Appendix B

Technical Memoranda and Reports

Technical memoranda and reports were prepared as independent documents to support the preparation of the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project. Information from these documents was incorporated into the DEIS to provide information on existing conditions, and in some cases assess potential impacts to the resources. Information contained in the DEIS is the most current and supersedes information in the technical memoranda and reports.
B-16

Determination of Effects Report
Determination of Effects Report
Cotton Belt Regional Rail Corridor
Draft
Tarrant, Dallas, and Collin Counties
November 13, 2017

This Report was prepared for DART
General Planning Consultant Six Managed by HDR
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<tr>
<td>Project Manager: Deborah Dobson-Brown</td>
<td>PIC: Victor Palma</td>
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## Originator

<table>
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<tr>
<th>Name: Deborah Dobson-Brown, MSc</th>
<th>Firm: AmaTerra Environmental, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title: Senior Architectural Historian</td>
<td>Date: November 13, 2017</td>
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## Commenters

| Name: Click here to enter text. | Firm: Click here to enter text. | Date: Click here to enter text. |

## Approval

| Task Manager: Click here to enter text. | Date: Click here to enter text. |
| Verified/Approved By: Click here to enter text. | Date: Click here to enter text. |

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INTRODUCTION

The Cotton Belt Regional Rail Corridor project (Project) is a proposed 26-mile passenger rail alignment extending from Dallas-Fort Worth International Airport (DFWIA) eastward, connecting with the existing Dallas Area Rapid Transit (DART) Red Line in the Plano/Richardson area. The proposed project traverses through three Counties in the State of Texas, Tarrant, Dallas, and Collin, and seven cities, Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano (see Appendix A; Figure 1).

A passenger rail corridor concept from the DART Red Line in the Richardson/Plano area to the Green Line in Carrollton was included in the original 1983 DART Service Plan. In 1989, the DART Transit System Plan recommended the purchase and preservation of the Cotton Belt Regional Rail Corridor right-of-way from Wylie, Texas to north Fort Worth; the 52-mile corridor purchase was completed in 1990. During the development of the 1995 DART Transit System Plan, this corridor was combined with others as alternatives for further study to serve an expanded North Crosstown Corridor.

DART conducted a high level alternatives analysis and completed an existing conditions report on the North Crosstown Corridor as part of its 2030 Transit System Plan (TSP). The 2030 TSP identified the Cotton Belt Regional Rail Corridor as a focus area and concluded that by 2030, the North Crosstown Corridor area would experience notable insufficient roadway capacity equivalent to more than 10 freeway lanes. The report indicated that “express” passenger rail service on the Cotton Belt Regional Rail Corridor (from DFWIA to the DART Red Line), using 20 minute peak and 60 minute off-peak service, was the most cost-effective and direct route to serve this east-west crosstown corridor.

The Cotton Belt Regional Rail Corridor Project has also been recognized on a regional level. The Cotton Belt Regional Rail Corridor has been included in the Dallas-Fort Worth Metropolitan Planning organization, the North Central Texas Council of Governments (NCTCOG) regional transportation plan since 1986. In October 2008, the Fort Worth Transportation Authority (FWTA) completed a Draft Environmental Impact Statement for the section of the Cotton Belt from DFWIA to Fort Worth as part of their Southwest-to-Northwest (SW2NE) (now known as TEXRail) project (FWTA 2008 & 2015).

The DART 2030 TSP identifies the Cotton Belt Regional Rail Corridor as a priority project with implementation in the year 2025-2030 timeframe. Given the regional desire to accelerate the segment from DFWIA to the DART Red Line, Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area identifies this project, and possibly portions of the TEXRail project, as a candidate for a public-private partnership (PPP) to design, build, operate, maintain, and/or finance the corridor.

DART initiated the PPP effort in May 2009 with a Request for Information (RFI). On May 11, 2010 the DART Board of Directors authorized the President/Executive Director to execute the Memorandum of Understanding (MOU) between DART and the Regional Transportation Council (RTC) Concerning the Identification of Funding Sources to Implement Passenger Rail Service on the Cotton Belt Corridor Regional Rail. As a result, the RTC/NCTCOG issued a Request for Proposals (RFP) entitled “Cotton Belt Passenger Rail Corridor Innovative Finance Initiative (Planning Services).”
Based on early input during the DART PPP RFI, potential private partners noted that a more detailed project definition and environmental clearance would be needed before advancing the project.

In 2016, DART moved the project schedule forward by more than 10 years as part of its FY2017 Twenty-Year Financial Plan by proposing a phased approach to implementation that would initially include a mostly single-track project and by taking advantage of a new federal loan program called Railroad Rehabilitation and Improvement Financing (RRIF). As a result, DART is advancing preliminary engineering and conducting an Environmental Impact Statement (EIS) which includes identification of environmental impacts, design considerations and cost estimates DART with the Federal Transit Administration (FTA) and in cooperation with the Federal Rail Administration (FRA) and the Federal Aviation Administration is conducting the EIS in accordance with the National Environmental Policy Act (NEPA: 42 U.S.C. 4321 et seq.) of 1969 and the regulations implementing NEPA set forth in 40 CFR Parts 1500-1508 and 23 CFR Part 771, as well as provisions of the enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

2 PROJECT DESCRIPTION

2.1 Horizontal Alignment

The proposed Cotton Belt Regional Rail Corridor alignment will mainly consist of double track along the entire corridor with track centers of 16 feet in areas where there is no active freight traffic and 18 to 20 feet in areas where there is active freight traffic. The alignment will be designed for a maximum speed of up to 80 miles per hour. The majority of the horizontal alignment follows closely to the existing freight track alignment based on aerial photography and planimetrics.

Lower design speeds were utilized in areas where existing constraints would not accommodate larger radius curves. The alignment will consist of at-grade, retained cut and aerial structures. The centerline of the northbound (NB) track is used for the alignment control and is referred to as the “control track.” The final section designers should confirm the existing track tie-in locations and elevations during the final design.

SEGMENT 1—CB1

Segment 1 of the Cotton Belt Regional Rail Corridor alignment begins approximately one mile to the west of SH 121 and 3,400 feet north of SH 114 and proceeds due north to the proposed Cotton Belt DFW North station (see Appendix A; Figure 2 for detail of Segment 1). This station will allow effective connection between operations of the Cotton Belt and TEXRail. The alignment then continues in a northeasterly direction to enter the existing Cotton Belt right of way, where the existing freight track is to remain in place, with the addition of a second track at a standard offset of twenty feet to the south. The alignment travels generally in an easterly direction and is designed to run parallel with the existing freight track. The alignment travels under SH 121 and IH 635. The alignment crosses Royal Lane and Freeport Parkway at-grade. As the Cotton Belt Project passes through City of Coppell, the Cypress Waters alignment deviates from the existing alignment on
new location and veers to the southeast. It is on an aerial structure over Grapevine Creek and is grade separated at South Belt Line Road with an aerial structure. The alignment then descends to at grade and turns northeast to the at-grade Cypress Waters Station. The alignment continues northeast crossing East Belt Line Road at grade before rejoining the existing Cotton Belt Regional Rail Corridor alignment at Moore Road. This new track alignment is known as the Cypress Waters alignment. The alignment crosses Moore Road, Mockingbird Lane, MacArthur Boulevard and Fairway Drive at-grade. Section 1 alignment then ends at the City of Coppell/City of Carrollton city limit, at the Elm Fork of the Trinity River.

SEGMENT 2—CB2

Segment 2 of the Cotton Belt Regional Rail Corridor alignment begins at the City of Coppell/City of Carrollton city limit at the Elm Fork of the Trinity River, traveling within the existing DART right of way, crosses under the PGBT then crosses Luna Road at-grade (see Appendix A; Figure 3 for detail of Segment 2). The alignment continues east, crosses Hutton Branch Creek, travels under the aerial bridges of IH 35E and crosses Broadway Street and the Dallas, Garland and Northeastern Railroad (DGNO) track at-grade. IH-35 is currently being reconstructed as part of the TXDOT design build project by AGL Constructor and the current design has been reflected in the 5% Final Engineering Plans. It has also been communicated to the IH 35 design team that sufficient horizontal and vertical clearances to the proposed bridge structures must be maintained within the existing Cotton Belt and Madill Sub right of ways to allow for future double track alignments within both corridors. The station at Downtown Carrollton will serve as the interface location with the DART Green Line.

DGNO and the Burlington Northern Santa Fe (BNSF) operate on the Madill Sub (Madill) freight track through the Downtown Carrollton area. A future Frisco to Irving passenger rail is being planned for this rail corridor. Double tracks will be required in order to add passenger rail services to this busy freight rail corridor. To avoid an at-grade crossing between the Madill freight track and the proposed Cotton Belt passenger rail operations, the Madill horizontal alignment was adjusted by shifting the freight track south which results in a smoother operation through the yard because the existing Madill-Cotton Belt diamond crossing is eliminated and a new diamond installed 1,600 feet east of the existing DART Green Line light rail transit bridge location. This shift allows sufficient distance for the Cotton Belt southbound track to elevate and grade-separate the BNSF track. Through this area, track centers vary between 20 feet and 30 feet to eliminate impacts to existing storage tracks in the Addison industrial area. It is noted that several existing spur tracks in Section 2 (CB2) will need to be rebuilt/rehabilitated, due to the proposed second track. The Section 2 alignment ends at the southbound frontage road of the DNT.

SEGMENT 3—CB3

Segment 3 of the Cotton Belt Regional Rail Corridor alignment begins at the southbound frontage road of the DNT, at the boundary line between Addison and Dallas. This section will extend approximately 8.4 miles generally within the existing DART right of way in a northeasterly fashion, crossing three cities: Dallas, Richardson and Plano. The Segment 3 terminus will be approximately 580 feet east of Shiloh Road in Plano. It is proposed that Segment 3 will be double tracked for the entire section. The alignment from DNT to
Waterview Parkway was designed for 16 feet track centers since there are no freight operations within this area (see Appendix A; Figure 4 for detail of Segment 3).

East of Knoll Trail Drive, the northbound and southbound track offset will vary from 16 feet to 33 feet to avoid potential impacts to existing bridge columns at Preston Road and to accommodate the center platform configuration of the Preston Road Station. East of the Preston Road Station, the northbound and southbound track offset will then transition back to 16 feet. The centerline of the proposed northbound and southbound tracks will be offset approximately five feet south of the existing Cotton Belt centerline to allow for future construction of a 15-foot wide trail on the north side. This potential trail will be constructed by others and is proposed to extend from Preston Road to Meandering Way. The alignment crosses several roads within the North Dallas area, including Davenport Road, Campbell Road, Davenport Court, Hillcrest Road, McCallum Boulevard, Meandering Way and Coit Road.

