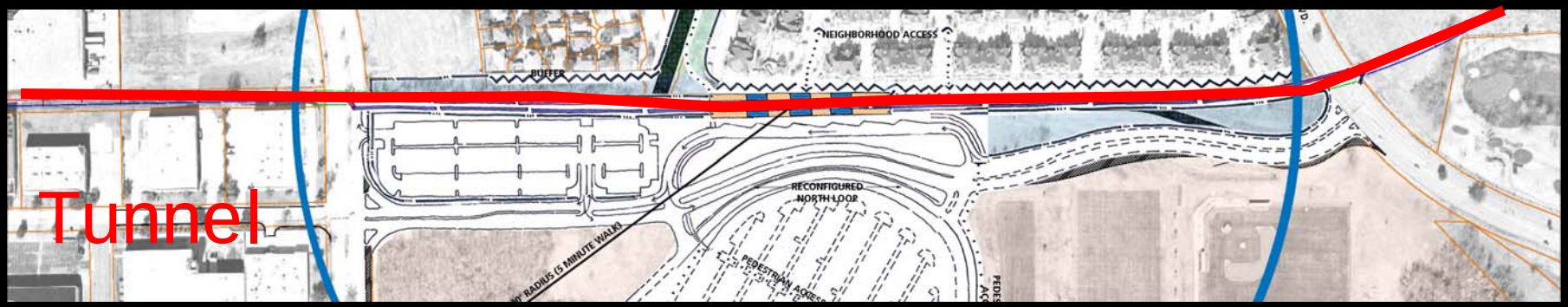
- Limited ROW
- Profile issues
- Access issues
- Grade Separation?
- Crossings
- Displacements
- Tight Fit
- Parking/Buses Remain
- Traffic Impacts
- Expensive



C. Campus

Move alignment into North Lake Campus

- Operationally inferior: Adds curves, travel time, length, unnecessary crossings
- Divides campus (Not wanted by North Lake)
  - North Lake Providing ROW
- Significantly alters existing infrastructure
- Uses much additional ROW
- Does not fit Campus Master Plan
- Cumulative Fatal Flaws



Put alignment Underground

- Tunnel is not considered mitigation
- Tunnel only used when dictated by terrain, ROW or extreme circumstance
- Tunnel construction increases impacts
- Station surface elements include: Parking, mezzanine, buses, vertical access, ventilation
- Terrain would likely preclude tunnel
- Very expensive
- Cumulative Fatal Flaws

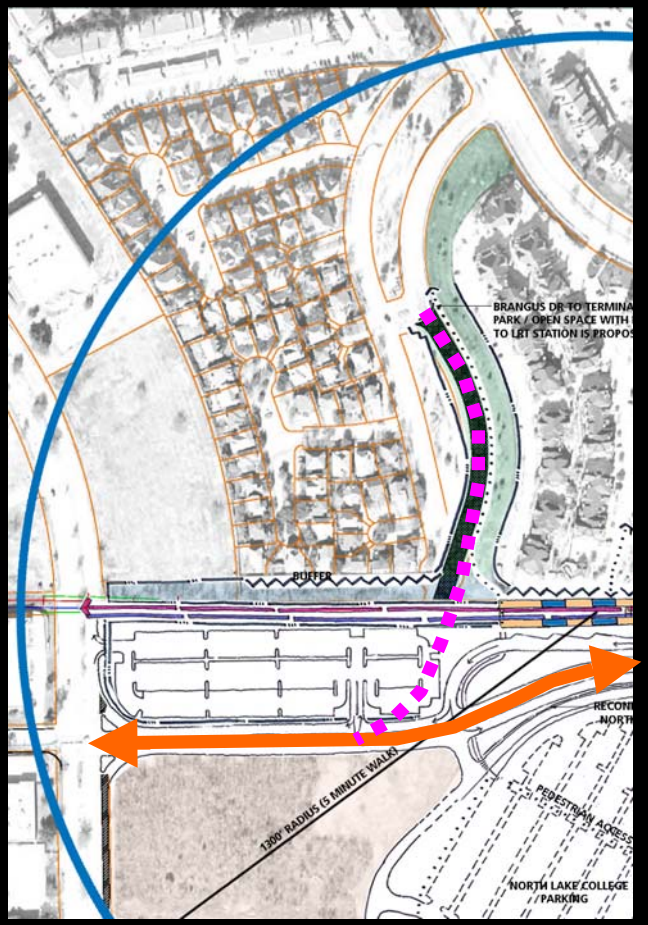
Proposed Alignment

- Uses Route reserved for DFW Access
- Operationally Superior
- Best Meets Station/LRT Requirements
- Campus Perimeter
  - Serves Campus/Residential
  - Does not divide campus: Fits Campus Master Plan
  - Minimal infrastructure impact
  - Segregates Residential/Station/Campus
- 400 LF Mandalay Place Adjacency
  - 60,000 LF DART Residential Adjacency
  - Impacts can be mitigated
- Cost Effective

Brangus Issues:

Can Brangus Remain Open?

