

# EMPLOYMENT OPPORTUNITIES IMPACT ASSESSMENT

IH 35E: FROM PRESIDENT GEORGE BUSH TURNPIKE TO FM 2181

CSJs: 0196-02-068, 0196-01-096, 0196-02-073, 0196-02-114, 0196-03-245

DALLAS AND DENTON COUNTIES, TEXAS

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION TEXAS DEPARTMENT OF TRANSPORTATION

**JULY 2010** 

# TABLE OF CONTENTS

I. INTRODUCTION	1
Project Description	1
Applicable Laws and Technical Guidance Regarding the Analysis of Potential	
Economic and Employment Effects	
EOIA Study Area	
II. EXISTING CONDITIONS IN EOIA STUDY AREA	4
City of Carrollton	6
City of Corinth	8
Town of Hickory Creek	10
City of Highland Village	11
City of Lake Dallas	13
City of Lewisville	14
Employment Estimates and Growth	16
III. BUSINESS EFFECTS	17
IH 35E Design History, Improvement Alternatives, and Minimization of Impa-	cts 17
Proposed IH 35E ROW Acquisitions	19
Proposed IH 35E Easements/Construction License	19
Anticipated Commercial Displacements	19
Potential Relocation Sites for Commercial Displacements	23
Local Efforts to Retain and Attract Businesses	25
Uniform Relocation Assistance and Real Properties Acquisitions Act	
IV. LABOR FORCE	
Anticipated Commercial Displacements	
Potentially Impacted Employees	39
Composition of Labor Force Potentially Effected	
Future Employment Opportunities within the EOIA Study Area	
V. MINIMIZATION AND MITIGATION	48
City of Lewisville's IH 35E Corridor Development Plan	
Texas Workforce Commission and Workforce Solutions for North Central Texas	
VI. CONCLUSION	52

# **TABLES**

Table II-1: City of Carrollton Major Employers	7
Table II-2: City of Carrollton Income Growth 2000-2008	8
Table II-3: City of Corinth Major Employers	9
Table II-4: City of Corinth Income Growth 2000 - 2008	10
Table II-5: City of Lewisville Major Employers	14
Table II-6: City of Lewisville Income Growth 2000-2008	16
Table II-7: Employment Trends 2000 - 2030	17
Table III-1: Summary of Potential Business Displacements per Municipality	20
Table III-2: Commercial Displacements	20
Table III-3: Commercial Real Estate Available in the Project Area	23
Table IV-1: Commercial Displacements/Potentially Impacted Employees	39

# **APPENDIX**

IH 35E Corridor Improvement Map

Project Location Map

Employment Opportunities Impact Assessment Study Area Map

Corridor Maps

IH 35E Displacement Data

City of Carrollton Future Development Monitoring

Town of Hickory Creek Existing and Future Development Monitoring

City of Lewisville Future Development Monitoring

DART Current and Future Rail System

Denton County Transportation Authority A-train Regional Rail Line

#### I. INTRODUCTION

# **Project Description**

Corridor improvements are proposed for Interstate Highway (IH) 35E from IH 635 in Dallas, Dallas County, Texas to U.S. Highway (U.S.) 380 in Denton, Denton County, Texas, a distance of approximately 28 miles. The IH 35E Corridor Improvement Map in the Appendix illustrates the proposed IH 35E improvements from IH 635 to U.S. 380. This Employment Opportunities Impact Assessment (EOIA) technical report examines the potential employment opportunities impacts associated with the Texas Department of Transportation (TxDOT) proposed reconstruction of approximately 12 miles of the IH 35E corridor within the City of Carrollton in Dallas County and the Cities of Lewisville, Highland Village, Lake Dallas, Corinth, and the Town of Hickory Creek in Denton County, Texas. The project limits extend from President George Bush Turnpike (PGBT) in Dallas County, Texas, to Farm-to-Market (FM) 2181 (Swisher Road) in Denton County, Texas. The Project Location Map in the Appendix illustrates the project limits for this specific EOIA technical report.

The central IH 35E improvement themes involve additional mainlanes, continuous frontage roads in each direction along the corridor, addition of High Occupancy Vehicles (HOV)/managed lanes in the center median, and no conversion of existing mainlanes into tolled HOV/managed lanes. Proposed typical sections illustrate the following:

- Eight mainlanes (four in each direction);
- Two to four collector distributor lanes (each direction) from south of PGBT to north of State Highway (SH) 121;
- Four concurrent tolled HOV/managed lanes in the center median of IH 35E;
- Two, three, and four-lane continuous frontage roads in each direction along the entire project corridor including auxiliary lanes at the cross streets; and
- Approximately 179 acres of proposed right-of-way (ROW) and approximately 54 acres of proposed easement.

Collector distributors consist of parallel lanes running between the mainlanes and the frontage roads that "collect" the traffic from closely spaced entrance ramps and then "distribute" it onto the facility at a single entrance ramp beyond the congested areas.

The proposed alignment would generally follow the existing IH 35E alignment. Portions of the proposed IH 35E alignment would be re-aligned to both the east and west of the existing facility from PGBT to approximately FM 407 to accommodate the proposed reconstruction. At FM 407 the former Union Pacific Railroad (UPRR) ROW runs generally parallel to the east side of IH 35E north to Denton Drive South. Due to the DCTA/DART (former UPRR) ROW, the proposed IH 35E alignment would re-align to the west of the existing facility from FM 407 to south of FM 2181. Proposed ROW for the proposed reconstruction would generally be acquired from the west side of the existing IH 35E facility with portions of the proposed ROW being acquired from the east side between Corporate Drive to Valley Ridge Boulevard in order to minimize impacts.

From Garden Ridge Boulevard to Denton Drive South, IH 35E presently occupies approximately 77.8 acres of U.S. Army Corps of Engineers (USACE) Property through a fee simple easement across Lewisville Lake. The proposed project would incorporate continuous pedestrian sidewalks along each side of the Lewisville Lake bridge. The proposed northbound sidewalk would begin at Highland Village Road and end at Hickory Hills Boulevard. The proposed southbound sidewalk would begin at Denton Drive South and end at Hickory Hills Boulevard. The proposed sidewalks would allow for the continuation of public-access to recreational amenities along the Trinity Trail hike and bike facility across Lewisville Lake. This portion of the Trinity Trail is the northward spine, formerly referred to as the Dalhoma Trail, of the regional Trinity Trails System.

# **Purpose of Employment Opportunities Impact Assessment**

The National Environmental Policy Act (NEPA) process includes identifying social and economic effects as well as natural or physical environmental effects. The proposed IH 35E improvements between PGBT and FM 2181 would require an additional 179 acres of proposed ROW, and thus would result in a number of displacements. During the design stage of the proposed project, consideration was given to reduce the total number of displacements along the corridor. The alignment for the proposed project was chosen to minimize displacements to the greatest extent possible. Other alignments considered would have resulted in a larger number of displacements. A total of 93 businesses would be potentially displaced by the proposed project in the following municipalities: the City of Corinth - 3 business establishments; the Town of Hickory Creek - 9 business establishments, the City of Lake Dallas - 1 business establishment, the City of Lewisville - 76 business establishments, and the City of Carrollton – 4 business displacements. Each of the six adjacent municipalities have actively participated in the establishment of the proposed IH 35E alignment and the potential effects to local businesses, as well as residences. Stakeholder work group meetings have been held beginning in August 2008 to facilitate communication between TxDOT and adjacent municipalities as well as other public agencies with interests along the IH 35E corridor.

