



Technical Memorandum

Date: Wednesday, August 23, 2017

Project: Task Order 32 – Cotton Belt Corridor PE/EIS

To: John Hoppie, Project Manager, DART Capital Planning

From: Tom Shelton, GPC6 Program Manager

Subject: DART GPC VI – Contract C-2012668; Cotton Belt Corridor Environmental Socioeconomic Impact Assessment and Mitigation; HDR PN 10024656

Introduction: This Technical Memorandum identifies potential socioeconomic impacts associated with the proposed Build Alternative for the Dallas Area Rapid Transit (DART) Cotton Belt Corridor passenger rail project. The study area consists of approximately 0.25 mile on either side of the proposed alignment and a 0.5-mile radius around each proposed rail station. Potential impacts were evaluated according to the following socioeconomic characteristics: community facilities; community cohesion, including neighborhoods and schools; population demographics; employment and economic conditions. This assessment follows the methodology as described in the *Socioeconomic Analysis Methodology Technical Memorandum* approved by DART for the proposed project.

Project Description: The 26-mile Cotton Belt Corridor extends between Dallas/Fort Worth International Airport (DFW Airport) and Shiloh Road in Plano, Texas. The alignment traverses seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. The Cotton Belt Project's primary purpose is to provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area. The Cotton Belt Project would interface with three DART Light Rail Transit (LRT) lines: the Red Line in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport. Also at DFW Airport, the project would connect to Fort Worth Transit Authority's TEX Rail Regional Rail Line to Fort Worth and the DFW Airport Skylink People Mover.

Objective: DART is preparing an Environmental Impact Statement to assess the impacts and benefits of rail passenger service on the Cotton Belt Corridor. Project oversight will be conducted by the Federal Transit Administration in cooperation with the Federal Railroad Administration and the Federal Aviation Administration.



Impact Assessment: The evaluation of potential impacts to socioeconomic resources resulting from the proposed Build Alternative is discussed in terms of short-term and long-term effects.

Short-term Effects

Short-term effects are temporary impacts from the construction of the proposed project. Detailed construction plans have not been determined yet; however, temporary construction impacts are anticipated to affect socioeconomic resources from noise and access effects. Noise associated with the construction of the proposed Build Alternative is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. Construction of proposed stations, tracks, rail crossings, bridges, and overpasses would result in some detours and lane closures. Although access would be maintained for all facilities and properties, alternate routes might result from temporary detours and lane closures.

The proposed Cotton Belt Corridor Build Alternative follows existing rail tracks and expands existing stations for the most part. The exceptions are the proposed sections on new location (the DFW Terminal B connection, the Cypress Waters alignment and the CityLine/Bush alignment) and the new proposed station locations (Cypress Waters, Knoll Trail, Preston Road, Coit Road, UT Dallas, 12th Street and Shiloh Road). The other proposed stations (DFW Terminal B, DFW North, Downtown Carrollton, Addison, and CityLine/Bush) are expansions and additions to existing stations. Additional disruptions may be experienced in areas at the proposed sections on new location and the new station locations due to a longer duration of construction resulting from new tracks and facilities to be built.

The North Dallas Eruv may also be affected by temporary construction impacts if markers are down causing a break in what is to be a continuous boundary. The Eruv must remain in good repair to be effective and with no breaks.

Long-term Effects

Long-term effects are permanent impacts resulting from the proposed project. These effects to socioeconomic resources were evaluated for community facilities, community cohesion, schools, demographics, employment and economic development.

Community Facilities

Existing community facilities assessed within the study area include community centers, places of worship, daycare centers, public service and government locations, medical facilities, and other areas of community importance. The *Socioeconomic Existing Conditions Technical Memorandum* provides a list and map of 110 community facilities inventoried and observed within the study area. Facilities not adjacent to the right-of-way (ROW) are unlikely to be adversely affected by noise or access effects. Of the community facilities inventoried, 28 are adjacent to the proposed Build Alternative. Many of these facilities are already adjacent to the existing rail tracks and are not considered to be adversely impacted. **Table 1** lists the community facilities which are adjacent to the proposed Build Alternative and describes any potential impacts anticipated for each facility. The Map Id number corresponds to the number previously associated with each facility as listed in Table 1 and shown on Exhibit 1 of the *Socioeconomic Existing Conditions Technical Memorandum*.