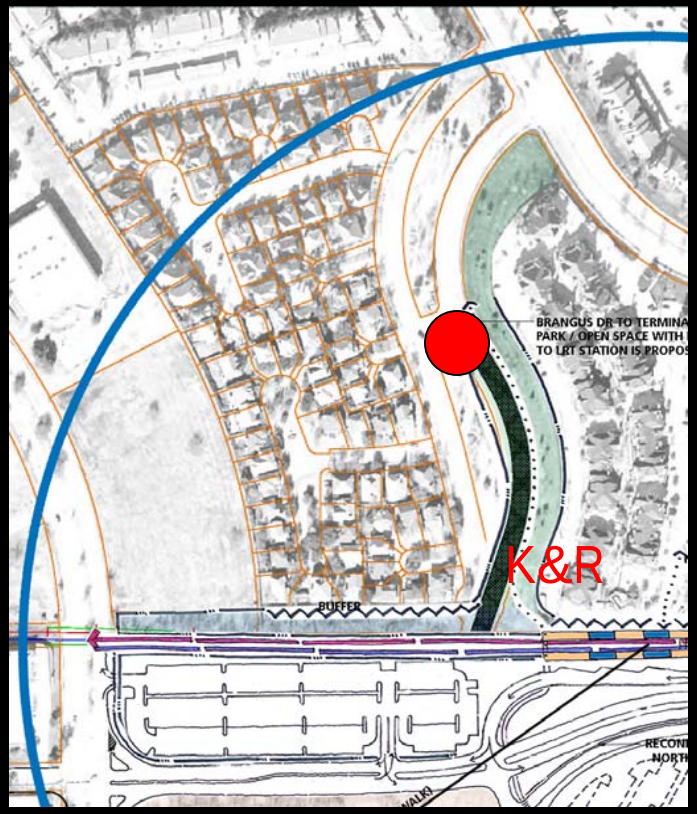
- Additional LRT Crossing
- Separating parking from platform is undesirable
- Crossing signals generate significant noise
- Station would generate high traffic volumes on Brangus
- Rail Profile does not match Brangus Profile
- Impacts can be mitigated



Brangus Issues:

What becomes of Brangus ROW if severed at LRT?

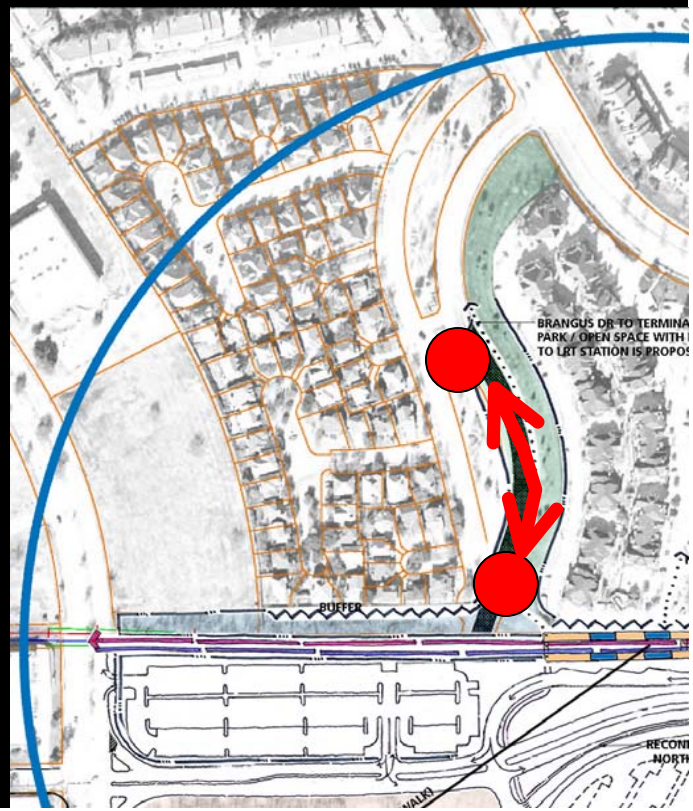
- TBD (Many Options)
  - Pedestrian way?
  - Green space?
  - Kiss & Ride?
  - Cul de Sac?



Brangus Issues:

What will prevent confused motorists from driving through Mandalay Place?

- Depends on Disposition of Brangus
  - Signage
  - Placement of Cul de Sac
  - No repeat offenders

