

## **APPENDIX K: Community Impacts**



# ADDENDUM

24-MARCH-2022 – 11-JULY-2022 Update

## APPENDIX K – COMMUNITY IMPACTS – Proposed ROW Change and 2020 Census Data Update

**SPUR 399 EXTENSION EIS - US 75 to US 380, Collin County  
CSJs 0364-04-051, 0047-05-058, and 0047-10-002; Dallas District**

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### PURPOSE OF ADDENDUM:

Changes were made to the proposed right-of-way (ROW) limits for the Spur 399 Extension in the 60% Geometric Schematic Design submittal made on 3-JAN-2022. A copy of that submittal is included in Appendix B of this DEIS. On 18-MAR-2022, the US Census Bureau released the 2016-2020 American Community Survey (ACS) 5-year (YR) estimates containing the full complement of 2020 census data needed to update the previously approved CIA Form. This addendum describes where the proposed ROW changes occurred and summarizes the 2020 census data and how both affect the impacts and findings disclosed in the previously approved technical reports that make up this appendix. The revised impacts based on these updates are disclosed in the DEIS.

### UPDATED SPUR 399 EXTENSION PROJECT DESCRIPTION:

With submittal of the 60% Geometric Schematic Design on 3-JAN-2022, the description of the proposed Spur 399 Extension has been updated as follows:

*The proposed Spur 399 Extension is comprised of improvements within the existing section of SH 5 between US 75 and Stewart Road, and new location improvements from Stewart Road to US 380 east of McKinney. Within the section of SH 5 between US 75 and Stewart Road, one new travel lane in each direction would be striped and ramping improvements would be constructed within the existing ROW and roadway pavement section to be established by the recently cleared SH 5 project (CSJs 0135-03-046 and 0135-04-033).*

*From Stewart Road to US 380, the Spur 399 Extension would be constructed on new location as an 8-lane, access-controlled freeway with 2-lane, one-way frontage roads on each side, starting east of Couch Drive, within an anticipated average ROW width of 400 feet, but with areas of ROW ranging from 165 feet to 696 feet wide depending on location. Frontage roads may be eliminated, and the primary travel lanes may be elevated on structure to minimize impacts on sensitive resources. The freeway facility would also include ramps, frontage roads, and arterial roadways to support connectivity to the existing roadway network along with safety lighting/signage/ITS. Grade-separated interchanges would be constructed at major crossroads.*

### DESCRIPTION OF THE PROPOSED ROW CHANGE

To streamline and accelerate the NEPA process for this project, technical studies were initiated at an early stage in schematic development. Initial technical report submittals were based on the proposed ROW established in JUL-2021. Consideration of a 'Purple 2 Option' was also dismissed. In OCT-2021, to strengthen the independent utility of the Spur 399 Extension, excess proposed ROW adjacent to US 380 was

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removed along with other modifications along both alignments, further reducing the total amount of ROW required. The JAN-2022 Geometric Schematic Design submittal reflects the continued refinement of the alternatives and consideration of input received during the 21-OCT-2021, public meeting and ongoing coordination with stakeholders including the City of McKinney, Collin County, and the North Texas Municipal Water District.

The JAN-2022 submittal made minor adjustment to the proposed ROW limits throughout the length of the new location sections of both build alternatives to account for drainage, access, and geometric improvements. No proposed ROW changes were made along the Common Alignment within the SH 5 corridor from US 75/SRT-SH 121 to near Stewart Road and FM 546/Harry McKillop Boulevard. The following table summarizes the proposed ROW changes.

*Figure 1: Proposed ROW Change – July 2021 to January 2022*

Build Alternative	July 2021 Proposed ROW	October 2021 Proposed ROW	January 2022 Proposed ROW
<b>PURPLE ALTERNATIVE</b>	303.9 acres 340 acres (Purple Option 2)	259.7 acres	263.4 acres
<b>ORANGE ALTERNATIVE</b>	396.0 acres	366.4 acres	366.1 acres

## **EFFECTS OF THE JANUARY ROW CHANGE AND UPDATE USING 2020 CENSUS DATA ON THE CIA ANALYSES AND FINDINGS**

The proposed JAN-2022 ROW changes do not (1) encroach upon or impact minority, low-income, or LEP populations within the CIA Study Area, (2) result in additional displacements, (3) result in additional impacts to community facilities, or (4) make additional changes in access and travel patterns other than those described in the Community Impacts Assessment Technical Report (CIA) approved 19-JAN-2022.

## **SUMMARY OF THE 2020 CENSUS DATA CHANGES AND EFFECTS ON THE PREVIOUS ANALYSIS AND FINDINGS**

The approved CIA used 2010 Census geographies and 2015-2019 ACS 5-YR Estimates to support the analysis because the 2020 census data had not been released in time to meet the deliverable schedule. This addendum and the DEIS includes the 2020 census data from the 2016-2020 ACS 5-YR Estimates released on 18-MAR-2022 (race and income) at the block and block group levels. A comparison of the updated 2020 blocks to the 2010 blocks used to establish the CIA Study Area indicated where adjustments should be made in the CIA Study Area boundary as illustrated in the attached “CIA Study Area” figure. The assessment in the DEIS has been updated based on the 2020 CIA Study Area.

Figure 1 summarizes the changes in the demographic profile of the study area based on the 2019 and 2020 data. The largest change is the decrease in the CIA Study Area population from 41,369 persons in 2019 to 16,727 persons in 2020. This large decrease is due to the use of block group level data for 2019 (the only data available when the CIA was developed) instead of block data which is used in the 2020 total. The block group data artificially inflated the total population in the CIA Study Area.

- **Minority Populations** – In 2020 the CIA Study Area continues to have a larger Hispanic population in comparison to that of the city or county, which is concentrated within the Lively Hill/La Loma and Central/Mouzon neighborhoods west of the Purple Alternative, bounded by SH 5 on the west, US 380 on the north, Industrial Boulevard on the south, and the industrial development west of Airport Drive on the east. An additional census block (block 2026, block group 2, census tract 314.20) south of FM 546 with a minority population of approximately 67 percent (total population of 3 persons) is now mapped along the Orange Alternative. This block is west of the cluster of three

potential residential displacements on FM 546 west of Almeta Lane and does not appear to include the Doc's Plumbing business displacement and associated three residential displacements.

- Low-Income Populations – The 2020 data indicates one new census geography along the Common Alignment (block group 1, census tract 309.03) with a median household income below the DHHS 2022 poverty level (\$27,750). The lat/lon coordinates associated with the entry locate it in the vicinity of the Martin Marietta McKinney Ready Mix, which possibly could apply to the High Point Manufactured Home Community south of and adjacent to the ready mix plant. No ROW is to be acquired from this community under the previous design or with the proposed ROW change.
- LEP - 2020 LEP census data is not available at the block group level; however, LEP data available at the city/town and county level shows LEP populations decreased from 2019 to 2020

Figure 2: Demographic Profile Changes in the Spur 399 CIA Study Area - 2019 and 2020

	CIA Study Area (2019) <sup>1</sup>	CIA Study Area (2020) <sup>2</sup>	City of McKinney (2019) <sup>3</sup>	City of McKinney (2020) <sup>4</sup>	Collin County (2019) <sup>3</sup>	Collin County (2020) <sup>4</sup>
Total Population	41,369	16,727	199,177	191,197	1,034,730	1,006,038
Race and Ethnicity:						
White	78%	33.6%	76.3%	71.5%	69.3%	65.9%
Black or African American	16%	17.5%	11.6%	11.1%	10.9%	9.7%
American Indian/Alaskan Native	<1%	0.3%	0.5%	0.4%	0.7%	0.4%
Asian	<1%	3.1%	6.7%	9.3%	16.3%	15.7%
Native Hawaiian/Other Pacific Islander	<1%	0%	0%	0%	0.1%	0.1%
Hispanic	69%	41.5%	17.9%	17.9%	15.5%	15.3%
Total Percent Minority	22%	62%	38.3%	38.8%	40.6%	41.3%
Median Household Income	\$28,684 - \$185,625	\$19,643 - \$196,509	\$89,964 (2018)	\$100,775	\$94,192 (2018)	\$100,541
Percent Living Below Poverty	0%	0.7%	6.9%	9.9%	6.4%	9.3%
Persons w/Limited English Proficiency <sup>5</sup>	17%-33%	-	8.0%	7.5%	13.7%	9.5%

1 – US Census Bureau 2015-2019 ACS 5-YR Estimates, BG data only; accessed December 2021

2 – US Census Bureau 2016-2020 ACS 5-YR Estimates; assessed March 2022

3 – US Census Bureau 2019 Quick Facts, McKinney, Texas and Collin County, Texas; accessed June 30, 2020

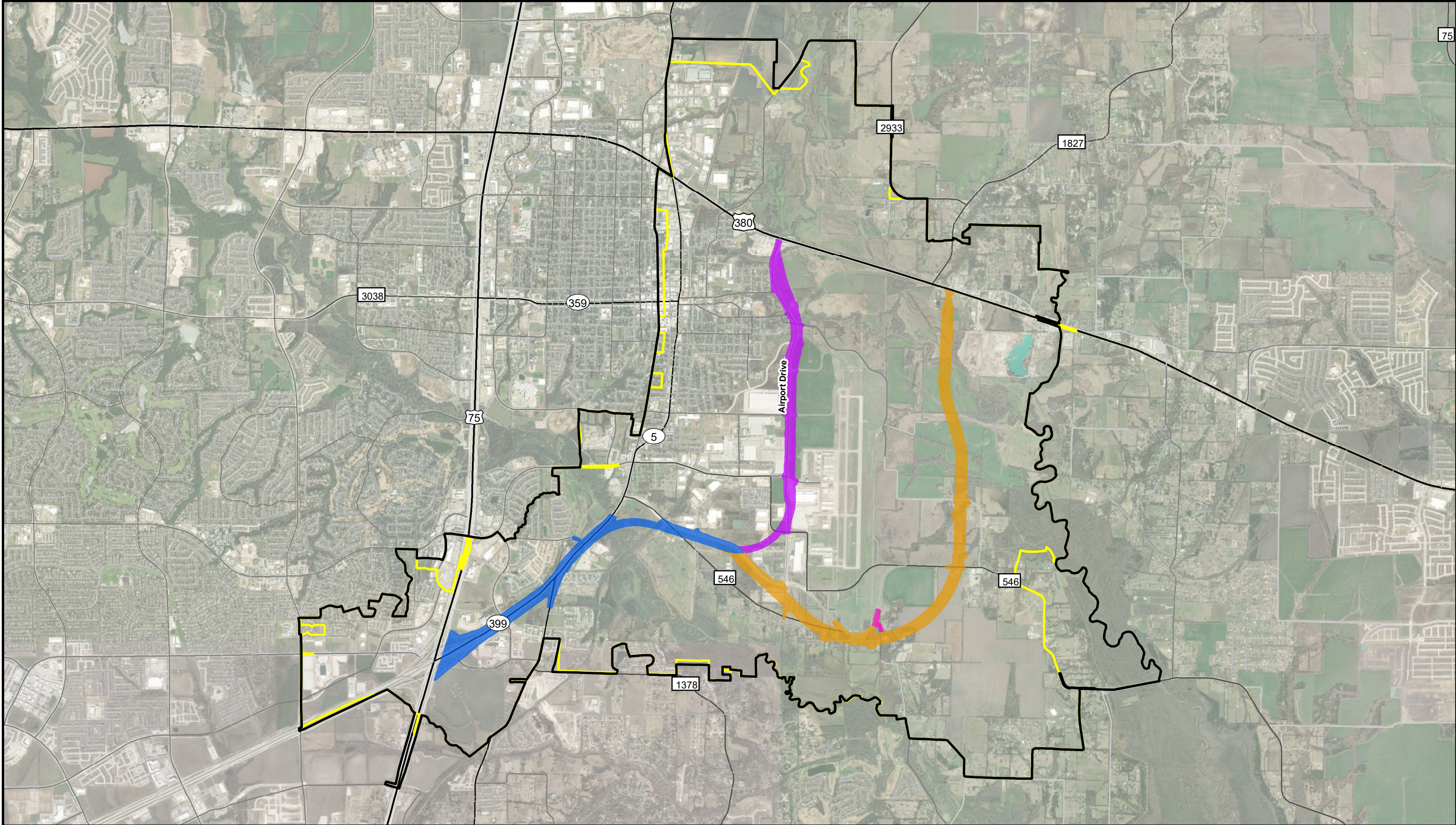
4 – US Census Bureau 2020 Quick Facts, McKinney, Texas and Collin County, Texas; accessed March 2022

5 – 2020 Census data for LEP populations not available on March 23, 2022; therefore, 2015-2019 5-YR ACS data is shown

In addition to the changes noted above, the study team determined a business, Airport Boarding Kennels on FM 546 east of the McKinney National Airport, had closed in early 2022. Airport Boarding Kennels was removed as a potential displacement along the Orange Alternative. Cornerstone Ranch, a facility that serves adults with special needs was also added to the community facilities list. The 42-acre ranch provides therapies and a residence that can accommodate seven adults and two care-giving families. It is approximately 0.25 miles southeast of the proposed ROW for the Orange Alternative and is further separated from the alignment by the Fairview Soccer Park. No ROW would be acquired from Cornerstone Ranch and their access via FM 546 and CR 317 would remain. The Community Facilities figure from the CIA has been updated to show Cornerstone Ranch.

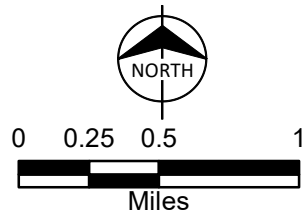


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- Common Alignment Proposed ROW
- Orange Alternative Proposed ROW
- Purple Alternative Proposed ROW
- Improvements and grading would occur within existing ROW

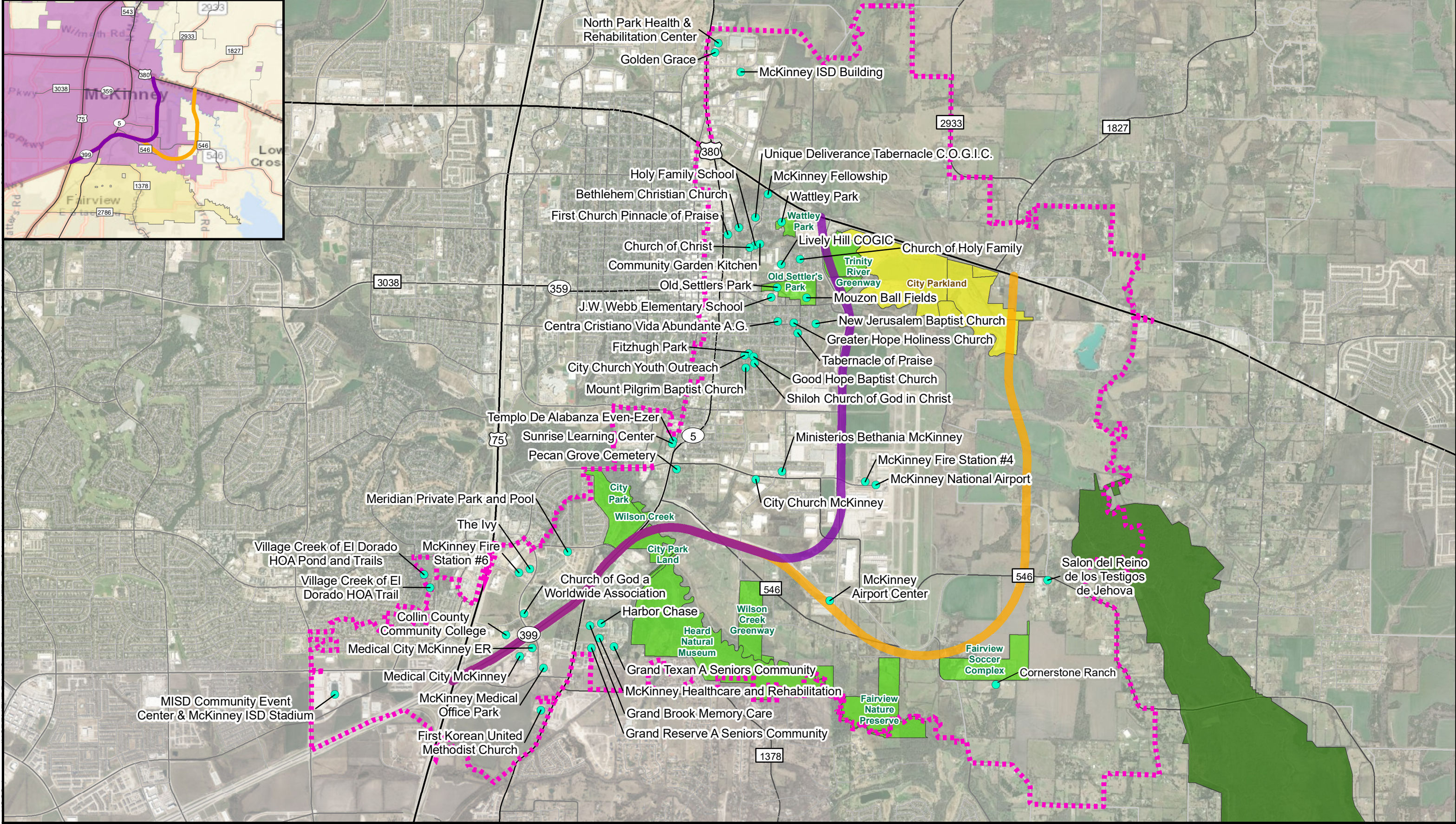
- 2010 Census Blocks - CIA Study Area
- 2020 Census Blocks - CIA Study Area



2010 and 2020 Census Blocks  
CIA Study Area  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002



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- Community Facilities
- Purple Alternative
- Orange Alternative
- Community Study Area
- USACE Property
- Existing Parks
- Proposed Park

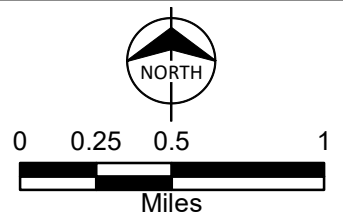
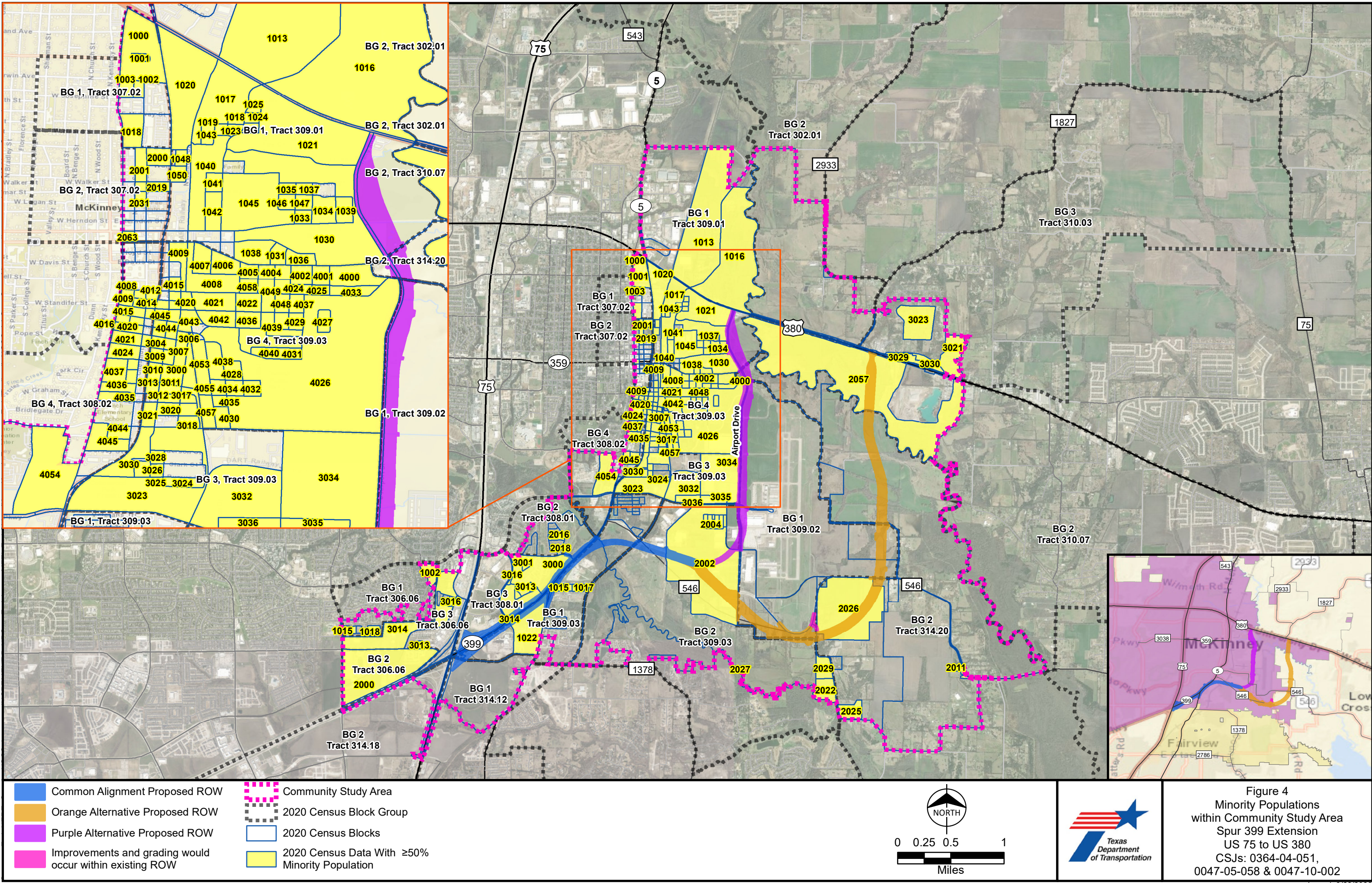


Figure 3  
Community Facilities  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002