As the alignment enters the City of Richardson, east of Waterview Parkway, the track centers will increase from 16 feet to 35 feet to allow the placement of a center platform for the UTD/Synergy Park Station and avoid impact to the existing KCS Railway bridge columns. East of Synergy Park Boulevard, freight operations begin where the existing KCS Railway tracks merge with the existing Cotton Belt track. The proposed Cotton Belt alignment will be maintained at a 20-foot offset on the south side to allow for active freight traffic on the existing Cotton Belt track.

The Section 3 alignment continues due east, until Alma Road, west of the PGBT and US 75 interchange, where the alignment is on new track which veers in a southeasterly direction outside of the existing DART right of way. The alignment crosses the Spring Creek floodplain and US 75 on a 3000 feet long aerial structure in an easterly direction then veers north, paralleling the existing DART LRT Red Line tracks on the west side. The proposed City Line/Bush Station will serve as an interface with the existing DART Red Line station. The alignment then parallels the existing DART Red Line on the west and travels due north under PGBT after which it grade separates Plano Parkway and reduces from a double track to single track alignment that follows the existing spur track alignment on the west of the DART Red Line due to limited right of way. The single track alignment then curves east under the DART LRT Red Line aerial structure. It is proposed that the 12th Street Station will be an aerial platform to allow for ease of access to the proposed DART Red Line aerial station. The terminus of the segment is at Shiloh Road.

2.2 No Build and Build Alternatives

This chapter focuses on the definition of the No Build Alternative and Build Alternative. These two alternatives are evaluated and compared in subsequent sections of this document in accordance with NEPA. The FWHA and FTA regulations dictate that “The draft EIS (DEIS) shall evaluate all reasonable alternatives to the action and discuss the reason why other alternatives which may have been considered were eliminated from detailed study” (23 CFR 771.123). The Council on Environmental Quality (CEQ), the federal commission responsible for coordinating federal environmental efforts, further addresses reasonable alternatives as “those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant” (46 Fed. Reg. 18026, question 2a).
2.2.1 Planning History

The Cotton Belt Corridor Regional Rail Corridor has been included in various DART and NCTCOG planning documents since 1983 as an alignment alternative for passenger rail. The Cotton Belt Corridor Regional Rail was initially included in the 1983 Service Plan from IH 35E to US 75. This Service Plan was the basis of the vote which created DART. DART designated the Cotton Belt Regional Rail Corridor for right-of-way preservation in the 1989 Transit System Plan, and purchased the corridor in 1990. In 2006, the DART 2030 Transit System Plan identified the Cotton Belt Regional Rail Corridor as the most direct and cost-effective route to provide an east-west connection in the northern part of the DART Service Area and connect with DFW Airport. At that time, it was added to the DART 20-Year Financial Plan for implementation during the 2025-2030 timeframe. While the 2008-2009 recession deferred the project schedule, subsequent economic growth and the Railroad Rehabilitation Infrastructure Financing (RRIF) loan program allowed the DART Board to advance the project with a year 2022 service date in the FY17 20-Year Financial Plan. Since 2006, several additional studies and actions have occurred to continue to advance the project to this phase.

2.2.2 No Build Alternative

The No-Build Alternative assumes a 2040 condition of land use and demographics. It includes transit capital and service improvements that are programmed to be implemented by DART and other transit providers in the study area, as well as all other planned, programmed, and funded transportation projects for the planning year 2040. The No-Build Alternative is included as a benchmark against which the potentially significant environmental benefits and impacts of the proposed build alternatives will be measured.

2.2.3 Proposed Build Alternative

The Cotton Belt Regional Rail Corridor Project is defined as the Build alternative. The Project is located primarily within the existing Cotton Belt Regional Rail Corridor railroad right-of-way. There are three areas where the Project alignment deviates from the railroad corridor: 1) at DFW Airport where the rail will connect to DFW Terminal B; 2) in the Coppell/Dallas area near North Lake and the Cypress Waters development; and 3) near the President George Bush Turnpike (PGBT) in Richardson and Plano to serve the CityLine development. The alignment is described below from west to east starting on DFW Airport property to the end of line at Shiloh Road in Plano (see Appendix A, Figures 1-4).

Alignment

The Project begins at its connection with the future TEXRail project which is under construction. TEXRail will extend from Fort Worth to Terminal B at DFW Airport. The Project would utilize the portion of the TEXRail project that extends northwest, on new right-of-way, from the DFW Terminal B Station to the DFW North Station located just south of the Cotton Belt Regional Rail Corridor. At this station the TEXRail Project turns to west on the existing railroad corridor right-of-way, while the DART project turns to the east. This point is defined as the western terminus of the Project.
The Project proceeds northeast and connects to the existing Cotton Belt Regional Rail Corridor railroad track. It then heads east and crosses the Cottonwood Branch and its floodplain on an aerial structure and continues under International Parkway, under IH 635 and crosses Royal Lane and Freeport Parkway at grade. It continues east and crosses South Coppell Road at grade. As the Project passes through the City of Coppell, the Cypress Waters alignment deviates from the existing railroad and veers to the southeast in a new location to serve the Cypress Waters mixed use development. It crosses over Grapevine Creek and is grade separated over South Belt Line Road. The alignment then descends to at grade and turns northeast to the at-grade Cypress Waters Station. The alignment continues northeast crossing East Belt Line Road at grade before rejoining the existing Cotton Belt Regional Rail Corridor right-of-way at Moore Road. Freight will continue to operate on the existing corridor and only passenger service would run through Cypress Waters.

After rejoining the Cotton Belt, the alignment then runs parallel to Belt Line Road and crosses Moore Road, Mockingbird Lane, MacArthur Boulevard and Fairway Drive at grade. The profile gradually ascends on retained fill to a low aerial structure over two floodplain areas just west of the Elm Fork Branch of the Trinity River.

This portion includes the DFW Terminal B Station (to be constructed by DFW Airport and shared by TEXRail and the Cotton Belt Project), DFW North Station (portions of which would be constructed by both transit agencies) and the Cypress Waters Station.

The alignment extends on a structure over the Elm Fork Branch of the Trinity River, then continues just north of Belt Line Road and under PGBT crossing Luna Road at-grade. The alignment continues east, crosses the Hutton Branch of the Trinity River, then travels under IH 35E aerial bridges and the existing elevated DART Green Line. A station in downtown Carrollton will serve as the interface with the DART Green Line. East of the station, the alignment rises to cross over BNSF freight tracks (Madill Sub). In downtown Carrollton, portions of the existing Cotton Belt Regional Rail Corridor and the existing Madill Sub would be realigned to facilitate grade separation of the two rail corridors. Passenger rail would operate on the aerial alignment to avoid service delays associated with freight operations. Freight will continue to operate at-grade. Mercer Yard, currently located southeast of the proposed station will be relocated. TxDOT is currently rebuilding IH-35E, its frontage roads and Belt Line Road in downtown Carrollton. The Project design has been coordinated with these projects.

The alignment continues east toward Addison crossing the intersecting streets at-grade except for Midway Road, which will be grade-separated along with the freight on an elevated structure. In Addison, the station will be located at the Addison Transit Center.

The alignment remains grade separated over the Dallas North Tollway main lanes and continues as double track at the. The alignment crosses Knoll Trail Drive at-grade, crosses over White Rock Creek on a new structure as it traverses slightly to the northeast at grade through the North Dallas area. The alignment would operate at grade through North Dallas and would include new bridges at the three creek crossings locally known as McKamy Branch, Osage Branch Crossing #1 and Osage Branch Crossing #2. The alignment would cross the roadways of Davenport Road (twice), Campbell Road, Hillcrest Road, McCallum Boulevard and Meandering Way at grade.
The alignment would pass under grade-separated Coit Road by lowering the rail profile slightly and rebuilding Coit Road on a bridge structure. The alignment continues east and would cross Waterview Parkway at grade; under already grade-separated KCS Railway, Synergy Park Boulevard, and Renner Road, and over a new grade separation at Custer Parkway. This section includes the Knoll Trail Station, Preston Road Station, Coit Road Station and University of Texas at Dallas (UTD) Stations.

At Alma Road, the alignment crosses Alma at-grade and deviates from the existing railroad alignment, veering southerly away from the PGBT for the CityLine/Bush Alignment. It crosses the floodplain of Spring Creek and US 75 on an aerial structure, then turns north and descends to the CityLine/Bush Station to provide a side by side platform transfer with existing DART light rail service. From this station, the alignment travels north and parallel to the DART light rail corridor. The alignment passes under PGBT then crosses Plano Parkway on a grade-separated structure and 10th Street at-grade. Near 12th Street, the alignment turns right at-grade under the LRT structure and into the proposed 12th Street Station. The 12th Street Station would include a pedestrian connection to a new, infill elevated LRT station. In this area, the existing freight track would be at-grade. Figure 2-3 shows the existing freight alignment and the proposed CityLine/Bush alignment.

The remainder of the alignment travels east on the existing Cotton Belt Regional Rail Corridor and crosses N Avenue, Jupiter Road and Shiloh Road at-grade before terminating just past Shiloh Road.

Proposed Station Locations

Twelve new potential stations locations have been identified within the Cotton Belt Regional Rail Corridor Project. Stations would be designed to include components essential for safety and security, as well as amenities for passenger comfort and convenience and compliance with the Americans with Disabilities Act (ADA). Primary elements include platform, shelter, wheelchair ramps and station amenities such as lighting, benches, security systems and informational displays. The platforms would be compatible with low-floor DMU vehicles, typically requiring a 23-inch station platform height. Platform length would be approximately 350 feet, based on vehicle length and space available for each transit station. Platform width would typically range from 18 feet for single-sided platforms to 27 feet for double-sided platforms. Some accommodation would need to be made for loading space at the ramp ends and access ramps. Station shelters would be designed to protect passengers from the elements and to fit visually within each station’s setting.

Brief descriptions of each of the twelve proposed stations are provided below.

DFW TERMINAL B STATION: DFW Airport is currently constructing the DFW Airport Station for the TEXRail project at Terminal B at DFW Airport. This station would be shared with the TEXRail project. The station would include side platforms for each of the two rail lines. It serves as the connection between the Cotton Belt Regional Rail Corridor Project and DFW Airport, via the DFW Airport’s Skylink people-mover system in the Terminal A/B area. It also provides a pedestrian connection to DART’s Orange Line DFW Station at Terminal A.
DFW NORTH STATION COMPLEX – FWTA is currently constructing the rail platforms that would serve the TEXRail project at DFW North. DART would construct additional platforms to serve the Cotton Belt Regional Rail Corridor Project. The station will include a center platform, a shared parking area with TEXRail, bus bays and a new access road from the station to State Highway 26 (Texan Trail), located west of the station. The Complex also includes a pass-through platform for the TEXRail alignment.