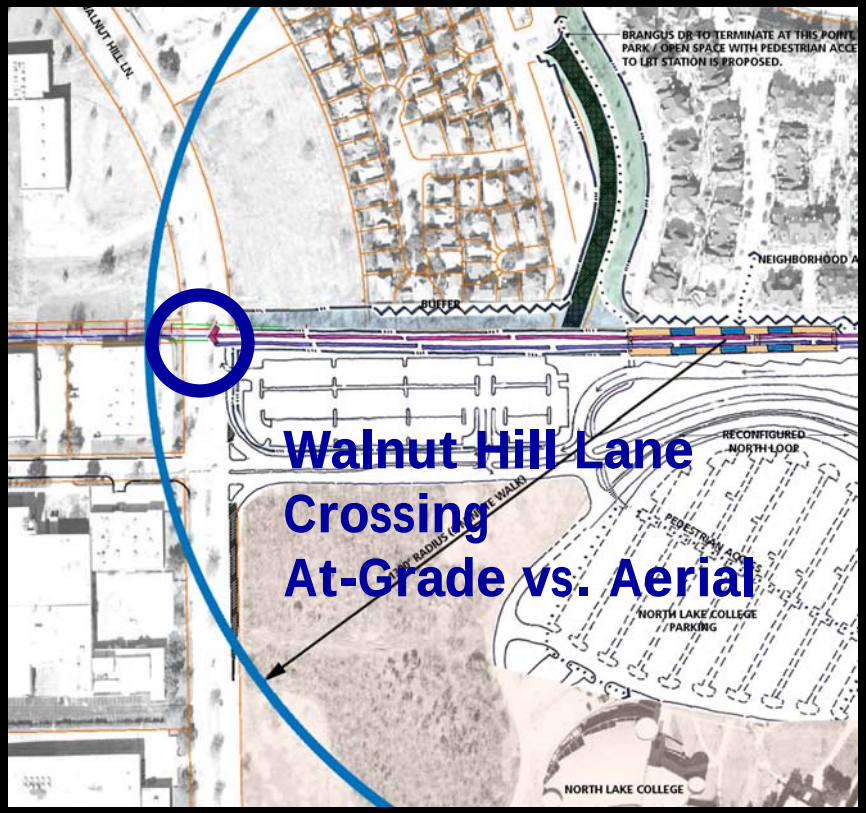


Impact Issues:

How will DART address visual impacts?

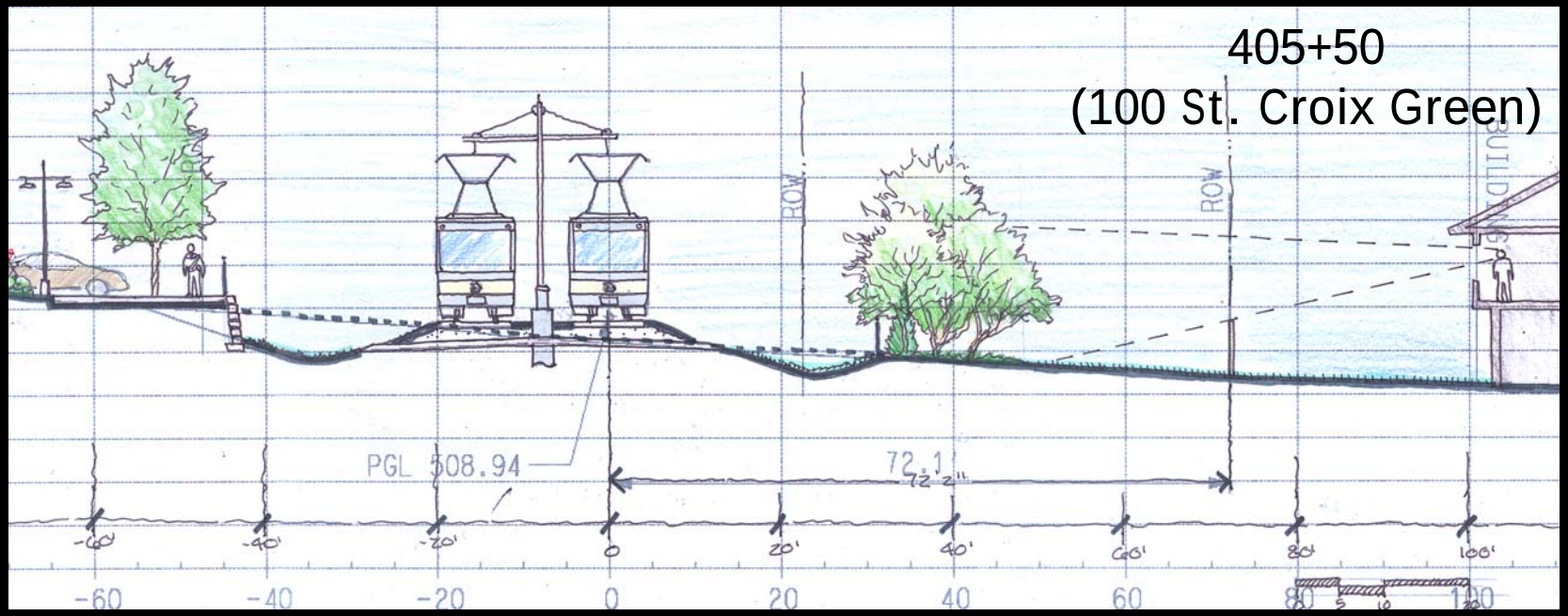
- Determine noise impact/mitigation (Sound Wall?)
- Standard LRT Visual Mitigation
  - Trees spaced appropriately to break up views
  - Vegetation to mitigate identified visual impacts
- Station Design
  - May include buffer
- Station Standards/Irving Development Code
  - Landscaping requirement
- Residential Betterments Policy
- Mandalay Place to be part of Art & Design
- Tree Preservation/Removal Permit
- Walnut Hill At-Grade vs. Grade Separation?

