Dallas Area Rapid Transit
P O Box 660163
Dallas, Texas 75266-0163
214/749-3278

SAMPLE DART COORDINATION LETTER

June 20, 1994

The Honorable Gary Slagel
Mayor
City of Richardson
P.O. Box 830309
Richardson, Texas 75083

Dear Mayor Slagel:

For the past two years, DART has been conducting a corridor study of mobility improvements for the North Central Corridor, north of Park Lane. As a part of that analysis, we developed and analyzed a Transportation System Management and three Light Rail Transit (LRT) Alternatives in the corridor extending from the northern terminus of our Starter Line at Park Lane north through Dallas, Richardson, and Plano. The results of our evaluation are contained in an Evaluation Report which was published in May of this year and widely circulated. Subsequent to the publication of the report, we held public meetings in each of the cities to present the findings and obtain input on the results.

Based on the results of the analysis and the input received at the public meetings, DART staff made recommendations to the DART Board of Directors on a preferred alternative. Because we are following the project development process mandated by the U.S. Federal Transit Administration, it is necessary to formally adopt a Locally Preferred Alternative (LPA) in order to receive federal approval to move the project into preliminary engineering. During preliminary engineering, the project design is refined, stations are located, more detailed cost estimates are prepared, and a federal environmental document is developed. A financial plan is then adopted and a decision is made concerning advancement of the project into final design and construction.

At the June 7th meeting of the DART Board, staff recommended that the LPA be an LRT extension from Park Lane to the East Plano Transit Center. The line would be double-track to Richardson Transit Center and single-track from there to Plano. Stations would be located at Walnut Hill Lane, Royal Lane, and LBJ Freeway in Dallas; Spring Valley Road and Arapaho Road in Richardson and Park Blvd. in Plano. In addition, provisions will be made to add stations at Campbell Road, SH 190, and 15th Street in the future. This alternative is referred to as the LRT/Parker Road (Intermediate Capacity), which refers to the fact that the northern portion is the line would initially have an intermediate capacity because of the single-track section.

At the Board meeting on June 14th, the Board adopted staff's recommendation for the LPA. By that vote, the Board confirmed its intent that the LRT system should be extended to Plano at the earliest possible time, in order to save some $56 million in initial construction cost, the

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SAMPLE DART COORDINATION LETTER

January 23, 1996

Marcos Fernandez
City of Plano Development Services
1520 Avenue K, Suite 250
Plano, Texas 75074

Re: North Central Corridor Technical Advisory Committee

Dear Mr. Fernandez:

Dallas Area Rapid Transit (DART) is seeking your involvement on our North Central Corridor Technical Advisory Committee. **Our first meeting is scheduled for January 25, 1996 at DART Headquarters, 1401 Pacific Avenue Conference Room 3F at 2:00 P.M.** You will be informed of subsequent meetings, dates and locations.

The North Central Corridor Technical Advisory Committee will be responsible for providing input to the project technical staff on a wide range of issues related to station location planning and the development of the environmental impact statement.

I have enclosed an outline of the agenda for our first meeting. If you have any questions, please call John Hoppie at 214/749-2525. I look forward to meeting and working with you.

Sincerely,

Amy C. Moore

Amy C. Moore
Senior Manager
System Planning

ACM:vi

intermediate capacity, single-track section was adopted over the full capacity alternative. Selecting the more costly alternative would have delayed LRT service to Plano for up to four or five additional years.

It is important to point out that selection of the intermediate capacity alternative at this time does not preclude double-track service and the future addition of the three stations prepared in the full development LRT alternative. In fact, my staff will ensure that all future analysis and preliminary design on the project will be compatible with full capacity LRT service for the entire length of the corridor. To that end, we will be undertaking preliminary engineering on the full capacity system.

Concurrently with our planning work in this corridor, we are in the process of reviewing and adopting a new regional system plan and a corresponding financial plan to guide DART over the next 15 years. The early implementation intermediate capacity LRT in the North Central Corridor is consistent with the recommendations in the draft system and financial plans. Those plans will be subject to detailed scrutiny over the next two-to-three months and the draft recommendations may change. If changes are made to the configuration and/or content of the final system and financial plans, the Board will appropriately amend its decision on the North Central LPA before proceeding, with completion of preliminary engineering.

Throughout the process of refining the transit system and financial plans as well as preliminary engineering and preparation of the draft and final environmental impact statements for the North Central Corridor north of Park Lane, we will conduct an active public involvement program in the cities of Dallas, Richardson, and Plano. This process will be designed to obtain review and comment from elected officials, city staffs, as well as affected property owners, business operators, residents, and the general public.

We look forward to continuing to work with you on refinement of this LRT extension. Together we can make it the best possible system to serve the individual communities and the region.

Sincerely,

Roger Snoble
President/Executive Director

Kathy Ingle
Chairman
DART Board of Directors

c: Board of Directors
Bob Hughey, City Manager

MFA Myra L. Frank & Associates, Inc.

(213) 627-5376

Fax: (213) 627-6853

Environmental Impact Reports and Statements

Architectural History

SAMPLE DART COORDINATION LETTER

March 14, 1996

Ms. Jody Maneth, Chairperson
Historic Landmark Committee
Plano City Hall
Post Office Box 860358
Plano, Texas 75086-0358

RE: DART North Central Corridor Environmental Impact Statement

Dear Ms. Maneth,

Dallas Area Rapid Transit (DART) is currently preparing the Environmental Impact Statement for the North Central Corridor, north of Park Lane. As consultants to DART, part of our responsibility is coordination with local historic organizations to find out whether there are records of any buildings, districts, sites, structures, landscapes or archaeological sites of cultural significance within the project area. We will consult the National Register of Historic Places and Texas Historical Commission lists for properties within the proposed project area.