Given the current economic climate and the potential effects to existing employment opportunities if the businesses that are anticipated to be displaced by the proposed IH 35E reconstruction cannot successfully reestablish, this EOIA technical report will further assess whether any adverse effects would be caused by the implementation of the proposed IH 35E improvements. The EOIA technical report will provide additional information to determine whether or not the affects of the proposed reconstruction of IH 35E may significantly affect the human environment.

# Applicable Laws and Technical Guidance Regarding the Analysis of Potential Economic and Employment Effects

The applicable laws and technical guidance regarding the analysis of potential economic and employment effects include:

# Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 (Title VI) established the United States policy that all programs and activities receiving federal financial assistance are prohibited from

practicing discrimination on the ground of race, color, or national origin. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not.

# National Environmental Policy Act - NEPA

In 1969, the United States Congress enacted the National Environmental Policy Act of 1969, the first act of its kind that addressed issues of sustainable development and brought environmental concerns to the level of national policy. More importantly, NEPA provides a framework for considering impacts of Federal-aid projects. The Federal Highway Administration (FWHA) uses this framework for the simultaneous consideration of all relevant environmental laws and regulations.

# Federal Aid Highway Act of 1970

The Federal Aid Highway Act of 1970, [23 USC 109 (h)], requires that "possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing adverse effects which include, adverse employment effects, tax and property value losses; injurious displacement of people, businesses and farms; and disruption of desirable community and regional growth."

## FHWA Technical Advisory (T 6640.8A)

The FHWA Technical Advisory T6640.8A was developed to provide guidance for uniformity and consistency in the format, content, and processing of the various environmental studies and documents pursuant to the NEPA, 23 U.S.C. 109(h) and 23 U.S.C. 138 [Section 4(f) of the DOT Act] and the reporting requirements of 23 U.S.C. 128. The technical advisory provides for consideration of project effects, including impacts to businesses and employment opportunities.

#### Executive Order (EO) 12898: Environmental Justice

On February 11, 1994, President Clinton signed EO 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The EO requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.

# U. S. Department of Transportation (U.S. DOT) Order 5610.2

In April 1997, U.S. DOT issued the DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice. The Order generally describes the process for incorporating environmental justice principles into all DOT existing programs, policies, and activities.

Council on Environmental Quality's (CEQ) Environmental Justice: Guidance Under the National Environmental Policy Act

Issued December 10, 1997, the CEQ guidance to federal agencies on implementing EO 12898 describes how analysis of environmental justice impacts must be integrated within the NEPA framework; including the scoping, public participation, analysis, alternatives and mitigation phases of NEPA analysis.

## U.S. DOT Order 6640.23

In December 1998, the FHWA issued FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 6640.23) that requires the FHWA to implement the principles of the DOT Order 5610.2 and E.O. 12898 by incorporating environmental justice principles in all FHWA programs, policies and activities.

# **EOIA Study Area**

The EOIA study area consists of municipalities which are adjacent to the proposed IH 35E improvements from PGBT to FM 2181. These municipalities include the City of Carrollton in Dallas County and the Cities of Lewisville, Highland Village, Lake Dallas, Corinth, and the Town of Hickory Creek in Denton County, Texas. The **Employment Opportunities Impact Assessment Study Area Map** is provided in the **Appendix**. Municipal boundaries were chosen to delineate the EOIA study area because the availability of economic and employment data at the municipal level is the smallest scale available for analysis. It is reasonable to assume that municipalities, which depend on sales revenue to fund municipal budgets, have a vested interest in retaining the potential tax base which may be affected by the proposed IH 35E improvements. Therefore, adjacent municipalities and their associated chambers of commerce were identified as stakeholders and were interviewed in order to gain current qualitative information or quantitative data related to the potential employment impacts posed by the proposed IH 35E project.

This EOIA includes discussions regarding the Existing Conditions within the EOIA study area, Business Effects, Labor Force, and Minimization and Mitigation. The assessment is largely qualitative in nature, due to a lack of employment data availability at a fine scale, and includes summaries of interviews held with local chambers of commerce and municipal planning and economic development professionals to determine potential employment impacts related to the proposed IH 35E reconstruction from PGBT to FM 2181. The results of economic analysis and stakeholder interviews are included herein.

# II. EXISTING CONDITIONS IN EOIA STUDY AREA

Environmental decisions conducted in accordance with NEPA involve weighing the importance of likely environmental impacts in terms of both context and intensity. The context for impacts is the natural and social environment in which the effects of a project are to be felt. For the purposes of this technical report, context is established by examining the economic and employment opportunity background for the municipalities in which the project would occur.

Although the Bureau of Labor Statistics (BLS) reports that the Dallas-Fort Worth-Arlington MSA recorded a job loss of 0.5 percent from April 2009 to April 2010, this was lower than the national figure of 1.0 percent. In May 2010, the national unemployment rate was 9.3 percent. The Texas Workforce Commission reports the state of Texas unemployment rate has been below the national unemployment rate for 35 consecutive months. In May 2010, the state of Texas recorded an unemployment rate of 8.0 percent. Although this rate was slightly higher in the Dallas-Irving-Plano Metropolitan Division (MD), a subdivision of the Dallas-Fort Worth-Arlington MSA, at 8.1 percent, unemployment in the MD was still more than a percentage point below the national average.

In the municipalities for which recent unemployment data are available and within which the proposed IH 35E improvements would occur, unemployment was below both the MD and the state rates. In June 2010, the City of Lewisville's unemployment rate was 6.6 percent, and the City of Carrollton's was 7.4 percent.<sup>3</sup> Recent unemployment data from the Texas Workforce Commission for the municipalities of Lake Dallas, Hickory Creek, Corinth, and Highland Village are unavailable because they contain resident populations below the threshold for which updated unemployment information is provided. Further evidence that the economy and employment opportunities in the EOIA study area appear less affected by the recession than the nation as a whole comes from observing the annual manufacturing growth rate in the Dallas-Irving-Plano MD. Statewide, manufacturing has shed 16,400 jobs in the past year for a -2.2 percent annual growth rate. Contrary to the manufacturing sector's negative growth rate, the Dallas-Irving-Plano MD posted a positive annual growth rate of 1.1 percent.

Although there is no definitive evidence indicating the recession is over, the Texas Workforce Commission reported in June 2010 that total non-agricultural employment in the Dallas-Irving-Plano MD grew by 13,000 jobs from May 2010, the fourth consecutive over-the-month gain. The annual growth rate of total non-agricultural employment for the Dallas-Fort Worth-Arlington MSA was 0.3 percent, an addition of 5,600 jobs since May 2009. This was the first positive annual growth rate since September 2008. Heading into summer, employment attributed to mining, logging, and construction sectors continued to show growth in the Dallas-Irving-Plano MD. Since January 2010, these industries gained 700 jobs. Manufacturing gained 4,200 jobs, the largest over-the-month increase within the last 10 years. In the Dallas-Irving-Plano MD, the professional and business services, accounting, tax preparation and bookkeeping, and payroll services sectors posted a loss of 1,000 jobs as the tax season came to an end. However, the leisure and hospitality sectors added 2,200 jobs, mainly due to continued hiring for the upcoming tourist season. Most

Page 5

-

<sup>1</sup> http://www.bls.gov/ro6/fax/dfw ces.htm accessed June 18, 2010.

<sup>&</sup>lt;sup>2</sup> A Metropolitan Statistical Area which contains a single core with a population of 2.5 million or more may be subdivided into smaller groups of counties referred to as Metropolitan Divisions. Titles of Metropolitan Divisions are typically based on principal city names. The DALLAS-Fort Worth-Arlington MSA has two Metropolitan Divisions, the Dallas-Irving-Plano MD and the Fort Worth-Arlington MD.