Table 1: Community Facilities Adjacent to Cotton Belt Corridor Build Alternative			
Map Id	Facility Name	Street Address	Description of Impact
Grapevine			
1	DFW Airport	2400 Aviation Dr.	DFW Terminal B Station access; None
2	Comprehensive Women's Healthcare	1054 Texan Tr.	None
3	Surgical Group of North Texas LLP	1056 Texan Tr.	None
4	DFW Airport Fire Station 6	711 Regent Blvd.	None
Coppell			
6	U.S. Postal Service Administration Offices	951 Bethel Rd.	None
7	Coppell Fire Department Station 1	520 Southwestern Blvd.	None
8	Coppell Fire Department Administration	500 Southwestern Blvd.	None
9	Coppell Utilities Department	816 Coppell Rd.	None
11	W.W. Pinkerton Elementary School	260 Southwestern Blvd.	Possible noise impact
12	Roy C. Brock Center-Coppell ISD	268 Southwestern Blvd.	None
17	Discover and Share Preschool	1445 Riverchase Dr.	Possible noise impact
Carrollton			
37	Polk Middle School	2001 Kelly Blvd.	Possible noise impact
38	Islamic Association of Carrollton	1901 Kelly Blvd.	Possible noise impact
Addison			
42	Addison Airport	4689 Eddie Rickenbacker St.	None
45	MGA Home Healthcare	15601 Dallas Pkwy.	None
Dallas			
52	Fairhill School	16150 Preston Rd.	Preston Rd. Station access; Anticipated noise impacts
57	Ivy Montessori Academy	6950 McCallum Blvd.	Possible noise impact
65	Highland Springs Medical Center and Retirement Community	8000 Frankford Rd.	Possible noise impact
Richardson			
67	UT Dallas Southwestern Clinical Center	3000 Waterview Pkwy.	UT Dallas Station access; Anticipated noise impact
68	UT Dallas	2801 Rutford Ave.	UT Dallas Station access; Possible noise impact

Table 1: Community Facilities Adjacent to Cotton Belt Corridor Build Alternative			
Map Id	Facility Name	Street Address	Description of Impact
Plano			
73	World Ministry Fellowship Church	801 E. Plano Pkwy., Ste. 150	Possible noise impact
101	U.S. Post Office - Plano	1200 Jupiter Rd.	None
102	The Collinwood Care Center	3100 S. Rigsbee Dr.	Possible noise impact
105	Plano ISD, Shiloh Center	3540 14th St.	None
107	Islamic Academy	3544 14th St.	Possible noise impact
108	Noori Masjid	1251 Shiloh Rd.	Possible noise impact
109	Dai Bi Buddhist Center	3720 14th St.	Possible noise impact
110	Sehion Mar Thoma Church	3760 14th St.	Possible noise impact

Source: GPC6 Team, August 2017.

Community facilities adjacent to the proposed alignment and a proposed station that are anticipated to be adversely impacted include the Fairhill School and the UT Dallas Southwestern Clinical Center. The proposed Preston Road Station would be adjacent to the Fairhill School and its facilities. Due to the school's proximity to the Preston Road Station, adverse impacts to the function of the school could result from passenger rail traffic and increased noise and foot traffic. However, potential impacts would not substantially affect the school because the Preston Road Station would not include parking or drop off areas. The proposed UT Dallas Station would be adjacent to the UT Dallas Southwestern Clinical Center. The UT Dallas Station would include bus bays and parking which could result in adverse impacts to the access and function of the clinical center from passenger rail traffic and increased noise and vehicular traffic. Impacts due to noise are described in more detail in the *Noise and Vibration Impact Assessment Technical Memorandum*.

Community Cohesion

Community cohesion refers to the level of social interaction experienced within and across neighborhoods. There are many registered neighborhood associations and homeowners' associations (HOAs) in the study area. These and similar organizations serve to bind neighbors to one another under a common identity or set of ideals, and create more meaningful social interactions.