CYPRESS WATERS STATION – The Cypress Waters Station would be located on the south side of East Belt Line Road between S. Belt Line Road and Moore Road, just north of North Lake. When completed, Cypress Waters will contain 4.5 million square feet of retail and commercial space and 10,000 residential units. This station would include side platforms for the Cotton Belt Regional Rail Corridor Project, a parking area and bus bays. Access to the parking area would be provided by a double-access driveway onto Belt Line Road. The bus bay area would be accessed by a separate driveway and a one-way circulating drive, with full movement access (left and right turn-outs) at the exit.

DOWNTOWN CARROLLTON STATION – This station would be located north of Belt Line Road between Broadway Street and Denton Drive in downtown Carrollton, immediately adjacent to the existing DART Green Line station (see Appendix A, Figure 5). The station would be located on realigned section of the Cotton Belt or Regional Rail Corridor Project. This station includes side platforms for the Cotton Belt Regional Rail Project and a pedestrian connection via stairs and elevator to the Green Line station at the end of the Cotton Belt Regional Rail Corridor Project platforms. Two additional parking areas will be added with two full-access driveways onto Denton Drive. An area for a potential future platform for regional rail on the BNSF corridor is also preserved as part of the station layout.

ADDISON STATION – This station would be placed on the north side of the existing Addison Transit Center, currently located on the north side of Arapaho Road between Addison Road and Quorum Drive in Addison (see Appendix A, Figure 6). The station would include side platforms for the Cotton Belt Regional Rail Corridor Project and a pedestrian connection to the Addison Transit Center facilities at the west end of the platforms. No new parking or site circulation driveways would be constructed as part of the Cotton Belt Regional Rail Corridor Project, as new traffic and rail users would be accommodated by the existing facilities at the Addison Transit Center. The station would eventually be incorporated into a station area plan that may include a shared garage with the City of Addison.

KNOLL TRAIL STATION – This station would be located approximately one-quarter mile north of Addison Road just east of Knoll Trail Drive in Dallas. The station would include side platforms for the Cotton Belt Regional Rail Corridor Project, but dedicated parking or drop-off areas are not currently planned given space constraints. Riders would access this station on foot, by bicycle, kiss and ride area, or from existing transit services in the area. Preston Road Station – This station would be located south of Keller Springs Road just east of the Preston Road grade separation in Dallas. The station would include a center platform for the Cotton Belt Regional Rail Corridor Project, but would not have any dedicated parking or drop-off areas due to space constraints. Riders would access this station on foot, by bicycle, or from existing transit services along Preston Road.
COIT ROAD STATION – The Coit Road Station would be located just west of Coit Road approximately one-half mile north of McCallum Boulevard in Dallas. The station would include side platforms, a new parking area and bus bays with single full-access driveway onto Coit Road.

UT DALLAS STATION – This station would be located south of Waterview Parkway between the Frankford Road and Renner Road intersections, on the north side of the UTD campus in Richardson. The station would include a side platform, and bus bays. DART would construct temporary parking until the area north of the platform is developed by the University. Future development will include a shared parking structure. Access to the parking area and the bus bays will be provided by new access driveways onto Waterview Parkway. Rutford Avenue will be extended across the rail line from the south to provide additional access.

CITYLINE/BUSH STATION (RED LINE INTERFACE) – This station would be located immediately adjacent to the existing DART Bush Turnpike LRT station, which is south of PGBT and east of US 75 in Richardson (see Appendix A, Figure 7). This station would include side platforms for the Cotton Belt Regional Rail Corridor Project, and would require reconfiguration of the PGBT circulation area, but will not add any additional parking for the CityLine/Bush Station. This station would provide a connection between the Cotton Belt Regional Rail Corridor Project and the DART Red and Orange (peak only) Lines.

12TH STREET STATION AREA COMPLEX – This station is planned along 12th Street in Plano, between existing K Avenue and Municipal Avenue (see Appendix A, Figure 8). The at-grade station would include side platforms, bus bays and a kiss and ride on the north side of the Cotton Belt Regional Rail Corridor alignment, and a new parking area on the south side of the alignment. Access to the parking area and the bus bays would be provided by two driveways on K Avenue. The complex would provide an alternative connection to the DART Red and Orange Lines via a new aerial LRT station on the Red Line at this location.

SHILOH ROAD STATION – This station would be located on the west side of Shiloh Road between Plano Parkway and 14th Street in Plano. This station would include a center platform for the Cotton Belt Regional Rail Corridor Project, a parking area and bus bays. The parking area would be accessible by a full-access driveway and a right-in/right-out driveway onto Shiloh Road. Bus stops would remain on street with pedestrian connections to the platform.

Relocation of Mercer Yard

The project will include the relocation of Mercer Yard, a small freight yard located just east of the Green Line/Union Pacific (Katy) and the Cotton Belt intersection in downtown Carrollton.

Mercer Yard serves as a hub for the DGNO operations and local service in the northwest part of Dallas County. The Cotton Belt Regional Rail Corridor project will include significant track alignment and operational modifications at Mercer Yard, which supports the need for relocation. Operational functions will be relocated to the east near Kelly Boulevard in Carrollton. This new yard will be built as part of the Cotton Belt Regional Rail Corridor project, and will add three track sidings to the existing storage track at this location, as well
as include operational facilities. Maintenance functions will be relocated to the existing DGNO Mockingbird Yard in Dallas near the SH 183/IH 35E junction.

Alternatives Considered but Eliminated from Further Consideration

In addition to the Build Alternative, other alignment and profile alternatives were considered but were eliminated from further consideration for a variety of factors. Some of the alternatives had technical problems or resulted in additional impacts to the community and natural environment, including drainage issues related to trenching or tunneling through the White Rock Creek Watershed. Some of the alternatives bypassed significant, mixed use developments and would not connect activity centers which is one of the purposes of the project. Others were not cost effective mitigation options. A discussion of the other alternatives considered is provided below.

Railroad Only Options

As described in Section 2.2, the Project alignment deviates from the existing Cotton Belt railroad corridor to serve DFW Airport, Cypress Waters and CityLine/Bush. The DFW Airport connection utilizes a new connection being advanced by the TEXRail project, and no other alternatives were considered for this location as direct access to DFW Airport is a key project element. Railroad Only options were considered for the two other locations at Cypress Waters and CityLine/Bush, in which the project would have remained on the Cotton Belt and not deviated outside of the existing right-of-way. Although these options would shorten the length of the project, they would eliminate stations that will serve significant mixed-use developments.

CYPRESS WATERS ALIGNMENT. Remaining on the existing railroad corridor at Cypress Waters would prohibit placing a station in this vicinity since the rail corridor traverses Coppell, which is not a DART Service Area city. Diverting to the Cypress Waters development, in the City of Dallas, allows the placement of a station at the midpoint of an approximately 10-mile segment that otherwise would not have a station. It also avoids some residential adjacency in Coppell, minimizing potential impacts. Remaining on the railroad corridor was not supported by the City of Dallas, the City of Coppell, or the Cypress Waters development. Cypress Waters will eventually contain 4.5 million square feet of retail and commercial space and 10,000 residential units, and is focusing higher density transit-oriented development around the station area.

CITYLINE/BUSH ALIGNMENT. Remaining on the existing railroad corridor at CityLine/Bush would prohibit placing a regional rail station directly adjacent to the CityLine/Bush Station and directly serving the CityLine development. The CityLine development includes State Farm Headquarters, and will ultimately include up to three million square feet of office space and 4,000 residential units. The railroads only option in this area also has a potential to impact a cemetery adjacent to the existing rail corridor. A recent discovery indicates that the cemetery encroaches into the Cotton Belt right-of-way. The CityLine/Bush Alternative, which is supported by the cities of Richardson and Plano, avoids any potential impact to this cemetery.
3 HISTORIC SURVEY

Surveys of the architectural resources within the Area of Potential Effect (APE), were conducted in accordance with 36 CFR 800, in two phases and coordinated with the State Historic Preservation Officer (SHPO). A reconnaissance survey was performed in 2013 by the URS—Dallas office for DART. At the time of the survey, the exact locations of the station locations had yet to be determined, therefore, only the rail line was analyzed (Singleton et. al 2013). The 2017 field effort focused on the proposed station locations, as well as verifying the locations and condition of the previously recommended eligible properties. All station locations will be constructed within newly acquired right-of-way (ROW) [Howard et. al 2017]. For both projects the SHPO reviewed and concurred with the APE maps prepared by DART and concurred with the survey methodology (see Appendix B).

The reconnaissance surveys conducted in 2012 and 2017 for the Cotton Belt Regional Rail Corridor were sent to the SHPO for concurrence on the determination of eligibility of properties. The SHPO reviewed both documents and provided the following determinations on August 17, 2012, and August 29, 2017 respectively (see Appendix B).

<table>
<thead>
<tr>
<th>Resource Number</th>
<th>Resource Name</th>
<th>Resource Location and Station Location</th>
<th>Date Est</th>
<th>National Register Eligibility</th>
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</thead>
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<tr>
<td>21</td>
<td>Carrollton Depot</td>
<td>1013 East Belt Line Road (Downtown Carrollton Station)</td>
<td>1925</td>
<td>Criteria A and C</td>
</tr>
<tr>
<td>44</td>
<td>Addison State Bank</td>
<td>4803 Broadway (Addison Transit Center)</td>
<td>1913</td>
<td>Criterion A</td>
</tr>
<tr>
<td>45</td>
<td>White Rock Creek Railroad Bridge</td>
<td>Cotton Belt Railroad over White Rock Creek (Northwest of Knoll Trail Station)</td>
<td>1917</td>
<td>Criterion C</td>
</tr>
<tr>
<td>PGB01</td>
<td>Hayes Dam</td>
<td>Spring Creek near US75 and President George Bush Turnpike (West of CityLine/Bush Station)</td>
<td>Ca. 1900</td>
<td>Criterion C</td>
</tr>
<tr>
<td>61</td>
<td>Old City/L.A.Davis Cemetery</td>
<td>1000 Avenue H (Plano 12th Street Station)</td>
<td>Ca. 1881</td>
<td>Criterion A and Criteria Consideration D</td>
</tr>
</tbody>
</table>

Detailed descriptions of each of the NRHP eligible resources are below.

**Resource 21.** The Carrollton Depot, located at 1013 East Belt Line Road (see Appendix C, Photographs 1-2) was previously determined eligible for listing in the NRHP under Criterion A for its association with early railroads and the development of Carrollton, and
Criterion C as an example of a 1920s railroad depot. The Carrollton Depot is located within the Downtown Carrollton Station APE (see Appendix A, Figure 5).

**Resource 44** is the Addison State Bank, located at 4803 Broadway in Addison, Texas (see Appendix C, Photographs 3-4). As a building associated with a pattern of early community development in Addison, Texas, the Addison State Bank was recommended eligible for the NRHP under Criterion A and concurred by the SHPO in 2017. The Addison State Bank is located within the Addison Transit Station APE (see Appendix A, Figure 6).