The DART Project Manager, Kyle Keahey, is scheduled to attend your committee meeting on March 19th to discuss potential commercial and residential historic district boundaries. I would also ask if you are or your organization is awareof any historic resources other than the historic districts and the Interurban Station in the general area highlighted on the enclosed map. If there are any such properties in the project area, please indicate in writing, the locations and whatever information you are able to transmit to us on the subject. If it would be more convenient, contact me at (213) 627-5376 or call Kyle Keahey at (214) 749-2828.

As part of our study, we will be conducting research on the dates of construction, architectural and historic significance within the immediate area of the proposed project. In conducting these studies, we also contact the State Office of Historic Preservation for records of National Register listings and local landmark listings.

Thank you, in advance for taking the time to review our request.

Sincerely,

Francesca Smith
Architectural Historian
cc: file
enclosure

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811 West 7th. Street, Suite 800, Los Angeles, CA. 90017

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214/748-3278

ANS'D REC'D MAILED FILED O.K. ENT'D SHIPPED PAID
THIS DATE OCT 18 1994
MYRA L. FRANK AND ASSOCIATES

October 5, 1994

Curtis Tunnell
State Historic Preservation Officer
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

ATTN: Jamie Wise

Dear Mr Tunnell:

DART is pleased to extend our relationship in the identification and assessment of potential effects upon historic properties for various components of our Transit System Plan. In the fall of 1992, the DART Board, in cooperation with the Metropolitan Planning Organization (MPO) and FTA initiated the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) process for the North Central Corridor, North of Park Lane. With the change in federal transportation planning requirements, this study shifted to a Major Investment Study (MIS) resulting in an Alternatives Evaluation Report in the Spring of 1994. As a result of that study, a Locally Preferred Alternative was selected in the Summer of 1994. Subsequently, we have initiated preliminary engineering efforts and the preparation of the draft environmental impact statement (EIS).

On August 31, 1994, a "kick-off" meeting with Jamie Wise, Dwayne Jones, Linda Roark, and Mark Denton of the Texas Historical Commission was held to begin coordination of efforts necessary to comply with Section 106 of the Historic Preservation Act of 1966. As a direct result of that discussion, DART is proposing the following definition and methodology for both setting the boundaries of the North Central Corridor project's *Area of Potential Effects* (APE) and preparation of an *Historic Properties Survey Report* and National Register of Historic Places *Determination of Eligibility Report*.

Area of Potential Effects

Passenger railroad operations have been part of the historic character of the North Central Corridor since the Texas Traction Company began its electric interurban service from Dallas to Denison on July 1, 1908. Since that time, the existing line was utilized by the Texas Electric Railway from 1917 until 1948 and then by the Southern Pacific Railroad. An Area of Potential Effects (APE) has been defined to ensure proper identification of historic resources which might be affected by the proposed project but, given that the project would improve the existing railway and reinstate passenger service, is also reasonable in its acknowledgment of the appropriateness of continuing railroad activity in the local historic setting. The multi-level APE definition is based on right-of-way acquisition information, noise significance criteria, and the results of a right-of-way title and archival search, as follows:

Archaeological and Historic Archaeological Resources

- the APE shall be limited to the area of proposed ground disturbance, and shall be expanded accordingly as design, engineering, and plans progress;
- when the results of an historic/archaeological title and archival search indicate a high probability of a significant resource in close proximity to the project, the APE shall be extended to include that resource;
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Architectural and Historic Resources

- when the project is limited to existing track improvements or reconfiguration, the APE shall be limited to the railroad right-of-way, including all bridges, except in noise sensitive locations;
- when a noise sensitive receptor falls within 200 feet of the proposed right-of-way or acquisition, the parcel containing the noise sensitive receptor shall be included in the APE;
- when the project is grade separated, the APE shall extend 200 feet from the proposed structure;
- for stations, substation, parking facilities, and all ancillary buildings and structures, the APE shall include the first 200 feet of all adjacent parcels;

Historic Properties Survey and Determination of Eligibility Reports Methodology

An historic context statement will be prepared and an intensive survey effort undertaken of all resources within the APE by professionals meeting the *Secretary of the Interior's Professional Qualifications Standards*. All resources more than 45 years of age shall be recorded on Texas Historical Commission historic resource inventory forms and submitted to the State Historic Preservation Officer for review and concurrence with determination of eligibility for inclusion in the National Register of Historic Places.

For any resources listed on or determined eligible for the National Register, an effects report would also be prepared in order to further comply with Section 106.

During the course of our meeting on August 31, we invited your staff to come to Dallas for a site visit of the corridor sometime this Fall. We appreciate your continued assistance in the preservation of cultural resources related to all aspects of the DART Transit System Plan. If you or your staff have any questions, please do not hesitate to call me at 214/749-2828.

Sincerely,

Kyle Keahey
Senior Transportation Planner

cc: Steve Beard, ICF Kaiser Engineers
Myra Frank, Myra L. Frank & Associates
Missy Green, Geomarine, Inc.