The three proposed sections on new location (the DFW Terminal B connection, the Cypress Waters alignment and the CityLine/Bush alignment) would not cause further divisions and adverse impacts to community cohesion because they would not divide any existing neighborhoods. The Cypress Waters alignment may result in residential displacements; however, the residences to potentially be displaced are disconnected from any neighborhood associations or groups. The CityLine/Bush alignment is located along an undeveloped area across U.S. Highway 75; therefore, this alignment is not anticipated to impact the community cohesion of any neighborhoods.



The cities of Grapevine, Irving, Richardson, Plano and the Town of Addison do not have subdivisions or neighborhoods that are divided by the proposed Build Alternative and would not have community cohesion effects. One neighborhood in Carrollton and two neighborhoods in Dallas span across the proposed Build Alternative; however, substantial impacts are not anticipated because these neighborhoods are already bisected by the existing rail tracks. In Carrollton, the Old Downtown Carrollton Association could be adversely impacted by increases in rail traffic; however, positive impacts could also result from increased customer traffic to this area from the proposed Build Alternative. In Dallas, the Preston Trail and Highlands of McKamy neighborhoods traverse the proposed Build Alternative. The Preston Trail neighborhood is north of the Cotton Belt Corridor, west of Preston Road and south of Campbell Road. The Highlands of McKamy neighborhood is located south of Frankford Road and east of Hillcrest Road. The Preston Trail and Highlands of McKamy neighborhoods may have minor impacts resulting from increased rail traffic from existing conditions because of the abandoned freight service since 2010.

The North Dallas Eruv, a designated area for the local Jewish community, is centered around McCallum Boulevard and Hillcrest Road and within an approximate 2-mile radius with several synagogues and day schools. An Eruv is a symbolic boundary delineated with markers, utility wires and cables on utility poles that encircle the area. A City of Dallas ordinance was passed to symbolically allow the Eruv, and an agreement with Oncor exists to allow markers on utility poles. The proposed Build Alternative may necessitate changes in the configuration of utility poles that delineate the Eruv. These potential changes, as well as the potential construction of walls, fences or other structures or removal of vegetation associated with the proposed Build Alternative may impact the Eruv either positively or negatively. The potential effects from increased rail traffic may also disrupt the function of the Eruv.

Schools

The Cotton Belt Corridor predates the development of most schools in this area. As a result, many school attendance zones along the Cotton Belt Corridor use it as a logical boundary. However, some school attendance zones are intersected by the Cotton Belt Corridor, resulting in a potential impact. **Table 2** lists schools which have attendance zones that traverse the proposed Build Alternative. The table also includes a summary of the walkability characteristics for affected neighborhoods (those located across the proposed alignment from their designated schools). Locations of these schools are shown on Exhibit 2 of the *Socioeconomic Existing Conditions Technical Memorandum*.

Table 2: Schools with Attendance Zones Crossing the Cotton Belt Corridor Build Alternative