Walnut Hill At-Grade

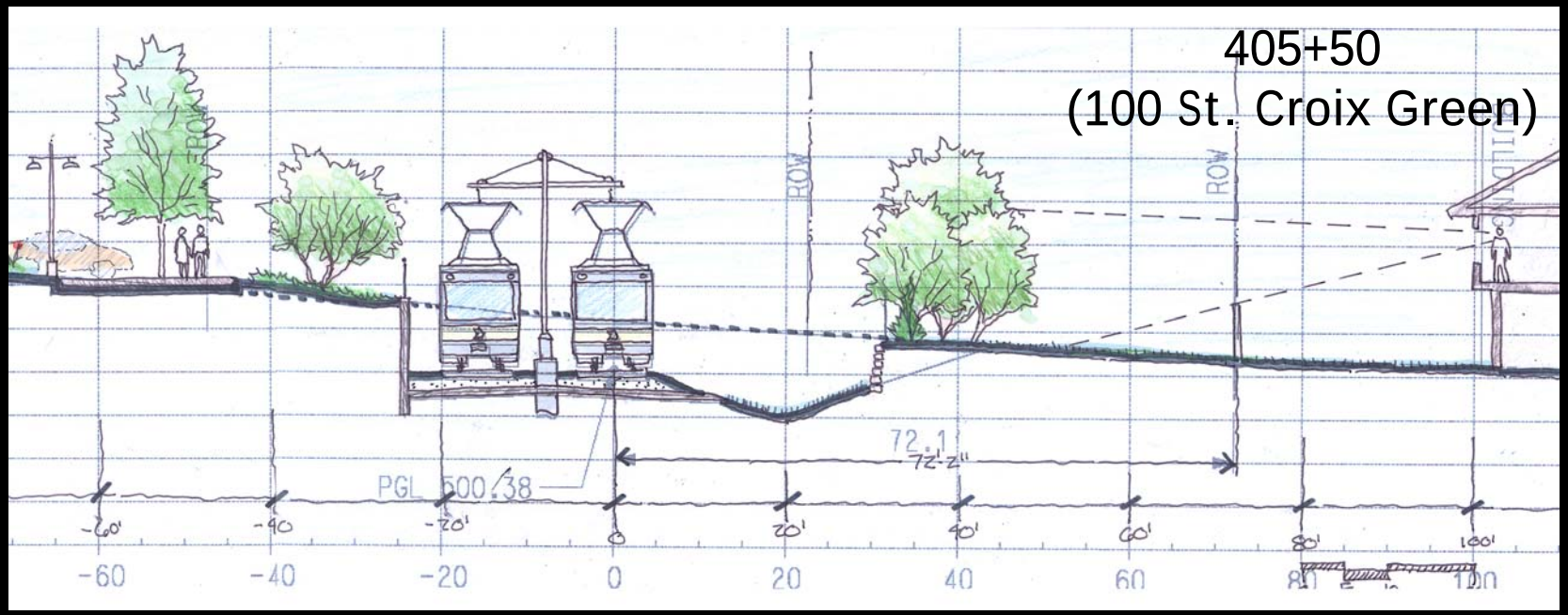


- Addresses Visual Impacts
  - Reduces LRT Profile
- Other Considerations
  - Traffic
  - Noise

Ariel Walnut Hill



At-Grade Walnut Hill



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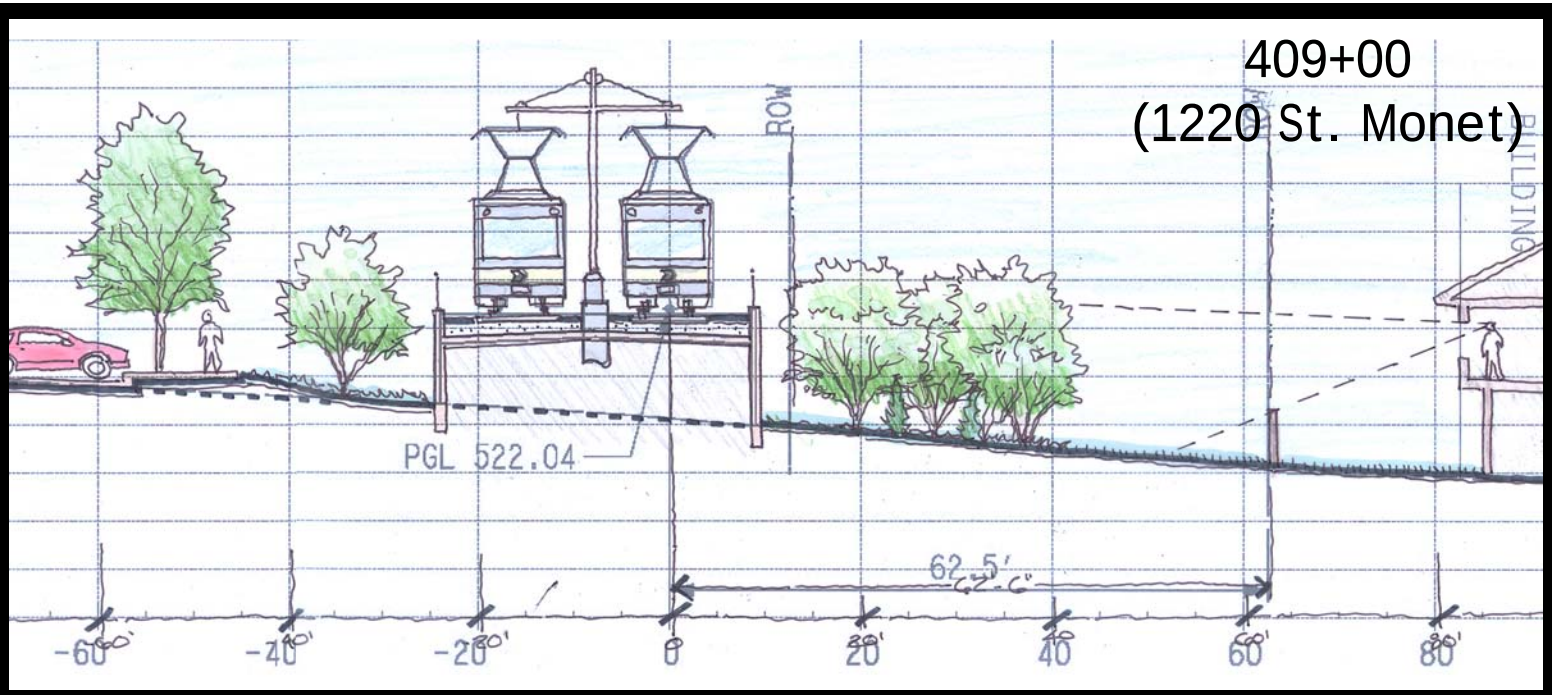