<sup>&</sup>lt;sup>3</sup> Texas Workforce Commission, *Texas Labor Market Review*, June 2010. Accessed online at http://www.tracer2.com/default.asp?PAGEID=133 June 20, 2010.

of this employment growth was contributed by the accommodation and food services industry.<sup>4</sup>

# **City of Carrollton**

Carrollton is described as a "vibrant corporate and residential community that has the 'home advantage' because of its prime location." The City of Carrollton encompasses approximately 35 square miles and is located along the southern portion of the proposed project. According to *Census 2000*, the City of Carrollton has a total population of 109,215 and a median household income of \$62,406.

Based on information presented on the City's website, it appears businesses and neighborhoods in the City of Carrollton flourish, and surrounding major highways, three rail freight lines, and a Foreign Trade Zone designation offer continued success. In 2006, the City of Carrollton was ranked 19th by *Money* magazine as the nation's "Best Small Cities" to live. The City of Carrollton is known to be a business-friendly city and works to create new jobs, increase total square footage of new construction, attract new businesses, and expand current businesses. The City of Carrollton takes pride in the historic Old Downtown district that offers citizens shopping, dining, and the opportunity to experience the city's historic heritage.

The Dallas Area Rapid Transit (DART) light rail system is proposed to travel through the City of Carrollton and connect with the future Denton County Transportation Authority (DCTA) commuter rail system in northern Carrollton. The city has been coordinating with DART and preparing for this planned transportation development. The light rail system is currently under construction in the City of Carrollton and is scheduled to open in December 2010.<sup>6</sup>

The City of Carrollton is in the process of developing transit-oriented communities which would include higher density, mixed-use areas with an urban aesthetic. The design of these communities would encourage walking and bicycling, reduce and manage parking, and provide mixed uses in close proximity to the light rail stations. One such community is planned for the downtown Carrollton station.

Economically, the City of Carrollton is a vibrant suburban community that has experienced sustained employment growth with numerous employment opportunities. The North Central Texas Council of Governments (NCTCOG), inventories major employers (those with greater than 250 employees) for specified areas, including cities, located within the Dallas-Fort Worth-Arlington MSA. NCTCOG data reveal the presence of multiple major employers within the City of Carrollton. According to the NCTCOG, the City of Carrollton contains 29 major employers within the City of approximately 13,128 employees. This tabulation of employers within the City of

<sup>&</sup>lt;sup>4</sup> Texas Workforce Commission, Labor Market & Career Information Department (LMCI). LMCI Economic Profiles, Dallas-Plano-Irving MD <a href="http://www.tracer2.com/default.asp?PAGEID=94&SUBID=150">http://www.tracer2.com/default.asp?PAGEID=94&SUBID=150</a> accessed June 20, 2010.

<sup>&</sup>lt;sup>5</sup> City of Carrollton, http://www.cityofcarrollton.com/

<sup>&</sup>lt;sup>6</sup> Dallas Area Transit Authority. http://www.dart.org/about/expansion/otherprojects.asp

Carrollton does not include those employers that employ fewer than 250 persons. **Table II-1: City of Carrollton Major Employers** summarizes the City of Carrollton's major employers, each major employer's number of employees, and the industry with which the employer is affiliated.

Table II-1: City of Carrollton Major Employers

Employer	Employees	Industry
Halliburton Energy Services	1,302	Mining
G E Automation Services Inc.	875	Professional/Technical
McKesson Corporation/Data Processing	833	Manufacturing
Accor North America	727	Hotel/Food
Baylor Medical Center at Carrollton	700	Healthcare
Realpage Internet Access Support	679	Information
Ria Computer Software	650	Professional/Technical
Western Extrusions Corporation	482	Manufacturing
General Aluminum Co. Texas LP	460	Manufacturing
Intracorp	400	Healthcare
T-Netix	400	Information
Aloe Commodities International	380	Wholesale
A E R Manufacturing	374	Manufacturing
Action Windoor Technology	370	Manufacturing
Wal-Mart Supercenter	362	Retail
Carlson Restaurants Worldwide	349	Hotel/Food
Goodman Networks Inc.	345	Professional/Technical
Hilite International Inc.	340	Manufacturing
TAC America's	302	Manufacturing
Presto Products	300	Manufacturing
For Motor Company	300	Wholesale
McLane Food Service Dist.	300	Wholesale
Haber Fabrics	292	Warehouse
PRC LLC	290	Administration
Critical Information Network	280	Information
BMK LP	278	Warehouse
Trend Offset Printing Services	258	Manufacturing
Hilton Reservations World Wide LLC	250	Administration
Freddie Mac	250	Finance
Total	13,128	N/A

Source: North Central Texas Council of Governments. *Demographic Data for North Central Texas*. Accessed at http://www.nctcog.org.ris/demographics/index.asp

Employment opportunities among the City of Carrollton's largest employers, those with greater than 250 employees, reflect a diverse range of industrial sectors. Industrial sectors represented in the City of Carrollton include nine major employers affiliated with manufacturing, five major employers affiliated with wholesaling and warehousing, three major employers affiliated with the professional/technical sector, three major employers affiliated with the information sector, two major employers affiliated with the hospitality (hotel/food) sector, two major employers affiliated with the healthcare industry, two affiliated with administration, one affiliated with the finance industry, one affiliated with retail, and one affiliated with mining. As a result of this diversification of employment opportunities within the City of Carrollton, industry-specific economic and employment

volatility is less likely to have a substantial impact on the City's overall employment composition.

For geographic areas, including municipalities, with resident populations greater than 65,000, the U.S. Census Bureau provides basic economic characteristics of subject populations as part of its annual American Community Survey (ACS). The U.S. Census Bureau provides these estimates from data collected at one-year intervals. The latest year available for the City of Carrollton for which ACS economic data exist is 2008. One economic indicator provided as part of the ACS as an estimate is median household income. **Table II-2: City of Carrollton Income Growth 2000** – **2008** summarizes estimates and changes in the median household income in the City of Carrollton for 2000, 2005, 2006, 2007, and 2008 and compares to the median household income for the same years for the entire state of Texas.

Table II-2: City of Carrollton Income Growth 2000-2008

Geography	Median Household Income 2000	Median Household Income 2005	Median Household Income 2006	Median Household Income 2007	Median Household Income 2008	Absolute Change: 2000 to 2008	Percent Change: 2000 to 2008
City of Carrollton	\$62,406	\$60,483	\$68,589	\$63,120	\$71,865	+\$9,459	15.2%
State of Texas	\$39,927	\$42,139	\$44,922	\$47,548	\$50,043	+\$10,116	25.3%

Source: U.S. Census Bureau. American Community Survey, 1-Year Estimates, 2000, 2005, 2006, 2007, 2008. http://factfinder.census.gov/

From 2000 to 2008, median household incomes in the City of Carrollton fluctuated from a low of \$60,483 in 2005 to a high of \$71,865 in 2008. From 2000 to 2008, median household income in the City of Carrollton grew approximately 15.2 percent from \$62,406 to \$71,865, while for the state of Texas, median household income grew approximately 25.3% from \$39,927 to \$50,043. Although median household income in the City of Carrollton did not grow as fast as that for the state of Texas, absolute changes between the two were comparable. It is also less likely that the City of Carrollton's median household income would grow at a faster pace than for the state of Texas given a much higher relative median household income at the beginning of the eight-year period.

# **City of Corinth**

The City of Corinth identifies itself as a "city in the country." According to *Census 2000*, the city has a total population of 11,424 and a median household income of \$78,345. The city encompasses approximately 8.5 square miles. A small portion of the city is located at the northern most limit of the proposed IH 35E project (Middle segment).