**Resource 45** is the White Rock Creek Railroad Bridge constructed in 1917. The bridge is a single span Warren with Verticals Pony Truss manufactured by the American Bridge Company (see Appendix C, Photographs 5-6). The White Rock Creek Railroad Bridge was previously determined eligible for listing in the NRHP under Criterion C for its design as a Warren Pony Truss by the SHPO in 2009 and concurred in 2013. Research conducted for the 2017 study did not discover any information that would dispute the previous recommendation. Therefore, Resource 45 retains its eligibility status for listing in the NRHP under Criterion C. The White Rock Creek Railroad Bridge is located directly on the Cotton Belt Rail and is northwest of the Knoll Trail Station (see Appendix A, Figure 9).

**Resource PGB01** is a concrete dam found in Spring Creek (see Appendix C, Photograph 7). The function of the dam is unknown, but it is mentioned in several deeds as a parcel boundary and transferred property. While the dam is heavily eroded, it once had two eight feet high wing walls on either side of an eight foot spill way. The wing walls and the spill way were formed with reinforced, stone aggregate concrete and sheathed with a smooth coating of concrete. Over time, the concrete sheathing has broken exposing the concrete forms. Also, the creek, which once flowed within the width of the wing walls, has now eroded the creek bank and flows around the dam. The Hayes Dam is located west and outside of the CityLine/Bush Station APE, near the Spring Creek Trail (see Appendix A, Figure 7).

**Resource 61** is the Old City Cemetery/L.A. Davis Cemetery located within the Douglas Community in Plano, Collin County, Texas (see Appendix C, Photographs 8-9) and is within the 12th Street Complex Station APE (see Appendix A, Figure 8). The Old City Cemetery/L.A. Davis Cemetery was one of the first cemeteries in the state of Texas to be integrated; therefore, it was recommended eligible for listing in the NRHP under Criterion A. Since the Cemetery displays the presence of burials, it also meets the Criteria Consideration D for archaeology. DART has transferred the current ROW which is adjacent to the Old City Cemetery/L.A. Davis Cemetery via a deed transfer, in order to further protect the area from unexpected ground disturbance (see Appendix B).

## 4 CRITERIA OF ADVERSE EFFECT

Section 106 of the National Historic Preservation Act (per 36 CFR 800.5(a)] requires that the Criteria of Effect and Adverse Effect [36 CFR 800.9(b)] be applied in determining effects on historic properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP).

An effect is one that, as a result of the proposed undertaking may change the attributes of a historic property that qualify the property for NRHP status. An adverse effect is one which
Determination of Effects Report

may diminish one or more aspects of the property's integrity of location, design, setting, material, workmanship, feeling, or association, i.e. those qualities of integrity essential to the property's listing or eligibility for the NRHP. Adverse effects include, but are not limited to:

1. Physical destruction, damage, or alteration of all or part of the property; adverse alterations may include all forms of modification inconsistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68).

2. Removal or isolation of the property from or alteration of the character of the historic location if setting is integral to the property's historic integrity and its eligibility for the NRHP.

3. Change of the property's use or physical features within its historical setting that contribute to its historical significance.

4. Introduction of visual, audible, or atmospheric elements that alter the setting or the property's relationship to the setting to the extent it is no longer eligible for the NRHP.

5. Neglect of the property leading to its deterioration or destruction inconsistent with its eligibility for the NRHP (except in cases of religious or traditional significance to native cultures).

6. Transfer, lease, or sale of the property without adequate preservation or conservation restrictions on use or disposition to ensure long-term preservation of the property's significance and eligibility for the NRHP.

5 DETERMINATION OF EFFECTS FOR HISTORIC RESOURCES

The NRHP eligible resources in the proposed Cotton Belt Regional Rail Corridor project APE were evaluated to determine the effects from the proposed Project under the Criteria of Adverse Effect. No impacts are expected under the No Build Alternative. Potential effects of the Build Alternatives are discussed in the following sections.

On August 29, 2017, the SHPO concurred with the following findings for No Adverse Effect for the following NRHP eligible resources:

- **Carrollton Depot (Resource 21).** The resource had been relocated approximately 350 feet northwest of its original location by DART in accordance with the Memorandum of Agreement for the Northwest Corridor (Green Line) Light Rail project. In its current location, the Depot is in an appropriate setting, it retains its architectural integrity, and it remains on the property most importantly associated with the Carrollton railroad crossing, thereby satisfying Criteria Consideration B for moved properties. SHPO concurred that the proposed Cotton Belt Regional Rail Corridor project and Carrollton Station development will have no effect on the Carrollton Depot (see Appendix B)
• **Addison State Bank (Resource 44).** The SHPO concurred that the proposed Cotton Belt Regional Rail Corridor project and the Addison Transit Station development will have no effect on the Addison State Bank (see Appendix B).

• **Hayes Dam (Resource PGB01).** The SHPO concurred that the proposed Cotton Belt Regional Rail Corridor project would have no adverse effect if the rail construction avoids any direct impacts to the dam (see Appendix B).

• **Old City Cemetery/L.A. Davis Cemetery (Resource 61).** The SHPO concurred that the proposed Cotton Belt Rail Corridor project and 12th Street Station development will have no effect on the Cemetery (see Appendix B). As a result of the concurrence by SHPO, DART has executed a deed transfer of the current DART right-of-way, next to the cemetery, over to the Old City Cemetery/L.A. Davis Cemetery, in order to protect and avoid the potential ground disturbance, which may uncover the presence of any unrecorded burials (see Appendix B).

On August 29, 2017, the SHPO concurred that the removal and/or demolition of the White Rock Creek Railroad Bridge (Resource 45) would be an adverse effect on the historic resource. Strategies have been devised and are discussed below to remove any determination of adverse effect of the resource as a result of the Cotton Belt Regional Rail project. The following Criteria of Adverse Effect will be discussed and applied to the White Rock Creek Railroad Bridge, per the August 29, 2017 concurrence letter of the SHPO (see Appendix B).

### 5.1 Physical Destruction, Damage or Alterations, and Removal or Isolation of Property

The White Rock Creek Railroad Bridge, which is currently part of the Cotton Belt Regional Rail line, is proposed to be removed and relocated to an area approximately 20 feet northeast of its current location on the Cotton Belt Regional Rail Corridor (see Appendix A, Figure 10). Currently, the Bridge is a single track truss bridge which has been in disuse and not maintained for approximately 30 years, showing signs of deterioration. Proposing to maintain the White Rock Creek Railroad Bridge in its current location would introduce new issues and constraints for the Project. Altering the track geometry on the Cotton Belt Regional Rail in order to bypass the NRHP eligible White Rock Creek Railroad Bridge, would introduce new issues, such as altering the flood plain with fill material and creating new drainage flow and stabilization issues to the existing earthen berms (see Appendix A, Figure 10). Leaving the bridge in its existing location and not using the structure, provides the potential for continued degradation and vandalism. DART proposes to replace the existing NRHP eligible White Rock Creek Railroad Bridge with a new track which will accommodate a double track structure, in order to provide a safe and reliable operation of the proposed passenger train. Relocating the NRHP eligible bridge over the same creek will allow the existing structure to be reused as a pedestrian bridge for the newly proposed Cotton Belt Trail system. Converting the bridge from a rail transit resource to a pedestrian transportation resource will extend its life and provide for an opportunity of interpretation of the historic Cotton Belt Regional Rail Corridor.

Alterations to the White Rock Creek Railroad Bridge would consist of replacing the rail tracks with wooden timber decking, which would provide a safe platform for pedestrian to
hike. Additionally, steel handrails are proposed to be installed along the length of the Bridge, providing safety for pedestrians (see Appendix A, Figure 10). Final designs for the proposed alterations will be proposed and mitigated with the SHPO, prior to any movement to relocate the bridge in its new location.

The relocation and minor alterations of the White Rock Creek Railroad Bridge would not create an adverse effect on the historic integrity of the resource because the NRHP eligible bridge will retain its design, setting, materials, workmanship, and feeling. The White Rock Creek Railroad Bridge would also retain its use as part of a transportation corridor.

5.2 Change of Property’s Use or Physical Features

Relocating the White Rock Creek Railroad Bridge over the same creek will allow the existing structure to be reused as a water crossing, pedestrian bridge for the newly proposed Cotton Belt Trail system. Converting the bridge from a rail transit resource to a pedestrian transportation resource will extend its life and provide for an opportunity of interpretation of the historic Cotton Belt Regional Rail Corridor.

Alterations to the White Rock Creek Railroad Bridge would consist of replacing the rail tracks with wooden timber decking, which would provide a safe platform for pedestrian to hike. Additionally, steel handrails are proposed to be installed along the length of the bridge, providing safety for pedestrians (see Appendix A, Figure 10).

The change of use of the White Rock Creek Railroad Bridge from a rail transit resource to a pedestrian transportation resource would not create an adverse effect on the historic integrity of the resource because the bridge will retain its design, setting, materials, workmanship, and feeling. The proposed alterations of replacing the decking from steel rails to wood timbers, and the addition of a steel handrail will not alter the design of the NRHP eligible resource. Final designs for the proposed alterations will be proposed and mitigated with the SHPO, prior to any movement to relocate the bridge in its new location.

5.3 Introduction of Visual, Audible, or Atmospheric Elements

5.3.1 Visual Elements

The White Rock Creek Railroad Bridge which was recommended eligible for listing on the NRHP will not have obscured views nor would be adversely affected by the construction of the Cotton Belt Regional Rail Corridor.

5.3.2 Audible Elements

The White Rock Creek Railroad Bridge which was recommended eligible for listing on the NRHP will not be adversely affected by audible elements as the Cotton Belt Regional Rail Corridor will be using existing rail, therefore, no new audible elements will be added.
5.3.3 Vibration Elements

No ground-borne vibration impacts are projected for any of the areas near the White Rock Creek Railroad Bridge that was recommended eligible for listing on the NRHP. Therefore, no new audible elements will be added.

5.3.4 Atmospheric Elements

Construction activities can lead to traffic disruption and rerouting. Traffic disruption, such as decreased roadway capacity or detouring, can lead to increased traffic congestion and motor vehicle exhaust emissions on the roadways, and can result in elevated CO concentrations. Proper traffic management during the construction period would mitigate any potential adverse effects. This would include finding less congested routes for construction-related truck traffic, creating temporary detours for regular roadways where capacities have been diminished, and restricting construction activities during hours of high traffic volumes on existing roadways. The dust is temporary, and can be reduced by construction practices, and would not adversely affect the White Rock Creek Railroad Bridge located on the Cotton Belt Regional Rail Corridor.