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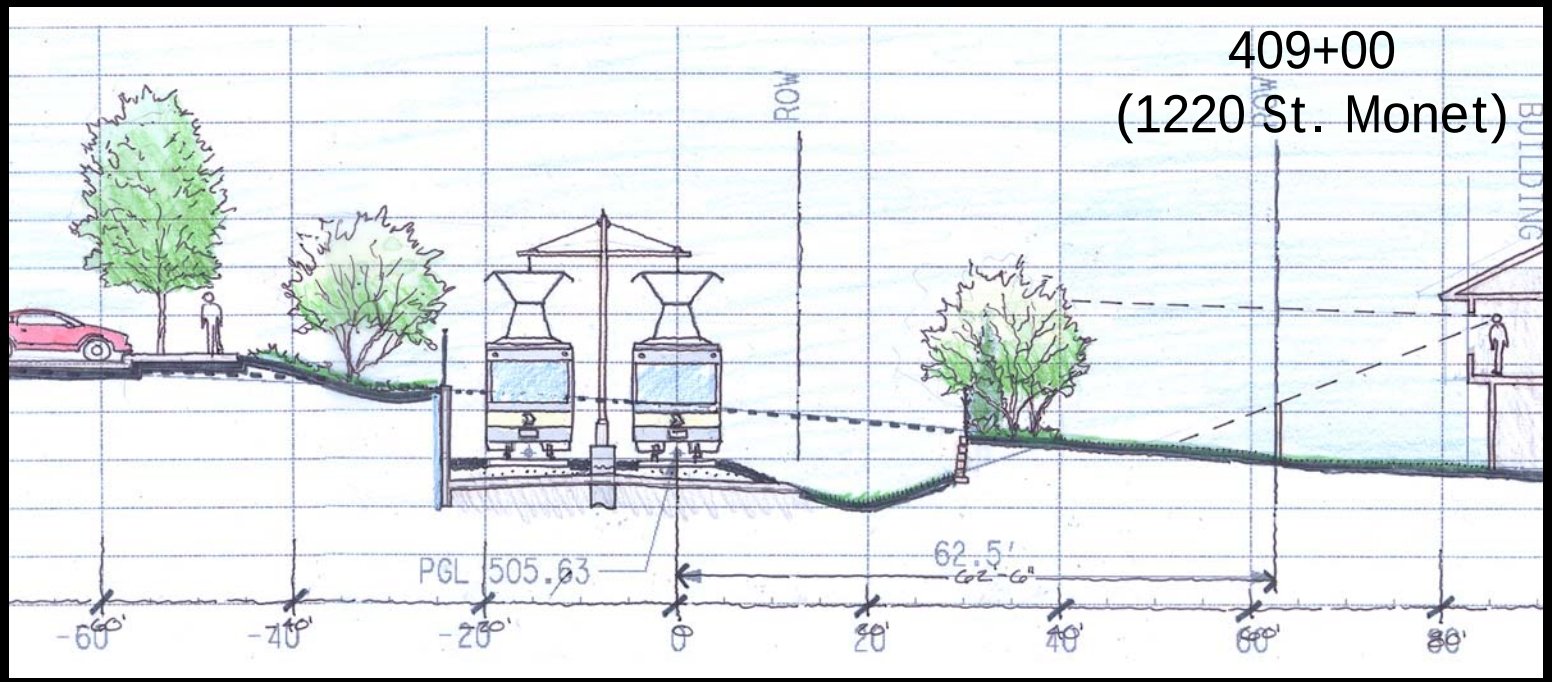


How will construction impact homes?

- Identified Impacts will be mitigated
- Short term Construction Impacts
  - Noise
  - Dust
  - Disruptions
- Long term Impacts
  - Visual Changes
  - Traffic Pattern Changes
  - Improved Transit
  - Potential to Improve Property Values

www.dart.org/economicdevelopment.asp

What can be done to mitigate impacts of lighting?