School Name	School District (ISD)	Likelihood of Impact	Description of Access Across Tracks
W.W. Pinkerton Elementary	Coppell	Likely	Less than 0.5 mile from school
Barbara S. Austin Elementary	Coppell	Not Likely	No direct access and over 2 miles from school
Mockingbird Elementary	Coppell	Not Likely	No direct access and over 2 miles from school
Coppell Middle West	Coppell	Not Likely	Approximately 1.5 miles from school
Coppell Middle East	Coppell	Not Likely	No direct access and over 2 miles from school
Coppell High	Coppell	Not Likely	Approximately 1.5 mile north of alignment
New Tech High	Coppell	Not Likely	Approximately 1.5 mile north of alignment
Riverchase Elementary	Carrollton/ Farmers Branch	Not Likely	Approximately 1 to 1.5 mile from school
Carrollton Elementary	Carrollton/ Farmers Branch	Likely	Less than 0.5 mile from school
Country Place Elementary	Carrollton/ Farmers Branch	Not Likely	No residences in areas across the corridor
Barbara Bush Middle	Carrollton/ Farmers Branch	Likely	Less than 1 mile from school
Ted Polk Middle	Carrollton/ Farmers Branch	Likely	Less than 1 mile from school
DeWitt Perry Middle	Carrollton/ Farmers Branch	Likely	Less than 1 mile from school
Newman Smith High	Carrollton/ Farmers Branch	Likely	Approximately 1 mile from school
Ranchview High	Carrollton/ Farmers Branch	Not Likely	Approximately 3 miles south of alignment
Junkins Elementary	Dallas	Not Likely	No residences in areas across the corridor
Walker Bush Elementary	Dallas	Not Likely	No direct access and over 3 miles from school
Walker Middle	Dallas	Not Likely	No direct access and over 2 miles from school
White High	Dallas	Not Likely	No direct access and over 2 miles from school
Brentfield Elementary	Richardson	Likely	Approximately 0.5 mile from school
Parkhill Junior High	Richardson	Likely	Approximately 0.5 mile from school
J.J. Pearce High	Richardson	Not Likely	Approximately 2 miles from school
Aldridge Elementary	Plano	Likely	Approximately 0.5 mile from school
Mendenhall Elementary	Plano	Not Likely	No direct access and over 2 miles from school
Forman Elementary	Plano	Not Likely	No direct access and over 2 miles from school
Jackson Elementary	Plano	Not Likely	No direct access and over 2 miles from school
Frankford Middle	Plano	Likely	Less than 1 mile from school

Table 2: Schools with Attendance Zones Crossing the Cotton Belt Corridor Build Alternative

School Name	School District (ISD)	Likelihood of Impact	Description of Access Across Tracks
Wilson Middle	Plano	Not Likely	Approximately 1 mile from school but separated by President George Bush Turnpike
Armstrong Middle	Plano	Not Likely	No direct access and over 2 miles from school
Otto Middle	Plano	Not Likely	No direct access and over 2 miles from school
Shepton High	Plano	Not Likely	No direct access and over 2 miles from school
Vines High	Plano	Not Likely	No direct access and over 2 miles from school
Williams High	Plano	Not Likely	No direct access and over 2 miles from school
McMillen High	Plano	Not Likely	No direct access and over 2 miles from school
Plano West Senior High	Plano	Not Likely	No direct access and over 2 miles from school
Plano East Senior High	Plano	Not Likely	No direct access and over 2 miles from school
Plano Senior High	Plano	Not Likely	No direct access and over 2 miles from school

Source: GPC6 Team, August 2017.

For many schools along the corridor, the neighborhoods separated by the proposed Build Alternative are also separated from their schools by long distances or other barriers, making non-motorized school access unlikely. Neighborhoods more than 1 mile from a school, separated by a major transportation facility, or disconnected by neighborhood design were not considered walkable. For this reason, the majority of schools in **Table 2** would not be likely to experience any adverse impact to walking or bike access as a result of the proposed Build Alternative.

No Dallas ISD schools are likely to have students cross the Build Alternative to walk or bike to school; therefore, Dallas ISD schools would not be impacted by the proposed project. Conversely, one school in Coppell ISD, five schools in Carrollton/Farmers Branch ISD, two schools in Richardson ISD, and two schools in Plano ISD have students who are likely to cross the Build Alternative to walk or bike to school and have the potential to be impacted by the proposed project.

Coppell ISD

Coppell ISD has one school likely to have students crossing the Build Alternative and anticipated to have an impact to school accessibility from the proposed project. W.W. Pinkerton Elementary is located south of the Cotton Belt Corridor and west of Denton Tap Road. Its attendance zone extends both north and south of the Cotton Belt Corridor. The neighborhoods north of the Cotton Belt Corridor and west of Denton Tap Road are close enough to the school that walking or biking to school is likely to occur, especially because no major roadways create barriers to non-motorized travel between these neighborhoods and W.W. Pinkerton Elementary. For neighborhoods north of the Cotton Belt Corridor and east of Denton Tap Road, children would have to cross Denton Tap Road as well as the corridor to get to their school. This area is within walking distance, so walking or biking is likely to occur. However, to get to the school, a crossing of the rail tracks would be required for the portion of the W.W. Pinkerton Elementary attendance zone that encompasses the area north of the Cotton Belt Corridor.