5.4 Neglect of the Property Leading to its Deterioration or Destruction Inconsistent with its Eligibility for the NRHP

The White Rock Creek Railroad Bridge is being proposed to be moved approximately 60 feet south of the existing Cotton Belt Regional Rail Corridor in order to preserve and protect the resource (see Appendix A, Figure 10). Currently, expansion of the Cotton Belt Trail system along the Cotton Belt is part of the NCTCOG’s Regional Veloweb plan and may be prioritized for future funding. Cities and counties are responsible for the planning, implementation and maintenance of bicycle and pedestrian infrastructure and amenities. DART will reuse the bridge for the regional Veloweb trail at this location and will construct the appropriate abutments/berms and replace the deck with an appropriate trail material and maintain it in place until the trail connections are made on either end. DART would continue to maintain the bridge in perpetuity. If any rehabilitation is needed, it would be done in accordance with the secretary of the interiors standards. Therefore, the White Rock Creek Railroad Bridge would not be subject to neglect due to the project.

5.5 Transfer, Lease, or Sale of the Property without Adequate Preservation or Conservation Restrictions on Use or Disposition to Ensure Long-Term Preservation of the Property’s Significance and Eligibility for the NRHP

The proposed Project would not require the transfer, lease, or sale of the White Rock Creek Railroad Bridge within the Cotton Belt Regional Rail Corridor.
5.6 Summary of Anticipated No Adverse Effect

The Build Alternatives are anticipated to have No Adverse Effect on the five NRHP eligible resources within the APE.

6 PROPOSED MITIGATION MEASURES

Preliminary engineering would determine the precise location for the relocation of the White Rock Creek Railroad Bridge, and thereby help to establish the proposed mitigation for Section 106. Mitigation measures may include:

- Repair, rehabilitation or restoration of the White Rock Creek Railroad Bridge in accordance with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR 68).
- Preservation and maintenance operations in accordance with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR 68).
- Documentation (drawings, photographs, histories) of the White Rock Creek Railroad Bridge due to relocation.
- Production of interpretive educational displays or exhibits describing the history of the area, including architectural drawings and/or photographs.

A Memorandum of Agreement (MOA) will be implemented to establish measures to avoid, minimize, or mitigate any effects to the NRHP eligible White Rock Creek Railroad Bridge with concurrence and consultation among DART, FTA, SHPO, and Advisory Council on Historic Preservation.

7 CONCLUSIONS

The implementation of the Cotton Belt Regional Rail Corridor Project would require the relocation of the White Rock Creek Railroad Bridge that was determined to be NRHP eligible by the SHPO. The relocation of the bridge would require the examination of the resource under 4(f) as the bridge would be used as part of a public park and trail system.
REFERENCES

Fort Worth Transportation Authority


Howard, Erica and Deborah Dobson-Brown
2017 Historic-Age Resource Reconnaissance Survey of Station Locations, Cotton Belt Corridor. AmaTerra Environmental, Inc., Austin, Texas.

Singleton, Kate, Nicky DeFreece Emery, Deborah Dobson-Brown, Tanya McDougall, and Kasey Cox
2013 Historic Resources Reconnaissance Survey for the Proposed Cotton Belt Corridor Regional Rail Project, Tarrant, Dallas, and Collin Counties, Texas. Prepared for Dallas Area Rapid Transit. URS Project Number 25338842.001UD, Dallas, Texas.

Texas Historical Commission (THC)
Appendix A. Cotton Belt Regional Rail Corridor Maps
Figure 1. Cotton Belt Regional Rail Corridor Project Location.
Figure 2. Cotton Belt Regional Rail Corridor — Segment 1.
Figure 3. Cotton Belt Regional Rail Corridor — Segment 2.
Figure 4. Cotton Belt Regional Rail Corridor — Segment 3.
Figure 5. Cotton Belt Regional Rail Corridor — Proposed Downtown Carrollton Station with NRHP Eligible Downtown Carrollton Station (Resource 21).
Figure 6. Cotton Belt Regional Rail Corridor — Proposed Addison Transit Center Station with NRHP Eligible Addison State Bank (Resource 44).
Figure 7. Cotton Belt Regional Rail Corridor — Proposed City Line/Bush Station with NRHP Eligible Concrete Hayes Dam (Resource PGB01).
Figure 8. Cotton Belt Regional Rail Corridor — Proposed 12th Street Complex Station with NRHP Eligible Old City/L.A. Davis Cemetery (Resource 61).
Figure 9. Cotton Belt Regional Rail Corridor — Location of NRHP Eligible White Rock Creek Railroad Bridge.
Figure 10. Plan and Elevation of White Rock Creek Railroad Bridge.
Appendix B. Agency Coordination and Legal Documentation for Cemetery
RE: Request for Initiation of SHPO Consultation under Section 106 of the National Historic Preservation Act of 1966 for the Dallas Area Rapid Transit Cotton Belt Regional Rail, Collin, Dallas, and Tarrant Counties, Texas.

Dear Mr. Wolfe:

URS Corporation (URS) is providing support to Dallas Area Rapid Transit (DART) to develop preliminary engineering and environmental documentation. The project consists of approximately a 26-mile section of track running in a northeasterly direction from north of Dallas/Fort Worth International Airport (DFW Airport) to central Plano. It passes through Tarrant, Dallas, and Collin counties and includes the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano (see Cotton Belt Regional Rail Corridor, Project Location: Map Page 1 and 2).

DART is taking a lead role and has contracted with URS for engineering and environmental tasks. DART is proposing to advance the project with a Local Environmental Assessment (EA) under National Environmental Policy Act (NEPA) and Federal Transit Administration (FTA) procedures and fulfill requirements under Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq., as amended). This letter is intended as coordination on the project for the Texas Historical Commission (THC), a request for establishment of proposed areas of potential effect (APE), and survey methodology for historic resources.

The Cotton Belt Regional Rail alignment is designed as double tracking within the existing single track corridor. The alignment will have a 20-foot track center offset and a maximum design speed of 80 miles per hour with the majority of the horizontal alignment following closely to the existing freight track alignment. Lower design speeds were utilized in areas where existing constraints would not accommodate larger radius curves. The alignment alternatives will consist of at-grade, retained earth, retained cut sections, tunnel sections, and aerial structures.

The general vicinity of each station has been determined. However, it is undecided as to the type of design (i.e. Kiss and Ride, Park and Ride, Bus Lanes, etc.) for each station. This effort will be coordinated separately.

URS Corporation
1950 N. Stemmons Freeway
Suite 6000
Dallas, Texas 75207
214-741-7777
214-741-9413 fax
At this time, only 5% of the design is complete and has been submitted to DART and construction activities are anticipated to begin in 2016. The majority of the project area runs along existing tracks through commercial and industrial districts, as well as residential developments.

The location of the project area is shown on Map Page 1 and 2. For your review, we have also enclosed a set of aerial maps with the proposed APE (Map Page 1-6). These maps do not illustrate previously recorded resources adjacent to or within the corridor.

Description of Undertaking

The URS design team divided the entire project corridor into three separate sections:

Section 1
Section 1 begins on DFW Airport property, north of the central terminal area, and would connect with the proposed Fort Worth Transportation Authority (TEX Rail) route alignment on the Cotton Belt corridor. DART's Cotton Belt regional rail proceeds northeast and connects to the existing Cotton Belt freight track. It then heads east and crosses the Cottonwood Branch and its floodplain on aerial structure and continues under International Parkway, under Interstate Highway (IH) 635, and crosses Royal Lane and Freeport Parkway at-grade. It continues east and crosses South Coppell Road at-grade and is on an aerial structure over Grapevine Creek. It is on retained fill until it crosses South Denton Tap Road, where it is a grade separated aerial structure. The alignment then runs parallel to Belt Line Road and crosses Moore Road, Mockingbird Lane, MacArthur Boulevard, and Fairway Drive at-grade. The profile gradually ascends on retained fill to aerial structure over two floodplain areas just west of the Elm Fork Branch of the Trinity River. Section 1 alignment then ends just before the Elm Fork Branch of the Trinity River.

Section 1 has an additional alternative that deviates from the existing alignment in the vicinity of North Lake and the planned Cypress Waters mixed-used development. The Cypress Waters alternative begins at South Coppell Road as a single track alignment on new location and veers to the southeast, generally following Southwestern Boulevard and relocated Belt Line Road. It is on aerial structure over Grapevine Creek and is grade separated at South Denton Tap Road with an aerial structure. The alignment then descends to at-grade and turns northeast to rejoin the existing Cotton Belt alignment at Moore Road.

Section 2
Section 2 begins on structure over the Elm Fork Branch of the Trinity River, it then continues to run just north of Belt Line Road and under the President George Bush Turnpike and crosses Luna Road at-grade. The alignment continues east, crosses the Hutton Branch of the Trinity River, then travels under IH 35E aerial bridges as well as under the DART Green Line aerial bridges. In the downtown Carrollton area, the northbound track alignment will have a 33-foot track center offset from the southbound track alignment to accommodate a center loaded platform configuration at the Downtown Carrollton Station. The station at downtown Carrollton will serve as the interface location with the DART Green Line. The alignment continues east toward Addison crossing the intersecting streets at-grade. The alignment offset varies between 20 and
30 feet to eliminate impacts to existing storage tracks in the Addison industrial area. In Addison, the alignment is on aerial structure over Midway Road. The Section 2 alignment ends at the southbound frontage road of the Dallas North Tollway.

Section 3
Section 3 begins just west of the Dallas North Tollway and remains grade separated over the main lanes. It continues as double track and the centerlines are set at 16-foot track centers. The alignment crosses Knoll Trail Drive at-grade, crosses over White Rock Creek, and then traverses slightly to the northeast so the alignment does not impact the existing Preston Road bridge columns. At this point, three profile options will be considered through a 2.6 mile section between Preston Road and Meandering Way in the North Dallas area.

At-grade option: This option would operate at-grade through North Dallas and would use bridges at the three creek crossings locally known as McKamy Branch, Osage Branch Crossing #1, and Osage Branch Crossing #2. The alignment would cross the roadways of Davenport Road (twice), Campbell Road, Hillcrest Road, McCallum Boulevard, and Meandering Way at-grade.

Shallow trench option: This option combines a maximum trench depth with walls and berms to maintain a top of wall 15 feet over the rail with the use of culverts instead of bridges at the creek crossings of McKamy Branch, Osage Branch Crossing #1, and Osage Branch Crossing #2. The roadways of Davenport Road (twice), Campbell Road, Hillcrest Road, McCallum Boulevard, and Meandering Way would be grade separated over the rail alignment.

Tunnel option: This option proposes a 2.6-mile tunnel section that starts west of Preston Road and ends west of Coit Road. It includes a 0.7-mile west portal, a 0.3-mile east portal, and a 1.6-mile tunnel. The tunnel would be located entirely within a limestone rock formation. Generally, the tunnel runs parallel to and below an unnamed tributary to White Rock Creek, which splits into the McKamy Branch and the Osage Branch. The tunnel crosses under the creek three times at McKamy Branch, Osage Branch Crossing #1, and Osage Branch Crossing #2. The depth of overburden above the tunnel crown is between 20 and 40 feet. The shallow cover areas are near the portal structures and below the creek crossings.