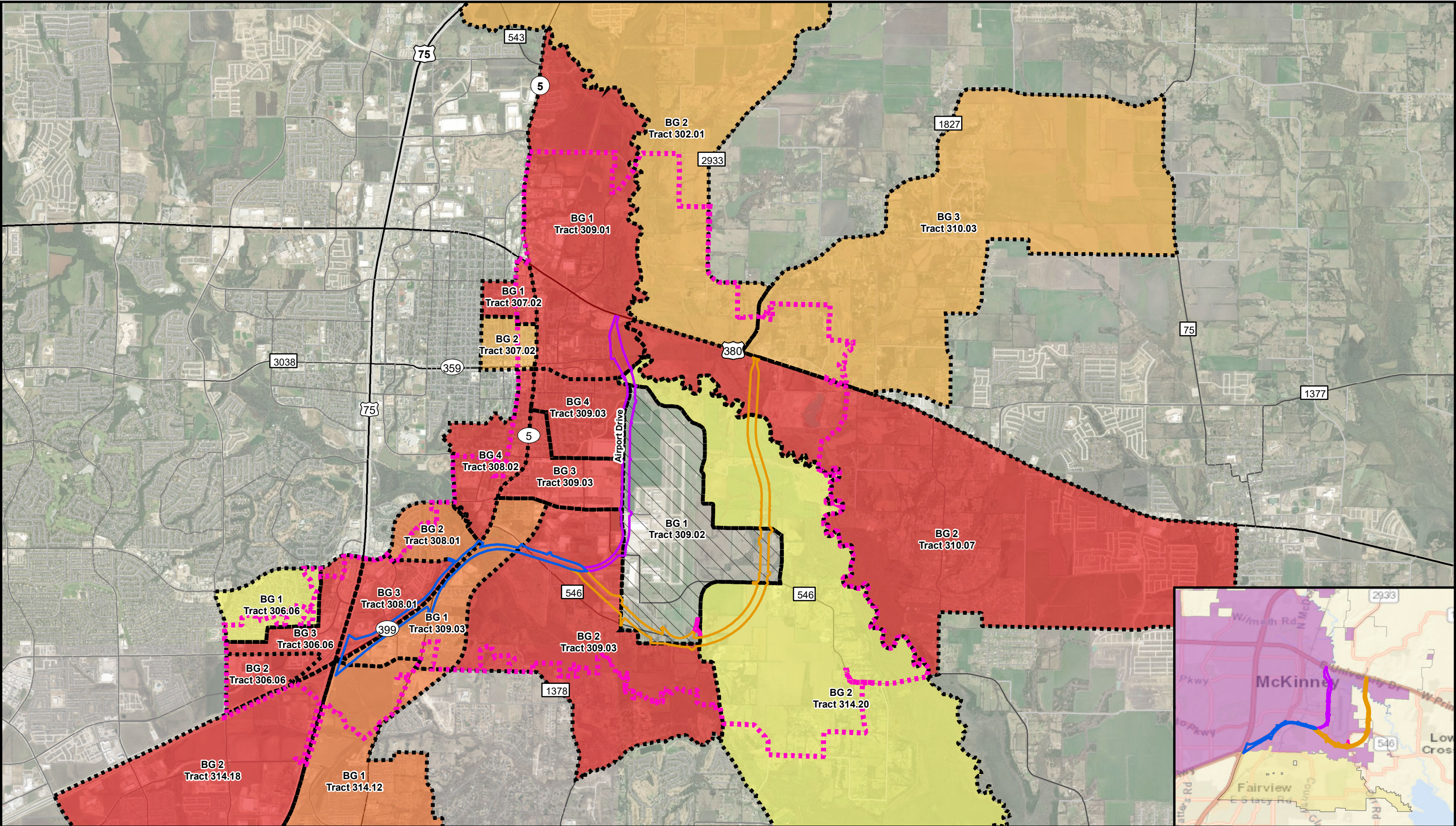


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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Common Alignment Proposed ROW
- Orange Alternative Proposed ROW
- Purple Alternative Proposed ROW
- Improvements and grading would occur within existing ROW
- Community Study Area
- 2020 Census Block Group

2020 Census Block Group Percent Minority	
	0.00%
	0.01 - 10.00%
	10.01 - 20.00%
	20.01 - 30.00%
	30.01 - 40.00%
	40.01 - 49.99%
	≥50%

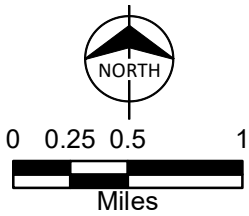


Figure 5  
Minority Populations  
within Community Study Area  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002



Appendix A - Demographic Characteristics For Community Impacts Study Area (2020 Census Data)																					
Race/Ethnicity <sup>1</sup>													Income <sup>2</sup>		Limited English Proficiency (Speak English Less Than Very Well) <sup>3</sup> Language Spoken					Persons with a Disability <sup>2</sup>	
Census Tract	Census Block Group	Census Block	Total Population	White Alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Lantino	Minority Percentage	2022 DHHS Poverty Threshold for a Family of Four	Median Inocme	Percent Below Poverty	Total Population 5 yrs and over	Spanish	Indo-European	Asian and Pacific Islander	Other	
302.01	2	2066	51	32	0	1	0	1	0	0	17	37.25%		\$87,000							
306.06	1	1001	86	68	10	0	2	0	0	1	5	20.93%		\$103,105							
		1002	42	15	2	5	3	0	0	14	3	64.29%									
		1014	603	428	60	0	31	0	0	11	73	29.02%									
		1015	40	17	5	0	0	0	0	5	13	57.50%									
		1016	40	17	4	0	4	0	4	7	4	57.50%									
		1018	68	24	20	0	9	0	0	4	11	64.71%									
		1019	43	22	4	1	0	0	0	8	8	48.84%									
	2	2000	745	157	401	4	5	0	8	25	145	78.93%		\$31,522							
	3	3012	560	304	109	0	53	0	4	7	83	45.71%		\$63,492							
		3013	63	21	18	0	10	0	0	2	12	66.67%									
		3014	1174	486	339	5	72	0	7	40	225	58.60%									
		3015	147	86	32	0	4	0	3	6	16	41.50%									
		3016	200	76	48	4	9	0	1	7	55	62.00%									
307.02	1	1000	181	11	118	0	0	0	0	2	50	93.92%		\$56,645							
		1001	24	4	18	0	0	0	0	1	1	83.33%									
		1002	3	0	0	0	0	0	0	2	1	100.00%									
		1003	17	1	3	0	0	0	0	2	11	94.12%									
		1018	32	7	3	0	0	0	0	0	22	78.13%									
	2	2000	50	17	8	0	0	0	0	0	25	66.00%		\$114,886							
		2001	31	3	0	0	2	0	0	0	26	90.32%									
		2002	23	18	0	0	0	0	2	0	3	21.74%									
		2018	9	1	0	0	0	0	0	8		88.89%									
		2019	1	0	0	0	0	0	0	1	0	100.00%									
		2020	19	11	2	0	0	0	0	0	6	42.11%									
		2030	13	11	0	0	0	0	0	2	0	15.38%									
		2031	9	4	1	0	0	0	0	0	4	55.56%									
		2063	6	0	0	0	0	0	0	0	6	100.00%									
308.01	2	2000	58	36	8	1	2	0	0	3	8	37.93%		\$75,365							
		2011	229	154	10	0	19	0	1	12	33	32.75%									
		2012	148	84	11	0	10	0	4	10	29	43.24%									
		2013	90	54	8	0	11	1	0	6	10	40.00%									
		2014	44	25	6	0	0	0	0	3	10	43.18%									
		2015	55	34	9	0	2	0	0	2	8	38.18%									
		2016	75	35	15	0	16	0	2	2	5	53.33%									
		2017	54	31	2	0	8	0	0	1	12	42.59%									
		2018	54	23	13	0	1	0	2	7	8	57.41%									
	3	3000	820	368	169	0	38	1	5	40	199	55.12%		\$46,690							
		3001	33	9	0	2	4	0	0	5	13	72.73%									
		3002	43	21	8	1	0	0	7	0	6	51.16%									
		3005	77	66	11	0	0	0	0	0	0	14.29%									
		3013	20	6	2	2	0	0	0	4	6	70.00%									
		3014	132	52	46	0	3	0	5	3	23	60.61%									
		3015	19	0	7	0	2	0	0	7	3	100.00%									
308.02	4	3016	28	5	5	0	1	0	5	5	7	82.14%		\$65,511							
		4006	413	317	36	0	4	0	0	10	46	23.24%									
		4007	11	0	0	0	1	0	2	0	8	100.00%									
		4008	5	0	0	0	2	0	2	0	1	100.00%									
		4009	10	2	0	0	0	0	0	4	4	80.00%									
		4010	18	0	5	0	0	0	1	2	10	100.00%									
		4011	17	7	1	0	1	0	0	5	3	58.82%									
		4012	12	0	0	0	0	0	0	5	7	100.00%									
		4013	27	1	0	0	0	0	0	2	24	96.30%									
		4014	44	10	5	0	0	1	0	1	27	77.27%									
		4015	35	11	1	0	0	0	0	1	22	68.57%									
		4016	19	5	2	0	6	0	1	1	4	73.68%									
		4017	27	0	6	1	0	0	0	4	16	100.00%									
		4020	19	1	0	2	0	0	0	0	16	94.74%									
		4021	29	3	2	0	1	0	0	5	18	89.66%									
		4022	12	0	0	0	0	4	0	1	7	100.00%									
		4024	47	16	5	0	3	0	0	0	23	65.96%									
		4035	25	4	0	0	0	0	0	0	21	84.00%									
		4036	37	7	0	0	1	0	0	0	29	81.08%									



309.03	3	3015	45	4	3	0	0	0	0	0	38	91.11%
		3016	30	0	0	0	0	0	0	0	30	100.00%
		3017	23	5	1	0	4	0	0	0	13	78.26%
		3018	44	3	4	0	0	0	2	0	35	93.18%
		3019	33	8	0	0	0	0	0	0	25	75.76%
		3020	47	1	0	0	3	0	0	0	43	97.87%
		3021	26	0	3	0	0	0	0	0	23	100.00%
		3023	210	31	8	0	0	0	0	3	168	85.24%
		3024	56	0	0	0	0	0	0	0	56	100.00%
		3025	25	0	0	0	0	0	0	1	24	100.00%
		3026	143	37	84	0	0	0	0	0	22	74.13%
		3028	7	1	1	0	0	0	0	4	1	85.71%
		3030	93	26	41	0	0	0	0	1	25	72.04%
		3032	76	8	6	0	0	0	0	1	61	89.47%
		3034	53	21	1	0	4	0	0	2	25	60.38%
		3035	40	10	12	0	1	0	0	4	13	75.00%
		3036	62	6	6	0	0	0	0	0	50	90.32%
	4	4000	17	5	0	0	0	0	0	0	12	70.59%
		4001	30	3	6	0	1	0	0	0	20	90.00%
		4002	22	3	4	0	0	0	0	1	14	86.36%
		4003	16	8	1	0	0	0	0	0	7	50.00%
		4004	22	6	0	0	0	0	0	0	16	72.73%
		4005	21	0	0	0	2	0	0	2	17	100.00%
		4006	42	6	1	0	0	0	0	6	29	85.71%
		4007	24	0	1	2	2	0	0	0	19	100.00%
		4008	185	13	3	0	0	0	0	1	168	92.97%
		4009	9	0	3	0	0	0	0	0	6	100.00%
		4015	16	5	0	0	0	0	0	0	11	68.75%
		4016	18	6	0	0	0	0	0	2	10	66.67%
		4018	16	0	0	0	0	0	0	0	16	100.00%
		4019	10	3	1	2	0	0	0	0	4	70.00%
		4020	27	1	0	0	0	0	0	2	24	96.30%
		4021	90	1	3	0	1	0	0	0	85	98.89%
		4022	64	2	3	0	3	0	0	0	56	96.88%
		4023	28	8	3	0	0	0	0	4	13	71.43%
		4024	23	5	0	1	0	0	0	1	16	78.26%
		4025	25	0	1	0	1	0	0	2	21	100.00%
		4026	682	65	243	0	0	0	0	8	366	90.47%
		4027	70	13	11	0	0	0	0	0	46	81.43%
		4028	60	7	21	0	0	0	0	5	27	88.33%
		4029	27	1	3	0	0	0	0	0	23	96.30%
		4030	33	5	0	0	0	0	0	2	26	84.85%
		4031	96	17	35	2	0	0	0	1	41	82.29%
		4032	27	7	4	0	0	0	0	0	16	74.07%
		4033	29	2	7	0	0	0	0	1	19	93.10%
		4034	32	6	7	0	0	0	0	0	19	81.25%
		4035	25	2	7	0	0	0	0	4	12	92.00%
		4036	49	3	0	0	0	0	0	3	43	93.88%
		4037	19	0	7	0	0	0	0	0	12	100.00%
		4038	39	6	19	0	0	0	0	1	13	84.62%
		4039	42	8	5	2	0	0	0	1	26	80.95%
		4040	177	1	75	0	3	0	0	0	98	99.44%
		4041	24	8	5	0	0	0	0	0	11	66.67%
4042		72	1	1	0	0	0	0	0	70	98.61%	
4043		39	3	0	0	0	0	0	0	36	92.31%	
4044		48	2	6	0	3	0	0	0	37	95.83%	
4045		18	0	0	0	0	0	0	6	12	100.00%	
4046		2	1	0	0	0	0	0	0	1	50.00%	
4047		19	3	8	0	0	0	0	0	8	84.21%	
4048		51	2	0	0	0	0	0	0	49	96.08%	
4049	39	3	0	0	1	0	0	0	35	92.31%		
4050	28	0	0	0	0	0	0	0	28	100.00%		
4051	39	1	6	1	0	0	0	0	31	97.44%		
4053	38	1	8	0	0	0	0	0	29	97.37%		
4055	47	1	12	0	0	0	0	1	33	97.87%		
4056	9	0	8	0	0	0	0	0	1	100.00%		
4057	31	0	0	0	2	0	0	1	28	100.00%		
4058	26	0	5	0	0	0	0	1	20	100.00%		
310.03	3	3021	19	7	1	0	0	0	0	1	10	63.16%
		3022	96	63	2	0	0	0	0	31	34.38%	
		3023	41	7	1	0	0	0	1	32	82.93%	
		3029	8	0	0	0	0	0	0	8	100.00%	
		3030	24	0	2	0	0	0	0	22	100.00%	

[illegible]



310.07	2	2057	34	1	6	0	0	0	0	6	21	97.06%		\$87,344							
314.12	1	1003	31	16	5	0	0	0	0	8	2	48.39%		\$68,040							
314.20	2	2002	13	8	1	0	0	0	0	0	4	38.46%		\$174,667							
		2003	126	96	0	0	3	0	0	0	27	23.81%									
		2007	8	6	0	0	0	0	0	0	2	25.00%									
		2009	193	124	1	0	0	0	1	1	66	35.75%									
		2011	7	2	0	0	0	0	0	0	5	71.43%									
		2023	19	11	1	0	0	0	0	5	2	42.11%									
		2024	13	8	0	0	3	0	0	0	2	38.46%									
		2025	12	2	1	0	4	0	0	3	2	83.33%									
		2026	3	1	0	0	0	0	0	1	1	66.67%									
		2028	7	7	0	0	0	0	0	0	0	0.00%									
		2029	5	4	0	0	0	0	0	0	1	20.00%									

<sup>1</sup> Census Summary Table 1 Table P9

<sup>2</sup> ACS 5-yr Estimate Table DP02

<sup>3</sup> ACS 5-yr Estimate Table B16001

## Appendix A - Demographic Characteristics For Community Impacts Study Area (2017 Census Data)

Race/Ethnicity <sup>1</sup>													Income <sup>2</sup>			Limited English Proficiency (Speak English Less Than Very Well) <sup>3</sup> Language Spoken					Persons with a Disability <sup>2</sup>											
Census Tract	Census Block Group	Census Block	Total Population*	White Alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Lantino	Minority Percentage	2021 DHHS Poverty Threshold for a Family of Four	Median Inocme	Percent Below Poverty	Total Population 5 yrs and over	Spanish	Indo-European	Asian and Pacific Islander	Other												
302.01	2	2048	52	39	0	2	0	0	0	0	11	25%		\$ 78,085.00			1674	123	0	0	0											
		1006	1801	1173	271	3	62	4	7	46	235	34%																				
307.02	4	4000	54	4	35	0	1	0	0	0	14	92%		\$ 36,625.00			780	136	0	0	0											
		4025	13	6	0	0	1	0	6	53%																						
		4026	42	5	11	0	0	0	0	26	88%																					
		4027	46	8	0	0	0	0	38	82%																						
		4028	13	1	3	0	0	0	9	92%																						
		4029	13	2	0	0	0	0	11	84%																						
		4031	12	0	0	0	0	0	12	100%																						
		4044	1	0	0	0	0	1	0	100%																						
308.01	2	2026	8	2	0	0	0	0	0	2	4	75%		\$ 65,066.00			2320	74	0	0	0											
		2036	7	1	0	1	0	0	5	85%																						
		2040	15	7	0	0	0	0	1	7	53%																					
308.02	1	1027	1	0	0	0	0	0	0	1	0	100%		\$ 38,203.00			1879	308	0	0	0											
		1028	18	0	5	0	0	0	0	13	100%																					
		1031	28	2	0	0	0	0	26	92%																						
		1032	7	0	0	0	0	0	7	100%																						
		1047	25	5	0	0	0	0	20	80%																						
		1048	30	0	2	0	11	0	17	100%																						
		1050	4	0	0	0	0	0	4	100%																						
		1052	39	8	0	0	0	1	30	79%																						
		1056	26	2	0	0	0	0	24	92%																						
		1058	45	9	0	0	0	0	36	80%																						
		1059	34	4	0	0	0	0	30	88%																						
		1062	48	9	6	0	0	0	32	81%																						
		1066	45	4	0	0	0	0	41	91%																						
		1067	149	21	6	0	0	0	2	120	85%																					
		3	3028	181	47	7	0	0	0	1	126	74%	\$ 44,709.00												2098	501	12	21	0			
			1027	182	19	69	0	2	8	3	2	79																			89%	
			1	1028	13	0	5	0	0	0	0	0	8										100%	\$ 32,448.00			2462	567	4	0	0	
	1030			10	4	6	0	0	0	0	0	6	60%																			
1032	14			1	5	0	0	0	2	6	92%																					
1033	21			2	9	0	0	0	2	8	90%																					
1034	124			22	24	1	0	0	0	77	82%																					
1035	29			0	7	0	0	0	2	20	100%																					
1036	18			4	12	2	0	0	0	0	77%																					
1037	39			8	23	0	0	0	0	8	79%																					
1042	2			0	1	0	0	0	0	1	100%																					
1043	28			0	23	0	0	0	2	3	100%																					
1044	113			16	9	0	0	0	1	87	85%																					
1045	40			6	0	0	0	0	0	34	85%																					
1046	13			0	8	0	0	0	0	5	100%																					
1047	21			4	1	0	0	0	0	16	80%																					
1048	26			2	3	0	0	1	0	1	19	92%																				
1049	19			0	3	0	0	0	0	16	100%																					
1050	1			0	1	0	0	0	0	0	100%																					
1051	54			9	7	0	0	0	1	37	83%																					
1052	23			2	1	0	1	0	1	18	91%																					
1053	17			1	5	0	0	0	0	11	94%																					
1055	28			4	16	0	0	0	0	5	85%																					
1056	38			5	13	0	0	0	0	20	86%																					
1060	13			0	7	0	0	0	0	6	100%																					
1061	3			0	3	0	0	0	0	0	100%																					
1065	24			1	10	0	0	0	0	13	95%																					
1066	11			0	3	0	0	0	0	8	100%																					
1067	20			2	6	0	0	0	0	12	90%																					
				2000	6	0	0	0	0	0	0	6	100%																			
				2005	3	0	0	0	0	0	0	3	100%																			
			2007	14	2	0	0	0	0	0	12	85%																				
			2009	13	3	0	0	0	0	0	10	76%																				
			2010	5	2	0	0	0	0	3	60%																					
			2011	9	0	0	0	0	0	9	100%																					
		2012	30	0	0	0	0	0	30	100%																						
2013	30	3	0	0	0	0	0	27	90%																							

309	2	2014	4	1	0	0	0	0	0	0	3	75%	\$ 26,500.00	NA		544	90	15	0	0		
		2015	2	0	0	0	0	0	0	0	2	100%										
		2017	40	6	14	0	0	0	0	0	20	85%										
		2018	15	0	0	0	0	0	0	0	15	100%										
		2019	24	0	0	0	0	0	0	0	24	100%										
		2020	25	0	0	0	0	0	0	0	25	100%										
		2021	24	5	3	0	0	0	0	0	16	79%										
		2022	25	2	0	0	0	0	0	0	23	92%										
		2023	10	0	0	0	0	0	0	0	10	100%										
		2024	18	4	0	0	0	0	0	0	14	77%										
		2025	37	3	6	0	4	0	0	1	23	91%										
		2026	24	6	0	0	0	0	0	0	18	75%										
		2027	4	0	0	0	0	0	0	0	4	100%										
		2028	65	8	5	0	0	0	0	0	52	87%										
		2029	7	0	6	0	0	0	0	1	0	100%										
		2030	21	0	0	0	0	0	0	0	21	100%										
		2031	30	11	2	0	0	0	0	0	17	63%										
		2032	6	0	0	0	0	0	0	0	6	100%										
		2033	5	2	3	0	0	0	0	0	0	60%										
		2034	38	10	2	0	0	0	0	0	26	73%										
		2035	22	2	5	0	0	0	0	0	15	90%										
		2036	58	7	0	0	0	0	0	0	51	87%										
		2037	51	0	0	3	0	0	0	0	48	100%										
		2038	8	0	0	0	0	0	0	1	7	100%										
		2039	40	17	12	0	0	0	0	0	11	57%										
		2041	179	33	8	0	2	0	0	1	135	81%										
		2042	50	14	1	0	0	0	0	1	34	72%										
		2044	1	0	0	0	0	0	0	0	1	100%										
		2045	18	0	0	0	0	0	0	0	18	100%										
		2046	70	0	13	0	0	0	0	0	57	100%										
		2047	30	4	6	0	0	0	0	1	19	86%										
		2049	33	5	0	0	0	0	0	0	28	84%										
		2051	1	0	0	0	0	0	0	0	1	100%										
		2052	51	5	21	0	0	0	0	0	25	90%										
	3	3000	314	42	0	3	1	0	0	1	267	86%	\$ 27,500.00			3175	985	0	0	0		
		3024	34	1	0	0	0	0	0	0	33	97%										
		3025	38	9	0	0	0	0	0	0	29	76%										
		3027	41	1	0	0	0	0	0	0	40	97%										
		3029	26	9	0	0	0	0	0	0	17	65%										
		3030	34	5	0	0	0	0	0	0	29	85%										
		3038	4	0	0	0	0	0	0	0	4	100%										
		3060	6	2	0	0	0	0	0	0	4	66%										
		3072	8	0	0	0	0	0	0	0	8	100%										
		3073	366	17	0	0	2	0	0	1	346	95%										
		3074	194	28	2	0	0	0	0	0	164	85%										
		3075	53	0	0	0	0	0	0	0	53	100%										
	4	4007	741	65	278	3	0	0	0	7	388	91%	\$ 45,708.00			2088	448	0	0	0		
		4008	50	5	4	0	0	0	0	4	37	90%										
		4009	207	6	90	1	4	0	0	8	98	97%										
		4011	86	5	39	0	0	0	0	3	39	94%										
		4015	80	15	25	0	0	0	0	0	40	81%										
		4016	27	1	6	0	0	0	0	0	20	96%										
		4018	28	1	3	0	0	0	0	0	24	96%										
		4019	13	2	0	0	0	0	0	0	11	84%										
		4020	41	1	0	0	0	0	0	0	40	97%										
		4021	11	1	1	0	0	0	1	0	8	90%										
		4024	18	3	3	0	0	0	0	0	12	83%										
		4025	24	2	13	0	0	0	0	0	9	91%										
		4026	28	2	5	0	0	0	0	0	21	92%										
		4027	51	0	28	0	0	0	0	2	21	100%										
		4029	50	0	16	0	0	0	0	0	34	100%										
		4030	36	0	5	0	1	0	0	2	28	100%										
		4031	9	2	7	0	0	0	0	0	0	77%										
		4032	46	1	7	0	0	0	0	0	38	97%										
		4033	62	2	38	0	0	0	0	0	22	96%										
		4034	32	0	17	0	0	0	0	0	15	100%										
		4036	57	21	0	0	0	0	0	1	35	63%										
		4038	68	20	0	0	0	0	0	3	45	70%										
		4039	60	14	0	0	0	0	0	0	46	76%										
		5000	44	4	8	0	0	0	0	0	32	90%										
5001		25	5	9	0	0	0	0	0	11	80%											
5002		39	5	7	0	0	0	0	0	27	87%											
5003		50	1	6	0	0	0	0	0	43	98%											



2017 ACS LEP Households

Census Tract	Block Group	Total Population	Minority Population	Percent Minority Population	LEPP Households	Percent LEPP Household	Household Income	Total Households
302.01	2	1415	47	3.3216	20	4.14%	84583	483
306.01	1	4811	1056	21.9497	57	3.07%	78200	1860
307.02	4	770	281	36.4935	20	6.39%	35313	313
308.01	2	2794	531	18.9334	0	0.00%	68300	1148
308.02	1	1340	307	22.9104	99	25.13%	39886	394
308.02	3	2989	454	15.189	171	15.45%	51631	1107
309.00	1	2349	597	25.4151	122	21.11%	0	578
309.00	2	773	43	5.5627	64	22.15%	0	289
309.00	3	3225	416	12.8992	227	17.12%	28684	1326
309.00	4	1765	803	45.4958	16	3.24%	43438	494
309.00	5	2006	91	4.5364	103	34.11%	43553	302
310.01	2	2395	225	9.4363	42	5.28%	80000	796
310.03	1	3790	1008	26.5963	29	2.24%	80371	1297
314.05	3	6451	2410	37.3585	52	3.06%	185625	1702
314.06	3	3517	866	24.6233	0	0.00%	75519	1456
314.07	3	979	17	1.7365	0	0.00%	104800	348



# Form Community Impacts Assessment Technical Report

**Project Name:** Spur 399 Extension - US 75 to US 380

**Control Section Job Number (CSJ):** 0364-04-051, 0047-05-028, 0047-10-002

**Report Date:** 01/18/2022

**District:** Dallas

**County(ies):** Collin

**Let Date:** 2026

**Project Classification:** Environmental Impact Statement

**Report Version** V3

**Draft** ☐

**Revised** ☐

**Final** ☒

Please refer to the italicized instructions throughout this form, for guidance in determining which section should be completed. More detailed information on filling out this form is available in the Community Impacts Assessment Technical Report Instructions document in the CIA Toolkit. Additional guidance can be found in the Environmental Handbook - Community Impacts, Environmental Justice, Limited English Proficiency and Title VI and Frequently Asked Questions page in the [Community Impacts Assessment Toolkit](#) available on TxDOT.gov. For further assistance in developing this report or to discuss review comments on previous analyses, please contact the Environmental Affairs Division (ENV).