No other Coppel schools that have attendance zones that cross the Build Alternative are likely to be affected by the proposed project because students are not likely to walk or bike to school. However, a future middle school site was identified off Van Zandt Drive south of the corridor, but its attendance zone has not yet been determined to assess for potential impacts resulting from the proposed project.

Carrollton/Farmers Branch ISD

Only one of the three elementary schools that traverse the Build Alternative is likely to have students walk or bike to school and anticipated to have an impact to school accessibility from the proposed project. Carrollton Elementary is located just south of the Cotton Belt Corridor on the east side of Perry Road. The attendance zone for Carrollton Elementary largely extends to the area south of the Cotton Belt Corridor, with one exception. Students must cross the Cotton Belt Corridor to walk or bike to school if they live in the Woodcrest Estates neighborhood, which is nestled between the Cotton Belt and BNSF corridors. The school is located approximately 0.4 mile from the nearest entrance to the neighborhood on Cecil Drive off Perry Road North, and the only formal crossing near this neighborhood is located at Perry Road North.

All three middle schools that traverse the Build Alternative are likely to have students who walk or bike to school and anticipated to have an impact to school accessibility from the proposed project. DeWitt Perry Middle School is just across Perry Road from Carrollton Elementary and has the same access conditions as mentioned above. Barbara Bush Middle School, in the City of Irving, is part of the Carrollton/Farmers Branch ISD and located south of the Cotton Belt Corridor on Cowboys Parkway at MacArthur Boulevard. The school's attendance zone encompasses areas both north and south of the Cotton Belt Corridor. Two large apartment complexes lie just north of Belt Line Road and the Cotton Belt Corridor, and are within 1 mile of the school, making it common for students to walk or bike at this crossing. Ted Polk Middle School is located north of the proposed alignment and west of Kelly Boulevard. The attendance zone for this school extends south to Belt Line Road and west to Josey Lane. Most properties south of the Build Alternative are industrial or commercial; however, a few single-family and multi-family residences south of the corridor and Country Club Drive fall within the attendance zone. These properties are approximately 0.8 mile from Ted Polk Middle School, by way of Country Club Drive and the rail crossing at Kelly Boulevard.

One high school, Newman Smith High School, is located less than 1 mile north of the Build Alternative along Josey Lane and anticipated to have an impact to school accessibility from the proposed project. Students living in the neighborhood south of the alignment and east of Josey Lane would need to cross the Build Alternative as well as Keller Springs Road to access the school. Because these are older students, and the walking and biking distance would be approximately 1 mile, some non-motorized travel is possible.

Richardson ISD

Two Richardson ISD schools are located in the North Dallas area with attendance zones that traverse the Build Alternative and likely to have students crossing the proposed alignment. It is anticipated that the Build Alternative would result in an impact to school accessibility for these schools. Brentfield Elementary and Parkhill Junior High are located southeast of the Cotton Belt Corridor on Brentfield Drive and



Shadybank Road, respectively. The distance from Brentfield Elementary to the nearest neighborhood west of the Cotton Belt Corridor is approximately 0.6 mile along Davenport Road/Brentfield Drive. The distance from Parkhill Junior High across the street on Shadybank Road is approximately 0.7 mile. Apartments are located on the west side of the Davenport Road grade crossing, so it is very likely that this route is used for walking and biking to the elementary and junior high schools serving the area. Along St. Anne Street and Campbell Road, the schools are also approximately 0.6 mile from another apartment complex, located just west of the Campbell Road grade crossing. This is also a likely pedestrian and bicycle route to school. The second Davenport Road crossing (north of Campbell Road) is approximately 0.8 mile from the schools and is in a single-family residential area. The route to the schools would require crossing both the Cotton Belt Corridor and Campbell Road.

Plano ISD

The Plano ISD schools with students likely walking or biking to school across the Build Alternative are Aldridge Elementary and Frankford Middle School. It is anticipated that the Build Alternative would result in an impact to accessibility for these schools.