After passing through the North Dallas area where three options are being considered, the alignment would pass under grade-separated Coit Road. The alignment continues east and would cross Waterview Parkway, KCS Railway, Synergy Park Boulevard, Renner Road, and Custer Parkway at-grade. The track centers vary between 16 and 33 feet to allow the placement of the center platform station that is located between Waterview Parkway and KCS Railway.

The final piece of the Section 3 alignment begins at Alma Road and currently has two alternatives. The existing alignment alternative simply follows the Cotton Belt track alignment, travels under the existing President George Bush Tollway Bridge, crosses over US 75, interfaces with the DART Red Line and travels east terminating near Shiloh Road. The south (Richardson) alternative deviates from the existing alignment and veers southerly away from the President George Bush Tollway, crosses the floodplain and US 75 on an aerial structure, then changes direction and travels north and parallel to the DART Red Line. Near 12th Street, the alignment
then takes a sharp right turn to rejoin the existing Cotton Belt alignment just east of the DART Red Line and travels east terminating near Shiloh Road.

Background Information for Historic Resources

The Texas Historic Sites Atlas (THSA) was consulted to determine if any NRHP-listed or previously documented buildings, structures, objects, or state historic markers lie within or near the proposed study area. An area extending approximately one-half mile from the center of the existing and proposed right-of-way (ROW) was investigated. Table 1 presents the results of this research.

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<td>1203 Carroll Avenue, Carrollton</td>
<td>Residence at 1203 Carroll Avenue (1900)</td>
<td>no designation (surveyed 1982)</td>
<td>1140'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1319 Walnut Street, Carrollton</td>
<td>Residence at 1319 Walnut Street (1915)</td>
<td>no designation (surveyed 1982)</td>
<td>645'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1101 Clint Street, Carrollton</td>
<td>Residence at 1101 Clint Street (1915)</td>
<td>no designation (surveyed 1982)</td>
<td>1282'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1501 Walnut Street, Carrollton</td>
<td>A.T. Stewart House (1915)</td>
<td>no designation (surveyed 1982)</td>
<td>1282'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1400 Rosemon Avenue, Carrollton</td>
<td>J.C. Davis House (1915)</td>
<td>no designation (surveyed 1982)</td>
<td>654'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1407 Rosemon Avenue, Carrollton</td>
<td>Residence at 1407 Rosemon Avenue (1910)</td>
<td>no designation (surveyed 1982)</td>
<td>654'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1208 Clint Street, Carrollton</td>
<td>Residence at 1208 Clint Street (1910)</td>
<td>no designation (surveyed 1982)</td>
<td>788'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1810 North Perry Road, Carrollton</td>
<td>Hilltop Memorial Park</td>
<td>Cemetery</td>
<td>400'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1805 North Perry Road, Carrollton</td>
<td>Perry Cemetery (1897)</td>
<td>Historic Texas Cemetery (2005); Historic Texas Marker (2005)</td>
<td>675'</td>
</tr>
<tr>
<td>Dallas</td>
<td>1509 North Perry Road, Carrollton</td>
<td>Perry Homestead (1909)</td>
<td>Historic Texas Marker (1976)</td>
<td>275'</td>
</tr>
<tr>
<td>Dallas</td>
<td>4803 Broadway Street, Addison</td>
<td>Commercial Building at 4803 Broadway (1905)</td>
<td>no designation (surveyed 1982)</td>
<td>200'</td>
</tr>
<tr>
<td>Dallas</td>
<td>15401 Julian Street, Addison</td>
<td>Residence at 15401 &amp; 15409 Julian (1905)</td>
<td>no designation (surveyed 1982)</td>
<td>50'</td>
</tr>
<tr>
<td>COUNTY</td>
<td>ADDRESS</td>
<td>NAME</td>
<td>DESIGNATION</td>
<td>DISTANCE</td>
</tr>
<tr>
<td>--------</td>
<td>---------</td>
<td>------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>Dallas</td>
<td>15410 Julian Street, Addison</td>
<td>Residence at 15410 Julian Street</td>
<td>no designation (surveyed 1982)</td>
<td>100'</td>
</tr>
<tr>
<td>Collin</td>
<td>6800 McCallum Boulevard, Dallas</td>
<td>Residence at 6800 Block McCallum</td>
<td>no designation (date unknown)</td>
<td>745'</td>
</tr>
<tr>
<td>Collin</td>
<td>17700 Frank Jackson, Dallas</td>
<td>Residence at 17700 Frank Jackson</td>
<td>no designation (date unknown)</td>
<td>917'</td>
</tr>
<tr>
<td>Collin</td>
<td>17726 Frank Jackson, Dallas</td>
<td>Institutional Building at 17726 Frank Jackson</td>
<td>no designation (date unknown)</td>
<td>746'</td>
</tr>
<tr>
<td>Collin</td>
<td>6800 McCallum Boulevard, Dallas</td>
<td>Residence at 6800 Block McCallum</td>
<td>no designation (date unknown)</td>
<td>745'</td>
</tr>
<tr>
<td>Collin</td>
<td>7700 Ronnie Drive, Dallas</td>
<td>Residence at 7700 block Ronnie</td>
<td>no designation (date unknown)</td>
<td>328'</td>
</tr>
<tr>
<td>Collin</td>
<td>17727 Dickerson, Dallas</td>
<td>Commercial Building at 17727 Dickerson</td>
<td>no designation (date unknown)</td>
<td>832'</td>
</tr>
<tr>
<td>Collin</td>
<td>17720 Dickerson, Dallas</td>
<td>Institutional Building at 17720 Dickerson</td>
<td>no designation (date unknown)</td>
<td>325'</td>
</tr>
<tr>
<td>Collin</td>
<td>7758 Ronnie Drive, Dallas</td>
<td>Residence at 7758 Ronnie Drive</td>
<td>no designation (date unknown)</td>
<td>305'</td>
</tr>
<tr>
<td>Collin</td>
<td>7759 Ronnie Drive, Dallas</td>
<td>Residence at 7759 Ronnie Drive</td>
<td>no designation (date unknown)</td>
<td>305'</td>
</tr>
<tr>
<td>Collin</td>
<td>7767 Ronnie Drive, Dallas</td>
<td>Residence at 7767 Ronnie Drive</td>
<td>no designation (date unknown)</td>
<td>305'</td>
</tr>
<tr>
<td>Collin</td>
<td>Address unknown, Plano</td>
<td>Old City Cemetery, (date unknown)</td>
<td>Cemetery</td>
<td>adjacent to track</td>
</tr>
<tr>
<td>Collin</td>
<td>H Place and 12th Street, Plano</td>
<td>Plano Cemetery</td>
<td>Texas Historical Marker</td>
<td>1091'</td>
</tr>
</tbody>
</table>

**Recommendations for Historic Resource Investigations**

The proposed historic resource APE for the Cotton Belt Regional Rail line is 175 feet from the centerline for existing ROW. For areas requiring new ROW, the APE will be adjusted to 250 feet from the centerline. This APE will take into account potential physical and visual impacts that may result from the proposed undertaking.

To date, the types of stations have not been determined. Therefore, it is recommended that coordination for the APE of the station locations be completed when engineering documents become available.

It is recommended that a reconnaissance-level survey of historic-age resources within the proposed APE be performed for the Cotton Belt Regional Rail line. Per previous discussion with THC (personal communication between Linda Henderson and Erica Howard on March 18, 2011), URS recommends a survey of:

- all historic-age resources that are at least 45 years from the let date of 2016 (construction date of 1968 or older);
- any civic buildings, projects, or structures, commercial, and institutional projects built in and before 1985; and
• any notable architect-designed residences or neighborhoods;
• in lieu of documenting each individual tract house within a development, the development would be outlined and considered a district and given only one resource number.

The reconnaissance survey will be performed by an architectural historian meeting the Secretary of Interior’s qualifications. The resulting survey report will include, but is not limited to, the following information:
• Project description;
• Project area background and historic context, which may include research carried out at the following places:
  o local and county histories (obtained at the Dallas and Fort Worth public libraries, and municipal libraries in the project area);
  o Collin, Dallas, and Tarrant County Appraisal District online records;
  o Collin, Dallas, and Tarrant county plat records;
  o various internet resources; and
  o maps and aerial photographs (including USGS maps).
• Previously documented historic-age resources within and immediately adjacent to the APE;
• Documentation of each historic-age resource within the APE; including:
  o Address or location;
  o Historic and current name, if any;
  o Date of construction;
  o Style;
  o Historic and current use;
  o Property type and subtype;
  o Preliminary NRHP eligibility recommendations;
  o Condition; and
  o Digital photographs (minimum of two views) of each historic-age resource.
• Summary and Recommendations.

A draft report will be submitted to the THC for comment. Upon receipt of these comments, a final report will be drafted and sent to the THC.

We are also recommending no reconnaissance-level survey for station locations until the design of each station is determined. Station locations will then be surveyed as a future effort and will be coordinated with the THC.

Request for Concurrence

On behalf of DART, URS respectfully requests the concurrence of the THC regarding the recommendation of a historic-age resource reconnaissance level survey, within a recommended APE of 175 feet from the centerline for existing ROW. For areas requiring new ROW, the APE will be adjusted to 250 feet from the centerline. In addition, URS requests station locations to be coordinated separately.
If the proposed undertaking is altered such that the project has the potential to affect the adjacent historic-age resources either physically, or by changing the setting in ways not covered by this coordination letter, DART will cease construction activities and not proceed with their undertaking until additional review and clearance by the THC has been completed.

It is recognized that this letter does not meet coordination requirements for the archaeological survey. That effort is to be coordinated separately by the URS archaeological team.

Sincerely,

URS Corporation

[Signature]

Brian Piascik
Program Manager
General Planning Consultant, DART C-1017751

Cc: Steve Salin, DART
    John Hoppie, DART
    File

Attachments

References
Texas Historic Sites Atlas (THSA)
February 17, 2017

Mark Wolfe
Executive Director
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

RE: Track # 201212043. Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Wolfe:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration (FAA) and the Federal Railroad Administration (FRA) are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating its Section 106 consultations with your office as DART is actively seeking additional funding to complete the project.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). This delegated authority does not extend to making determinations or conducting government-to-government consultation with federally recognized tribes. As the lead federal agency for this project, FTA is responsible for conducting government-to-government consultation with federally recognized tribes regarding any properties of traditional or cultural significance that may be located in the project area.

**Project Description**

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would
lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width of the light rail-line varies throughout the corridor, but is generally 100 feet. The corridor would primarily consist of an at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project is available on the project website at [www.dart.org/cottonbelt](http://www.dart.org/cottonbelt).