## A. Applicable Projects

**Would the proposed project involve ANY of the following conditions?**

- Displacements of any kind
- Permanent increase in travel times to community facilities, businesses, or homes (except for projects that construct a new or extend an existing raised median or median barrier – see question below)
- Permanent elimination of driveway connections to/from community facilities, businesses, or homes
- Permanent impediment to use of non-automobile modes of travel
- Construction of a highway on new location
- Creation of a new bypass or reliever route
- Upgrading a non-freeway facility to a freeway facility
- Adding toll lanes

☒ **Yes** *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**. Do not answer the remaining questions in this **Section A**.*

☐ **No** *Proceed to the following question*



**Would the proposed project involve ANY of the following conditions?**

- Expansion of the roadway pavement by the width of one vehicle lane or more
  - Creation of a new grade separation
  - Construction of a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover
- ☒ Yes *Proceed to the following question*
- ☐ No *Completion of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B.**) Do not answer the remaining questions in this **Section A.***

**Are all of the following statements correct (to the extent they are applicable to the specific project)?**

- For a project that involves expansion of a roadway by the width of one vehicle lane or more, the expansion is limited to an area that is rural or undeveloped.
  - For a project that creates a new grade separation, the grade separation is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway), and is not a multi-level interchange.
  - For a project that constructs a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover, the new or extended raised median or median barrier will not change access to any driveways or cross streets.
- ☐ Yes *Provide a brief summary of why there would not be any community impacts in the text box below. This will conclude the analysis and completion of the remainder of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B.**)*
- ☒ No *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B.***

<Insert Text Here>



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## B. Community Study Area

Please answer all of the following questions in full sentences and proceed to **Section C**.

1. **Describe the overall objective of the improvements (e.g., to reduce congestion at an intersection, to improve operational efficiency, etc.).**

The purpose of the proposed action is to improve north-south mobility and connectivity for travelers from northern and eastern Collin County to destinations south of McKinney and within the Dallas metroplex. The proposed improvements are needed because of reduced mobility and connectivity due to a deficient arterial roadway network and lack of regionally significant arterials to address the demands population growth (current and forecasted) has placed on the existing transportation system.

2. **Describe the boundaries of the community study area and the reasoning behind why these boundaries were selected for this analysis. State the county, distance to major city, and nearby major roadways for the community that may be impacted. Attach a map showing the community study area as well as the locations of all community facilities within the study area (e.g., schools, places of worship, health care facilities, recreation centers, social services, libraries, emergency services, etc.).**

The community study area (CIA Study Area) boundaries were defined using 2010 census blocks that encompass the Purple and Orange Alternatives under consideration in southeast McKinney, central Collin County. This methodology was used because the geographic boundaries of the 2010 census block groups that encompass the proposed project are too large for the scale of the project. Blocks were used to capture the racial makeup of the populations that directly surround and would potentially be affected by the proposed project. Block group data was used as it is the smallest geographical unit for which the US Census Bureau publishes tabulated data, such as household income. The CIA Study Area and community facilities are depicted on Figure 3, Appendix B and listed in the following table.

3. **Describe the current land use patterns within the community study area (e.g., scattered rural development and agricultural use, planned suburban residential development, high-density urban development, mixed use, etc.).**

The western portion of the CIA Study Area is dominated by residential, commercial, and industrial developments. Most commercial uses, including institutional developments (e.g., hospital), are associated with the US 75/SH 5/Sam Rayburn Tollway (SH 121) and existing Spur 399 corridors. Residential developments, including multi-family, single-family, and manufactured home communities, extend east of the US 75/SH 5 corridors transitioning to parklands and open parcels then to light industrial uses west of Airport Drive near the center of the CIA Study Area. The McKinney National Airport (Airport) is adjacent to and east of Airport Drive. Lands north and east of the Airport are dominated by large open fields, undeveloped wooded tracts, and scattered residences. Land north of the Airport and adjacent to US 380 is reserved by the City of McKinney for future park use. A City of McKinney Landfill and former quarry is in the far northeast corner of the CIA Study Area. Lands south of the Airport are primarily open and undeveloped with scattered residences, a second North Texas Municipal Water District (NTMWD)/City of McKinney Landfill, and parklands owned by the Heard Museum (private), City of McKinney, and the Town of Fairview.



**4. List and describe the community facilities within the community study area in the table below and show these facilities on an attached map.**

#	Name of Facility	Type of Facility	Public or Private	Serves a Specific Population	Adjacent to the Project?	Additional Details/Comments
1	Meridian Park and Pool	Park	Private		Yes	Common alignment. Residential park.
2	The Ivy	Seniors Community	Private	Senior Citizens	Yes	Common alignment
3	McKinney Fire Station 6	Fire Station	Public		Yes	Common alignment. City of McKinney Fire Dept.
4	Church of God a Worldwide Association	Place of Worship	Private		Yes	Common alignment
5	Medical City McKinney	Medical	Private		Yes	Common alignment
6	Medical City McKinney ER	Medical	Private		Yes	Common alignment. Emergency services.
7	Grand Reserve A Seniors Community	Seniors Community	Private	Senior Citizens	Yes	Common alignment
8	McKinney Healthcare and Rehabilitation	Medical	Private		Yes	Common alignment
9	Grand Texan A Seniors Community	Seniors Community	Private	Senior Citizens	Yes	Common alignment
10	Harbor Chase	Senior Care	Private	Senior Citizens	Yes	Common alignment – assisted living and memory care.
11	Grand Brook Memory Care	Senior Care	Private	Senior Citizens	Yes	Common alignment
12	Collin County Community College	Education	Public		Yes	Common alignment
14	McKinney National Airport	Airport	Public		Yes	Purple Alignment
15	McKinney Fire Station 4	Fire Station	Public		Yes	Purple Alignment, City of McKinney Fire Dept.
16	New Jerusalem Baptist Church	Place of Worship	Private		Yes	Purple Alignment
17	Mouzon Fields at Old Settler's Park	Recreation	Public		Yes	Purple Alignment. City of McKinney park.
18	Church of the Holy Family	Place of Worship	Private		Yes	Purple Alignment
19	Wattley Park	Park	Public		Yes	Purple Alignment. City of McKinney park.



# Community Impact Assessment Technical Report

#	Name of Facility	Type of Facility	Public or Private	Serves a Specific Population	Adjacent to the Project?	Additional Details/Comments
20	Fairview Soccer Park	Recreation	Private	Children	Yes	Orange Alignment
21	Salon del Reino de los Testigos de Jehova	Place of Worship	Private	Spanish Speakers	Yes	Orange Alignment. Appendix C, Photograph 28.
22	Ministerios Bethania McKinney	Place of Worship	Private	Spanish Speakers	No	Appendix C, Photograph 29.
23	City Church McKinney	Place of Worship	Private		No	
24	Pecan Grove Cemetery	Cemetery	Private		No	
25	Templo De Alabanza Even-Ezer	Place of Worship	Private	Spanish Speakers	No	Appendix C, Photograph 30.
26	Sunrise Learning Center	Education	Private	Children	No	
27	First Korean United Methodist Church	Place of Worship	Private	Korean Speakers	No	Appendix C, Photograph 31.
28	McKinney Medical Office Park	Medical	Private		No	
29	Tabernacle of Praise	Place of Worship	Private		No	
30	Greater Hope Holiness Church	Place of Worship	Private		No	
31	Centra Cristiano Vida Abundante A.G.	Place of Worship	Private	Spanish Speakers	No	Appendix C, Photograph 32.
32	Fitzhugh Park	Park	Public		No	City of McKinney park
33	City Church Youth Outreach	Place of Worship	Private	Children and At-Risk Families	No	
34	Good Hope Baptist Church	Place of Worship	Private		No	
35	Shiloh Church of God in Christ	Place of Worship	Private		No	
36	Mount Pilgrim Baptist Church	Place of Worship	Private		No	
37	J.W. Webb Elementary School	Education	Public	Children	No	Approx. 0.4 mile west of the Purple Alignment.
38	Old Settlers Park	Park	Public		No	City of McKinney park
39	McKinney ISD Building	Education	Public	Children	No	



## Community Impact Assessment Technical Report

#	Name of Facility	Type of Facility	Public or Private	Serves a Specific Population	Adjacent to the Project?	Additional Details/Comments
40	Lively Hill COGIC	Place of Worship	Private		No	
41	Holy Family School	Place of Worship	Private		No	Shares campus with Community Garden Kitchen
42	Community Garden Kitchen	Community	Private	Low-income	No	
43	Church of Christ	Place of Worship	Private		No	
44	First Church Pinnacle of Praise	Place of Worship	Private		No	
45	Unique Deliverance Tabernacle C.O.G.I.C.	Place of Worship	Private		No	
46	Bethlehem Christian Church	Place of Worship	Private		No	
47	McKinney Fellowship	Place of Worship	Private		No	
48	North Park Health & Rehabilitation Center	Senior Care	Private	Senior Citizens	No	
49	Golden Grace	Place of Worship	Private		No	
50	MISD Community Event Center & McKinney ISD Stadium	Community & Recreation	Public	Children	No	
51	Village Creek of El Dorado HOA Trail	Park	Private	Village Creek of Eldorado Residents	No	
52	Village Creek of El Dorado HOA Pond and Trails	Park	Private	Village Creek of Eldorado Residents	No	

## C. Demographics

Attach tables to this Community Impact Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, income, employment, disability, and age data for the community study area. Include other demographic data as appropriate. A template demographics table is provided as Appendix A to this form. Following completion of this section, proceed to Section D.

### 1. What data sources were used?

- ☒ U.S. Census Bureau
- ☒ American Community Survey (ACS)
- ☐ Texas Demographics Center
- ☐ Texas Education Agency – “Texas Academic Performance Reports”
- ☒ Site Visit – The Date of Site Visit: 5/24/2021-5/27/2021
- ☒ Current and/or historic aerial photographs
- ☐ Other

### 2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45- percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances.

Block level data is not available for 2015-2019 ACS 5-year estimates; therefore, 2013-2017 ACS 5-year estimates were used for the block level data analysis in this section. 2015-2019 ACS 5-year estimates block group data is used, where appropriate, prior to the release of the 2020 Census detailed tables anticipated in March 2023.

The build alternatives (Purple and Orange) are described under most sections of this CIA as composed of: (1) the Common Alignment – which extends from the existing Spur 399/US 75/SH 5/SH 121 interchange along existing SH 5 to a point south of FM 546 where the new location alignment begins and continues easterly to approximately 500 feet west of Couch Drive; (2) the Purple Alignment – which begins at the eastern end of the Common Alignment and extends on new location roughly northward and along the current Airport Drive alignment to connect to US 380 east of the existing Airport Drive/US 380 intersection; and (3) the Orange Alignment which also begins at the eastern end of the Common Alignment and extends on new location roughly southeasterly around the south end of the Airport, then makes a wide turn to the north and extends roughly parallel to the alignment of the airport runway and Airport Drive, to connect to US 380 just east of the existing intersection of FM 1827 and US 380. See Appendix B, Figure 1.

According to the **2013-2017 ACS 5-year estimates**, approximately 81 percent, or a total of 160 census blocks out of 197 populated census blocks, have populations ranging from 50 percent to 100 percent minority (see Appendix B, Figure 4). Relevant to the Purple Alignment,



minority census blocks are concentrated in the areas west and north of the Common Alignment, between SH 5 and Airport Drive, and north of FM 546.

Relevant to the Orange Alignment, census block 2020 (BG 2, CT 310.01) south of US 380 has a minority population of approximately 80 percent (total population of five persons) and census block 3060 (BG 3, CT 309) has a minority population of approximately 66 percent (total population of six persons). Eight of the 16 block groups that encompass the CIA Study Area are 50 percent or greater minority ranging from 50 percent to 94 percent (see Appendix A).

Approximately 69 percent of the minority populations in the 155 populated census blocks are Hispanic, approximately 16 percent are Black, and less than one percent are Indian, Asian, Hawaiian, Other, or Two or More races.

Presented below is **2019 ACS block group level data** shown as a percentage of minority population. As stated previously, not all categories of detailed 2019 ACS population information at the block and block group levels are available. All 16 block groups that encompass the CIA Study Area show the presence of minority persons ranging from approximately 2 percent to approximately 45 percent of the total population.

BG 2 in CT 302.01, there are 47 minority persons representing approximately 3 percent of the total population (1,415).

BG 1, CT 306.01, there are 1,056 minority persons representing approximately 22 percent of the total population (4,811).

BG 4 in CT 307.02, there are 281 minority persons representing approximately 37 percent of the total population (770).

BG 2 in CT 308.01, there are 537 minority persons representing approximately 19 percent of the total population (2,794).

BG 1 in CT 308.02, there are 307 minority persons representing approximately 23 percent of the total population (1,340).

BG 3, CT 308.02, there are 454 minority persons representing approximately 15 percent of the total population (2,989).

BG 1, CT 309, there are 597 minority persons representing approximately 25 percent of the total population (2,349).

BG 2, CT 309, there are 43 minority persons representing approximately 6 percent of the total population (773).

BG 3, CT 309, there are 416 minority persons representing approximately 13 percent of the total population (3,225).

BG 4, CT 309, there are 803 minority persons representing approximately 46 percent of the total population (1,765).

BG 5, CT 309, there are 91 minority persons representing approximately 5 percent of the total population (2,006).

BG 2, 310.01, there are 225 minority persons representing approximately 9 percent of the total population (2,395).

BG 1, 310.03, there are 1,008 minority persons representing approximately 27 percent of the total population (3,790).

BG 3, CT 314.05, there are 2,410 minority persons representing approximately 37 percent of

the total population (6,451).

BG 3, 314.06, there are 866 minority persons representing approximately 25 percent of the total population (3,517).

BG 3, 314.07, there are 17 minority persons representing approximately 2 percent of the total population (979).

**3. What is the current U.S. Department of Health and Human Services (DHHS) poverty level for a family of four, and what year is this based on?**

The 2022 DHHS poverty level is \$27,750

**4. How many of the census geographies show a median household income below the DHHS poverty level? What are the median incomes of each those census geographies? If there are more than four block groups in the study area, list the range of incomes (e.g., Median income in the study area ranges from \$32,415 to \$47,651). Median household income should be evaluated at the block group level if available.**

According to 2019 ACS data, no census geographies in the CIA Study Area show a median household income below the DHHS 2022 poverty level (\$27,750). Median income for a family of four in the CIA Study Area ranges from \$28,684 to \$185,625.

**5. Do any of the census geographies show the presence of persons who speak English "less than very well"? Which languages are spoken by those with limited English proficiency? Language spoken should be evaluated at the block group level if available.**

Presented below is **2017 ACS block group level data** for persons who speak English "less than very well".

14 of the 16 block groups that encompass the CIA Study Area show the presence of persons who have limited English proficiency (LEP) ranging from 17 percent to 33 percent. Approximately 27 percent (3,563 persons) of the total population within the CIA Study Area (total population of 13,367 persons) speaks English "less than very well." The majority of LEP persons speak Spanish (approximately 14 percent); less than one percent of LEP persons speak other Indo-European languages, Asian and Pacific Island languages, or Other languages.

BG 2 in CT 302.01, approximately 7 percent of the population (total population of 1,516 persons) speaks English "less than very well". All LEP persons speak Spanish (100 percent).

BG 1, CT 306.01, approximately 6 percent of the total population (total population of 3,637) speak English "less than very well". The majority of LEP persons speak Spanish (three percent); 2 percent speak Asian and Pacific Island languages; 1 percent speaks Other languages; less than 1 percent of LEP persons speak other Indo-European languages.

BG 4 in CT 307.02, approximately 17 percent of the population (total population of 915 persons) speaks English "less than very well." All LEP persons speak Spanish (100 percent).

BG 2 in CT 308.01, approximately 3 percent of the population (total population of 2,251 persons) speaks English "less than very well." All LEP persons speak Spanish (100%).

BG 1 in CT 308.02, approximately 20 percent of the population (total population of 1,374 persons) speaks English "less than very well." All LEP persons speak Spanish (100 percent).





BG 3 in CT 309, approximately 31 percent of the population (total population of 2,570 persons) speaks English "less than very well." All LEP persons speak Spanish (100 percent).

BG 3 in CT 308.02, approximately 25 percent of the population (total population of 2,486 persons) speaks English "less than very well." All LEP persons speak Spanish (100 percent).

BG 1 in CT 309, approximately 25 percent of the population (total population of 2,355 persons) speaks English "less than very well." All LEP persons speak Spanish (100 percent).

BG 2 in CT 309 approximately 19 percent of the population (total population of 1,164 persons) speaks English "less than very well". All LEP persons speak Spanish (100 percent).

BG 4 in CT 309 approximately 21 percent of the population (total population of 1,909 persons) speaks English "less than very well". All LEP persons speak Spanish (100 percent).

BG 5 in CT 309 approximately 33 percent of the population (total population of 884 persons) speaks English "less than very well". All LEP persons speak Spanish (100 percent).

BG 2 in CT 310.01, approximately 5 percent of the population (total population of 2,395 persons) speaks English "less than very well." All LEP persons speak Spanish (100%).

BG 1 in CT 310.03, approximately 9 percent of the population (total population of 2,364 persons) speaks English "less than very well." The majority of LEP persons speak Spanish (six percent) and three percent speak Asian and Pacific Island languages.

BG 3 in CT 314.05, approximately 9 percent of the population (total population of 2,761 persons) speaks English "less than very well." Eight percent LEP persons speak Asian and Pacific Island languages; 1 percent LEP persons speak Spanish; less than 1 percent of LEP persons speak other Indo-European languages.

Presented below is **2019 ACS block group level data** shown as a percentage of LEP households. 13 of the 16 block groups that encompass the CIA Study Area show the presence of LEP persons ranging from 2 percent to 34 percent of total households.

BG 2 in CT 302.01, there are 20 LEP households representing approximately 4 percent of total households (483).

BG 1, CT 306.01, there are 57 LEP households representing approximately 3 percent of total households (1,860).

BG 4 in CT 307.02, there are 20 LEP households representing approximately 6 percent of total households (313).

BG 2 in CT 308.01, there are 20 LEP households representing approximately 6 percent of total households (313).

BG 1 in CT 308.02, there are 99 LEP households representing approximately 25 percent of total households (394).

BG 3 in CT 308.02, there are 171 LEP households representing approximately 15 percent of total households (1,107).

BG 1 in CT 309, there are 122 LEP households representing approximately 21 percent of total households (578).

BG 2 in CT 309, there are 64 LEP households representing approximately 22 percent of total households (289).

BG 3 in CT 309, there are 227 LEP households representing approximately 17 percent of total households (1,326).

BG 4 in CT 309, there are 16 LEP households representing approximately 3 percent of total households (494).

BG 5 in CT 309, there are 103 LEP households representing approximately 34 percent of total households (302).

BG 2 in CT 310.01, there are 42 LEP households representing approximately 5 percent of total households (796).

BG 1 in CT 310.03, there are 29 LEP households representing approximately 2 percent of total households (1,297).

BG 3 in CT 314.05, there are 52 LEP households representing approximately 3 percent of total households (1,702).

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## **D. Site Visit**

*Following completion of this section, proceed to **Section E**.*

- 1. Was a site visit conducted? If so, indicate when the site visit was conducted, attach documentation (including notes and photographs) from the field visit, and complete the rest of Section D. A site visit should be conducted for most projects. If not, explain why site visit was not conducted.**

A site visit was conducted from May 24, 2021, to May 27, 2021. A photographic log of the site visit is in Appendix C and information obtained from the site visit is provided in the rest of this section. Appendix B, Figure 3 indicates the community facilities.

- 2. Were there signs observed in languages other than English? Describe the language(s) observed as well as the frequency and general location of signs in other languages (e.g., throughout the community study area, concentrated in a particular vicinity, etc.).**

Signs in languages other than English were observed within the CIA Study Area (see Appendix B, Figure 3).

Purple Alignment - Signs in Spanish were observed and concentrated in the area west of the alignment, primarily associated with places of worship and businesses. A Vietnamese language sign was observed north of the northern terminus of the Purple Alignment associated with the Thượng Hạnh Buddhist Monastery (place of worship).