City officials have termed Corinth as a "gateway to success" because it offers advantages for business development as well as a high quality lifestyle for its residents. The City of Corinth finds that by providing an appealing, cooperative work and living atmosphere,

-

<sup>&</sup>lt;sup>7</sup> City of Corinth. http://cityofcorinth.com/

combined with a superb location, the city is able to attract new business. In July of 2007, *Forbes* ranked Corinth the 30th "fastest growing suburb in the U.S." Corinth was also ranked 14<sup>th</sup> as the "Best Places to Live" in the DFW area by *D Magazine* in July 2005.

The Corinth City Council has approved three capital improvement projects which include expansion of roads, water utilities, and wastewater systems. These improvements are currently in various stages of development. Various other projects have recently been constructed. In 2008, Corinth welcomed its first hotel. The Comfort Inn and Suites hotel is located on the east side of IH 35E at Swisher Road. Corinth has also welcomed the Atrium Medical Center, a long term acute care hospital, the first of its kind in Denton County. The Atrium Medical Center is a three story, 59,000 square ft building located along the east side of IH 35E. The facility employs an estimated 150 nursing and administrative personnel and contains 60 beds.

Several commercial developments have been progressing during the last few years in the City of Corinth. The Corinth Market Square retail facility is located along the east side of IH 35E adjacent to City Hall. The 80,800 square ft facility contains multi-tenant retail. Additionally, the development of a new Neighborhood Shopping Center at the corner of Robinson and Post Oak Road is proposed.

NCTCOG data reveal the presence of two major employers with greater than 250 employees within the City of Corinth containing a total of 948 employees. **Table II-3: City of Corinth Major Employers** summarizes the City of Corinth's major employers, each major employer's number of employees, and the industry with which the employer is affiliated.

Table II-3: City of Corinth Major Employers

Employer	Employees	Industry
Labinal Inc.	676	Manufacturing
Denton County Electric Coop, Inc.	272	Utilities
Total	948	N/A

Source: North Central Texas Council of Governments. *Demographic Data for North Central Texas*. Accessed at <a href="http://www.nctcog.org.ris/demographics/index.asp">http://www.nctcog.org.ris/demographics/index.asp</a>.

The manufacturing and utilities sectors represent the two major employers located within the City of Corinth. Given the relative size of the City of Corinth in terms of population and physical extent, when compared to other larger municipalities in the EOIA study area, the City is less likely to contain employers of a size exceeding 250 employees. Although there are only two employers with greater than 250 employees within the City of Corinth, like other municipalities within the EOIA study area, other numerous smaller employers exist within its boundaries.

For geographic areas, including municipalities, with resident populations greater than 20,000 but less than 65,000 such as the City of Corinth, the U.S. Census Bureau provides basic economic characteristics of subject populations as part of its American Community Survey (ACS) from data collected over a three-year time period. These data for three-year periods are also available for geographic areas with greater than 65,000 persons in addition to the one-year ACS estimates. Estimates for the three-year time period

represent the average characteristics of the population between January 2006 and December 2008 and do not represent a single point in time. One economic indicator provided as part of the ACS three-year estimates is median household income for subject municipalities. The latest three-year period available for the City of Corinth for which ACS economic data exist is 2006-2008. **Table II-4: City of Corinth Income Growth 2000 - 2008** summarizes estimates and changes in median household income in the City of Corinth for the year 2000 and the three-year period from 2006-2008 and compares to median household income for the same years for the state of Texas. Median household income data for intermediate years between 2000 and the period 2006-2008 are not available for the City of Corinth because its Census-estimated population was not greater than 20,000 before the 2006-2008 three-year survey period.

Table II-4: City of Corinth Income Growth 2000 - 2008

Geography	Median Household Income 2000	Median Household Income 2006-2008	Absolute Change: 2000 to 2008	Percent Change: 2000 to 2008
City of Corinth	\$78,345	\$95,630	+\$17,285	22.1%
State of Texas	\$39,927	\$49,078	+\$9,151	22.9%

Source: U.S. Census Bureau. American Community Survey, 3-Year Estimates, 2006-2008. Accessed at http://factfinder.census.gov/

From 2000 to 2008, median household income in the City of Corinth grew approximately 22.1 percent from \$78,345 to \$95,630, while for the state of Texas, median household income grew approximately 22.9 percent from \$39,927 to \$49,078. Although median household income growth rates indicate the City of Corinth had a slightly lower growth rate than the state of Texas, absolute changes between the two indicate much greater change in absolute income growth for the City of Corinth. Median household income in the City of Corinth grew by \$17,285 from 2000 to 2008 compared to \$9,151 for the state of Texas.

# **Town of Hickory Creek**

The Town of Hickory Creek has a total population of 2,045 and a median household income of \$69,313, according to *Census 2000*. The town encompasses approximately 15 square miles, the largest landmass of the "Lake Cities," and is located along the northern limits of the proposed project. The Lake Cities area is composed of the Cities of Corinth, Lake Dallas, Shady Shores, and the Town of Hickory Creek in Denton County.

The Town of Hickory Creek was named a "Top Ten Suburb" by *D Magazine* in 2006. The town takes pride in being the "safe bet for quiet, hassle-free, safe living." The town is located on Lewisville Lake, where residents enjoy the combination of a relaxed, small town atmosphere with a thriving business district. Hickory Creek exhibits a blend of parks, nature trails, boat ramps, growing subdivisions, family farms, and businesses.

The Town of Hickory Creek is continuing to experience commercial and residential development, especially with the addition of three subdivisions. Retail growth is continuing in the form of new developments along the IH 35E corridor as well as FM

<sup>&</sup>lt;sup>8</sup> Town of Hickory Creek. http://www.hickorycreek-tx.gov/

2181. The town updated its comprehensive plan in 2008; a key goal for the town's planning process is to identify the highest and best uses for remaining undeveloped land.

Several regional development projects have the potential to affect the Town of Hickory Creek. The Lewisville Lake Toll Bridge has enhanced access to the town and will facilitate a greater number of people traveling through Hickory Creek. The DCTA has proposed a commuter rail system to extend from the Cities of Carrollton to Denton. The commuter rail system, known as the A-train, would travel through the Town of Hickory Creek to the east of IH 35E. No stations are currently proposed to be built within the Town of Hickory Creek.

NCTCOG data reveal no major employers with greater than 250 employees are located within the Town of Hickory Creek. Given the relative size of the Town of Hickory Creek in terms of population and physical extent, when compared to other larger municipalities in the EOIA study area, the Town is less likely to contain employers of a size exceeding 250 employees. Although no employers with greater than 250 employees exist within the Town of Hickory Creek, like other municipalities within the EOIA study area, other numerous smaller employers exist within its boundaries.

Because the Town of Hickory Creek contains fewer than 20,000 residents, the Town is not subject to the U.S. Census Bureau's three-year or one-year ACS. Therefore, recent data for median household income are not available for a municipality of Hickory Creek's size. Although median household income data are available for the Town of Hickory Creek for the year 2000, as documented by Census 2000, median household income for that year is dated, especially in the context of a rapidly developing and growing suburban environment in which new residents and employment opportunities have occupied space and exerted labor market forces on the community's economy. Such forces have implications for both employment and income changes in the subject environment. Nonetheless, as a smaller community with likely considerable economic integration with other nearby and neighboring communities, the Town of Hickory Creek is likely to experience very similar income trends as its neighbors for which recent median household income survey data are available. Consequently, it is most likely that the Town of Hickory Creek's median household income of \$69,313 in 2000, which was much greater than that for the state of Texas at \$39,927, likely grew at a comparable rate with its neighbors, including the Cities of Carrollton, Corinth, and Lewisville. Recent median household income survey data for these municipalities are provided in this EOIA.