- Irving Development Standards & DART Design Standards protect Residential neighborhoods
  - Light Reflected away from Residential Property
  - Minimize Pole Height
  - Limit Brightness
  - Sensitive Design
- Experience: DART has many facilities with Residential Adjacency
- Response to Complaints

How will DART address neighborhood safety?

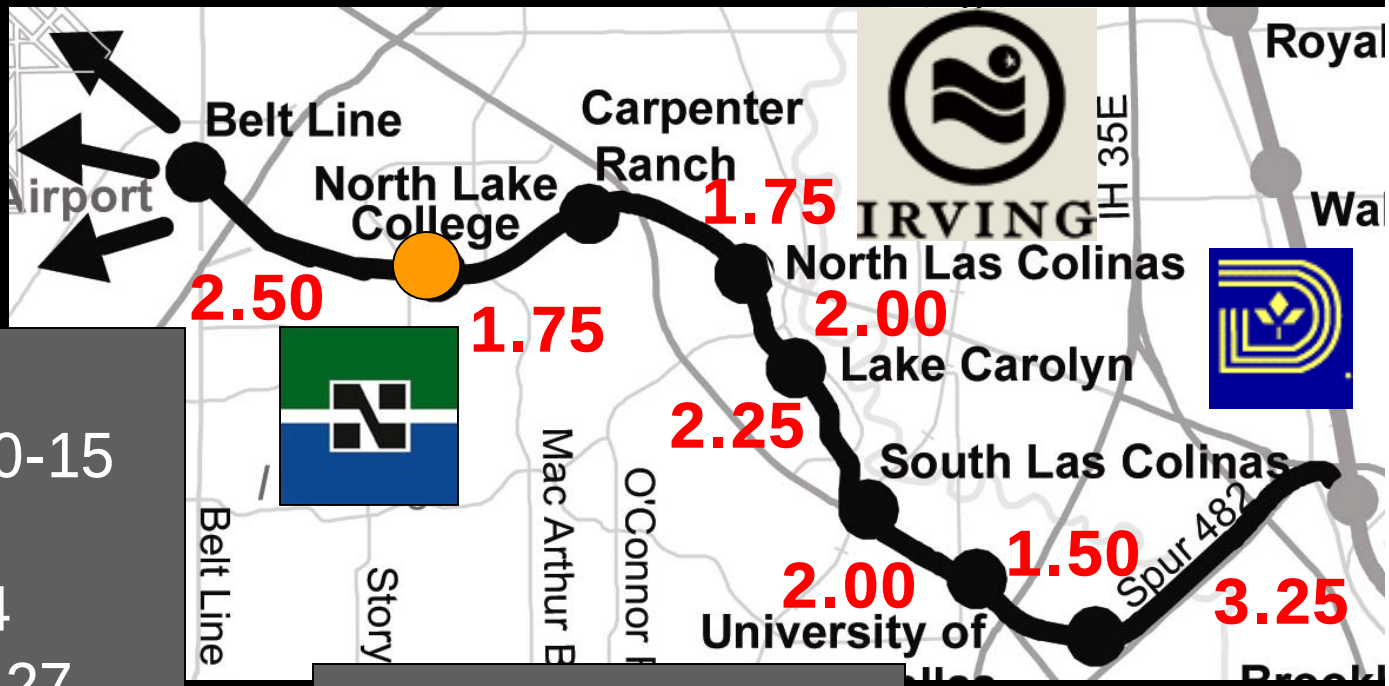
- Transit Police
- Pilot Video Surveillance Program
- Emergency Call Boxes
- CPTED
- Homeland Security Initiatives
- DART Education
- Responsive to Specific Issues
- Work with Local Jurisdictions
  - Irving Police
  - Campus Police

Information Requests:

Does DART understand the soil conditions? (How will soil affect construction?)

- Geotechnical Information is gathered at all levels of Design:
  - Existing Conditions, PE, Final Design, Construction
- DART/Consultants/Contractors highly experienced with all soil conditions
- Rely of experience of others:
  - City of Irving/TxDOT/ NTTA/ DFW

Approximate LRT Travel Times (Minutes)



North Lake To:
DFW (Future):10-15
Love Field: 17
AAC/Victory: 24
West End/CBD: 27
Mockingbird: 37
Richardson: 55
Plano: 63

North Lake To:
(With Transfer)
Deep Ellum: 36
Dallas Zoo: 36
Fair Park: 38
Carrollton: 39
Garland: 55

Fare Evasion Information

- Most of DART's LRT Customers use Monthly or Yearly Passes
- DART uses a barrier-free honor system
  - Spot Checks
  - Exact Ridership/Fare Compliance?
- Sampling indicates 98% Compliance

98%

Request to be kept current on design changes

Public Involvement Process

- PE/EIS:
  - Periodic Meetings
  - Public Hearing
- Final Design:
  - 30%, 65% & 95% Design
  - Residential Betterments
- Construction:
  - Periodic Meetings
  - Extensive Public Information
- Mandalay Place:
  - As Requested
  - As design changes