Orange Alignment - Approximately 10 Spanish language signs were observed during the site visit, one east of and adjacent to the alignment associated with the Kingdom Hall of Jehovah's Witnesses/Salon del Reino de los Testigos de Jehova.

Common Alignment - Korean language signs were observed primarily near the southern terminus of the Common Alignment in front of and on buildings within a cluster of places of worship (Good Seed United Methodist Church/First Korean United Methodist Church).

- 3. Were there places of worship, businesses, services, or other community facilities that target or primarily serve specific minority groups?**

Several community facilities that target or primarily serve specific minority groups were observed within the CIA Study Area and correspond to the facilities previously described. These facilities largely correspond with those in areas where non-English signage was observed, as described in Question 2 of this section. Businesses and places of worship that appear to target and primarily serve minority groups are located mainly west of the Purple Alignment, with others serving the general population dispersed across the CIA Study Area. No other services or community facilities that target or primarily serve specific minority groups were observed in the CIA Study Area.

Purple Alignment - observed places of worship include Ministerios Bethania McKinney (Appendix C, Photograph 29), Templo De Alabanza Eben-Ezer (Appendix C, Photograph 30), Centra Cristiano Vida Abundante A.G. (Appendix C, Photograph 32), and First Korean United Methodist Church (Appendix C, Photograph 31). The area near Templo De Alabanza Eben-Ezer, in the western portion of CIA Study Area, has the highest concentration of Spanish signage. Businesses included Anchondo Appliances and Tacos los Chanos.

Orange Alignment - observed places of worship include Kingdom Hall of Jehovah's Witnesses/Salon del Reino de los Testigos de Jehova was observed to the east of the Orange Alignment at the intersection FM 546 and CR 722 (Appendix C, Photograph 28). The Kingdom Hall displayed signs in English and Spanish. No businesses that target or primarily serve specific minority groups were observed during the site visit adjacent to the Orange Alignment.

**4. Were there observable signs of persons with disabilities, such as ramps on homes or public transportation vehicles, or stops specifically designed for persons with disabilities?**

Signs indicating accommodations for persons with disabilities (e.g., parking) and ADA-compliant ramps were observed at facilities throughout the CIA Study Area (such as places of worship, schools, etc.). One recreational facility, Meridian Park and Pool, had an accessibility lift for disabled persons. Multiple single-family residences were observed with accessibility ramps and one multi-family residential complex, located at 905 Throckmorton Place, was observed to have accessibility ramps for multiple housing units. All of these facilities are west of the Purple Alignment.

**5. Were there signs of other vulnerable populations (including children and elderly persons), such as the presence of daycares, elementary schools, or assisted living facilities?**

Two schools associated with McKinney Independent School District (ISD) are within the CIA Study Area - Webb Elementary School, located approximately 0.4 mile west of the northern portion of the Purple Alignment; and Finch Elementary School, located approximately 0.6 mile north of the northern end of the Common Alignment. One private preschool, the Holy Family School, and one private daycare, Sunrise Learning Center, are west of the Purple Alignment. These public schools, private schools, and daycares serve children within the CIA Study Area. There are no public or private schools or daycares located east of the Purple Alignment, or in proximity to the Orange Alignment within the CIA Study Area.

Several facilities serve elderly persons - McKinney Senior Recreation Center (City of McKinney) is approximately 0.7 mile north of the Common Alignment. Three senior living communities (Grand Texan, Grand Reserve, and Villagio of McKinney) are near the southern terminus of the Common Alignment. Additionally, two assisted living facilities (Harbor Chase Assisted Living and Memory Care and Grand Brook Memory Care) serve the elderly and disabled are near the southern terminus of the Common Alignment.

**6. Were there signs of low-income populations or neighborhoods, such as government-subsidized housing, homes in disrepair, and low-cost health care facilities?**

Homes appearing in disrepair or in need of maintenance were the primary possible signs of low-income populations or neighborhoods observed within the CIA Study Area. Low-income populations appeared to be concentrated in areas adjacent to and west of the Purple Alignment. This area is composed primarily of single-family residences and most homes in this area appeared to be potentially low-income. However, a small number of infill lots with more recently constructed, larger, homes were interspersed throughout this neighborhood. One multi-family housing complex (Woodside Village Apartments) located in the southern portion of this neighborhood, appears to accommodate low-income residents.

Another concentration of single-family residences that exhibited signs of low-income populations is adjacent (west) of the southern portion of the Purple Alignment (directly west of the Airport), and includes a single residential street with approximately 70-80 single-family homes, located within a larger commercial-dominated area.

Two small, isolated clusters of housing units (single-family and manufactured homes) that showed signs of potential low-income populations were observed adjacent to the southern and eastern portions of the Orange Alignment along Old Mill Road and County Road (CR) 722/Enloe Road within the more rural portion of the CIA Study Area.

Three manufactured housing communities (MHCs) were observed within the CIA Study Area and exhibit signs of potential low-income populations. High Point MHC is just east of the Common Alignment, and Bramblewood MHC is adjacent to the Purple Alignment and directly west of the Airport. Southward Mobile Home Park is north of the intersection of SH 5 and FM 546 near the western boundary of the CIA Study Area and away from the Purple and Common Alignments.

**7. Were there signs of other modes of transportation, such as bus stops, train stations, or designated bicycle lanes or bicycle lane signage? Did you observe cyclists in the area? Are there sidewalks or trails? Did you observe "goat paths" or dirt pathways adjacent to the proposed facility? If any of these signs are present, please describe their location and extent and show on a map, if necessary.**

Buses associated with McKinney Independent School District (ISD) run throughout the western portion of the CIA Study Area. Additional route information can be found at the following: <https://www.mckinneyisd.net/transportation/>. No school or transit buses were seen operating in the CIA Study Area during the Site Visit. Collin County Transit provides transit service for residents 65 years of age or over, individuals with disabilities, and low-income individuals in the area through door-to-door service. There are no other public transit services or infrastructure within the CIA Study Area.

McKinney National Airport is located in the approximate center of the CIA Study Area, adjacent (east) to the Purple Alignment. The Airport is a general aviation reliever airport that serves business and personal aviation transportation. The Airport supports civilian aviation activity, no commercial or military aviation operations.

One freight railroad line, Dallas Area Rapid Transit (DART), traverses the CIA Study Area east of SH 5.

Signs identifying "Bicycle Boulevard" were observed along Wilcox Street (north-south) and along Anthony Street and Greenville Road. These signs indicate use of the street is shared by bicycles and vehicles, but separate "bike lanes" were not designated on the streets in the CIA Study Area. The majority of the "Bicycle Boulevards" are west of SH 5 and extend outside of

the CIA Study Area. No bicyclists were observed during the site visit.

No “goat paths” or dirt pathways were observed adjacent to the proposed facility during the site visit.

**8. Based on the observations made during the site visit and the data provided in Sections B and C, summarize the general character of the community study area. Consider the present condition as well as the overall development trends within the community study area.**

The CIA Study Area is on the suburban fringe of development occurring in the Dallas-Fort Worth Metroplex on the southeastern city limits of McKinney. While the northern and eastern portions of the community are generally rural with land uses dedicated to farming, agriculture, and scattered large-lot single-family residential development encompassing the Orange Alignment in unincorporated Collin County, the western portion of the CIA Study Area is dominated by suburban mixed development west of the Purple Alignment, which includes downtown McKinney.

Land uses within the CIA Study Area include a mix of light industrial development such as manufacturing and warehousing/distribution (Encore Wire, Blue Mountain Equipment, Simpson Strong Tie, Amazon Delivery Station Distribution Warehouse) and fixed-base operators associated with the Airport along Airport Drive near the center, transitioning to residential, park, and open space near US 380, and scattered residential, agricultural uses, park lands, and undeveloped properties to the south and east. Encore Wire plans to expand its operations to the vacant parcels on the east side of Airport Drive across from their existing facility and north of the Airport. Encore Wire owns these parcels and currently leases them for farming. The Airport is proposing to extend the runway primarily to the north, and in the near future add a parallel runway and develop a new terminal complex east of the airfield. These improvements would close CR 722/Enloe Road. Additional commercial and light industrial development may continue in the area between Airport Drive and FM 546.

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## **E. Public Involvement**

*Following completion of this section, proceed to **Section F**.*

**1. Please describe the public involvement efforts planned or previously carried out for the proposed project.**

The City of McKinney and Collin County were engaged in the US 380 Collin County Feasibility Study (the precursor to the Spur 399 Extension EIS) in 2017-2020.

The City of McKinney, Collin County, Town of Fairview, City of Lowry Crossing, and other state and federal agencies participated in an Agency Scoping Meeting for the Spur 399 Extension EIS on December 12, 2020.

The Notice of Intent (NOI) for the Spur 399 Extension EIS was published in the Federal Register on January 11, 2021.

A public scoping meeting (virtual) for the Spur 399 Extension EIS was conducted February 23 through March 10, 2021.

An in-person and virtual public meeting sharing the 60 percent schematic design for the Purple and Orange Alternatives was conducted on October 21, 2021.

A public hearing for the Draft EIS will be conducted in the Summer 2022.

- 2. If public involvement has already occurred or is ongoing, what type of feedback has been received from the public regarding the proposed project or other community-related issues (i.e., what is the general sentiment of the public regarding the proposed project.**

Comments by local residents and officials were received during the virtual public scoping meeting conducted February 23, 2021, through March 10, 2021, and during the October 21, 2021, public meeting.

The general sentiment of the public regarding the proposed project is opposition to the Orange Alternative because it would displace seven residences, three businesses, and would bisect a family farmstead and farmland that has been in the same family ownership for more than 100 years. More comments received opposed the Orange Alternative than the Purple Alternative. Commentors that oppose the Purple Alternative were mainly from business owners along Airport Drive. that would be impacted by the project. City and county leaders favor the Orange Alternative as it is the least disruptive to existing development, would support growth and development of the community as a whole, and would provide the best traffic service in terms of capacity and addressing congestion and forecasted travel demand.

- 3. If public involvement has already occurred or is ongoing, and if feedback has been received from the public, how has this feedback been incorporated into the proposed project? Have attempts been made to address specific concerns of the public?**

Public involvement for the Spur 399 Extension is ongoing. 167 public comments were received during the virtual public scoping meeting conducted from February 23, 2021, through March 10, 2021. Comments were summarized in the *Documentation of Public Scoping Meeting* summary submitted to TxDOT in April 2021.

An in-person public meeting was conducted on October 21, 2021, and a virtual meeting was held from October 21, 2021, to November 5, 2021. Approximately 128 people attended the public meeting and a total of 97 comments were received.

Ongoing meetings are being conducted with the City of McKinney, Collin County, NTMWD, and businesses to review alignment and design details to address access, utility location/relocation concerns, right-of-way (ROW) issues, and connections to existing roadways. Feedback received from the public and stakeholders will continue to be taken into consideration as a Preferred Alternative is selected and the schematic design evolves.



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## F. Displacements

### Would the proposed project result in any displacements?

No      Proceed to **Section G**, Access and Travel Patterns.

Yes      Answer the questions in all applicable sections.

- *If residential displacements would occur, answer all questions in **Section F.a**.*
- *If commercial displacements would occur, answer all questions in **Section F.b**.*
- *If commercial displacements would occur, (such as places of worship, community centers, or schools), answer all questions in **Section F.c**.*

### 1. Residential Displacements

If residential displacements would occur, answer all the questions in this section and proceed to **Section G**.

- a. How many residences would be displaced (including those that would be impacted in a manner that would prevent them from being occupied because of loss of parking or access, etc.)? What types of residences would be displaced (e.g., single-family homes, apartments, duplexes, etc.)?**

Seven single-family residences would be directly displaced if the Orange Alternative was implemented. A single-family residence located on Old Mill Road, south of FM 546 and west of CR 317; three single-family residences clustered together on a single parcel located in the northeast quadrant of the intersection of Old Mill Road and CR 317 associated with the Doc's Plumbing property and another cluster of three single-family residences are located on FM 546, west of Almeta Lane.

The Purple Alternative does not displace any residences.

- b. Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined?**

A search of homes for sale on Zillow.com conducted on December 8, 2021, showed more than 39 homes and/or lots for sale in zip code 75069. Based on desktop review using Collin County CAD and observations from public ROW, the potential displacements were judged to be 2-3 bedroom homes and the Zillow.com search was based on similar homes of that size. The homes in the resulting search would be comparable to those being displaced, but most would be on single-family lots with no additional acreage. Houses for sale in zip code 75069 ranged in sale price from \$300,000 to \$1,000,000. The appraised value of the potentially displaced homes was not researched.

### 2. Commercial Displacements

*If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only questions i through vii should be answered below. If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** for guidance on how to further analyze economic impacts (unless there is reason to believe*



*that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section). Upon completion of this section, proceed to **Section G**.*

**a. What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?**

The western portion of the CIA Study Area contains several commercial businesses including retail shops, supermarkets, offices, restaurants, and hotels. Several light industrial businesses and the McKinney National Airport are along Airport Drive.

**b. Which businesses would be displaced (including those that are impacted in a manner that would prevent them from continuing to operate because of loss of parking, removal of access, etc.)?**

The following list of business displacements is based on the 60 percent Schematic shared with the public in October 2021.

Purple Alternative Business Displacement:

Amazon Delivery Station Distribution Warehouse. Newly constructed building at 1398 Industrial Boulevard on the southeast corner of the Airport Drive and Industrial Boulevard. The proposed ROW would bisect the building causing it to be removed. Access to the reduced-size lot could be maintained through a connection to Airport Drive serving as the freeway frontage road. An existing driveway access to the property from Industrial Boulevard would remain. The business would need to close or relocate. Because this displacement represents more than five percent of the workforce in the CIA Study Area an economic impact analysis was performed. See **Appendix B**.

Orange Alternative Business Displacements (described south to north):

1. McKinney Airport Center. New industrial construction at 2182 Country Lane in the southwest quadrant of the intersection of Harry McKillop Boulevard and Country Lane. The property would include two-buildings totaling approximately 230,000 sq. ft. (see Appendix C, Photographs 17 & 18) supporting mixed-use commercial/light-industrial uses. Construction began Summer 2020 and was completed in late 2021. As of October 2021, the buildings are complete, and the developer is seeking tenants. The proposed ROW would encroach on both buildings, requiring the development to relocate.
2. Airport Boarding Kennels. Pet boarding business located at 1971 FM 546 just west of the FM 546 and CR 722 intersection. The 1,452 sq. ft. structure would be in the proposed ROW. The business would be closed or need to relocate. The study team called the business in January 2022, the phone number is no longer in service. Websites such as Yelp.com and Womply.com indicate the business is temporarily closed.
3. Doc's Plumbing. A plumbing business operating out of an 1,842 sq ft. single-family residence located at 3487 CR 317. The business would be in the proposed ROW and would be closed or need to relocate.

**c. Are these businesses unique to the area? How far would a person have to travel to find a business offering similar services?**

The businesses are not unique to the area.

Amazon announced in early 2021 the opening of six new Dallas-Fort Worth area delivery stations, the closest in Arlington (51 miles) and Fort Worth (58 miles), and additional facilities in Mansfield and Balch Springs, will increase the efficiency of deliveries for customers (Source: *Community Impact Newspaper*, McKinney; February 4, 2021).

Plumbers – More than 20 plumbers are listed in the online version of the Yellowpages for McKinney. Eight of those listed show their location along SH 5 and US 75 between US 380 and existing Spur 399.

Pet Boarding – Three facilities have indoor/outdoor facilities to board pets in McKinney – Four Paws Resort (3 miles north of the project), Castle Creek Pet Resort & Spa (8 miles west of the project), and Rover Resort (11 miles northwest of the project).

- d. Do these businesses serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

None of the businesses serve a specific population.

- e. Have any business owners indicated that they would or would not relocate if the proposed project is implemented? (base your answer on any information that is already available, there is no need to poll business owners for the sole purpose of answering this question)**

Some of the other major businesses along Airport Drive - Encore Wire, Blue Mountain Equipment, Simpson Strong Tie, the developers of the Amazon site, the McKinney Airport Center, and the Airport - have been engaged during the study process and have provided specific input with regards to property access needs and development plans that have been taken into consideration by the project team. Meetings with the developers and business owners have been facilitated by the City of McKinney. Most of the businesses have facility expansion plans or access concerns with the Purple Alternative. Written comments/input received from these businesses are included in an attachment to Appendix B.

- f. Do customers generally access these businesses by car, mass transit, walking, or bicycling?**

For those businesses that are customer-accessible, customers access these businesses by car. Sidewalks are discontinuous along Airport Drive but parallel most of FM 546.

- g. Are there replacement properties available for relocation of the businesses? Are there parcels available of comparable size, zoning, or special access needs (e.g., adjacent to a railroad)?**

For the businesses on Airport Drive, all available properties with utility services are either occupied or leased and under construction. Other vacant properties would require utility extensions and additional investments to make them useable to support commercial and light industrial uses. Other vacant properties beyond the Airport Drive corridor and south and east of the Airport are in private ownership and may be available but would most likely require rezoning, the extension of utilities, and other infrastructure improvements (e.g., roads) to support large-scale commercial and light-industrial development.

Many of the businesses currently along Airport Drive value access to the Airport.

### 3. Other Displacements

*Other displacements could include but are not limited to places of worship, community centers, or schools. If other displacements would occur, answer all of the questions in this section and proceed to Section G.*

**a. What non-residential and non-commercial displacements would occur? Where are these facilities located?**

Two non-residential/non-commercial displacements would occur if the Purple Alignment was implemented. 1) The North Texas Municipal Water District (NTMWD) North McKinney Lift Station, located at 100 N Airport Drive on the northeast corner of Airport Drive and Greenville Road; 2) barn and silo located at 1600 Greenville Road on the southeast corner of Airport Drive and Greenville Road. NTMWD is also constructing a Transfer Lift Station and associated service lines adjacent to the existing North McKinney Lift Station and is planning additional system improvements in the vicinity of Airport Drive that would be in place by the end of 2023.

**b. Do the displaced facilities serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

The existing NTMWD Lift Station serves McKinney, Melissa, and Anna; the transfer station under construction would provide additional capacity to the same communities.

Barn/silo - privately held, does not serve a specific population, does not appear to be in active agriculture use.

**c. Are there replacement properties available for relocation of comparable size or zoning?**

The barn and silo would not be replaced as they are not currently functioning in their intended capacity. Relocation of the lift and transfer stations requires coordination with NTMWD.

**d. How far would a person have to travel to find similar facilities or services?**

Not applicable to either displaced property under this category.

**e. Is there any opportunity to mitigate the impact to the facilities?**

Barn and silo - If they were considered historic properties mitigation may be considered but they do not meet NRHP criteria for significance.

Lift and transfer stations - Depending on the design parameters of the wastewater system and costs involved in moving the lift station and supporting infrastructure, modifications to the Purple Alternative may be considered to avoid or minimize impacts to the facility, coordination with NTMWD will continue.

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## G. Access and Travel Patterns

**Would the project potentially result in permanent changes to access (i.e., driveway closures), permanent removal of bike or pedestrian facilities, or permanent changes to travel patterns? Project elements that could result in changes in access and/or travel patterns include but are not limited to: introduction or modification of raised medians; dividing a previously undivided facility; reconfiguration of intersections; construction of a highway on new location; and construction of frontage roads along a highway.**



No Proceed to **Section H**, Community Cohesion

Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), complete Section G.a. only and proceed to **Section H**.
- If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section G.b. only and proceed to **Section H**.
- If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to **Section H**.

## 1. Changes in Access and Travel Patterns for Projects on Existing Facilities

### a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?

Although the proposed project includes improvement of sections of existing roadways (SH 5, FM 546, US 380), the Extension of Spur 399 is being categorized as Construction of Highway on New Location - all responses in this section are included in Section 2.

### b. Describe the current travel patterns along the existing facility and within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.

<Insert Text Here>

### c. Describe how the proposed project would permanently change access and travel patterns along the facility and within the community study area compared to the existing condition, including beneficial and adverse impacts. Please include estimated travel time changes, as appropriate.

<Insert Text Here>

### d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.g. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?

<Insert Text Here>

### e. How would the proposed project affect emergency response times? Please calculate added distance and/or estimated travel times for any potential response time increases.

<Insert Text Here>

### f. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment or livestock trailers across the highway?

<Insert Text Here>

- g. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

<Insert Text Here>

## **2. Changes in Access and Travel Patterns for Construction of Highway on New Locations**

- a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**

Based on observations during the May 2021 site visit, the community accesses destinations in the CIA Study Area by car. The eastern portion of the City of McKinney, within the CIA Study Area and west of the Purple Alignment, has designated "Bicycle Boulevards" that route through neighborhood streets and connect to hike and bike trails; however, no bikes were observed using these routes. Sidewalks were observed along SH 5, north and south of Industrial Boulevard, and intermittently north to US 380. Sidewalks were also observed along FM 546 from SH 5 to Wattle Way and in the CIA Study Area south of Spur 399 within the medical district and senior communities, and the neighborhoods between SH 5 and Airport Drive. Very few people were observed walking on sidewalks in the CIA Study Area during the site visit. No bike lanes or bicyclists and no sidewalks were observed in the vicinity of the Orange Alignment.

- b. Describe the current travel patterns within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.**

The CIA Study Area is crossed by two 4-lane north-south arterials (2-main travel lanes in each direction) - Airport Drive and SH 5. Travelers coming from eastern Collin County currently use Airport Drive to travel south from US 380 to connect to the SH 5/US 75/SH 121 corridor south of McKinney bypassing congestion along the existing SH 5 and US 75 corridors to access destinations in Allen and the DFW Metroplex. The neighborhoods west of Airport Drive and along Industrial Boulevard and FM 546 experience this cut-through traffic. Traffic originating from or destined to the Airport or the businesses along Airport Drive and Industrial Boulevard typically use both roadways in addition to US 380 and FM 546 which was upgraded by Collin County over the past 2-3 years. In the western portion of the CIA Study Area, travelers use SH 5 southbound from US 380 to access the McKinney Medical Center (at Medical Center Drive and Spur 399) and to access businesses, churches, and residences located west of SH 5. Based on field observations, Airport Drive had more traffic traveling north and south than SH 5, especially in the morning and afternoon.

No buses were seen operating in the CIA Study Area and no bicyclists were observed. One freight railroad line, DART, traverses the CIA Study Area east of SH 5. This line has very limited freight service.

- c. Describe the changes in access and travel patterns that would result from the proposed project, including any beneficial and adverse impacts. For new location projects, consider whether access to previously inaccessible areas would be created, as well as how the introduction of the project to the area could change previously established travel patterns on other facilities in the community study area.**

Implementation of either build alternative (Purple or Orange) would add an access-controlled freeway on new location with one-way frontage roads on each side within an anticipated ROW width of 320 to 400 feet within the CIA Study Area. The typical freeway section would consist of four to five travel lanes in each direction with inside and outside shoulders. Grade-separated interchanges would be constructed and include ramps with inside and outside shoulders. Sections of the new roadway may be elevated or not include frontage roads to lessen impacts. The addition of the proposed alignments would accommodate the projected increase in traffic volumes due to population growth in Collin County and would improve connectivity, mobility, and roadway system operational efficiency within the CIA Study Area and the county.