Aldridge Elementary is located in Richardson. The attendance zone for this school includes some areas north of the Build Alternative including several multi-family residences and apartment homes. Students would cross the proposed alignment at either Custer Road or Renner Road to walk or bike to the school.

Frankford Middle School is located in Dallas just north of the Build Alternative on Osage Plaza Parkway. It has an attendance zone bounded by the Cotton Belt Corridor, Coit Road to the east and the county line to the south. This area consists primarily of multi-family residences, so it is likely that middle school students may walk or bike to school. Three potential rail crossings give access to the school from this neighborhood. The distance to the school from the east side of the neighborhood via the Coit Road crossing is 0.5 mile. The distance is also 0.5 mile from the middle of the neighborhood by way of Dickerson Street and Macbeth Drive. The distance to the school is 0.7 mile for residences on the western side of the neighborhood, crossing at Meandering Way and using the pedestrian and bicycle path. The southwestern portion of this neighborhood also borders the Hillcrest Road and McCallum Boulevard rail crossings; however, it is not likely these crossings would be used to access the school.

Population Demographics

No adverse impacts to demographics are anticipated from the proposed project. Potential changes in existing demographics may occur; however, additional passenger rail service would not alone cause substantial changes to the demographics of any communities along the project corridor as population changes depend on various economic and social factors independent of the proposed project. Although direct impacts to population demographics are not anticipated, potential indirect and cumulative impacts are further discussed in the *Indirect and Cumulative Impacts Assessment and Mitigation Technical Memorandum*.

Employment

Overall, employment would benefit from transit-oriented development and an additional method of transportation that the proposed project would provide for nearby businesses. Commercial displacements



may result from the new alignment sections and proposed stations; however, no substantial adverse impacts to employment are anticipated from the proposed project. The commercial displacements are further discussed in the *ROW and Displacements Technical Memorandum*.

A total of 66 major employers were identified in the *Socioeconomic Existing Conditions Technical Memorandum*. Of these, approximately 10 are adjacent to the Build Alternative and several major employers would be within walking distance of a proposed station (1 mile or less) and would benefit from having access to a rail station. **Table 3** lists the major employers that are adjacent to the Build Alternative, adjacent to the Build Alternative and a station, and approximately 1 mile or less from a station. The Map Id number corresponds to the number previously associated with each employer as listed in Table 6 and shown on Exhibit 3 of the *Socioeconomic Existing Conditions Technical Memorandum*. None of these major employers would be displaced by the proposed project. In addition, access to their facilities would not be adversely affected. Therefore, these major employers are not expected to be adversely impacted by the proposed project.

Table 3: Major Employers and the Cotton Belt Corridor Build Alternative

Map Id	Employer	Address	Employment Range	Location
1A	DFW Airport	2400 Aviation Dr., DFW Airport	50,000- 75,000	Adjacent to Build Alternative and DFW Terminal B Station
4	IBM Global Solution Center	1177 S. Belt Line Rd., Coppell	500-1000	Approximately 1 mile from Cypress Waters/North Lake Station
6	Haverty's	770 Gateway Blvd., Coppell	250-500	Adjacent to Build Alternative
7	Minyard Food Stores, Inc.	777 S. Freeport Pkwy., Coppell	500-1000	Adjacent to Build Alternative
8	U.S. Postal Service Administrative Offices	951 W. Bethel Rd., Coppell	1000-2500	Adjacent to Build Alternative
12	Global Furniture Group	2025 W. Belt Line Rd., Ste. 100, Carrollton	500-1000	Adjacent to Build Alternative
13	Jack Black Grooming Products	2025 W. Belt Line Rd., Ste. 120, Carrollton	500-1000	Adjacent to Build Alternative
14	Tidel Engineering LP	2025 W. Belt Line Rd., Ste. 114, Carrollton	500-1000	Adjacent to Build Alternative
15	Ykkap America	2025 W. Belt Line Rd., Ste. 130, Carrollton	500-1000	Adjacent to Build Alternative
21	Bank of America	16001 N. Dallas Pkwy., Addison	2000-3000	Less than 1 mile from Addison Station
22	Beal Bank	15770 Dallas Pkwy., Addison	250-500	Less than 1 mile from Knoll Trail Station