In 2012, URS Corporation drafted a letter on behalf of DART and FTA describing the undertaking, and providing background information on known historic properties within the project corridor. The letter recommended the proposed project APE of 175 feet from the centerline for the existing right-of-way adjusted to 250 feet from the centerline for areas requiring new right-of-way. THC concurred with the recommended APEs, proposed survey methodology and initial investigations of the historic properties identified in the APE (Attachment 2). As we reinitiate the project we respectfully request that you confirm that your concurrence is still effective.

DART will be conducting the bulk of the analysis for the project and would be most familiar with specific details including engineering and specific areas where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 (direct), or jhoppie@dart.org, regarding any questions you may have related to the project. Please feel free to contact FTA directly at any time should you have any concerns or choose to consult directly with FTA.

We look forward to hearing from you. Comments should be directed to Catherine Nadals, FTA Environmental Protection Specialist at 682-707-0033 or Catherine.Nadals@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (2)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
August 29, 2017

Deborah Dobson-Brown
AmaTerra Environmental, Inc.
4009 Bannister Lane, Suite 300
Austin, Texas 78704

Re: Project Review under Section 106 of the National Historic Preservation Act, DART Cotton Belt Corridor Station Locations Historic Resources Survey, Dallas, Tarrant, and Collin Counties (FTA/106, THC #201708924)

Ms. Dobson-Brown:

Thank you for your correspondence of July 31, 2017, transmitting the above-referenced draft report. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your report, Dallas Area Rapid Transit (DART) proposes to construct and operate a new passenger rail line from Dallas/Fort Worth International Airport to Plano along a double-track corridor that generally follows the existing Cotton Belt Railroad. This draft historic resource survey report covers only the identification of non-archeological historic resources within the Areas of Potential Effect (APE) for the twelve (12) proposed stations and three (3) proposed support facilities. THC concurs that the APE, properties wholly or partially within 250 feet of the proposed stations and support facilities is appropriate. In 2012–13, DART completed a historic resources survey of the proposed 26-mile corridor. At that time, the general locations of the stations were known, but DART requested, and THC concurred, to coordinate the identification of historic properties in the vicinity of the stations separately to allow for further development of the station area plans, including their type, footprint, and expected impacts. All identification of archeological resources will also be coordinated separately.

THC concurs that the Carrollton Depot (Resource 21, 1013 East Belt Line Road, Downtown Carrollton Station Area) is eligible for listing in the National Register of Historic Places at the local level of significance as part of the Historic Cotton Belt Railroad Thematic Corridor under Criterion A for its association with transportation and community development and under Criterion C for its architecture. The Depot was relocated approximately 350 feet northwest of its original location by DART in accordance with the Memorandum of Agreement for the Northwest Corridor (Green Line) Light Rail project. In its current location, the Depot is in an appropriate setting, it retains its architectural integrity, and it remains the property most importantly associated with the Carrollton railroad crossing, and thus satisfies Criteria Consideration B for moved properties. A National Register boundary that includes the building footprint and its immediate vicinity appears to be appropriate. THC concurs that the proposed railroad and station development will have no effect on the Carrollton Depot.

THC concurs that the Addison State Bank (Resource 44, 4803 Broadway, Addison Transit Center Area) is eligible for listing in the National Register at the local level of significance under Criterion A for its association with commerce. A National Register boundary that corresponds to the current parcel appears to be appropriate. THC concurs that the proposed railroad and station development will have no effect on the Addison State Bank.

THC concurs that the White Rock Creek Railroad Bridge (Resource 45, Cotton Belt Railroad over White Rock Creek), which was determined eligible for listing in the National Register in 2013 at the local level of significance as part of the Historic Cotton Belt Railroad Thematic Corridor under Criterion C for its architecture/design, remains eligible. THC concurs that the removal or demolition of the bridge will have an adverse effect on the historic property. Strategies to avoid or minimize the adverse effect should be considered and discussed with the appropriate consulting parties before any mitigation measures are developed.
THC concurs that the **Hayes Dam** (Resource PGBT01, Spring Creek near US75 and the President George Bush Turnpike) is a newly-identified historic-age resource that should be treated as eligible for listing in the National Register. THC also concurs that if the proposed rail construction avoids any direct impacts to the dam, no further National Register evaluation is required and the project will have no adverse effect on the Hayes Dam. However, should the project propose any direct impact to the dam, an intensive evaluation of the property will be required.

THC concurs that the **Old City Cemetery/L.A. Davis Cemetery** (Resource 61, 1000 Avenue H, Plano 12th Street Station Area) is eligible for listing in the National Register at the local level of significance under Criterion A for its association with social history and satisfying Criteria Consideration D. A National Register boundary that includes all burials within the cemetery, including those that may lie outside of the recorded cemetery property, appears to be appropriate. THC understands that no ground disturbance is proposed within the vicinity of the Cemetery; therefore, THC concurs that the project will have no effect on the historic Cemetery. Should plans be revised to include the potential for ground disturbance in the vicinity of the Cemetery, the presence of any burials within the project area should be determined prior to the start of work in consultation with Rebecca Shelton of the THC Division of Archeology.

THC concurs that the five (5) historic-age resources identified within the APE of the proposed Dallas, Garland, and Northeastern Railroad (DGNO) Mockingbird Yard are not eligible for listing in the National Register. Finally, THC concurs that there are no historic-age resources within the APE for the following proposed stations and support facilities: DFW Terminal B, DFW North, Cypress Waters, Equipment Maintenance Facility, New Mercer Yard, Preston Road, Coit Road, UT-Dallas, and Shiloh.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or justin.kockritz@thc.texas.gov; for any questions concerning our comments regarding the project’s potential effects to historic properties, please contact Alexander Toprac at 512-463-6183 or Alexander.Toprac@thc.texas.gov; or, for any questions concerning our comments on archeological investigation at Old City Cemetery/L.A. Davis Cemetery, please contact Rebecca Shelton at 512-463-6043 or Rebecca.Shelton@thc.texas.gov.

Sincerely,

[Signature]

Justin Kockritz, Historian, Federal Programs
For: Mark Wolfe, State Historic Preservation Officer

cc: Michael Black, Collin County Historical Commission, Chair, via email
Fred Durham, Dallas County Historical Commission, Chair, via email
Cody Scallions, City of Carrollton, Historic Preservation Advisory Committee Liaison, via email
Olga Chernomoretz, Town of Addison, Senior Planner, via email
Mark Doty, City of Dallas, Historic Preservation Section, via email
Michael Spicer, City of Richardson, Director of Development Services, via email
Bhavesh Mittal, City of Plano, Historic Preservation Officer, via email
Kitty Henderson, Historic Bridge Foundation, Executive Director, via email
David Prezioso, Preservation Dallas, Executive Director, via email
August 17, 2017

Mr. Mark Wolfe  
Executive Director  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276

Attn: Rebecca Shelton


Dear Mr. Wolfe:

Thank you for your comments on the subject draft report (August 9, 2017 letter to Joel Butler, AmaTerra). Your comments will be incorporated into the final report; however, I would like to address a few items prior to finalizing the report.

Regarding historic site 41COL.291, the 12th Street Station Complex will include both a new LRT platform and a Commuter Rail Platform; however, the current station footprint avoids impacts to the historic site. Figure 1 shows the historic site in relation to the station footprint.

Regarding L.A. Davis Cemetery, DART has made changes to the project. The passenger rail will utilize the CityLine South Option identified in the Draft Report. This alignment diverts passenger away from L.A. Davis cemetery. DART had originally intended to make minor adjustments to the freight along the corridor, but to avoid potential impact to the cemetery the plans have been modified. No changes to freight line will be required and no further work will be conducted in or adjacent to the railroad corridor as part of the Cotton Belt Regional Rail Project. As it currently does, freight will continue to operate in the existing railroad corridor adjacent to the cemetery.

Since the passenger rail will bypass the cemetery and no modifications to the existing rail corridor are required, the cemetery will not be impacted by the Cotton Belt Regional Rail Project. DART respectfully requests that the area adjacent to the cemetery be removed from the APE for the Cotton Belt Regional Rail Project (See Figure 2). DART will continue its ongoing coordination with the THC, L.A. Davis Cemetery, and the Douglass Community for the final disposition of the boundary between the cemetery and DART right-of-way and the reburial of the remains. DART is seeking your concurrence that the Cotton Belt Regional Rail Project will not impact the L.A. Davis Cemetery. If you have any questions, please contact me at 214/749-2821.
Sincerely,

John Hoppie
Project Manager
Capital Planning

Enclosure

C:  Tom Shelton, HDR
    Kristine Lloyd, HDR
    Deborah Dobson-Brown, AmaTerra
    GPC6 Task 32 File
NOTICE OF CONFIDENTIALITY RIGHTS: IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER’S LICENSE NUMBER.

STATE OF TEXAS
COUNTY OF COLLIN

KNOW ALL MEN BY THESE PRESENTS:

DEED WITHOUT WARRANTY

THAT, DALLAS AREA RAPID TRANSIT, a Texas regional transportation authority organized and existing pursuant to Chapter 452 of the Texas Transportation Code ("GRANTOR"), for and in consideration of the sum of Ten and No/100 Dollars ($10.00), and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and subject to the terms, conditions, and reservations set forth below, has GRANTED, SOLD AND CONVEYED, and by these presents does hereby GRANT, SELL AND CONVEY unto the L.A. DAVIS CEMETERY, INC. a Texas non-profit cemetery corporation ("GRANTEE"), GRANTOR’s right, title, and interest in and to that certain real property situated in Collin County, Texas described in Exhibit A attached hereto and made a part hereof for all purposes (the "Property").

THE PROPERTY IS CONVEYED BY THE GRANTOR, AND THE GRANTEE ACCEPTS THE PROPERTY CONVEYED BY THIS DEED, AS-IS, WITH ALL FAULTS, AND WITHOUT WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, AND EXPRESSLY EXCLUDING ALL WARRANTIES THAT MIGHT ARISE AT COMMON LAW OR BY STATUTE, INCLUDING WITHOUT LIMITATION, THE WARRANTIES ENUMERATED IN SECTION 5.023 OF THE TEXAS PROPERTY CODE, AS THE SAME MAY FROM TIME TO TIME BE AMENDED.

TO HAVE AND TO HOLD the Property unto the said Grantee, its successors and assigns forever without warranty of title; and PROVIDED, HOWEVER, that, as an exception to the conveyance and any warranty granted herein, Grantor, for its benefit and for the benefit of its successors and assigns, hereby expressly reserves unto itself and its successors and assigns a PERPETUAL NOISE AND VIBRATION EASEMENT in, on, over, under and across the Property, and, by acceptance of this deed, Grantee and Grantee’s successors and assigns or any other person by acquiring any ownership or possessory interest in the Property subsequent to the recording of this instrument, hereby RELEASES, DISCHARGES and FOREVER ACQUITS GRANTOR, its directors, officers, agents, contractors, successors and assigns from all claims, demands and causes of action now existing or that may hereafter arise for damage, loss or injury
to the Property or to any person occupying the Property due to any noise and vibration resulting from public transit or railroad purposes by Grantor, or its successors or assigns.