Either build alternative would change established travel patterns by allowing traffic from eastern Collin County traveling on US 380 that currently uses SH 5, US 75, or a combination of Airport Drive/Industrial Boulevard/FM 546 and local streets to access destinations south of McKinney to use an access-controlled freeway to provide a direct connection between US 380 and US 75. Either build alternative would provide an alternate route for travelers to avoid delays along those existing corridors caused by maintenance, construction, or traffic incidents. Both build alternatives would have a posted speed limit of between 65 and 70 miles per hour (mph) improving travel times compared to the existing corridors.

The Purple Alternative would be developed within an area already constrained by development, both existing and planned. Lands designated for future park use by the city of McKinney are at the north end of the corridor adjacent to US 380 limiting development there. Remnant parcels from commercial/industrial businesses displaced by the alternative could be redeveloped if appropriate access is provided via the frontage road system. At the southern end of the Purple Alternative including along the Common Alignment, opening areas to development/redevelopment would also be constrained due to the presence of existing development, major utility corridors (existing and planned), the city of McKinney Landfill, and the Wilson Creek Greenway/Greenbelt, Heard Natural Science Museum & Wildlife Sanctuary, and flood-prone lands associated with Wilson Creek.

The Orange Alternative would provide greater opportunities for additional development because of its location east of the Airport on lands currently dominated by agricultural use. Much of the land between the existing airfield and the Orange Alignment is included in the current Airport Master Plan Update to accommodate proposed airfield and terminal area expansion to the east. The Orange Alternative would most likely provide access to the expanded Airport. Land east of the Orange Alternative would be open for development with access to a freeway and an airport. This section of the Orange Alignment includes frontage roads and access points for existing and future local roadway connections. Development along the Orange Alignment near US 380 would be constrained due to the future parkland area designated by the City of McKinney and the landfill east of the proposed alignment.

- d. Describe the specific areas that would be affected by these changes. What residences or businesses are located near the proposed new-location facility? Which community facilities listed in Section B.d. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

The following descriptions are written as a driver would travel southbound from US 380 to US 75/SRT and then as a driver would travel from US 75/SRT northbound to US 380.

Purple Alignment Travelling South from US 380:

The northern portion of the Purple Alignment would be constructed on and adjacent to the existing Airport Drive alignment from US 380 to approximately FM 546. Under existing



conditions, people traveling south from US 380 can access communities and destinations adjacent to Airport Drive by cross streets - Greenville Road (westbound only), Enloe Road, Elm Street, Industrial Boulevard, and FM 546. The Purple Alignment would maintain these access points for travelers using the proposed frontage roads, with Airport Drive serving as the southbound frontage road.

From US 380, travelers would have the option of taking the proposed ramp to the Purple Alignment mainlanes or continue on the frontage road to access Elm Street (and future Elm Street eastbound) and Industrial Boulevard with right and left turn lanes. U-turns would be provided at Elm Street and Industrial Boulevard. Right turn only streets would be located Garcia Street, Greenville Road, Enloe Road, and two private roads to Encore Wire property. The proposed right-turn onto Garcia Street, just south of US 380, would allow new access to the small neighborhood to the west of the Purple Alignment and would afford direct access to the Church of Holy Family and Lively Hill COGIC. The proposed facility would no longer allow left-turns to travel east onto Enloe Road or Greenville Road, north of the Airport. Travelers would need to use the U-turn at Elm Street, then travel north to take a right onto Enloe Road. Access to Greenville Road westbound would no longer be provided by the proposed facility.

Travelers that enter the southbound mainlanes from US 380 would not be able to access Greenville Road, Enloe Road, or Elm Street until the next available exit ramp to Industrial Boulevard and Airport Drive. Travelers would need to use the U-turn at Industrial Boulevard and drive north on the northbound frontage road to access Elm Street and Enloe Road. The proposed frontage road improvements end just north of the intersection of Airport Boulevard and FM 546. The Purple Alignment mainlanes then traverses the CIA Study Area on new location to the west from approximately FM 546 to the tie-in with existing Spur 399/SH 5. No new frontage roads are proposed through this section as FM 546 would function as the frontage road. The next available exit ramp is Medical Center Drive to access Medical City McKinney and Collin County Community College. For travelers driving south on SH 5, the existing crossover access to SH 5 (where existing Spur 399 begins) would be removed and replaced with a flyover ramp that bypasses the proposed facility and connects travelers to southbound SH 5.

#### Purple Alignment Travelling Northeast from US 75/SRT:

Starting at US 75, east of existing Spur 399, an additional mainlane (one in each direction) would be added. An additional eastbound mainlane would be added west of Medical Center Drive. And east of Medical Center Drive, the existing frontage road would be obliterated and replaced by a new frontage road that includes a mainlane entrance ramp, a direct right-turn to access southbound SH 5, and access to northbound SH 5.

The new facility would improve driveway access to the TxDOT Collin County Area Office, Highpoint Mobile Home community, and the McKinney Ready Mix plant.

Continuing east on the frontage road travelers can enter northbound SH 5 or proceed right and enter the ramp to the new location mainlanes. The next available exit is to Industrial Blvd. which includes left and right turns, as well as U-turns. Continuing east connects to a proposed private road to the Encore Wire facility, then to a mainlane entrance ramp or access to Elm Street (and Future Elm Street). The next intersection travelers can access Enloe Road via a right turn only lane. Enloe Road would no longer be a through street. The frontage road then proceeds to the intersection of US 380.

Travelling east on new mainlanes, east of Medical Center Drive, a new exit ramp would provide access to Stewart Road with left and right turning lanes as well as a U-turn. East of Stewart the new location mainlanes traverse on new location eastward and then north. After



the Industrial Boulevard exit, the next available exit ramp is to access Elm Street (Future Elm Street). The mainlanes end approximately 0.40 mile south of the US 380 intersection where the mainlanes merge with the proposed frontage road and connect with US 380.

**Orange Alignment Travelling South from US 380:**

From US 380 traveling south, travelers would have the option of taking the proposed ramp to the freeway mainlanes or continue on the frontage road to the first available cross street at a future interchange with a right turn only lane and U-turn. Access to CR 722 would no longer be available under the Orange Alternative. Travelers on CR 722 driving east and west would drive under the proposed facility. The next available intersection is at FM 546 with right and left turns as well as U-turns. Access to Salon del Reino de los Testigos de Jehova would be maintained. Direct access to CR 317 would be available at a new interchange with FM 546 to the south. Access to CR 317 where it currently intersects with FM 546 would be removed. To access Fairview Soccer Park, the new FM 546 interchange would provide southbound frontage roads. Portions of existing FM 546 would be removed in this area of the Orange Alignment and new sections of FM 546 would be connected to the freeway to serve as the westbound frontage road. The existing Airport Drive intersection would be reconstructed. Westbound frontage road travelers can exit Airport Drive to the north, take a left onto future Airport Drive, or make a U-turn. The frontage road then continues to merge with existing FM 546.

Travelers entering the south mainlanes from US 380 would be able to utilize the first available exit to access FM 546. The next proposed exit ramp would access the new interchange at FM 546 and CR 317; the last exit ramp before the connection to the Common Alignment would access existing FM 546.

**Orange Alignment from the Common Alignment Travelling Southeast and North:**

Drivers traveling east on FM 546 may use the right-hand lane to access the southbound frontage road of the proposed Orange Alignment by utilizing a flyover entrance ramp that merges with an exit ramp from the common alignment. Access to Airport Drive via the proposed new interchange allows for a left turn only, a U-turn and through traffic.

Approximately 500 feet southeast of the Airport Drive intersection, access to Country Lane would be provided via a right turn only access road that merges with the existing Country Lane alignment. Access to Old Mill Road would be provided via a right turn only access road approximately 1,600 feet southeast of the Country Lane access road. The next intersection provides access to Airport Drive with a left turn lane and a U-turn, as well as a right turn to future FM 546 to the south. The proposed alignment turns north and provides another new interchange for FM 546 with left and right turning lanes and a U-turn. Turning right onto FM 546 provides direct access to Salon del Reino de los Testigos de Jehova. The frontage road continues north and provides one more interchange with a future roadway with a left turn only and a U-turn. The alignment continues to the intersection with US 380 and provides two right turning lanes and one turning lane.

From the Common Alignment mainlanes, an exit ramp would access Airport Drive. The second exit ramp would access to FM 546, and the last exit ramp would connect to a future roadway interchange. The mainlanes then merge with the frontage road and ties into US 380.

**e. How would the new highway affect emergency response times?**

Although travel-time studies have not been conducted, it is anticipated the additional roadway capacity and higher travel speeds provided by either new location freeway alignment would improve travel times of emergency responders using these routes. Both build alternatives would also address the through-traffic needs within the CIA Study Area removing cut-through traffic currently traveling through neighborhoods that may impede emergency responders accessing locations west of Airport Drive. The proposed intersection improvements (including U-turns) and grade separations would reduce congestion at major cross-streets allowing emergency vehicles to bypass traffic lights, shortening transit times in the CIA Study Area.

**f. Is land adjacent to the new-location highway available for development?**

Some parcels as described previously are available for development adjacent to the Purple Alignment, but many are constrained by planned uses (including future park use), existing and planned utility corridors, and lack of infrastructure investment.

The majority of the land adjacent to the Orange Alignment, primarily east of the Airport, is available for development but would require infrastructure investments (e.g., utilities, roadways, etc.). Most of the land west of the alignment is included in the Airport Master Plan Update.

**g. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment, livestock, or trailers across the highway?**

Active crop farming and livestock operations are present.

Purple Alignment - Encore Wire owns the vacant parcels east of Airport Drive and north of the Airport that are leased for farming (corn and hay). The lessee brings all equipment to the property, nothing is stored onsite. The City of McKinney land designated for future park development appears to be hayed at times. We have been unable to confirm this. No farm equipment is stored onsite.

Orange Alignment - Farming operations (cotton, hay, and livestock) are present particularly along Enloe Road/CR 722. The "Enloe Farm" is comprised of approximately 200 acres maintained in single family ownership for more than 100 years. The family received a Texas Land Family Heritage Certificate from the Texas Department of Agriculture in 1984. The alignment crosses through the center of the property and would also cause the displacement of the original home (ca. 1870, which has been reviewed and recommended as not NRHP-eligible). Outbuildings appear to be located on both sides of the alignment. TxDOT has agreed to conduct regular briefings with the family to review the status of the schematic and the selection of a preferred alternative. TxDOT has also requested access to the property to conduct an intensive (historic resources) survey and archeological survey, if the family agrees, to further the analysis to be provided in the Draft EIS.

Both build alternatives would affect the movement of farming equipment by introducing a new limited access freeway with frontage roads, potentially increasing travel times. To travel across the new facility, a right- or left-turn onto the frontage road would need to occur to access the next available U-turn or intersection. Along the Orange Alignment, design options are being explored to provide a culvert crossing to accommodate equipment and livestock passage under the proposed freeway on the Enloe Farm property to mitigate adverse travel effects.

**h. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

Both build alternatives include design elements that mitigate potential adverse impacts to access and travel patterns. The Purple Alignment has proposed U-turns at Elm Street, Industrial Boulevard and Stewart Road to allow access from the frontage roads to businesses, McKinney National Airport, and neighborhoods west of the alignment. The design also includes new and direct accesses to the neighborhood west of the alignment and south of US 380 via Garcia Street. The Orange Alignment has proposed U-turns at Airport Drive, FM 546 (in two locations), and the future interchange south of CR 327. To mitigate the removal of portions of existing FM 546, the proposed frontage roads replace FM 546 and include two new direct access points to the portions of FM 546 that would remain. The design also includes new frontage road access points to Country Lane and Old Mill Road.

As the design schematic continues to evolve, further modifications to proposed access points may be made.

**3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects**

**a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?**

<Insert Text Here>

**b. Are frontage roads proposed as part of the project? If so, describe the type and location of the frontage roads.**

<Insert Text Here>

**c. Describe any mitigation or design element, such as new signage, proposed to address adverse impacts to existing traffic-dependent businesses.**

<Insert Text>

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## **H. Community Cohesion**

**Does the project involve one or more of the following elements?**

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a free-way facility
- Addition of tolled or managed lanes
- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.



- Introduction of a new median along a previously undivided facility

No Proceed to **Section I, Environmental Justice.**

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Yes Answer all questions in this section and proceed to **Section I.**

- 1. Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.**

The assessment of community cohesion is not based on information obtained from members of the affected community within the CIA Study Area. Instead, this characterization is based on geographic characteristics, development patterns, and observations made in the field. The most inhabited areas of the CIA Study Area are the Lively Hill/La Loma and Central/Mouzon neighborhoods, two historically African and Mexican/Latin American communities, west of Airport Drive and north of Industrial Boulevard. They contain churches, schools, senior centers, city parks, and restaurants. The Community Garden Kitchen, a community food pantry (a 501(c)3 nonprofit corporation) is on Howard Street approximately 0.4 miles west of Airport Drive. The food pantry is locating to a new facility adjacent to Holy Family School in early 2022. These neighborhoods have a high level of community cohesion based on the number and variety of community facilities present and the history of the neighborhoods as shared with the study team by Paula Nasta, Historic Preservation and Downtown Development Planner for the City of McKinney as a consulting party during the development of the Historic Resources Survey Report for the proposed project (see comments provided in the Historic Resources Survey Report).

To the southwest along the Common Alignment, the CIA Study Area is more sparsely populated with a small single-family neighborhood south of El Dorado Boulevard and another, more affluent single-family neighborhood south of Spur 399 on Country Club Lane. This part of the CIA Study Area also contains apartment and condominium complexes (existing and planned), a manufactured housing community, a cluster of senior living communities, the McKinney Medical Center, and a portion of the Wilson Creek Greenway/Greenbelt. Cohesion within the individual residential developments is most likely higher than that across this portion of the CIA Study Area because of the varied mix of land uses and the presence of the SH 5 corridor that bisects the area.

Two areas along the Orange Alignment appear to have the potential for high levels of community cohesion - a rural single-family community along Old Mill Road, south of the alignment along FM 546, including a church at FM 546 and CR 722; and the neighborhood along Enloe Road/CR 722 east of the Airport associated with the Enloe Farm property. According to several comments received during public scoping for the project, many of the residents in this neighborhood are relatives or have known members of the Enloe family and have lived in this area for a long time.

- 2. Describe whether construction of the proposed project would change the existing level(s) of separation experienced near the project area. Changes in separation could include but are not limited to introduction of a new physical barrier; expansion of an existing physical barrier; or contribution to a perceived sense of separation by constructing a new grade separation. Consider all modes if multiple modes are used in the community study area.**

The neighborhoods south of US 380, north of Industrial Boulevard, and west of Airport Drive would not be encroached upon nor separated by the proposed project.

If the Purple Alignment was constructed it would not create a new barrier preventing or making it more difficult to access community facilities because they are all located west of the proposed alignment. The only destinations east of the Purple Alignment are employers at the Airport and

other businesses located or that would locate east or south of the alignment. The proposed shared use path proposed along Airport Drive/frontage roads would provide access and mobility within the corridor by alternative transportation modes. While the facility would be wider than the existing roadway, the improved mobility and operational efficiency would offset potential negative impacts to community cohesion.

Although neighborhoods along the Common Alignment are already separated by the existing Spur 399/SH 5, the additional travel lanes could increase the sense of a barrier from one side to the other by widening the elevated facility. Overall, the mainlanes and frontage roads would serve to facilitate safer and more efficient access to residences, community facilities, and businesses along the common alignment, which could offset any increased sense of separation. The proposed shared use paths along the frontage roads would support multi-modal access and connectivity to community facilities along the common alignment. While the facility would be wider than the current roadway, the improved mobility and operational efficiency would offset negative impacts to community cohesion.

Construction of the new location segment of the Orange Alignment would introduce a roadway where one currently does not exist. The small rural residential developments along Old Mill Road, south of the alignment, and the neighborhoods along FM 546 and CR 722, east of the alignment may experience a sense of a barrier or separation. The proposed shared use path provided along the frontage roads would support multi-modal access and mobility.

**3. Describe whether the changes associated with the proposed project (including impacts to access and travel patterns) would directly or indirectly result in separation or isolation of any geographic areas or groups of people. Consider all modes if multiple modes are used in the community study area.**

The Purple Alignment would not directly or indirectly separate or isolate groups of people. The proposed alignment would increase mobility throughout the CIA Study Area by providing a north-south controlled access highway with frontage roads for the growing community. The Orange Alignment, however, would bisect currently contiguous tracts of land with active farming operations. The alignment would also bisect CR 722 (Enloe Road) and would no longer allow through traffic to travel east and west. To travel on CR 722, one would have to turn right or left on the northbound or southbound frontage roads and travel 0.50 mile north or south to the next available U-turn, then travel north or south on the frontage road to take right or left onto CR 722.

The small community north of FM 546 and east of the alignment on CR 722 may experience a sense of isolation due to the closing of through access on CR 722.

**4. Describe whether the changes associated with the proposed project would affect use of local services and community facilities. Would the project make access to these services and facilities more or less convenient? Would the frequency with which people access other parts of the community change? Consider all modes if multiple modes are used in the community study area.**

Neither build alternative would make access to local services and community facilities less convenient. Connections to local roadways via the frontage roads would be maintained.

The Purple Alignment would follow the alignment of existing Airport Drive, maintaining access to community facilities for travelers via the frontage roads at Industrial Boulevard and Elm Street. The proposed right-turn onto Garcia Street, just south of US 380, would allow new access to the small neighborhood to the west of the Purple Alignment and would afford direct access to the Church of Holy Family and Lively Hill COGIC.

The Common Alignment would improve driveway access to the TxDOT Collin County Area Office,



Highpoint Mobile Home community, and the McKinney Ready Mix plant.

The Orange Alternative would maintain access to Salon del Reino de los Testigos de Jehova on FM 546. Access to CR 317 where it currently intersects with FM 546 would be removed. To access Fairview Soccer Park, the new FM 546 interchange would provide southbound frontage roads.

As the design schematic continues to evolve, further modifications to proposed access points may be made.

**5. Are any design elements proposed to mitigate adverse impacts to community cohesion?**

At this time and stage of the schematic design, no mitigation is proposed as no adverse impacts to community cohesion are anticipated.

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**I. Environmental Justice**

**Based on the data provided in Sections C.b. and C.d., does the community study area include any minority or low-income census geographies (i.e., “EJ census geographies”)?**

- ☐ No Proceed to **Section J, Limited English Proficiency.**
- ☒ Yes Answer all questions in this section and proceed to **Section J.**

**1. If the project would result in displacements, how many of these displacements would be located in EJ census geographies versus non-EJ census geographies?**

One displacement is located in EJ census geographies on or adjacent to the Orange Alignment. A commercial displacement (McKinney Airport Center) would occur in CT 309, BG 3, block 3000 (86 percent minority). The remaining displacements would occur in non-EJ census geographies. At the time of this analysis, the McKinney Airport Center is not occupied.

The Purple Alignment does not have any displacements in EJ census geographies.

**2. Would there be impacts related to access and/or travel patterns? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?**

Beneficial effects on access and travel patterns would occur as previously described. Both build alternatives would increase travel capacity and improve travel times for residents traveling from eastern Collin County to employment, education, and healthcare services south of McKinney and in the DFW Metroplex. Travel and access by emergency responders across the CIA Study Area would also be improved and cut-through traffic through minority neighborhoods would be reduced. Shared-use paths included in the new facilities would provide access for other transportation modes that do not currently exist within the CIA Study Area.

**3. Would there be impacts related to community cohesion? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?**

Yes, but they are expected to be positive overall. These changes would benefit EJ and non-EJ census geographies in a similar manner. The Purple Alignment would not act as a new physical barrier, preventing or making it more difficult to access community facilities because the proposed alignment is east of the communities with EJ census geographies and community facilities.

Although communities along the common alignment are already separated by the existing Spur 399/SH 5, the addition of travel lanes could increase the sense of a barrier from one side to the other by widening the facility and introducing an elevated structure; however, the mainlanes and frontage roads would serve to facilitate safer and more efficient access to residences in EJ census



geographies, community facilities, and businesses along the common alignment, which could offset any increased sense of separation. The proposed shared-use facilities would potentially encourage use of community facilities along the common alignment by providing alternative modes of transportation. While the facility would be wider than the current roadway, the improved mobility and operational efficiency would offset any negative impacts to community cohesion.

Construction of the new location segment of the Orange Alignment would introduce a roadway where one currently does not exist. The EJ census block along Old Mill Road may experience a sense of a barrier or separation, but not likely any more than non-EJ census geographies. The proposed shared use facilities may encourage use of community facilities along the corridor by providing alternative modes of transportation.

- 4. Do any of the displaced businesses, community facilities, or services specifically cater to minority or low-income populations? Would the services provided cease, be reduced, or be forced to temporarily stop if displaced? If so, where is the nearest comparable service provided? Consider the effects to EJ populations that reside within the community study area as well as EJ populations that may reside elsewhere but still rely on the services being provided by these establishments.**

No displaced businesses provide services or specifically cater to minority or low-income populations. No community facilities would be displaced by construction of the Purple or Orange Alternatives.

- 5. Based on the other technical documentation prepared for the proposed project, would there be any impacts to the human environment (e.g., noise, air quality, etc.) that could affect the community study area? If yes, would these impacts occur in EJ census geographies or non-EJ census geographies?**

Traffic noise impacts would occur along both build alternatives resulting in the potential need for noise barriers along SH 5 (both alternatives) and along the Purple Alignment in the vicinity of the Lively Hill/La Loma and Central/Mouzon neighborhoods.

Air quality – implementation of either build alternative would relieve congestion along other regional arterials (SH 5, US 75, and US 380) by providing additional roadway capacity and a freeway facility where vehicles could travel at higher speeds improving travel time. Relieving congestion would reduce the number of and time vehicles are idling at area intersections. Mobile source air toxics (MSAT) may increase in localized areas such as around the proposed interchange at SH 5 and the intersections at US 380; but this would be in the short-term and with the changes in fuel formulations, advances in engine technologies, and the increased use of electric vehicles over the long-term, MSAT emissions would be reduced.

- 6. Has the community experienced substantial impacts from past transportation projects such as a new roadway causing a large number of displacements or introducing a barrier and separating parts of the community? Describe any recurring community impacts that may be perpetuated by the proposed project.**

The CIA Study Area has not experienced substantial impacts from past or recent transportation projects. The most recent roadway project was the construction of Harry McKillop Boulevard/FM 546 in 2017-2018. The roadway was constructed in a rural, undeveloped area and did not require displacements.

- 7. Have there been any major infrastructure projects, industrial facilities, or other large-scale developments constructed in or adjacent to the community area?**

In addition to the construction of Harry McKillop Boulevard/FM 546, large industrial facilities have been expanded (Encore Wire), constructed (Amazon Warehouse), and are under construction



(McKinney Airport Center) along Airport Drive and Country Lane. The Airport plans to extend the existing runway and add a parallel runway and passenger terminal east of the existing airfield.