Table 3: Major Employers and the Cotton Belt Corridor Build Alternative

Map Id	Employer	Address	Employment Range	Location
23	Granite Properties	15660 Dallas Pkwy., Addison	Under 250	Less than 1 mile from Knoll Trail Station
24	United Surgical Partners International	15305 Dallas Pkwy., Ste. 1600, Addison	250-500	Less than 0.5 mile from Addison Station
25	Zurich Insurance	15303 Dallas Pkwy., Ste. 800, Addison	250-500	Less than 0.5 mile from Addison Station
26	Hilton Worldwide Inc.	15305 N. Dallas Pkwy., Ste. 600, Addison	250-500	Less than 0.5 mile from Addison Station
27	Intercontinental Hotel Dallas	15201 Dallas Pkwy., Addison	250-500	Less than 0.5 mile from Addison Station
28	Concentra Inc.	5080 Spectrum Dr., Addison	250-500	Approximately 0.5 mile from Addison Station
29	Dallas Marriott Quorum	14901 Dallas Pkwy., Dallas	250-500	Approximately 1 mile from Addison Station but must cross Belt Line Road
30	Prestonwood Town Center	325 Belt Line Rd., Dallas	500-1000	Less than 1 mile from Knoll Trail Station
32	Bombardier	3400 Waterview Pkwy., Ste. 400, Richardson	250-500	Adjacent to Build Alternative and UT Dallas Station
33	Hewlett-Packard	3000 Waterview Pkwy., Richardson	1000-2499	Adjacent to Build Alternative and UT Dallas Station
34	Dallas International School	17811 Waterview Pkwy., Dallas	250-500	Less than 1 mile from UT Dallas Station
35	UT Dallas	800 W. Campbell Rd., Richardson	2500-5000	Adjacent to Build Alternative and UT Dallas Station
37	Qorvo	500 W. Renner Rd., Richardson	500-1000	Adjacent to Build Alternative
38	Texas Instruments	300 W. Renner Rd., Richardson	500-1000	Adjacent to Build Alternative
43	Gay McCall Isaacks Gordon and Roberts	777 E. 15th St., Plano	250-500	Less than 1 mile from 12th Street Station
44	Bracane Company	1201 E. 15th St., Ste. 204, Plano	250-500	Less than 0.5 mile from 12th Street Station
46	State Farm Insurance	1251 State St., Richardson	over 5000	Adjacent to Build Alternative and CityLine/Bush Station

Table 3: Major Employers and the Cotton Belt Corridor Build Alternative

Map Id	Employer	Address	Employment Range	Location
47	Regal Research and Manufacturing Company	1200 E. Plano Pkwy., Plano	250-500	Less than 1 mile from 12th Street Station
48	Raytheon	1717 E. CityLine Dr., Richardson	1000-2500	Approximately 1 mile from CityLine/Bush Station
49	XO Communications, Inc.	2700 Summit Ave., Ste. 100, Plano	500-1000	Approximately 1 mile from Shiloh Road Station
50	Asociar, LLC	2800 E. Plano Pkwy., Ste. 400, Plano	250-500	Less than 1 mile from Shiloh Road Station
51	Eltek	2925 E. Plano Pkwy., Plano	250-500	Less than 1 mile from Shiloh Road Station
52	CVE Technologies Group	3000 E. Plano Pkwy., Plano	500-1000	Less than 1 mile from Shiloh Road Station
53	Investor's Business Daily (see O'Neil Digital Solutions)	3100 E. Plano Pkwy., Plano	250-500	Less than 1 mile from Shiloh Road Station
54	O'Neil Digital Solutions	3100 E. Plano Pkwy., Plano	250-500	Less than 1 mile from Shiloh Road Station
55	Air System Components	605 Shiloh Rd., Plano	250-500	Less than 0.5 mile from Shiloh Road Station
56	Flex (formerly Flextronics)	600 Shiloh Rd., Plano	250-500	Less than 0.5 mile from Shiloh Road Station
57	Bowhead Manufacturing & Products (UICGS)	1000 Shiloh Rd., Ste. 500, Plano	250-500	Adjacent to Build Alternative and Shiloh Road Station
58	Genband	3605 E. Plano Pkwy., Plano	250-500	Adjacent to Build Alternative and Shiloh Road Station
59	Natural Polymer International Corp (NPIC)	3601 E. Plano Pkwy., Ste. 150, Plano	250-500	Adjacent to Build Alternative and less than 0.5 mile from Shiloh Road Station
60	Precision Technology, Inc.	3601 E. Plano Pkwy., Ste. 200, Plano	250-500	Adjacent to Build Alternative and less than 0.5 mile from Shiloh Road Station
61	GeoMap Co.	110 Geomap Ln., Plano	250-500	Less than 1 mile from Shiloh Road Station
62	Airbus Defense and Space	3801 E. Plano Pkwy., Ste. #200, Plano	250-500	Less than 1 mile from Shiloh Road Station