Further provided that Grantee acknowledges that the Property or a portion thereof may have been acquired from a third party under threat of eminent domain and said third party may have statutory rights in relation to the Property. Grantee hereby RELEASES, DISCHARGES and FOREVER ACQUITS GRANTOR, its directors, officers, agents, contractors, successors, and assigns from all claims, demands and causes of action now existing or that may hereafter arise as a result of DART's sale of the Property to Grantee.

*This conveyance is additionally made and accepted subject to the following matters:*

1. all laws, ordinances and other governmental regulations, city, state or federal, affecting the Property; and

2. any and all covenants, conditions, restrictions, reservations, easements, leases, trackage rights agreements, licenses, or any interests in evidence on the ground, whether or not of record in the Real Property Records of Collin County, Texas, as of the date hereof, whether for roadways, crossings, utilities, signs, billboards, sewer lines, water lines, gas lines, electric lines, fiber optic lines or otherwise; and

**IT IS UNDERSTOOD AND AGREED THAT GRANTOR IS NOT MAKING AND SPECIFICALLY DISCLAIMS EACH AND EVERY, ANY AND ALL WARRANTIES OR REPRESENTATIONS OF ANY KIND OR CHARACTER, EXPRESS OR IMPLIED, WITH RESPECT TO THE PROPERTY, INCLUDING, BUT NOT LIMITED TO, WARRANTIES OR REPRESENTATIONS AS TO MATTERS OF TITLE, ZONING, TAX CONSEQUENCES, PHYSICAL OR ENVIRONMENTAL CONDITIONS, AVAILABILITY OF ACCESS, INGRESS OR EGRESS, OPERATING HISTORY OR PROJECTIONS, VALUATION, GOVERNMENTAL APPROVALS, GOVERNMENTAL REGULATIONS OR ANY OTHER MATTER OR THING RELATING TO OR AFFECTING THE PROPERTY, INCLUDING WITHOUT LIMITATION, (i) THE VALUE, CONDITION, MERCHANTABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE OF THE PROPERTY, (ii) THE MANNER OR QUALITY OF THE CONSTRUCTION OR MATERIALS INCORPORATED INTO ANY OF THE PROPERTY; AND AS STATED BELOW, (iii) THE ENVIRONMENTAL CONDITION OF THE PROPERTY, INCLUDING WITHOUT LIMITATION THE PRESENCE OF HAZARDOUS SUBSTANCES OR MATERIALS AND THE COMPLIANCE WITH APPLICABLE LAWS, RULES, REGULATIONS AND CODES PERTAINING TO HEALTH AND THE ENVIRONMENT; AND (iv) THE MANNER, QUALITY, STATE OF REPAIR OR LACK OF REPAIR OF THE PROPERTY. GRANTEE AGREES THAT WITH RESPECT TO THE PROPERTY, GRANTEE HAS NOT RELIED UPON AND WILL NOT RELY UPON, EITHER DIRECTLY OR INDIRECTLY, ANY REPRESENTATION OR WARRANTY**
OF GRANTOR OR ANY AGENT OR AFFILIATE OF GRANTOR. GRANTEE
REPRESENTS AND WARRANTS THAT IT IS A KNOWLEDGEABLE PURCHASER OF
PROPERTY AND THAT IT IS RELYING SOLELY ON ITS OWN EXPERTISE AND
THAT OF GRANTEE'S CONSULTANTS, AND THAT GRANTEE WILL CONDUCT
SUCH INSPECTIONS AND INVESTIGATIONS OF THE PROPERTY, INCLUDING,
BUT NOT LIMITED TO THE PHYSICAL AND ENVIRONMENTAL CONDITIONS
THEREOF, AND SHALL RELY UPON SAME AND UPON CLOSING, SHALL ASSUME
THE RISK THAT ADVERSE MATTERS, INCLUDING BUT NOT LIMITED TO,
ADVERSE PHYSICAL AND ENVIRONMENTAL CONDITIONS MAY NOT HAVE
BEEN REVEALED BY GRANTEE'S INSPECTIONS AND INVESTIGATIONS.
GRANTEE ACKNOWLEDGES AND AGREES THAT UPON CLOSING, GRANTOR
SHALL SELL AND CONVEY TO GRANTEE AND GRANTEE SHALL ACCEPT THE
PROPERTY "AS IS, WHERE IS" WITH ALL FAULTS AND THERE ARE NO ORAL
AGREEMENTS, WARRANTIES OR REPRESENTATIONS (EXCEPT AS HEREIN
SPECIFICALLY PROVIDED) COLLATERAL TO OR AFFECTING THE PROPERTY
BY GRANTOR, ANY AGENT OR AFFILIATE OF GRANTOR OR ANY THIRD PARTY.
GRANTEE EXPRESSLY AGREES THAT THE TERMS AND CONDITIONS OF THIS
PARAGRAPH SHALL EXPRESSLY SURVIVE THE CLOSING AND NOT MERGE
THEREIN AND GRANTOR IS NOT LIABLE OR BOUND IN ANY MANNER BY ANY
VERBAL OR WRITTEN STATEMENTS, REPRESENTATIONS OR INFORMATION
PERTAINING TO THE PROPERTY FURNISHED BY ANY BROKER, AGENT,
EMPLOYEE, SERVANT OR OTHER PERSON, UNLESS THE SAME ARE
SPECIFICALLY SET FORTH OR REFERRED TO HEREIN.

SIGNATURES ON FOLLOWING PAGE
EXECUTED and effective as of the 23rd day of August, 2017.

DALLAS AREA RAPID TRANSIT

[Signature]
Gary Thomas  
President/Executive Director  
Date: 8/23/17

STATE OF TEXAS  )  
COUNTY OF DALLAS  )

The foregoing instrument was acknowledged before me on the 23rd day of August 2017, by Gary Thomas, President/Executive Director of Dallas Area Rapid Transit, on behalf of said authority.

[Stamp]  
L.A. DAVIS CEMETERY, INC.

[Signature]  
Accepted:
Marcellus Davis  
Name: Marcellus Davis  
Title: President  
Date: 8-23-2017

STATE OF TEXAS  )  
COUNTY OF COLLIN  )

The foregoing instrument was acknowledged before me on the 23 day of August 2017, by Marcellus Davis, on behalf of L.A. Davis Cemetery, Inc.

[Stamp]  
GREGORY R ALTHOFF  
Notary ID 7633433  
My Commission Expires February 1, 2021
CERTIFICATION

I, F.E. Bemenderfer, Jr., do hereby certify to Dallas Area Rapid Transit and L A Davis Cemetery (1) this survey was made on the ground August 15, 2017, (2) the description contained herein and the location of rights-of-way, visible easements, set-back lines, visible improvement, and encroachments, that I have knowledge of or have been informed of, are accurately reflected herein, (3) all monuments shown hereon actually exist and the location, size and type of material thereof are correctly shown, (4) This Survey was performed without the benefit of a Title commitment.

F. E. Bemenderfer Jr.
Registered Professional Land Surveyor No. 4051

Drawing date: August 15, 2017

Being a part of
Dallas Area Rapid Transit Railway Property
7,494 Sq. Ft. / 0.172 Acres
Joseph Klepper Survey, Abstract No. 213
City of Plano, Collin County, Texas
August 2017
Property Description

SITUATED in the State of Texas, County of Collin and City of Plano, being part of the Joseph Klepper Survey, Abstract No. 213, being part of a Dallas Area Rapid Transit (D.A.R.T.) Railway property as recorded in Volume 3424, Page 126 of the Collin County Land Records with said premises being more particularly described as follows:

BEGINNING at a Roome capped ½" iron rod set in the north right-of-way line of said D.A.R.T. Railway marking the southeast corner of Lot 1, L A Davis Addition (Davis Cemetery) as recorded in Volume 1, Page 164 of the Collin County Map Records, said beginning corner being the southwest corner of Lot 12A, Block 18 of Plano Original Donation;

THENCE passing through said Railway Right-of-Way, South 37°14'33" East, 25.00 feet to a Roome capped ½" iron rod set in the curving north line of a 25-foot Foul Zone;

THENCE southwesterly along the curving north line of said 25-foot Foul Zone, being 25 feet north of and concentric to the centerline of said D.A.R.T. Railway, a curve to the left having a central angle of 11°47'25" with a radius of 1,444.22 feet, for an arc distance of 297.19 feet (chord = South 46°51'44" West, 296.67 feet) to a Roome capped ½" iron rod set marking the most southerly corner of said premises;

THENCE with the southwest line of said premises, North 49°01'58" West, 25.00 feet to a Roome capped ½" iron rod set in the curving north right-of-way line of said D.A.R.T. Railway and the south line of said Lot 1, L A Davis Addition (Davis Cemetery);

THENCE northeasterly along the curving north right-of-way line of said D.A.R.T. Railway and the curving south line of said Lot 1, L A Davis Addition (Davis Cemetery) said curve having a central angle of 11°47'25", a radius of 1,469.22 feet, for an arc distance of 302.34 feet (chord = North 46°51'44" East, 301.80 feet) to the place of beginning and containing 7,494 square feet or 0.172 acres of land.

CERTIFICATION

1. F.E. Bemenderfer, Jr., do hereby certify to Dallas Area Rapid Transit and L A Davis Cemetery (1) this survey was made on the ground August 15, 2017, (2) the description contained heretofor and the location of rights-of-way, visible easements, set-back lines, visible improvement, and encroachments, that I have knowledge of or have been informed of, are accurately reflected hereon, (3) all monuments shown hereon actually exist and the location, size and type of material thereof are correctly shown, (4) This Survey was performed without the benefit of a Title commitment.

F. E. Bemenderfer Jr.
Registered Professional Land Surveyor No. 4051

Drawing date: August 15, 2017

Being a part of

Dallas Area Rapid Transit Railway Property
7,494 Sq.Ft. / 0.172 Acres
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Page 2 of 2

Roome Land Surveying, Inc.
2000 Avenue G, Suite 810
Plano, Texas 75074
Phone (972) 423-4372 / Fax (972) 423-7523
www.roome_surveying.com Firm No. 10013100
Appendix C. Photographs
Photograph 1. Resource 21, Carrollton Depot, looking southwest.

Photograph 2. Resource 21, Carrollton Depot, looking northeast.

Photograph 5. Resource 45, White Rock Creek Railroad Bridge, looking east.

Photograph 7. Resource PGBT01, Hayes Dam, looking southeast.

Photograph 8. Resource 61, Old City (Davis) Cemetery, looking northeast.
Photograph 9. Resource 61, Old City (Davis) Cemetery, looking north.