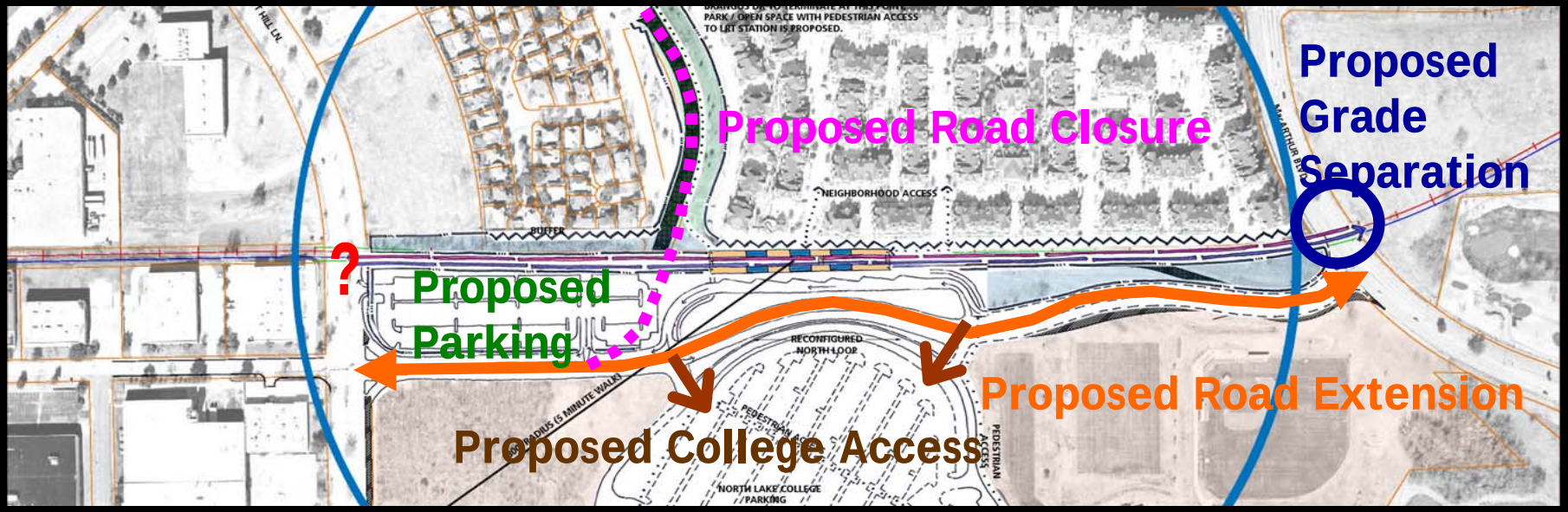
Can DART provide a Gated Community?

- DART is limited in what it can provide
  - Mitigation: Only mitigate <u>identified</u> impacts (Per Policy)
  - Equity: Cannot provide more or less than elsewhere in LRT System

- Residential Betterments might be used
  - Requires Board Approval
  - $70 per linear foot (escalated)
  - Would preclude other uses (screening, landscaping, vegetation)
  - Would not include operation

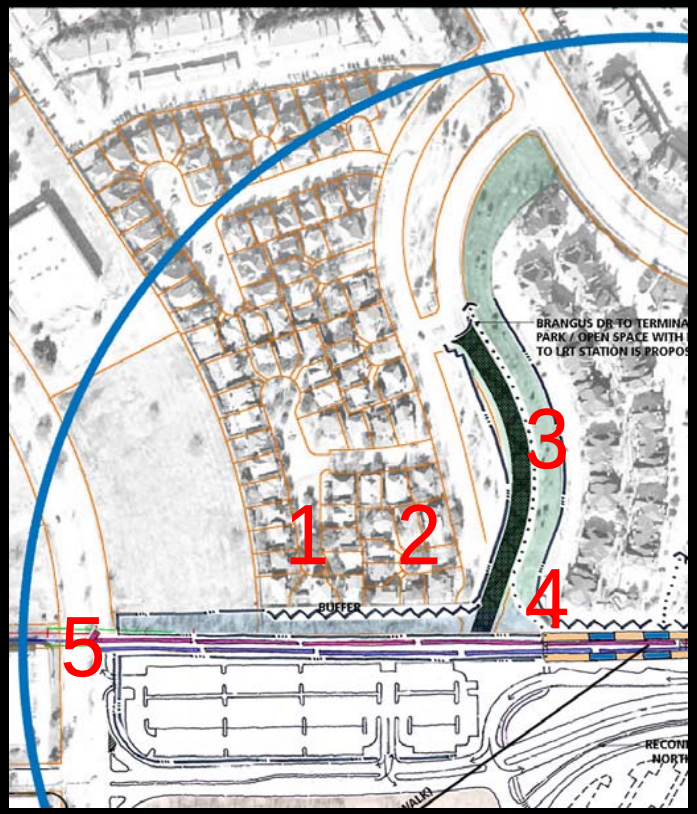
Recommendations:

- DART with the City of Irving & North Lake College Proposes:
  - Implementing LRT and Station along perimeter of North Lake as originally presented
  - Realigning Brangus



To Be Determined:

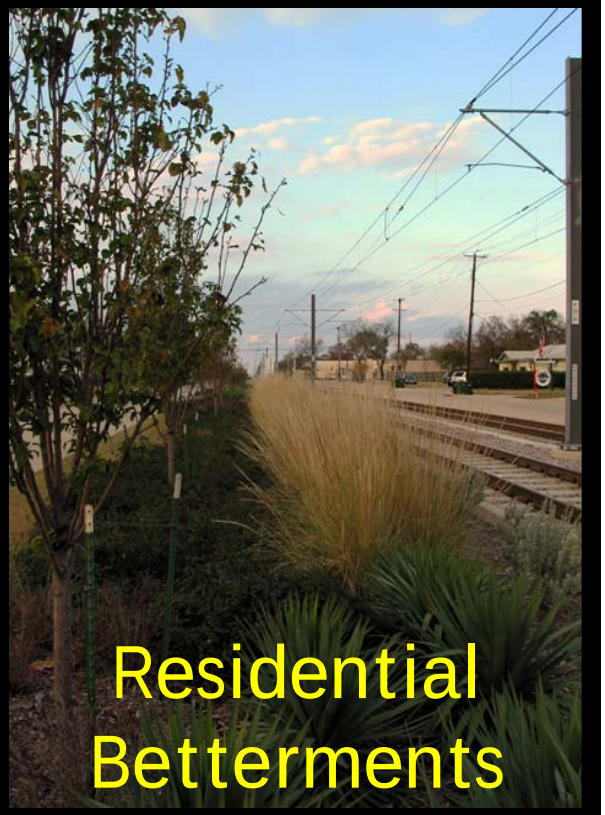
1. Final Mitigation of <u>identified</u> impacts (Per FEIS Standards)
2. Residential Betterments
3. Disposition of Brangus (DART will work with Mandalay Place)
4. Level of Station Access desired by Mandalay Place
5. Disposition of Walnut Hill Crossing



Neighborhood/Station Setting:

Setting can incorporate many features

- Visual Mitigation:
  - Sound Wall (If warranted)
  - LRT Mitigation
  - Station Mitigation
  - Development Standards
  - Tree Preservation
  - Art & Design Program
  - Residential Betterments
  - Lower Profile:
    (At-Grade Walnut Hill Lane)
- Varying Degrees of Access



Sound Wall (If warranted)

MANDALAY
PLACE
Tree Preservation?

LRT Mitigation

Art & Design Program

Station Mitigation

Development
Standards
Walnut

Access

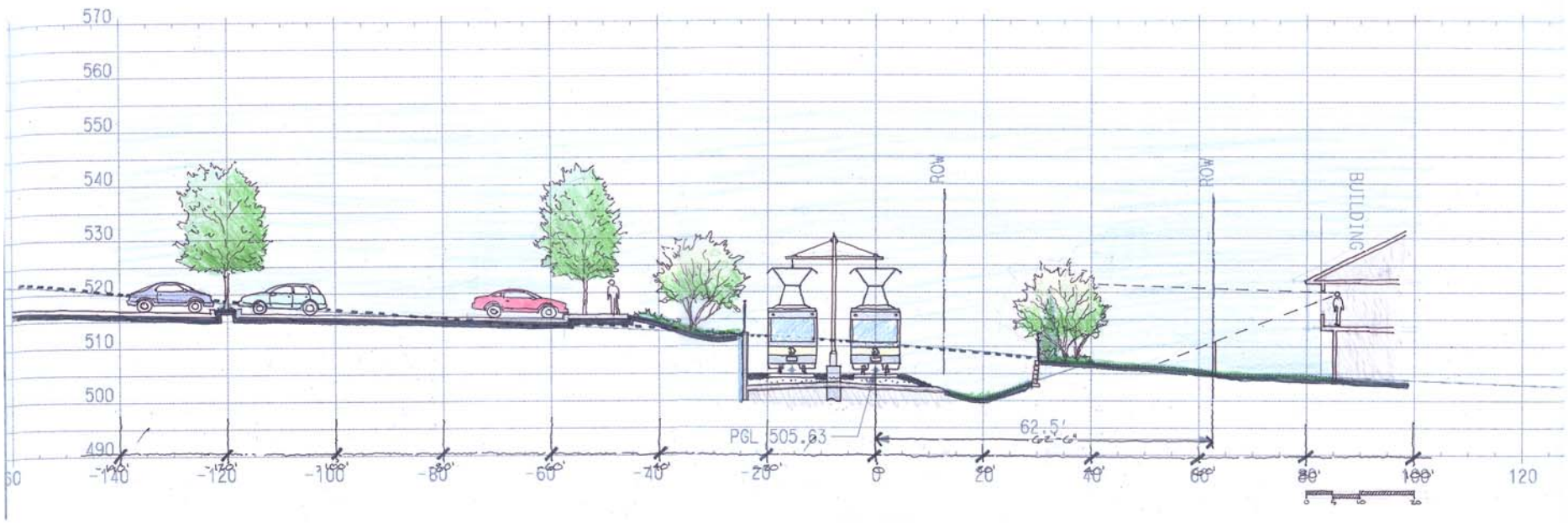
Wright St

Wright St
Illinois Ave
Illinois Ave

Haven Ave

Pearl St
Pearl St

North Lake College Station
Q & A



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www.dart.org/nwdfwcorridor.asp
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