**8. Are there any minimization or mitigation efforts proposed specifically to lessen impacts to EJ populations?**

No minimization or mitigation efforts have been proposed at this time.

**9. In consideration of all the impacts to EJ populations described above and any mitigation proposed, would impacts to EJ populations be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations? Describe why or why not.**

EJ populations within the CIA Study Area would not experience disproportionately high and adverse impacts compared to impacts to non-EJ populations for the following reasons:

- Both build alternatives would increase mobility and improve operational efficiency in EJ census geographies and non-EJ census geographies within the CIA Study Area. Shared use paths would improve conditions for pedestrians and bicyclists in EJ census geographies and non-EJ geographies by providing accommodations that do not currently exist.

Changes to community cohesion would be expected to be positive overall and would benefit EJ and non-EJ census geographies in a similar manner. The Purple Alignment would not act as a new physical barrier because the proposed alignment is east of the communities with EJ census geographies and community facilities. The communities along the Common Alignment are already separated by the existing Spur 399/SH 5. The addition of mainlanes and frontage roads would serve to facilitate safer and more efficient access to residences in EJ and non-EJ census geographies, community facilities, and businesses, which could offset any increased sense of separation. The EJ populations along Old Mill Road may experience a sense of a barrier or separation but not likely any more than non-EJ census geographies along the Orange Alignment. The proposed shared use facilities may encourage use of community facilities along the Purple and Orange Alignments by providing alternative modes of transportation.

- One displacement is located in an EJ census geography adjacent to the Orange Alignment-McKinney Airport Center. The commercial displacement does not specifically service minority or low-income populations and is unoccupied. The Purple Alignment does not have any displacements in EJ census geographies.

The CIA Study Area has not experienced substantial impacts from past or recent transportation projects. The most recent roadway project (Harry McKillop Boulevard) did not require displacements in EJ census geographies or non-EJ geographies.

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## J. Limited English Proficiency

**Based on the data provided in Sections C.e. and observations made during the site visit, are LEP persons likely to be present in the community study area?**

- ☐ No    Proceed to **Section K, Conclusions.**
- ☒ Yes    Answer all questions in this section and proceed to **Section K.**

**1. What languages do the LEP persons likely to be present in the community study area speak?**



According to census data (see Section C. Demographics, Question 5), LEP persons in the CIA Study Area speak Spanish, other Indo-European languages, Asian and Pacific Island languages, and Other languages.

- 2. If public involvement events have occurred or are ongoing, then describe the accommodations that have been made for LEP persons during the public involvement process. Was assistance in a language other than English requested or is it anticipated to be requested? Were notices for public involvement opportunities provided in languages other than English? Were services such as translation or interpretation provided during public involvement events?**

A Spanish interpreter was provided at the October 21, 2021, public meeting. At the public hearing, in addition to providing a Spanish interpreter, a Vietnamese interpreter will be provided after further community research. Public meeting notices have been published in both English and Spanish and have indicated that special accommodations would be made as necessary. Notices for the public hearing will be published in English, Spanish, and Vietnamese and interpretation services will be made, as needed.

- 3. Are more public involvement efforts planned? If yes, has the plan to accommodate LEP persons changed based on past public involvement feedback?**

The study team has engaged a number of stakeholder groups throughout the study process and will continue to engage them as the Preferred Alternative is selected and the Final EIS is developed. Individual and small group meetings with affected property owners (e.g., Enloe Family) were conducted prior to the October 2021 public meeting to discuss their concerns which allowed the project team to address some issues in advance of the public meeting. Meetings will continue with the Enloe Family and other affected property owners prior to the public hearing on the Draft EIS.

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## **K. Conclusions**

*Following approval of the Community Impact Assessment Technical Report form by TxDOT ENV, this summary must be included in the draft EA or draft EIS, if one is being prepared.*

**In the text box provided below, provide a summary of the analysis conducted above and include the following information:**

- ☐ Whether EJ populations occur within the community study area
- ☐ Summary of impacts related to displacements
- ☐ Summary of impacts related to access and travel patterns
- ☐ Summary of impacts related to community cohesion
- ☐ Summary of impacts to EJ populations
- ☐ Summary of LEP issues and accommodations

**If some of the above components of the analysis do not apply to a particular project, please indicate this in the conclusion statements (i.e., “The proposed project would not result in any displacements; therefore, a displacements analysis was not required.”).**

The project would require acquisition of new ROW.

Both build alternatives would displace businesses - Purple = 1; Orange = 3.

Orange Alternative would displace 7 residences (single-family homes); one residence is within an EJ



census geography.

Purple Alternative has no residential displacements.

Neither build alternative would displace community facilities.

The majority of the EJ census geographies occur along and west of the Purple Alignment.

No low-income census geographies occur in the CIA Study Area.

The proposed project would not change the demographics of the CIA Study Area or disproportionately or adversely affect environmental justice communities.

LEP persons in the CIA Study Area speak Spanish, other Indo-European languages, Asian and Pacific Island languages, and Other languages.

A Spanish interpreter will be available for all planned public involvement events for the project. Notices for public involvement efforts will be published in English and Spanish and will indicate that special accommodations would be made as necessary. Translation of project information to other language and/or interpretation services will be made available at the meetings, as needed.

The proposed alignments would accommodate anticipated traffic increases due to population growth in Collin County and would improve travel patterns and operational efficiency along each proposed corridor in the CIA Study Area and in the region.

Both build alternatives would provide travelers from eastern Collin County the opportunity to avoid traffic delays on existing US 380, SH 5 and US 380 at US 75 to travel south more rapidly and access US 75 and SH 121 to reach destinations in the greater DFW area.

The Orange Alignment would create access to previously inaccessible areas between McKinney National Airport and the eastern portion of the CIA Study Area.

Both build alternatives would affect existing access along the corridor and would create additional beneficial access points.

Both build alternatives would not be expected to substantially affect community cohesion, and the addition of shared use facilities throughout the proposed corridors would improve access for pedestrians and bicyclists, potentially fostering community cohesion.

**0364-04-051 etc., Spur 399 Extension EIS Community Impact Assessment**

**Appendix A - Demographic Table**

## Appendix A - Demographic Characteristics For Community Impacts Study Area (2017 Census Data)

Race/Ethnicity <sup>1</sup>													Income <sup>2</sup>			Limited English Proficiency (Speak English Less Than Very Well) <sup>3</sup> Language Spoken					Persons with a Disability <sup>2</sup>									
Census Tract	Census Block Group	Census Block	Total Population*	White Alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Lantino	Minority Percentage	2021 DHHS Poverty Threshold for a Family of Four	Median Inocme	Percent Below Poverty	Total Population 5 yrs and over	Spanish	Indo-European	Asian and Pacific Islander	Other										
302.01	2	2048	52	39	0	2	0	0	0	0	11	25%		\$ 78,085.00		1674	123	0	0	0										
		1006	1801	1173	271	3	62	4	7	46	235	34%																		
307.02	4	4000	54	4	35	0	1	0	0	0	14	92%		\$ 36,625.00		780	136	0	0	0										
		4025	13	6	0	0	1	0	0	6	53%																			
		4026	42	5	11	0	0	0	0	26	88%																			
		4027	46	8	0	0	0	0	38	82%																				
		4028	13	1	3	0	0	0	9	92%																				
		4029	13	2	0	0	0	0	11	84%																				
		4031	12	0	0	0	0	0	12	100%																				
		4044	1	0	0	0	0	1	0	100%																				
308.01	2	2026	8	2	0	0	0	0	0	2	4	75%		\$ 65,066.00		2320	74	0	0	0										
		2036	7	1	0	1	0	0	5	85%																				
		2040	15	7	0	0	0	0	1	7	53%																			
308.02	1	1027	1	0	0	0	0	0	0	1	0	100%		\$ 38,203.00		1879	308	0	0	0										
		1028	18	0	5	0	0	0	13	100%																				
		1031	28	2	0	0	0	0	26	92%																				
		1032	7	0	0	0	0	0	7	100%																				
		1047	25	5	0	0	0	0	20	80%																				
		1048	30	0	2	0	11	0	17	100%																				
		1050	4	0	0	0	0	0	4	100%																				
		1052	39	8	0	0	1	0	30	79%																				
		1056	26	2	0	0	0	0	24	92%																				
		1058	45	9	0	0	0	0	36	80%																				
		1059	34	4	0	0	0	0	30	88%																				
		1062	48	9	6	0	0	1	32	81%																				
		1066	45	4	0	0	0	0	41	91%																				
		1067	149	21	6	0	0	0	2	120	85%																			
		3	3028	181	47	7	0	0	0	1	126	74%										\$ 44,709.00		2098	501	12	21	0		
			1027	182	19	69	0	2	8	3	2	79	89%																	
			1	1028	13	0	5	0	0	0	0	8	100%									\$ 32,448.00		2462	567	4	0	0		
	1030			10	4	6	0	0	0	0	6	60%																		
1032	14			1	5	0	0	0	2	6	92%																			
1033	21			2	9	0	0	0	2	8	90%																			
1034	124			22	24	1	0	0	0	77	82%																			
1035	29			0	7	0	0	0	2	20	100%																			
1036	18			4	12	2	0	0	0	0	77%																			
1037	39			8	23	0	0	0	0	8	79%																			
1042	2			0	1	0	0	0	0	1	100%																			
1043	28			0	23	0	0	0	2	3	100%																			
1044	113			16	9	0	0	0	1	87	85%																			
1045	40			6	0	0	0	0	34	85%																				
1046	13			0	8	0	0	0	5	100%																				
1047	21			4	1	0	0	0	16	80%																				
1048	26			2	3	0	0	1	19	92%																				
1049	19			0	3	0	0	0	16	100%																				
1050	1			0	1	0	0	0	0	100%																				
1051	54			9	7	0	0	0	1	37	83%																			
1052	23			2	1	0	1	0	1	18	91%																			
1053	17			1	5	0	0	0	11	94%																				
1055	28			4	16	0	0	0	3	5	85%																			
1056	38			5	13	0	0	0	20	86%																				
1060	13			0	7	0	0	0	6	100%																				
1061	3			0	3	0	0	0	0	100%																				
1065	24			1	10	0	0	0	13	95%																				
1066	11			0	3	0	0	0	8	100%																				
1067	20			2	6	0	0	0	12	90%																				
				2000	6	0	0	0	0	0	6	100%																		
				2005	3	0	0	0	0	0	3	100%																		
				2007	14	2	0	0	0	0	12	85%																		
				2009	13	3	0	0	0	0	10	76%																		
				2010	5	2	0	0	0	0	3	60%																		
				2011	9	0	0	0	0	0	9	100%																		
			2012	30	0	0	0	0	0	30	100%																			
2013	30	3	0	0	0	0	27	90%																						

309	2	2014	4	1	0	0	0	0	0	3	75%	\$ 26,500.00	NA		544	90	15	0	0		
		2015	2	0	0	0	0	0	0	0	2										100%
		2017	40	6	14	0	0	0	0	0	20										85%
		2018	15	0	0	0	0	0	0	0	15										100%
		2019	24	0	0	0	0	0	0	0	24										100%
		2020	25	0	0	0	0	0	0	0	25										100%
		2021	24	5	3	0	0	0	0	0	16										79%
		2022	25	2	0	0	0	0	0	0	23										92%
		2023	10	0	0	0	0	0	0	0	10										100%
		2024	18	4	0	0	0	0	0	0	14										77%
		2025	37	3	6	0	4	0	0	1	23										91%
		2026	24	6	0	0	0	0	0	0	18										75%
		2027	4	0	0	0	0	0	0	0	4										100%
		2028	65	8	5	0	0	0	0	0	52										87%
		2029	7	0	6	0	0	0	0	1	0										100%
		2030	21	0	0	0	0	0	0	0	21										100%
		2031	30	11	2	0	0	0	0	0	17										63%
		2032	6	0	0	0	0	0	0	0	6										100%
		2033	5	2	3	0	0	0	0	0	0										60%
		2034	38	10	2	0	0	0	0	0	26										73%
		2035	22	2	5	0	0	0	0	0	15										90%
		2036	58	7	0	0	0	0	0	0	51										87%
		2037	51	0	0	3	0	0	0	0	48										100%
		2038	8	0	0	0	0	0	0	1	7										100%
		2039	40	17	12	0	0	0	0	0	11										57%
		2041	179	33	8	0	2	0	0	1	135										81%
		2042	50	14	1	0	0	0	0	1	34										72%
		2044	1	0	0	0	0	0	0	0	1										100%
		2045	18	0	0	0	0	0	0	0	18										100%
		2046	70	0	13	0	0	0	0	0	57										100%
	2047	30	4	6	0	0	0	0	1	19	86%										
	2049	33	5	0	0	0	0	0	0	28	84%										
	2051	1	0	0	0	0	0	0	0	1	100%										
	2052	51	5	21	0	0	0	0	0	25	90%										
	3	3000	314	42	0	3	1	0	0	1	267		86%	\$ 27,500.00		3175	985	0	0	0	
		3024	34	1	0	0	0	0	0	0	33		97%								
		3025	38	9	0	0	0	0	0	0	29		76%								
		3027	41	1	0	0	0	0	0	0	40		97%								
		3029	26	9	0	0	0	0	0	17	65%										
		3030	34	5	0	0	0	0	0	29	85%										
		3038	4	0	0	0	0	0	0	4	100%										
		3060	6	2	0	0	0	0	0	4	66%										
		3072	8	0	0	0	0	0	0	8	100%										
		3073	366	17	0	0	2	0	0	1	346		95%								
	4	3074	194	28	2	0	0	0	0	0	164		85%	\$ 45,708.00		2088	448	0	0	0	
		3075	53	0	0	0	0	0	0	0	53		100%								
		4007	741	65	278	3	0	0	0	7	388		91%								
		4008	50	5	4	0	0	0	0	4	37		90%								
		4009	207	6	90	1	4	0	0	8	98		97%								
		4011	86	5	39	0	0	0	0	3	39		94%								
4015		80	15	25	0	0	0	0	0	40	81%										
4016		27	1	6	0	0	0	0	0	20	96%										
4018		28	1	3	0	0	0	0	0	24	96%										
4019		13	2	0	0	0	0	0	11	84%											
4020		41	1	0	0	0	0	0	0	40	97%										
4021		11	1	1	0	0	0	1	0	8	90%										
4024		18	3	3	0	0	0	0	0	12	83%										
4025		24	2	13	0	0	0	0	0	9	91%										
4026		28	2	5	0	0	0	0	0	21	92%										
4027		51	0	28	0	0	0	0	2	21	100%										
4029		50	0	16	0	0	0	0	0	34	100%										
4030		36	0	5	0	1	0	0	2	28	100%										
4031		9	2	7	0	0	0	0	0	0	77%										
4032		46	1	7	0	0	0	0	0	38	97%										
4033	62	2	38	0	0	0	0	0	22	96%											
4034	32	0	17	0	0	0	0	0	15	100%											
4036	57	21	0	0	0	0	0	1	35	63%											
4038	68	20	0	0	0	0	0	3	45	70%											
4039	60	14	0	0	0	0	0	0	46	76%											
	5000	44	4	8	0	0	0	0	0	32	90%										
	5001	25	5	9	0	0	0	0	0	11	80%										
	5002	39	5	7	0	0	0	0	0	27	87%										
	5003	50	1	6	0	0	0	0	0	43	98%										



**0364-04-051 etc., Spur 399 Extension EIS Community Impact Assessment**

**Appendix B - Detailed Economic Analysis**



# Form

## Appendix B – Detailed Economic Analysis

Use this form to prepare a Detailed Economic Analysis to be included as Appendix B in the Community Impact Assessment Technical Report Form. Do not change the wording of the questions. Prompts are highlighted in grey and set off by brackets, <as shown here>.

**Table B-1 – Businesses potentially to be displaced: Purple Alternative**

Business Name	Type of Business	Approximate Number of Employees	Has the business indicated if they would relocate?
Amazon Delivery Station Distribution Warehouse	Industrial	700 (Additional Seasonal)	The Purple Alternative would require the building to be demolished and therefore require them to terminate their lease and shut down the facility. Launching a new site could take years, and it may be located outside of McKinney.

**Table B-2 – Businesses potentially to be displaced: Orange Alternative**

Business Name	Type of Business	Approximate Number of Employees	Has the business indicated if they would relocate?
McKinney Airport Center	Industrial	TBD – at this time the multiple tenant spaces have not been filled	The developers have not leased the facility. Even announced plans for the Orange Alternative would likely prevent them from being able to lease all the facilities even if construction is years away.
Doc's Plumbing	Commercial	3-4 (estimate)	TxDOT has not discussed the project with the business owner. The business is located within a compound of multiple structures assumed to be part of the owner's family homestead.
Airport Boarding Kennels	Commercial/Pet Services	6-8 (estimate)	TxDOT has not discussed the project with the business owner.

### Local Economy

**Assuming that all displaced businesses do not relocate within the CIA Study Area, approximately how many jobs would be lost?**

**Purple Alternative:** The Amazon Warehouse employed 300-400 people at its opening in October 2021, with an expected peak season workforce, including drivers, of 700 people. Per discussions with the site



developer and a letter received from Amazon.com Services LLC on September 27, 2021, Amazon would attempt to find a suitable alternative site to serve customers and keep the jobs [in the area], but locating, developing, and launching such a site could take years, and it may be located outside of McKinney.

**Orange Alternative:** Construction for both industrial, multi-use warehouse buildings for the McKinney Airport Center was completed in early 2021 with internal buildout now in the final stages and occupants starting to move in soon. As of September 2021, the owner, Stonemont Financial, was leasing the facilities and had four signed leases with different businesses. They expect to have 8 to 10 tenants within the next year and be 100% leased. Ultimately, Stonemont believes the facilities would be able to provide enough room for 15 different businesses or tenants. Because the type and size of the businesses that have signed leases has not been disclosed, we cannot determine the approximate number of jobs that could be lost.

*Doc's Plumbing appears to be a single proprietor/family-owned business (Rocky Pressnell, Master Plumber – owner), in business since 2009. As a small business and based on their web presence, we would estimate 3-4 jobs could be lost, possibly most within the Pressnell family as the business is located in close proximity to what appears to be their homestead.*

*Airport Boarding Kennels has been in business since 2006 (owner – Bobby Davis). Based on their business type and lack of web presence, we would estimate 6-8 jobs could be lost.*

**If the displaced businesses do not relocate or current employees do not remain with the employer, would there be similar jobs (e.g., same industry, equivalent skill set, etc.) available nearby?**

**Purple Alternative:** The Amazon Warehouse is one of six new delivery stations opened in 2021 in the Dallas-Fort Worth area. The other five are located in Arlington, Fort Worth, Mansfield and Balch Springs. Target announced a new online delivery structure similar to Amazon: warehouse buildings for package sorting and has leased a 220,000-square-foot warehouse at 2300 Walnut Hill Lane in Dallas.

At the time of this report, UPS had a job posting for a Warehouse Worker, also known as Package Handler, to shift moving boxes and packages in McKinney ([https://upscareers.jobs/mckinney-tx/warehouse-worker-package-handler/A7A6EB2C35C7425C9F24B88EB010CDEF/job/?vs=105&utm\\_source=XMLFeed-DE&utm\\_medium=XMLFeed&utm\\_campaign=XMLFeed](https://upscareers.jobs/mckinney-tx/warehouse-worker-package-handler/A7A6EB2C35C7425C9F24B88EB010CDEF/job/?vs=105&utm_source=XMLFeed-DE&utm_medium=XMLFeed&utm_campaign=XMLFeed)).

**Orange Alternative:** Stonemont Financial has noted that there are many buildings and operations very similar to this one throughout the metropolitan area and that this one facility is not necessarily unique.

*Doc's Plumbing could most likely relocate to another location or hire on with another area plumbing service provider.*

*Airport Boarding Kennel employees could find employment at a number of similar facilities in the McKinney area including Four Paws Resort, Castle Creek Pet Resort & Spa, Rover Resort, and Bark! The Boutique Hotel for Dogs.*

**What is the unemployment rate for the community study area?**

3.7%

**Are there any measures that could be taken to mitigate the potential loss of employment opportunities?**

*Induced growth is anticipated because of the proposed project. The Orange Alternative is more likely to induce development, while the Purple Alternative has potential for redevelopment. The project could attract new intermodal freight hubs or distribution centers that desire both highway and airport access.*

**Regional Economy****What are the five largest employment sectors in the region?**

1. *Educational Services*
2. *Retail Trade*
3. *Manufacturing*
4. *Health Care and Social Assistance*
5. *Professional, Scientific, and Technical Services*

**Do any of the affected businesses fall into any of these sectors?**

**Purple Alternative:** *The Amazon Warehouse does not fall into any of these sectors as a warehouse/distribution space.*

**Orange Alternative:** *The McKinney Airport Center has space for lease that could be used for manufacturing or support retail trade. Neither Doc's Plumbing nor Airport Boarding Kennels fall into these sectors.*

**Does the project connect or improve access to major economic centers or ports? If so, explain.**

**Purple Alternative:** *The Purple Alternative would continue to provide access to the industrial businesses along the Airport Drive corridor, although access would be limited to the designated grade separated interchanges and access points along the frontage roads. The Purple Alternative would maintain one main point of access to the McKinney National Airport from the proposed freeway frontage roads on the west side of the Airport. The Purple Alternative does not provide access to the east side of the Airport and the proposed Airport terminal area.*

**Orange Alternative:** *The Orange Alternative would improve access to the Airport by providing two points of access - one from existing Airport Drive on the west and one from the proposed freeway frontage roads on the east side near the proposed location of the new passenger terminal. Should the Orange Alternative be constructed, the new roadway along the east side of the Airport and its proximity and access to the Airport could attract the development of new warehousing/distribution centers and intermodal freight hubs that desire both highway and airport access.*

**Are there national, regional, or local trends occurring that would influence the ability of displaced businesses to reestablish or recover?**

*The City of McKinney has limited availability for property that has been zoned for industrial purposes. The property that is available does not have utilities. For the businesses located along Airport Drive, all available properties with utility services are either occupied or leased and under construction. Other vacant properties would require utility extensions and additional investments. There are other vacant properties outside of the Airport Drive corridor and south and east of the Airport that are in private ownership that would also require utilities to be extended and additional infrastructure improvements (e.g., roads, drainage, etc.) to support large-scale commercial and light-industrial development.*



### **Tax Revenue**

**If the displaced businesses do not relocate within the area, how much annual local tax revenue would be lost (based on county or city tax records available for the displaced businesses)?**

**Purple Alternative:** According to the McKinney Economic Development Corporation, the Amazon Warehouse has a taxable value of \$35,000,000. Amazon has reported estimated annual property tax revenue of \$575,000 to the City of McKinney.

**Orange Alternative:** According to the McKinney Economic Development Corporation, the McKinney Airport Center currently has a taxable value of \$2,000,000.