# City of Highland Village

The City of Highland Village is termed "a quality lakeside community." According to *Census 2000*, the city has a total population of 12,163, with a median household income of \$102,141. The city is approximately 5.5 square miles and is located west of the proposed project, immediately south of Lake Lewisville.

The City of Highland Village takes pride in the continuing development of a quality community with a top-ranked educational system, an upper income family-oriented

\_

<sup>&</sup>lt;sup>9</sup> City of Highland Village. <a href="http://www.highlandvillage.org/">http://www.highlandvillage.org/</a>

environment, and the planned preservation of open space throughout the lakefront community.

Several commercial developments have recently been established within the City of Highland Village. One development is the District of Highland Village, a 15-acre, mixed-use center comprised of shopping, restaurants, and town homes. The District of Highland Village broke ground in August 2008 and is located at the corner of FM 407 and Briarhill Boulevard. The Marketplace at Highland Village is a 66-acre, mixed-use retail development. This development consists of restaurants, retail and office space, and a storefront of the Highland Village Police Department. The Shops at Highland Village is also a planned development located at the intersection of FM 407 and FM 2499. The 45-acre lifestyle development includes connectivity to the city's trail system to provide pedestrian-friendly access to retail areas. In addition to the various retail developments, the City of Highland Village received voter approval to fund a new Municipal Service Center complex. This complex will house the Public Works and Parks Departments.

NCTCOG data reveal no major employers with greater than 250 employees are located within the City of Highland Village. Given the relative size of the City of Highland Village in terms of population and physical extent, when compared to other larger municipalities in the EOIA study area, the City is less likely to contain employers of a size exceeding 250 employees. Although no employers with greater than 250 employees exist within the City of Highland Village, like other municipalities within the EOIA study area, other numerous smaller employers exist within its boundaries.

Because the City of Highland Village contains fewer than 20,000 residents, the City is not subject to the U.S. Census Bureau's three-year or one-year ACS. Therefore, recent data for median household income are not available for a municipality of Highland Village's size. Although median household income data are available for the City of Highland Village for the year 2000, as documented by Census 2000, median household income for that year is dated, especially in the context of a rapidly developing and growing suburban environment in which new residents and employment opportunities have occupied space and exerted labor market forces on the community's economy. Such forces have implications for both employment and income changes in the subject environment. Nonetheless, as a smaller community with likely considerable economic integration with other nearby and neighboring communities, the City of Highland Village may experience very similar income trends as its neighbors for which recent median household income survey data are available. Consequently, it is likely that the City of Highland Village's median household income of \$102,141 in 2000, which was more than two times greater than that for the state of Texas at \$39,927, likely grew at a comparable rate with its neighbors, including the Cities of Carrollton, Corinth, and Lewisville. Recent median household income survey data for these municipalities are provided in this EOIA. It is also very likely that median household income in the City of Highland Village grew at a lower rate as well as in absolute terms when compared to its neighbors given a much higher relative median household income in 2000 with less relative faculty for growth.

# **City of Lake Dallas**

According to *Census 2000*, the City of Lake Dallas has a total population 5,992 with a median household income of \$51,660. The city encompasses approximately 2.3 square miles and is located along the northern limits of the proposed project.

The City of Lake Dallas is a lakeside community with the vision to be a proud community with unique charm, built on strong family and community values, with exciting lakeside, recreational, and tourism assets supported by a diverse profitable business base. The City of Lake Dallas continues to work to revitalize the downtown area and has recently renovated the historic 1908 Woodman of the World building which houses *The Lake Cities Sun* community newspaper.

The construction of the Lewisville Lake Toll Bridge has provided an essential link between the City of Lake Dallas and the Town of Little Elm, with the hope of attracting people, business, and developers to the downtown area. The City of Lake Dallas plans to continue revitalizing the downtown area and assigning a new urban zoning classification. The planned development of the Main Street Square would consist of commercial and residential spaces, where Phase 1 would include 8,000 square ft of space, with another 16,000 square ft to be built.

NCTCOG data reveal the presence of one major employer, the Wal-Mart Supercenter, with greater than 250 employees within the City of Lake Dallas. The Wal-Mart Supercenter employees 300 persons and is affiliated with the retail sector. Given the relative size of the City of Lake Dallas in terms of population and physical extent, when compared to other larger municipalities in the EOIA study area, the City is less likely to contain employers of a size exceeding 250 employees within its boundaries. Although there is only one employer with greater than 250 employees within the City of Lake Dallas, like other municipalities within the EOIA study area, other numerous smaller employers exist within its boundaries.

Because the City of Lake Dallas contains fewer than 20,000 residents, the City is not subject to the U.S. Census Bureau's three-year or one-year ACS. Therefore, recent data for median household income are not available for a municipality of Lake Dallas's size. Although median household income data are available for the City of Lake Dallas for the year 2000, as documented by Census 2000, median household income for that year is dated, especially in the context of a rapidly developing and growing suburban environment in which new residents and employment opportunities have occupied space and exerted labor market forces on the community's economy. Such forces have implications for both employment and income changes in the subject environment. Nonetheless, as a smaller community with likely considerable economic integration with other nearby and neighboring communities, the City of Lake Dallas is likely to experience very similar income trends as its neighbors for which recent median household income survey data are available. Consequently, it is most likely that the City of Lake Dallas's median household income of \$51,660 in 2000, which was greater than that for the state of Texas at \$39,927, likely grew at a comparable rate with its neighbors,

-

<sup>&</sup>lt;sup>10</sup> City of Lake Dallas. <a href="http://www.lakedallas.com/">http://www.lakedallas.com/</a>

including the Cities of Carrollton, Corinth, and Lewisville. Recent median household income survey data for these municipalities are provided in this EOIA.

# **City of Lewisville**

The City of Lewisville prides itself in being a "great place to live, work, and play." The City of Lewisville encompasses approximately 43 square miles and has a total population of 77,514 according to *Census 2000*. The median household income in Lewisville is \$54,771. A large portion of the proposed project is located within the City of Lewisville. The city limits along the proposed project begin just south of the SH 121/IH 35E interchange and end to the north at the Lewisville Lake bridge.

Lewisville believes in creating a "community with a shared vision of being the finest place in North Texas to live and work, to raise a family and build a business, to visit for a day or stay for a lifetime." The City of Lewisville denotes the Old Town area as an asset and has worked to revitalize the area. Lewisville also prides itself in the local recreation and aesthetics of Lewisville Lake.

Development within the City of Lewisville has continued along the IH 35E corridor, surrounding the Vista Ridge Mall. In addition to the existing retail base, new commercial developments are being established around Vista Ridge Mall. Due to the shortage of land within the city limits, residential developers are turning to townhome development. According to NCTCOG's Development Monitoring website, the Hebron 121 Station apartments have been announced, with a goal of more than 1,000 units. Large-scale residential projects in east Lewisville are expected to approach build-out in the near future.

NCTCOG data reveal the presence of several major employers within the City of Lewisville. According to the NCTCOG, the City of Lewisville contains 25 major employers with a total of approximately 12,244 employees. **Table II-5: City of Lewisville Major Employers** summarizes the City of Lewisville's major employers, each major employer's number of employees, and the industry with which the employer is affiliated.