Table 3: Major Employers and the Cotton Belt Corridor Build Alternative

Map Id	Employer	Address	Employment Range	Location
63	Plano Data	3901 E. Plano Pkwy., Plano	250-500	Less than 1 mile from Shiloh Road Station
64	I2r Integrity Integration Resources	4001 E. Plano Pkwy., Plano	250-500	Less than 1 mile from Shiloh Road Station
65	Raytheon	4101 E. Plano Pkwy., Plano	500-1000	Less than 1 mile from Shiloh Road Station

Source: GPC6 Team, August 2017.

Economic Development

No adverse impacts to economic development are anticipated from the proposed project. Economic development would likely benefit from transit-oriented development. New alignment sections and new station locations may result in some commercial displacements which is further discussed in the *ROW and Displacements Technical Memorandum*. These displacements, however, would not result in a substantial impact to the overall economy and economic development of the areas along the corridor.

Mitigation: Potential adverse impacts to the function of two community facilities (the Fairhill School and the UT Dallas Southwestern Clinical Center) are anticipated as a result of the Build Alternative. Potential noise impacts to Fairhill School and UT Southwestern Clinical Center could be mitigated through the implementation of quiet zones. Construction normally occurs during daylight hours when occasional loud noises are more tolerable. Additionally, construction noise may be minimized through abatement measures such as work-hour controls and proper maintenance of muffler systems. The impacts to access for the UT Dallas Southwestern Clinical Center are not considered to be substantial and would not require mitigation.

Two areas (Old Downtown Carrollton and North Dallas) may experience an impact to community cohesion as a result of the Build Alternative. These impacts are not considered to be substantial and would not require mitigation. Although not specifically a mitigation measure, DART has taken additional action that would further limit impacts to community cohesion in North Dallas. In anticipation of implementing passenger rail in the Cotton Belt Corridor, DART facilitated the official abandonment of freight traffic in part of the corridor in 2010. This action permanently removed freight traffic from North Dallas, thus reducing the possibility of increased train traffic and eliminating crossing events of longer durations.

The North Dallas Eruv could experience adverse impacts as a result of the Build Alternative. DART will coordinate with the City of Dallas to minimize any effects and avoid any disruptions to the existing city ordinance. In addition, the affected community should be engaged during project design and construction to avoid and minimize impacts and to assist with proposed solutions. During construction, attempts should be made to make repairs before the Sabbath.



The following schools have been identified as having the potential to experience adverse impacts to access as a result of the Build Alternative. Potential impacts to these schools could be mitigated through the addition of safe crossing measures that currently do not exist such as flashing signals, gates, and designated pedestrian crossings.

- W.W. Pinkerton Elementary
- Carrollton Elementary
- Barbara Bush Middle
- Ted Polk Middle
- DeWitt Perry Middle
- Newman Smith High
- Brentfield Elementary
- Parkhill Junior High
- Aldridge Elementary
- Frankford Middle

No adverse impacts to demographics, employment, or economic development are anticipated; therefore, no mitigation is proposed.