**Does the potential loss to annual local tax revenue resulting from displaced businesses not relocating in the area represent a substantial fraction of the entire local tax base?**

No. Total Annual Tax Revenue = \$12,051,701

### **Additional Information**

CIA Form Appendix B – Detailed Economic Analysis – Supplemental Information  
Spur 399 Extension – CSJs 0364-04-051, 0047-05-058, 0047-10-002

Business Name	Type of Business	Business Tenure (yrs) and at this Location (yrs)	Approx. Number of Employees	% employees from McKinney/ local area (estimate)	Annual Revenue (Dunn & Bradstreet)	Plans to expand/renovate at this location? OR plans to add/expand to another location?	Directly Displaced by Purple Alternative	Directly Displaced by Orange Alternative	Potential Induced Displacement by Either Alternative
Airport Boarding Kennels 1971 FM 546	Pet Services	Since 2006	6-8 (1 DNB)	95%	\$38,000		No	Yes – within proposed ROW	No
Amazon Delivery Station Distribution Warehouse 1398 Industrial Blvd.	Industrial, Distribution	Less than 6 months	700 (more seasonal)	75%			Yes - within the proposed ROW.	No	No
Blue Mountain Equipment 1800 S. Airport Drive	Outdoor power equipment dealer		77	80%	\$45M	Yes – 82,000 sf to the west of the current facility to double warehouse space and increase employment by 30; also purchased property to the south of current facility for future expansion	No	No	Loss of an entry point to the property and turn lanes accessing property due to the Purple Alternative.
Encore Wire 1329 Millwood Road	Wire and cable manufacturer	Since 1989. In operation at this location for 32 yrs.	1,750 (1,500 full-time, 250 contract)	80%	\$1B-\$2B	Yes – all future expansion, including a planned at-grade rail spur, relies on land east of Airport Rd.; planned expansion of workforce by more than 25% will be affected	No	No	ROW required and lack of access points from the Purple Alternative will restrict access to existing and planned facilities.
McKinney Airport Center 2182 Country Lane	Mixed-Use Industrial, Commercial/Office	Vacant, less than 6 months	TBD	TBD	TBD		No	Yes – within proposed ROW	No
Simpson Strong-Tie 2151 S. Airport Drive	Structural product solutions	Since 2003	300	85%	\$500M-\$1B	Owns 29.5 acres south of Harry McKillop Blvd intended for expansion.	No	No	Orange Alternative runs through the middle of a 29.5-acre tract purchased for future expansion; segmenting the campus further will be a detriment to growth.
Doc's Plumbing 3487 CR 317	Plumbing Services	Since 2009 (2016 DNB)	4	100%	\$56,000		No	Yes – within proposed ROW	No
Waste Connections of Texas 2138 Country Lane	Dumpster Rentals, Waste Management Services and Garbage Pickup	Since 1997 (corporation)		85%	\$49M		No	No	No

**Purple Alternative**

- **Encore Wire – 1,325 employees (SOURCE: McKinney EDC)**
  - Encore Wire conducts all operations from a single location, on a vertically integrated campus. The Purple Alternative will impact the business's ability to serve customers, execute normal business operations and make campus decisions such as near and long-term planned expansion of facilities.
  - Infrastructure impacts to existing facilities and planned/future facilities - The Purple Alternative would eliminate their ability to grow on the current site. The extensive amount of right-of-way (ROW) required by TxDOT from Encore Wire along with the lack of access points (both public and private) severely restricts access to existing and planned facilities and the ability to grow and expand in the future. All future expansion and growth, including a planned at-grade rail spur expansion, relies on the land east of Airport Drive.
  - Employees - They currently employ 1,500 full-time and 250 contract personnel (Encore Wire). Their workforce is expanding at a rapid rate. The Purple Alternative will inhibit access to the current workplace and create a need to relocate current employees to another undetermined site. A planned expansion of their workforce by more than 25% will be delayed and may not be able to locate at the current headquarters with the Purple Alternative.
  - Truck and Rail Transportation -They have over 750 trucks and 75 railcars in-and-out of the campus every week. The disruption caused by the proposed Purple Alternative will require Encore Wire to look elsewhere to accommodate both.
  - Manufacturing Environment Impact - If the Purple Alternative is selected, Encore Wire will conduct an environmental and engineering review to determine the amount of vibration, noise and particulates that will be produced by the new freeway. The proposed Purple Alternative will significantly increase the weight, proximity and volume of vehicles that pass on the east side of Encore Wire's facilities. The anticipated resultant dirt, noise and vibration levels generated inside Encore Wire's facilities impacts their ability to adequately control production and calibration. Depending on the outcome of the environmental and engineering review, some, or all of the existing structures on its McKinney campus may need to be relocated.
  - Impact on Local Economy- Encore Wire is one of the largest, if not the largest taxpayer in the local community. Diminution to any combination of annual taxes paid locally to city, school, county and sales would be very impactful to the local economy.
  - Financial impacts to Encore Wire - The negative financial impacts from the Purple Alternative to their current operations and future growth would be immeasurable. The business has grown organically on this site in McKinney, Texas since inception and their low-cost structure is predicated on the single-campus business model. Any estimate of the ultimate financial impact would need to consider 1) cost to relocate existing infrastructure (campus land and buildings), 2) employees, 3) truck and rail transportation, as well as 4) environmental impacts and 5) loss of local tax revenues. "These negative impacts along with the effects of curtailing future expansion plans make it unfairly punitive to Encore Wire in serving our customers today and into the future." – *Daniel L. Jones, Chairman, President & CEO; Encore Wire Corporation*
- **Blue Mountain – 81 employees (SOURCE: McKinney EDC)**
  - The Purple Alternative causes concern for Blue Mountain operations as well as the safety of employees and the general public. Blue Mountain is genuinely concerned about the loss of an entry point to the property as well as the turn lanes allowing access to the property. This loss will result in confusion for not only truck drivers but also employees and those attending

**CIA Form Appendix B – Detailed Economic Analysis – Supplemental Information**  
**Spur 399 Extension – CSJs 0364-04-051, 0047-05-058, 0047-10-002**

meetings and training sessions on the property. Added traffic to the area as well as limiting the access is cause for concern relating to the safety of employees and customers.

- Blue Mountain currently has 77 employees and a majority report to the facility each day for work (Blue Mountain). There is currently an 82,000-SF expansion well underway to the west of their current facility that will double the warehouse space and allow for continued growth. With the warehouse expansion the number of employees is anticipated to grow by another 30 over the course of the next few years
- The proposed Purple Alternative appears to eliminate the southeast entry to the property from Airport Drive. In addition to employees using this entrance multiple times each day as they arrive and depart for work as well as leave for lunch, there are more than 300 over-the-road tractor trailers using that entrance annually to access the receiving docks that are located on the south side of the building. The truck traffic for receiving could possibly double in the next few years as the warehouse expansion is fully utilized.
- The northeast entry from Airport Drive is also used by up to four over the road tractor trailers each day picking up freight in addition to customers that pick up products on a daily basis. The warehouse expansion could potentially double the daily truck traffic for freight leaving the building.
- Blue Mountain conducts on-site training and meetings open to the public that sell STIHL products. Annually, an additional 400 people attend meetings and training at Blue Mountain.
- They have purchased property located south of the current facility to be used for expansion.
- Holt Lunsford Commercial, Inc and the McKinney Airport Industrial, LP ownership.
  - These two businesses located along Airport Drive and would be severely impacted by the proposed Purple Alternative.
  - Holt Lunsford Commercial, Inc. ([www.holtlunsford.com](http://www.holtlunsford.com)) manages over 89 million square feet of commercial real estate in Texas. Since 1993, they have participated in the acquisition and development of more than \$1.98 worth of commercial real estate projects including 276 properties. Over the next 10 months they will invest approximately \$40M in two manufacturing industrial warehouse facilities that benefit from proximity to McKinney National Airport. The proposed TXDOT infrastructure improvements in the Purple Alternative would severely limit accessibility and turning movement into the site which is critically important to 18-wheeler truck ingress and egress.
  - The development is a major job creator and employment center in the City of McKinney and Collin County. The combined property tax generated is \$892,000 each year. It will create approximately 153 construction jobs at an average annual salary of \$50,000 with total annual salaries of \$7,650,000. The total number of jobs created by occupants of the building are approximately 268. At an average annual salary of \$50,000 that equates to \$13,400,000 total annual salaries for occupant jobs. Income, sales, corporate, payroll, and property taxes paid by workers, tenants and suppliers are additional annual revenue to the State of Texas.

**Orange Alternative**

- Simpson Strong Tie – 300 employees (SOURCE: McKinney EDC)
  - Simpson Strong-Tie purchased the original 63 Acre tract in 2003 for the purpose of constructing a manufacturing facility to replace a previous facility which they had outgrown. The intent was that the large tract of land would allow for immediate construction on a portion of the property, with room for future expansion.

**CIA Form Appendix B – Detailed Economic Analysis – Supplemental Information**  
**Spur 399 Extension – CSJs 0364-04-051, 0047-05-058, 0047-10-002**

- The initial construction included a 315,000+/- SF building on approximately 26.5 acres of land on the northern portion of the property. Since that time, several expansions have occurred to increase the building to its current size of approximately 413,000 SF.
- In 2018 TxDOT exercised eminent domain to acquire right-of-way for Harry McKillop Blvd. This right-of-way acquisition bifurcated the original 63 Acre tract into two tracts with 33.8+/- acres north of the new roadway and 29.5+/- acres south of the roadway. This roadway had a significant negative impact to plans for future expansion on a contiguous campus as was originally planned.
- The Orange Alternative appears to run generally thru the middle of the 29.5+/- acre tract south of Harry McKillop Blvd. “If the Orange Alternative is selected, it would likely end any chance of future expansion on that tract due to the inefficiency of such a segmented campus” and will be a huge detriment to growth. *Sheryl Wyatt, Simpson Strong-Tie, Public Meeting Comment*



Sept 27, 2021

Mr. Mohamed "Mo" Bur, P.E.  
Dallas District Engineer  
Texas Department of Transportation  
4777 E. Highway 80  
Mesquite, TX 7150

Re: Spur 399 Infrastructure Project in McKinney, TX

Dear Mr. Bur:

Thank you for reaching out to us about the Spur 399 project. We appreciated the opportunity to discuss Amazon's concerns about the potential impact of the "Purple" route alignment to Amazon and the surrounding community. As we discussed, the proposed "Purple" route would run directly through a building we currently operate as an Amazon last mile Delivery Station located at 1398 Industrial Blvd. in McKinney, Texas. This would require the building to be demolished and therefore require us to terminate our lease and shut down the facility.

We launched the building, which we call "DDX2", in March 2021 to allow us to deliver packages faster and more reliably to customers in McKinney and the surrounding community. The site has created more than 700 local jobs, the majority of which are full-time and provides an estimated \$575,000 in annual property tax revenue to the City of McKinney. If the "Purple" plan were to be implemented, those jobs, and potentially hundreds of other seasonal jobs, would likely be lost, along with that tax revenue stream. Amazon would attempt to find a suitable alternative site to serve customers and keep those jobs, but locating, developing and launching such a site could take years, and it may be located outside of McKinney.

Amazon values its relationship with the City of McKinney and the State of Texas and looks forward to collaborating with both to ensure a "win-win" solution that will support the need for transportation expansion while allowing for Amazon to continue to serve customers and employ residents at the existing DDX2 location.

Respectfully,

DocuSigned by:  
  
A8A4B29ADB4F456...  
Amazon.com Services LLC  
Amanda Kearney  
Authorized Representative





**From:** Stan Beel <beels@cdcstihl.biz>  
**Sent:** Saturday, October 2, 2021 7:03 PM  
**To:** stephen.endress@txdot.gov; Robertson, Josh R <jrrobertson@burnsmcd.com>; Smith, Chelsey <chsmith@burnsmcd.com>  
**Subject:** Spur 399

Mr. Endres,

We appreciate your time as well as the other Project Managers providing the update on Wednesday regarding the Spur 399 Project.

While the orange proposed route will have no impact on our current facility at 1800 Airport Drive the purple route causes us a lot of concern regarding our operation as well as the safety of employees and the general public that come to Blue Mountain for training or to pick up their orders and products. There is currently an 82,000sf expansion well underway at the facility that will double the warehouse space and allow for the continued growth we have experienced the past several years. Blue Mountain currently has 77 employees and a majority report to the facility each day for work. With the warehouse expansion that number could easily grow by another 30 over the course of the next few years.

The proposed purple route appears to eliminate the southeast entry to the property from Airport Drive. In addition to employees using this entrance multiple times each day as they arrive and depart for work as well as leave for lunch, there are over 300 over the road tractor trailers using that entrance to access the receiving docks that are located on the south side of the building. The truck traffic for receiving could possible double in the next few years as the warehouse expansion is fully utilized. The northeast entry from Airport Drive is also used by up to four over the road tractor trailers each day picking up freight in addition to Customers that pick up products on a daily basis. The expansion will possibly double the daily truck traffic for freight leaving the building. Blue Mountain also conducts on site training and meetings open to the public that sell STIHL products. Annually, there is up to an additional 400 people attending meetings and training at Blue Mountain.

We are genuinely concerned about the loss of an entry point to the property as well as the turn lanes allowing access to the Blue Mountain property. This loss will result in a lot of confusion for not only the truck drivers but also employees and those attending meetings and training sessions. Added traffic to the area as well as limiting the access is cause for concern relating to the safety of employees and customers. Needless to say, the purple route of Spur 399 will have a negative impact on the real estate, view, setting and general nature of the Blue Mountain property that we know today.

Please let us know if you need any additional information. We appreciate your consideration and look forward to submitting comments during the comment period.

Sincerely,

Stan Beel  
Blue Mountain Equip.  
Sent from my iPad



1329 Millwood Road  
McKinney, TX 75069  
972.562.9473  
800.962.9473  
972.562.3644 fax

Date: October 19, 2021

Mr. Stephen Endres, P.E.  
Project Manager  
TxDOT District Office  
4777 East US Highway 80  
Mesquite, TX 75150-6643

Dear Mr. Endres,

Thank you for meeting with us to discuss the TxDOT's US 380 alignment and Spur 399. We appreciate the opportunity to discuss our concern with the potential impacts of the Spur 399 "Purple" route to Encore Wire's campus and operations in McKinney, TX. Encore Wire conducts its operations on a single-location, vertically integrated campus. We are concerned about the significant adverse impacts that the "Purple" route will have on our ability to continue to serve our customers, execute normal business operations and make basic campus decisions such as the near and long-term planned expansion of our facilities.

**Infrastructure impacts to existing facilities and planned/future facilities** - After the Virtual Public Scoping Meeting on February 23, 2021, I wrote you a letter dated March 3, 2021, to voice my deep concerns about the impact of both options presented west of the airport on the Encore Wire campus. The extensive amount of right-of-way (ROW) required by TxDOT from Encore Wire along with the lack of access points (both public and private) severely restricts our access to existing and planned facilities and our ability to grow and expand in the future. All of our future expansion and growth, including our planned at-grade rail spur expansion, relies on the land east of Airport Road. The "Purple" route would eliminate our ability to continue to grow on our current site.

**Employees** – As noted above, Encore Wire conducts all operations from a single campus in McKinney, TX. We currently employ 1,500 full-time and 250 contract personnel. Our workforce is expanding at a rapid rate. Disruption, as proposed in the "Purple" route, will inhibit access to the current workplace, create a need to relocate current employees to another (undetermined) site and delay plans to expand the workforce by more than 25%, a planned expansion that may not take place at the current headquarters given the circumstances.

**Truck and Rail Transportation** – We have over 750 trucks and 75 railcars in-and-out of our campus every week. The disruption caused by the proposed "Purple" route will require Encore Wire to look elsewhere to accommodate both.

**Manufacturing Environment Impact** – Some or all of the existing structures on Encore Wire's campus may require relocation. If the "Purple" route is selected, Encore Wire will conduct an environmental and engineering review to determine the amount of vibration, noise and particulates that will be produced by the Spur. The proposed "Purple" route will significantly increase the weight, proximity and volume of vehicles that pass on the east side of Encore Wire's facilities. The anticipated resultant dirt, noise and vibration levels generated inside Encore Wire's facilities put at risk our ability to adequately control production and calibration. Depending on the outcome of the environmental and engineering review, some or all of the existing structures on its McKinney campus may need to be relocated.



1329 Millwood Road  
McKinney, TX 75069  
972.562.9473  
800.962.9473  
972.562.3644 fax

**Impact on Local Economy** – Encore Wire is one of the largest, if not the largest taxpayer in the local community. Diminution to any combination of annual taxes paid locally to city, school, county and sales would be very impactful to the local economy.

**Financial impacts to Encore Wire** - The negative financial impacts from the "Purple" route to our current operations and future growth would be immeasurable. We have grown organically on this site in McKinney, Texas since inception and our low-cost structure is predicated on our single-campus business model. Any estimate of the ultimate financial impact would need to consider 1) cost to relocate existing infrastructure (campus land and buildings), 2) employees, 3) truck and rail transportation, as well as, 4) environmental impacts and 5) loss of local tax revenues. These negative impacts along with the effects of curtailing future expansion plans make it unfairly punitive to Encore Wire in serving our customers today and into the future.

**Encore Wire votes "NO" to a Spur located west of the airport (Say "NO" to "Purple"!).**

Yours truly,

A handwritten signature in black ink that reads "Daniel L. Jones".

Daniel L. Jones  
Chairman, President and CEO  
Encore Wire Corporation



*Regional. Reliable. Everyday.*

October 19, 2021

Stephen Endres, P.E.  
Project Manager  
TxDOT Dallas District  
4777 US-80  
Mesquite, TX 75150

Re: NTMWD's Preference on Orange Alternative of Spur 399 Alignment

Dear Mr. Endres,

I would like to thank you and your consultant for the continued coordination on the proposed Spur 399 alternatives and the impact on NTMWD's existing facilities and proposed projects. This letter is to express NTMWD's strong preference on the Orange Alternative of Spur 399 alignment, which runs south and east of McKinney National Airport.

NTMWD has several facilities and projects that are in direct conflict with the other alternative – Purple Alternative, which runs west of the airport. The major conflicts are at North McKinney Lift Station, North McKinney Transfer Lift Station and North McKinney Transfer Force Mains, and Wilson Creek Transfer Force Mains. Below are the detailed descriptions of the conflicts with the Purple Alternative:

- North McKinney Lift Station, North McKinney Transfer Lift Station and Transfer Force Mains: The existing North McKinney Lift Station currently serves McKinney, Melissa and Anna. The North McKinney Transfer Lift Station and Transfer Force Mains which are being constructed adjacent to the North McKinney Lift Station will also serve Allen, Fairview and Plano. The Purple Alternative of Spur 399 completely covers the existing and new lift stations and will require the complete relocation of the lift stations and associated pipelines in the area. The estimated property, design and construction cost for this major relocation is \$121,000,000.
- Wilson Creek Transfer Force Mains: These force mains convey flow to the North McKinney Transfer Lift Station. Design is currently 90% complete with construction scheduled from April 2022 to October 2023. The Purple Alternative of Spur 399 conflicts with the force mains for approximately five miles of 42" force mains. The estimated design, construction, and easement cost for relocating these force mains is approximately \$30,000,000.
- North McKinney Pipeline Phase III: This 72" waterline was just placed into service in 2020. It parallels the Airport Drive, which is in direct conflict with the Purple Alternative of Spur 399. The estimated design, construction and easement cost for the relocation of this waterline is \$28,000,000.

Note all the estimated costs are in 2021 dollars. Due to the size and complexity of the facilities, the relocations would require four to five years of design and construction duration. The facility and pipeline relocations required by the Purple Alternative would also increase the risk of service interruptions to these fast growing cities in the NTMWD service area. We believe the Orange Alternative will avoid major future costly relocations of NTMWD facilities, reduce the likelihood of service interruptions, and potential delay of NTMWD and TxDOT projects. Our recommended preference benefits TxDOT, NTMWD and the cities we serve.

Again we appreciate your continued coordination and collaboration. Should you have any questions or need any additional information, please feel free to contact R.J. Muraski, Assistant Deputy of Planning and Capital Improvement Program, at 469-626-4332, or this office directly.

Sincerely,

DocuSigned by:

*Cesar Baptista*

A2FBFFB3035E404...