**Table II-5: City of Lewisville Major Employers** 

Employer	Employees	Industry
Centex Home Equity Company, LLC	1,400	Finance
EMC Mortgage Corp.	1,000	Finance
EMC Mortgage Corp.	840	Finance
Medical Center of Lewisville	810	Healthcare
American Building Control Inc.	710	Professional/Technical
City of Lewisville	631	Public Administration
Semperian (GMAC Financial Services)	600	Administration
Fidelity Investments	600	Finance
Sysco Food Services	569	Wholesale
Waste Management of Texas	410	Administration
21 <sup>st</sup> Century Insurance	356	Finance
Wal-Mart Supercenter	350	Retail

<sup>&</sup>lt;sup>11</sup> City of Lewisville. <a href="http://www.cityoflewisville.com/">http://www.cityoflewisville.com/</a>

-

Employer	Employees	Industry
Four Seasons Temp Control	350	Manufacturing
Universal Display & Fixtures	350	Manufacturing
TIAA-CREF	340	Finance
Xerox Corp	336	Management
Durham School Services	300	Transportation
Verizon Wireless Messaging Service	300	Information
Killough Lewisville HS North	274	Education
Hoya Optical Laboratories	250	Manufacturing
Overhead Door Corp	250	Manufacturing
Healthcare Management Solutions LLC	250	Administration
HSBC Finance Corp (Formerly Household Automotive Finance)	250	Finance
McLane Company Inc.	250	Retail
SuperTarget	250	Retail
Total	12,244	N/A

Source: North Central Texas Council of Governments. *Demographic Data for North Central Texas*. Accessed at <a href="http://www.nctcog.org.ris/demographics/index.asp">http://www.nctcog.org.ris/demographics/index.asp</a>

Employment opportunities among the City of Lewisville's largest employers, those with greater than 250 employees, reflect a diverse range of industrial sectors. Industrial sectors represented in the City of Lewisville include seven major employers affiliated with the finance industry, four major employers affiliated with the manufacturing sector, three major employers affiliated with retail, three affiliated with administration, one affiliated with the education sector, one affiliated with public administration, one affiliated with the transportation sector, one affiliated with management, one affiliated with the professional/technical sector, one affiliated with the wholesale sector, one affiliated with the healthcare sector, and one affiliated with the information sector. As a result of this diversification of employment opportunities within the City of Lewisville, industry-specific economic and employment volatility is less likely to have a substantial impact on the City's overall employment composition.

For geographic areas, including municipalities, with resident populations greater than 65,000, the U.S. Census Bureau provides basic economic characteristics of subject populations as part of its annual ACS. The U.S. Census Bureau provides these estimates from data collected at one-year intervals. The latest year available for the City of Lewisville for which ACS economic data exist is 2008. One economic indicator provided as part of the ACS as an estimate is median household income. **Table II-6: City of Lewisville Income Growth 2000** – **2008** summarizes estimates and changes in median household income in the City of Lewisville for 2000, 2005, 2006, 2007, and 2008 and compares to median household income for the same years for the state of Texas.

Median Median Median Median Median **Absolute** Percent Household Household Household Household Household Change: Change: Geography **Income** Income Income Income Income 2000 to 2000 to 2000 2005 2006 2007 2008 2008 2008 City of \$54,771 \$50,703 \$46,945 \$56,004 \$56,138 +\$1,367 2.5% Lewisville State of \$39,927 \$44,922 \$42,139 \$47,548 \$50,043 +\$10,116 25.3% Texas

Table II-6: City of Lewisville Income Growth 2000-2008

Source: U.S. Census Bureau. American Community Survey, 1-Year Estimates, 2000, 2005, 2006, 2007, 2008. Accessed at http://factfinder.census.gov/

From 2000 to 2008, median household incomes in the City of Lewisville fluctuated from a low of \$46,945 in 2006 to a high of \$56,138 in 2008. From 2000 to 2008, median household income grew sluggishly compared to the state of Texas and other municipalities within the EOIA study area. Over the eight-year period, median household income in the City of Lewisville grew approximately 2.5 percent from \$54,771 to \$56,138, while for the state of Texas, median household income grew approximately 25.3 percent from \$39,927 to \$50,043. Median household income also grew sluggishly in the City of Lewisville compared to the state of Texas in absolute terms with absolute growth of \$1,367 and \$10,116, respectively. Although median household income in the City of Lewisville is higher than for the state of Texas, the gap between the two has quickly narrowed.

# **Employment Estimates and Growth**

In addition to tracking major employers in specific areas throughout the Dallas-Fort Worth-Arlington MSA, the NCTCOG also provides estimates of and projections for total employment, expressed as a total number of jobs, located within municipalities. The NCTCOG provides long-range, small area population, household, and employment projections for use in intra-regional infrastructure planning and resource allocations in the metropolitan area of North Central Texas. The NCTCOG's North Central Texas 2030 Demographic Forecast was developed using a federally recognized land-use model; extensive review by NCTCOG staff, local municipalities, and local officials from city, county, and transportation entities endorsed the forecast for approval by NCTCOG's Executive Board. **Table II-7: Employment Trends 2000** – **2030** summarizes the NCTCOG employment estimates and projections for all six municipalities located within the EOIA study area for 10-year intervals from 2000 to 2030.

Table II-7: Employment Trends 2000 - 2030

		Employ	Percent	Percent		
Municipality	2000	2010	2020	2030	Change 2000-2010	Change <b>2010-2030</b>
City of Carrollton	68,199	77,636	82,610	83,148	13.8	7.1
City of Corinth	2,213	2,939	3,202	3,225	32.8	9.7
Town of Hickory Creek	494	1,005	1,115	1,115	103.4	10.9
City of Highland Village	1,065	1,346	1,795	1,796	26.4	33.4
City of Lake Dallas	1,683	2,168	2,383	2,384	28.8	10.0
City of Lewisville	37,145	54,284	62,067	62,603	46.1	15.3
Total EOIA Study Area	110,799	139,378	153,172	154,271	25.7	10.7

Source: North Central Texas Council of Governments, 2030 Demographic Forecast. http://www.nctcog.org.

Employment estimates and projections provided by the NCTCOG indicate continued employment growth in all six municipalities located within the EOIA study area with the fastest growth having already occurred from 2000 to 2010 for all, except the City of Highland Village. The slower employment growth forecast for the municipalities from 2010 to 2030 is consistent with the assumption that the municipalities will reach development build-out before or around 2030. With less undeveloped land available over time for the new development of business establishments and corresponding employment opportunities, employment growth would likely slow in the subject municipalities with the exception of the City of Highland Village. However, the employment projections indicate relatively slower growth in all six municipalities during the 10-year increment from 2020 to 2030 as all six are likely to reach or come very near to build-out. Employment growth from 2000 to 2010 ranged from a low of 13.8 percent for the City of Carrollton to a high of 103.4 percent for the Town of Hickory Creek. Employment growth projections from 2010 to 2030 forecast a low of 7.1 percent growth for the City of Carrollton and a high of 33.4 percent growth for the City of Highland Village.

#### III. BUSINESS EFFECTS

# IH 35E Design History, Improvement Alternatives, and Minimization of Impacts

The IH 35E corridor was initially developed as a rural freeway in the 1950s. The 1950s IH 35E corridor reflected an approximate 300 ft ROW width which allowed considerable design flexibility while initially constructing the four lane freeway and segments of frontage roads to maintain local property access. The existing IH 35E corridor, from PGBT to FM 2181, has been upgraded through the years from the initial four lane freeway to a six lane freeway with discontinuous frontage roads throughout the corridor; however, these upgrades have not kept pace with the adjacent development as well as the increase in inter-regional trips. Current traffic projections show that by 2030, the IH 35E corridor from PGBT to FM 2181 will need to accommodate 288,000 vehicles per day (vpd).

To accommodate the projected 288,000 vpd, several alternatives were evaluated during

the Major Investment Study (MIS) process for the mitigation of congestion within the study corridor. The MIS was initiated in 1998. Alternatives evaluated by TxDOT during the MIS process included:

Transportation Systems Management (TSM) Alternatives: This alternative seeks to mitigate traffic congestion by identifying improvements of an operational nature. TSM improvements are designed to improve traffic flow and safety through better management and operation of transportation facilities, at a much lower cost and construction time as compared to major infrastructure improvements. Operational improvements promoted include: Traffic Signal Enhancements, Intersection Improvements, Arterial Improvements, Bottleneck Removals and Intelligent Transportation System deployment.

Transportation Demand Management (TDM) Alternatives: This alternative seeks to mitigate traffic congestion and improve air quality by focusing on travel behavior. TDM improvements focus on reducing the number of vehicular demands and SOV trips on the roadway by offering alternatives to driving alone. Alternate modes of travel promoted include: Employee Trip Reduction Programs, Rail and Transit Service, Transportation Management Associations, and Bicycle and Pedestrian facilities.

Freeway/Roadway Alternatives: This alternative seeks to construct additional lane miles for travel. The alternate roadway designs include HOV and Managed/HOV facilities, Express Lanes, addition of mainlanes, and widening. Although the non-freeway alternatives (TSM/TDM) provide mode of travel choice and travel options for the users of the study segment, freeway alternatives have to be considered to meet the traffic demand and mitigate the congestion expected in the future.

From the MIS evaluation and subsequent iterations, a freeway corridor with four general purpose lanes and two HOV/managed lanes were proposed along the IH 35E corridor to accommodate transportation needs. Several alternatives were developed within the IH 35E corridor solution to minimize impacts. Due to the adjacent development and operational needs, at least two frontage road lanes at-grade with the adjacent properties are warranted. Options were reviewed to grade separate the managed lanes or cantilever the mainlanes over the frontage roads as well as adjusting the horizontal alignment to avoid displacements. Because of the number of ramps to and from the HOV/managed lanes, grade separating the HOV/managed lanes from the mainlanes was infeasible. Likewise, cantilevering the mainlanes over the frontage roads was infeasible due to the number of ramps to the adjacent frontage roads. The third option, to adjust the horizontal alignment of the corridor to avoid displacements was implemented throughout the corridor with substantial local stakeholder input.

The current proposed horizontal alternative has undergone substantial adjustments from the existing corridor and is supported by local stakeholder groups, which include adjacent property owners, adjacent municipalities, and other interested parties as reflected in the public comments which resulted from public meetings as well as feedback generated from the stakeholder work group meetings held for the IH 35E corridor development from PGBT to FM 2181. For example, the mainlane alignment near Main Street in the City of Lewisville was shifted to avoid displacing or adversely impacting a church,

hospital, and a business. The resulting alignment minimized displacements and promoted enhancements to other properties in the form of improved access and enhanced safety due to improved sight distance. Design modifications such as this were coordinated between the local stakeholders and property owners to achieve a balanced and feasible solution for the proposed reconstruction of IH 35E.

### **Proposed IH 35E ROW Acquisitions**

The proposed IH 35E improvements between PGBT and FM 2181 would require additional ROW, and thus would result in a number of displacements. Approximately 179 acres of additional ROW would be required for the preferred alternative resulting in the displacement of 65 single family housing units, 93 business establishments, 19 vacant buildings/suites, and 3 municipal facilities (Hickory Creek Animal Services, Hickory Creek Public Works, and City of Lewisville Water Tower) for a total of 180 displacements. Copperas Branch Park (operated by the City of Highland Village) and Highland Lakes Park (operated by the City of Lewisville) would also be impacted. Six of the 65 residential displacements are associated with the Highland Lakes Park Section 4(f) mitigation.

# **Proposed IH 35E Easements/Construction License**

The proposed improvements would require 54 acres of easements. Of this total, 33.3 acres would be required for drainage or slope easements. Construction of the proposed project would require the use of approximately 20.7 acres of USACE property at Lewisville Lake for the proposed facility. An easement request and construction license would be coordinated and processed with the USACE for the right to construct and use property at Lewisville Lake for the proposed project as it would not be possible to acquire ROW from the USACE for the proposed construction of IH 35E.

# **Anticipated Commercial Displacements**

#### Methodology

For the purpose of identifying potential commercial displacements, a structure that was anticipated to be intersected or clipped by the proposed ROW line was determined to be displaced, as well as properties with anticipated loss of substantial parking. An unknown description indicates a commercial structure lacking identification which would classify it as a particular type of business establishment.

During the design stages of the proposed project, consideration was given to reduce the total number of displacements along the corridor. The alignment for the proposed project was chosen to minimize displacements to the greatest extent possible. Other alignments considered would have resulted in a larger number of displacements.

# **Summary of Commercial Displacements**

A summary of the potential business displacements are listed by municipality in **Table III-1**.

Table III-1: Summary of Potential Business Displacements per Municipality

		<b>Total Number</b>				
Type of Displacement			Hickory	Lake		of Business
	Carrollton	Corinth	Creek	Dallas	Lewisville	Displacements
Business	4	3	9	1	76	93
Establishments	7	3	,	1	70	93
Automotive Services		1		ł	3	4
Hotel/Motel				1	5	5
Rental Services				ł	7	7
Restaurants	1	1	5	1	8	15
Retail	1		1	ł	24	26
Service Establishments	2		2	1	26	30
Service Stations		1	1	1	3	6

Source: Proposed Design Schematic (January 2009); Field observations (January 2009)

Displacements are shown in the **Appendix: Corridor Maps**. A detailed listing of displacements, including associated municipality and addresses, is provided in the **Appendix: IH 35E Displacement Data**. Some structures contain multiple businesses. No places of worship or manufacturing establishments would be displaced within the proposed IH 35E corridor.

The displacement information presented in this EOIA is based upon the proposed ROW line as depicted in **Appendix: Corridor Maps**.

**Table III-2** lists the potentially displaced businesses associated with the proposed IH 35E reconstruction from PGBT to FM 2181. The municipality and identification number which corresponds to **Appendix: Corridor Maps** for each business are also listed.

**Table III-2: Commercial Displacements** 

Table 111-2. Commercial Displacements						
Municipality	Corridor Map ID Number	Business Name	<b>Business Type</b>			
Carrollton	D1	La Hacienda Ranch	Restaurant			
Carrollton	D2	Casual Living	Retail			
Lewisville	D.f.	Starr Turfgrass	Services			
Lewisville	D5	Peregrine Development	Services			
Lewisville	D6	Abuelo's	Restaurant			
Lewisville	D8	Mimi's Café	Restaurant			
Lewisville	D9	Saltgrass Steakhouse	Restaurant			
Lewisville	D10	Auto Clinic	Automotive Service			
Lewisville	D11	Pier 1 Imports	Retail			
Lewisville	D12	Olive Garden	Restaurant			
Lewisville		Busy Body	Retail			
Lewisville	D13	Grif's Cycle Sports	Retail			
Lewisville		State Farm Insurance	Services			
Lewisville	D14	Chuck E Cheese's	Restaurant			
Lewisville		Car Toys	Retail			
Lewisville		The Soccer Corner	Retail			
Lewisville	D16	Mattress Firm	Retail			
Lewisville		Blinds & Shutter Expo	Retail			
Lewisville		Coker Floor Co.	Retail			
Lewisville	D18	Fred Loya Insurance	Services			