CESAR BAPTISTA

Deputy Director – Engineering & CIP



**PUBLIC MEETING COMMENT FORM**  
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**  
**Collin County, Texas**  
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:** Simpson Manufacturing Co., Inc. (dba Simpson Strong-Tie) is the owner of the property on the east side of Airport Dr., between Wattle Way and Harry McKillop Blvd. and between Harry McKillop Blvd. and Old Mill Rd., in McKinney, Texas. We hereby strongly express our opposition to the orange alternative for the future Spur 399 extension. Simpson Strong-Tie purchased the original 63 Acre tract in 2003 for the purpose of constructing a manufacturing facility to replace a previous facility which we had outgrown. The intent was that the large tract of land would allow for immediate construction on a portion of the property, with room for future expansion. The initial construction included a 315,000+/- SF building on approximately 26.5 acres of land on the northern portion of the property. Since that time, several expansions have occurred to increase the building to its current size of approximately 413,000 SF. In 2018 TxDOT exercised eminent domain to acquire right-of-way for Harry McKillop Blvd. This right-of-way acquisition bifurcated the original 63 Acre tract into two tracts with 33.8+/- acres north of the new roadway and 29.5+/- acres south of the roadway. This roadway had a significant negative impact to our plans for future expansion on a contiguous campus as was originally planned. The orange alternative for the proposed Spur 399 extension appears to run generally thru the middle of the 29.5+/- acre tract south of Harry McKillop Blvd. If the orange alternative were selected it would likely end our chance of future expansion on that tract due to the inefficiency of such a segmented campus.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Simpson Strong-Tie, Ms. Sheryl Wyatt  
Address: 2151 S. Airport Drive  
Apartment, suite, etc.: \_\_\_\_\_  
City/State/Zip: McKinney, Texas 75069

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**0364-04-051 etc., Spur 399 Extension EIS Community Impact Assessment**

**Appendix C - Figures**



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

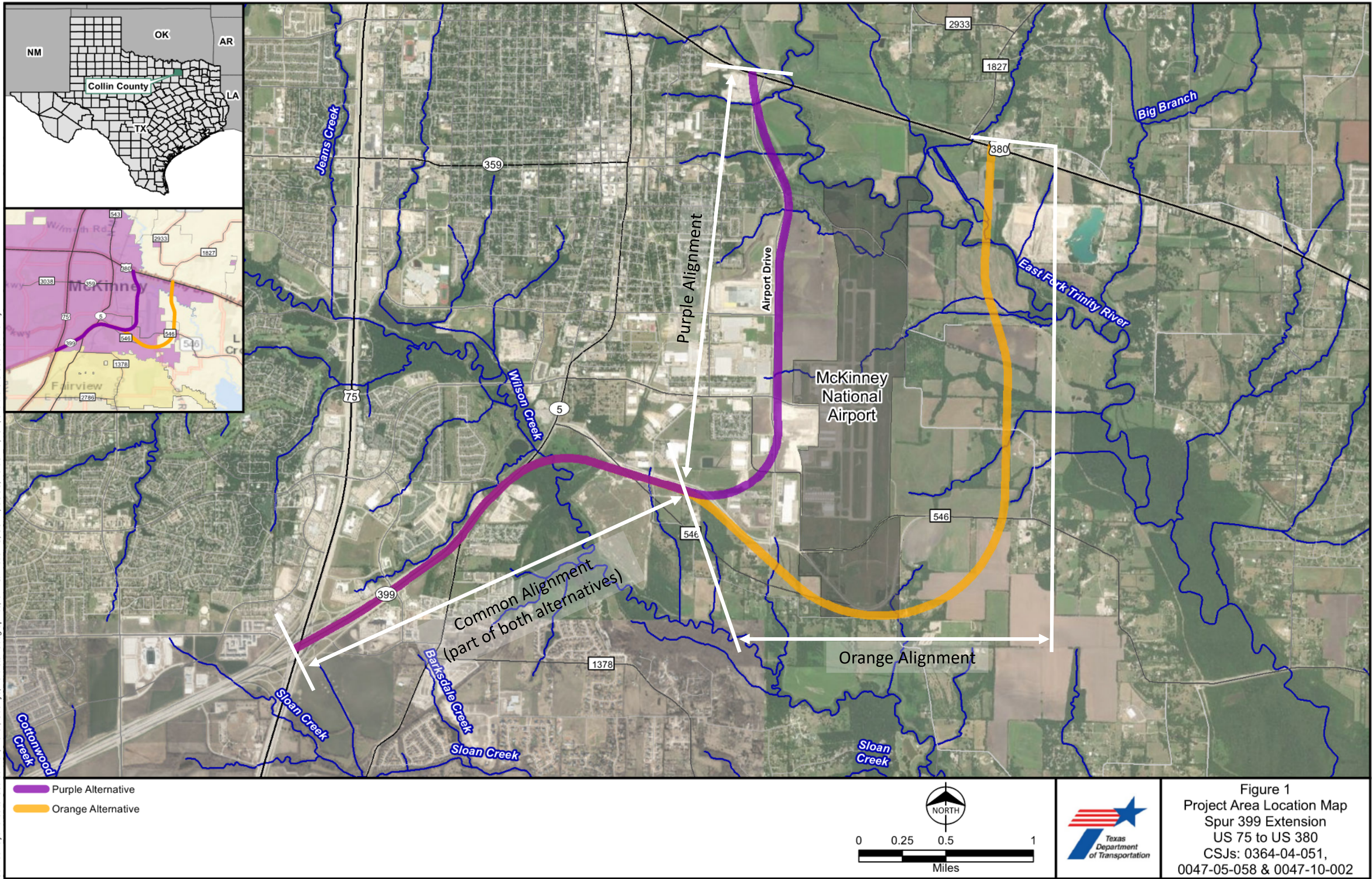


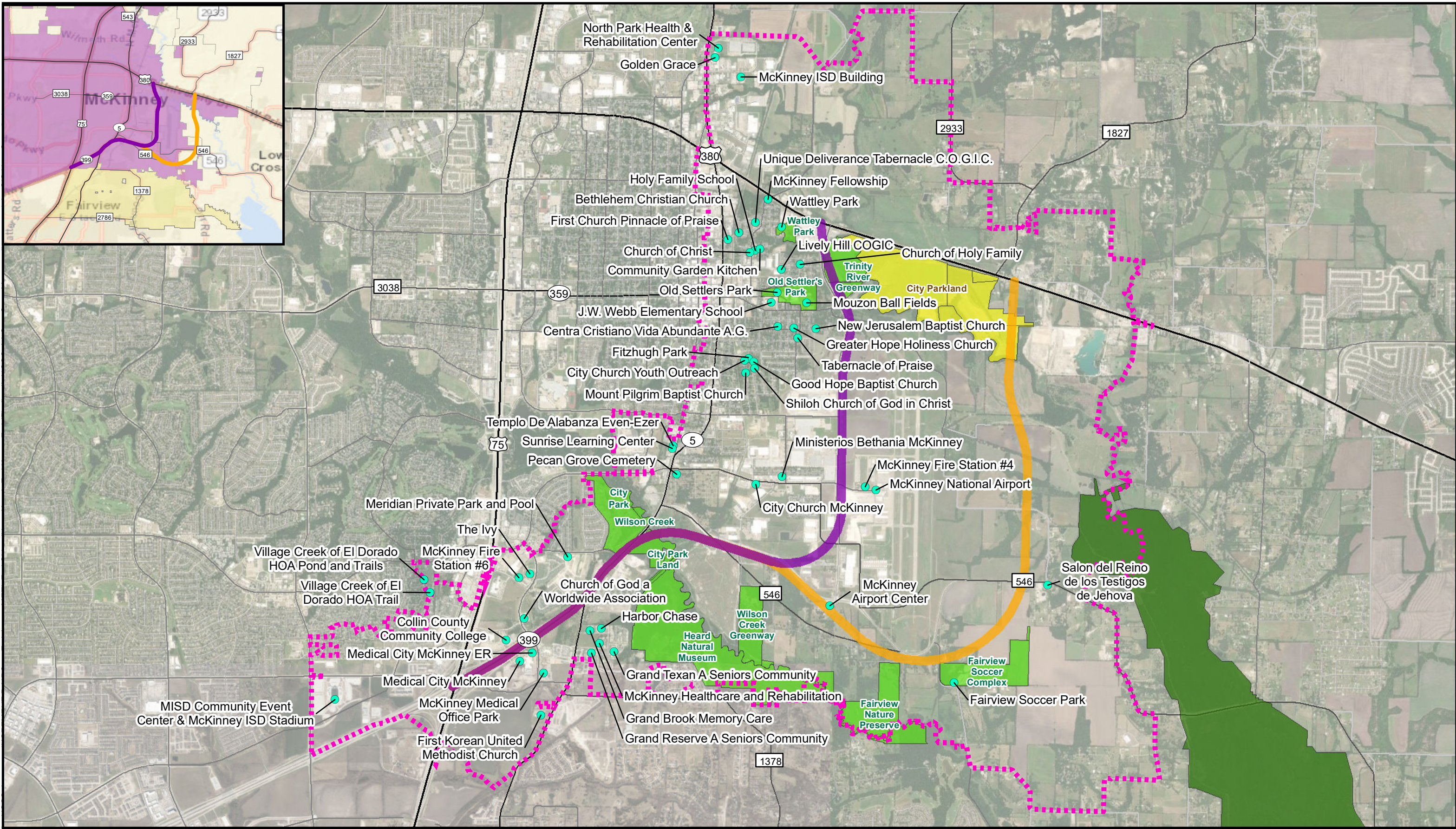




Figure 2  
Typical Section  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- |                      |                |
|----------------------|----------------|
| Community Facilities | USACE Property |
| Purple Alternative   | Existing Parks |
| Orange Alternative   | Proposed Park  |
| Community Study Area |                |

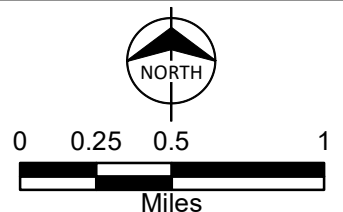
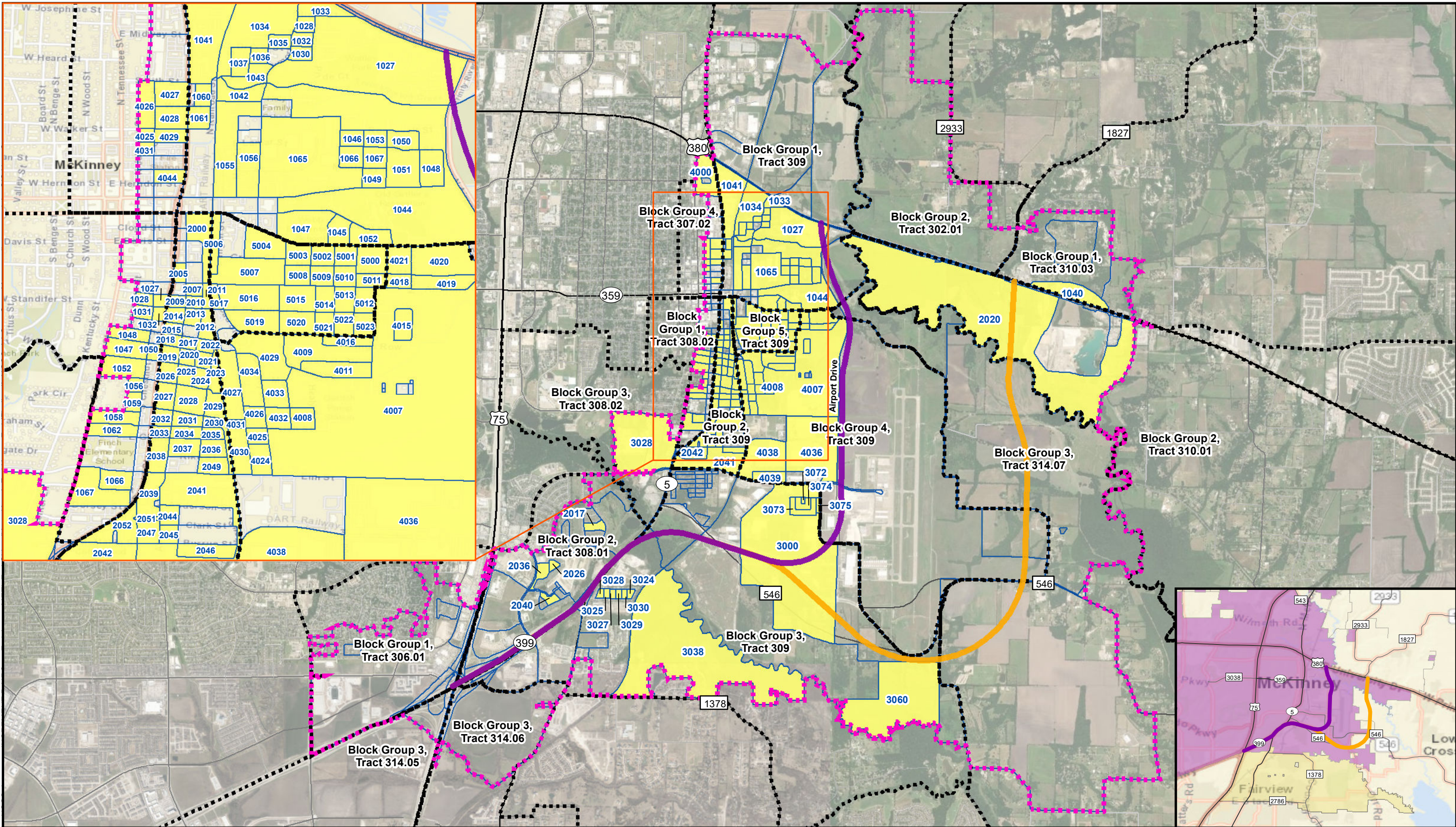


Figure 3  
Community Study Area  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Purple Alternative
- Orange Alternative
- Community Study Area
- 2010 Census Block Group
- 2010 Census Blocks
- 2017 Census Data With  $\geq 50\%$  Minority Population

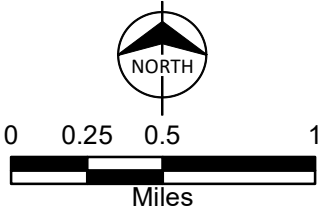
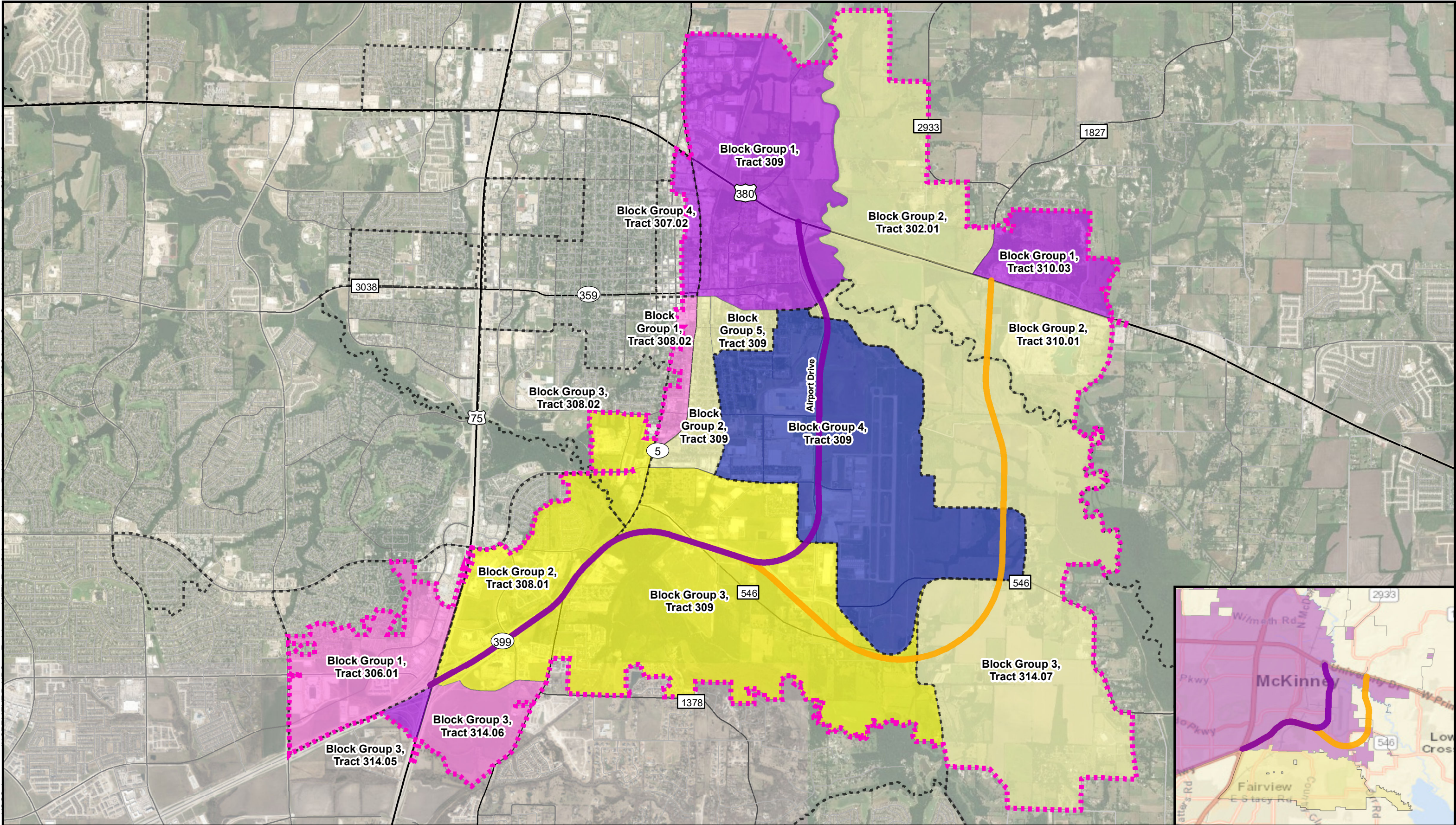


Figure 4  
Minority Populations  
within Community Study Area  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative  
Orange Alternative

Community Study Area  
2010 Census Block Group

2019 ACS Census Block Group Percent Minority

0 - 10.000000%
10.000001 - 20.000000%
20.000001 - 25.000000%
25.000001 - 40.000000%
40.000001 - 49.000000%

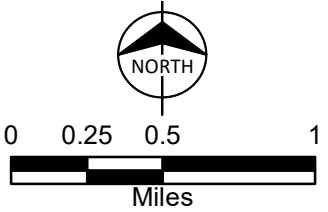
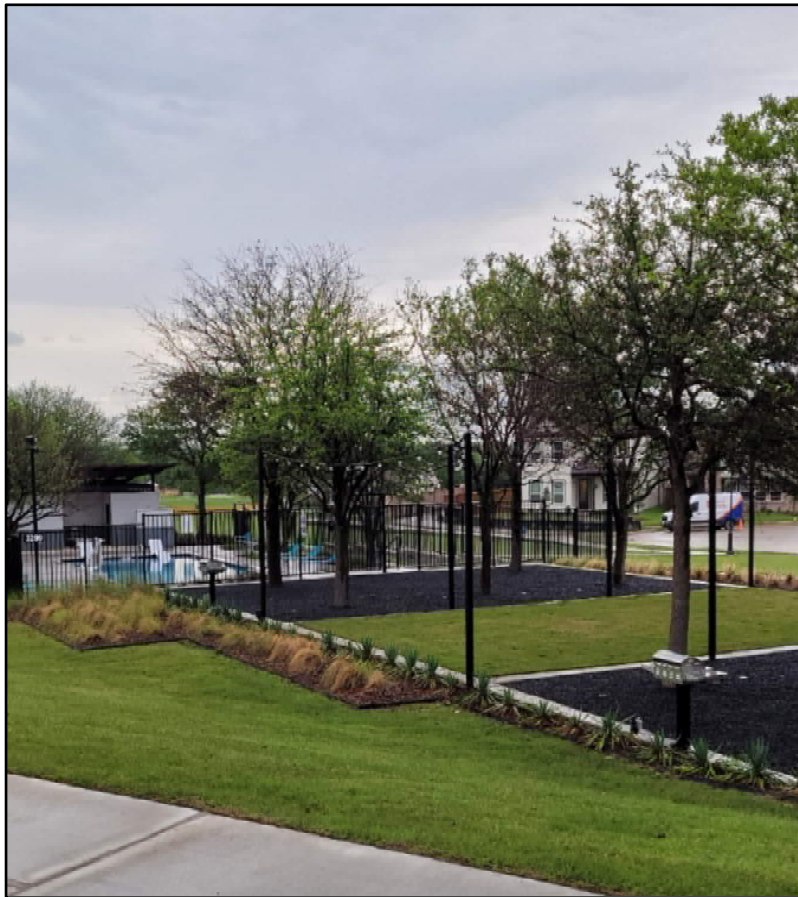


Figure 5  
Minority Populations  
within Community Study Area  
Spur 399 Extension  
US 75 to US 380  
CSJs: 0364-04-051,  
0047-05-058 & 0047-10-002



**0364-04-051 etc., Spur 399 Extension EIS Community Impact Assessment**

**Appendix D – Photographic Log**



**Photograph 1:** Meridian Park and Pool, view north.



**Photograph 2:** The Ivy, view southwest.

CSJs 0364-04-051, 0047-05-058, 0047-10-002  
 Spur 399 Extension EIS – US 75 to US 380  
 TxDOT, Dallas District

Community Impact Assessment  
 Site Visit Photographs  
 McKinney, Collin County, Texas



**Photograph 3:** The Ivy, view northwest.



**Photograph 4:** McKinney Fire Station 6, view northeast.





**Photograph 5: McKinney Fire Station 6, view northeast.**



**Photograph 6: Church of God a Worldwide Association, view north.**



**Photograph 7:** Medical City McKinney, view east



**Photograph 8:** Medical City McKinney ER, view west.





Photograph 9: Grand Reserve - A Seniors Community, view southwest.



Photograph 10: McKinney Healthcare and Rehabilitation Center, view southwest.



**Photograph 11:** Grand Texan A Seniors Community, view southeast.



**Photograph 12:** Country Lane Seniors Community, view northeast.





**Photograph 13:** Harbor Chase, view northeast.



**Photograph 14:** Grand Brook Memory Care, view northeast.



**Photograph 15:** Grand Brook Memory Care, view north.



**Photograph 16:** Collin County Community College, view southwest.





**Photograph 17:** McKinney National Airport, view east.



**Photograph 18:** McKinney Fire Station 4, northeast.

**CSJs 0364-04-051, 0047-05-058, 0047-10-002  
Spur 399 Extension EIS – US 75 to US 380  
TxDOT, Dallas District**

**Community Impact Assessment  
Site Visit Photographs  
McKinney, Collin County, Texas**



**Photograph 19:** New Jerusalem Baptist Church, view northwest.



**Photograph 20:** Aquatic Center at Old Settlers Park, view northeast.



**Photograph 21:** Old Settler's Park, view north.



**Photograph 22:** Recreation Center at Old Settler's Park, view north





**Photograph 23:** Mouzon Ball Field at Old Settler's Park, view east.



**Photograph 24:** Church of the Holy Family, view East.

CSJs 0364-04-051, 0047-05-058, 0047-10-002  
 Spur 399 Extension EIS – US 75 to US 380  
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Community Impact Assessment  
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Photograph 25: Wattle Park, view southeast.



Photograph 26: Fairview Soccer Park, view northeast.



**Photograph 27:** Fairview Soccer Park, view northeast.



**Photograph 28:** Salon del Reino de los Testigos de Jehova, view south.





Photograph 29: Ministerios Bethania McKinney, view northwest.



Photograph 30: Templo De Alabanza Eben-Ezer, view west.

CSJs 0364-04-051, 0047-05-058, 0047-10-002  
 Spur 399 Extension EIS – US 75 to US 380  
 TxDOT, Dallas District

Community Impact Assessment  
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 McKinney, Collin County, Texas



**Photograph 31:** First Korean United Methodist Church, view southwest.



**Photograph 32:** Centro Cristiano Vida Abundante A.G., view north.





**Photograph 33:** Community Garden Kitchen, view west.



# MEMO

January 2022

**To:** City of McKinney

**From:** Stephen Endres, P.E.  
TxDOT Dallas District

**Subject:** 0364-04-051 etc. SPUR 399 Ext.  
Economic Capacity Evaluation between Purple and Orange Alternatives

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In response to the City of McKinney's comments on the economic benefits of each alternative made during the Public Meeting comment period, TxDOT performed a high-level analysis of the economic development impacts of the Spur 399 Extension in the Study Area. Three alternatives were considered: No-Build (no freeway), Purple (freeway west of McKinney National Airport), and Orange (freeway east of McKinney National Airport).

The analysis relies on a few key assumptions. First, it was assumed that parcels would be converted based on the future land uses shown in the ONE McKinney 2040 Comprehensive Plan. Second, it was assumed that existing access provided by Airport Drive and FM 546 / Harry McKillop Boulevard would be sufficient for parcels along these roads to develop, whether a freeway is built or not. For this reason, parcels converted in the No-Build Alternative are the same as parcels converted in the Purple Alternative because the Purple Alternative does not provide new access to parcels.

Once property values were established for these converted parcels, the analysis then considered the reduction in parcel value due to ROW impacts and the area occupied by its ROW footprint (which could not be developed). This value was deducted from the converted parcel value.

The Orange Alternative provides new access to parcels east of McKinney National Airport, so additional parcels were converted. Parcels converted in each alternative are shown in dark orange on the maps on the following pages.

The City of McKinney would benefit from increases in parcel value by collecting more property taxes every year. Parcel values would likely increase over time as commercial establishments along the freeway would grow; however, these factors were not considered in this high-level analysis.

Utilizing the No-Build Alternative as the benchmark, the Orange Alternative results in a \$107M net increase in parcel values compared to the No-Build, \$7M of which is an increase in land value. The Purple Alternative however results in a \$34M net decrease in parcel values compared to the No-Build with \$11M of that being land value decreases because of the ROW impacts and the area occupied by its ROW footprint (which would not be developed).

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