Municipality	Corridor Map ID Number	Business Name	<b>Business Type</b>	
Lewisville		A Better Tattoo	Services	
Lewisville		Family Practice Clinic	Services	
Lewisville	D33	General Dentistry	Services	
Lewisville	D34	Braum's	Restaurant	
Lewisville	D35	QWB Shell	Service Station	
Lewisville		Select Autos	Retail	
Lewisville	D36	Sunshare RV	Rental Services	
Lewisville		Cash Loans on Car Titles	Services	
Lewisville	D41	Adams Exterminating Co.	Services	
Lewisville	D46	Amason Chiropractic Center	Services	
Lewisville	D47	Lewisville Psychic Palm Reader	Services	
Lewisville	D48	Michael's Music	Retail	
Lewisville		A1 Home Care	Services	
Lewisville		Varsha Shah MD	Services	
Lewisville	D51	Lewisville Medical Center	Services	
Lewisville		Dilip C. Shaw	Services	
Lewisville	D54	Lewisville Visitor Information Center	Services	
Lewisville	D55	Fast Sticker Inspection & Auto	Automotive Service	
Lewisville	D56	Taco Bueno	Restaurant	
Lewisville	D30	Carlson Wagonlit Travel	Services	
Lewisville	D57	Law Office	Services	
Lewisville		Days Inn	Hotel	
Lewisville	D58	Andromeda's Income Tax & Notary	Services	
Lewisville		Bluebonnet Bicycles	Retail	
Hickory Creek	D63	Stitch Chicks	Retail	
Hickory Creek	D67	Hair Expressions Salon	Services	
Lake Dallas	D07	Circle K	Services Service Station	
Corinth	D70	Discount Tire	Automotive Service	
Corinth	D/3	Exxon	Service Station	
Corinth	D74	Wendy's	Restaurant	
Hickory Creek		Tetco Chevron	Service Station	
	D75	McDonald's	Restaurant	
Hickory Creek	D7(	IHOP		
Hickory Creek	D76		Restaurant	
Hickory Creek	D77	Waage & Waage Law Associates	Services	
Hickory Creek	D78	Chili's	Restaurant	
Hickory Creek	D79	Texas Land & Cattle Steak House	Restaurant	
Hickory Creek	D81	Doc's Hickory Creek BBQ	Restaurant	
Lewisville	D86	Sewell Marine	Retail	
Lewisville	D87	American Spas & Pools/Jet Ski Boat	Retail	
Lewisville	D88	Sunny's Food Mart & Fuel 4 Texas	Service Station	
Lewisville	D118	Pottery Shop	Retail	
Lewisville	D98	McGoy's Toys	Retail	
Lewisville	D99	North Texas Yamaha	Retail	
Lewisville	D102	Lewisville Self Storage	Rental Services	
Lewisville	D103	Harcourt	Services	
Lewisville	D104	Home Depot	Retail	
Lewisville	D105	Public Storage	Rental Services	
Lewisville	D106	Uhaul Storage	Rental Services	
Lewisville	D108	Shell	Service Station	
Lewisville	D109	Weight Control de Peso	Services	
Lewisville	D107	Buckets & Bows	Services	

Municipality	Corridor Map ID Number	Business Name	Business Type
Lewisville		Mind & Body	Services
Lewisville		Rodney D. Young Insurance	Services
Lewisville		Mobility Health Inc.	Retail
Lewisville	D110	Colonial Savings	Services
Lewisville	D131	Dorothy's Grass	Retail
Lewisville	D132	Scotland Yards	Retail
Lewisville	D136	Republic Gold & Diamond	Retail
Lewisville	D138	Waffle House	Restaurant
Lewisville	D139	Fina	Service Station
Lewisville	D140	Crossroads Inn	Hotel
Lewisville	D141	All State Transmissions and Auto	Automotive Service
Lewisville	D142	CSC Self Storage	Rental Services
Lewisville	D143	Super 8 Motel	Hotel
Lewisville	D144	Smith Farm & Garden	Retail
Lewisville	D145	Northern Tool Equipment	Retail
Lewisville	D146	Best Value Inn & Suites	Hotel
Lewisville	D147	Public Storage	Rental Services
Lewisville	D148	Saturn of Lewisville	Retail
Lewisville	D149	Enterprise Cars	Rental Services
Lewisville	D151	La Quinta Inn	Hotel
Carrollton	D152	Our Children Pediatrics	Services
Carrollton	D132	Adult/Pediatric Urgent Care	Services

Source: Proposed Design Schematic (January 2009); Field observations (January 2009)

The types of businesses anticipated to be displaced along IH 35E between PGBT and FM 2181 include automotive services, hotel/motels, rental services, restaurants, retail establishments, service establishments, and service stations. Examples of potentially displaced automotive services include inspection sticker, auto repair, and tire repair shops. Examples of potentially displaced hotel/motel establishments include Days Inn, Crossroads Inn, Super 8 Motel, and La Quinta Inn. Examples of potentially displaced rental services include Sunshare RV, Enterprise Cars, and various public storage facilities such as Lewisville Self Storage, Uhaul Storage, Public Storage, and CSC Self Storage. Examples of potentially displaced restaurants range from national chain and locally owned family dining establishments such as Olive Garden and Doc's Hickory Creek BBQ to fast-food establishments such as Braum's and Taco Bueno. Potentially displaced retail examples range from national chains (e.g. Pier I Imports, Home Depot, and Saturn of Lewisville) to locally owned establishments (e.g. Bluebonnet Bicycles, Stitch Chicks, and Dorothy's Grass). Examples of potentially displaced service establishments range from insurance agencies (e.g. State Farm and Fred Loya Insurance) to medical/dental establishments (e.g. General Dentistry and Family Practice Clinic) to personal services (e.g. banking, law office, hair salon). Examples of service stations anticipated to be displaced include Shell, Tetco Chevron, Exxon, Circle K, and Fina.

The business establishments that typically orient to IH 35E frontage road access because of "highway dependency" include hotel/motels, service stations, automotive services, as well as various restaurants and retail establishments.

# **Potential Relocation Sites for Commercial Displacements**

With respect to replacement real estate for commercial/office/retail purposes, there appears to be space available for lease or sale, as well as accommodating zoning, throughout the Cities of Corinth, Lake Dallas, Lewisville, and Carrollton. The Town of Hickory Creek has witnessed recent commercial growth which has shortened the supply of existing commercial real estate according to town officials and reflected by real estate listings. According to <a href="http://showcase.costar.com">http://showcase.costar.com</a> real estate listings website (June 2010), a range of commercial property was available as shown in **Table III-3**. Note that a sale option was available for many of these properties. These listings were generally available to the public; additional listings (including sale listings) are available to private listing service subscribers.

Table III-3: Commercial Real Estate Available in the Project Area

Municipality	Total Number of Commercial Displacements	Number of commercial/ office /retail properties available	Square footage available for lease at \$4 - \$8/sq. ft.	Square footage available for lease at \$8 - \$12/sq. ft.	Square footage available for lease at \$12 - \$20/sq. ft.	Square footage available for lease at \$20 - \$24/sq. ft.	Square footage available for lease at negotiable price
City of Corinth	3	29	150,000 sq. ft.	13,000+ sq. ft.	54,000+ sq. ft.	N/A	590,000+ sq. ft.
City of Lake Dallas	1	10	8,000+ sq. ft.	6,000+ sq. ft.	12,000+ sq. ft.	N/A	38,000+ sq. ft.
Town of Hickory Creek	9	0	N/A	N/A	N/A	N/A	Several undeveloped lots available.
City of Lewisville	76	253	209,000+ sq. ft.	383,000+ sq. ft.	879,000+ sq. ft.	\$144,000+ sq. ft.	1 million+ sq. ft.
City of Carrollton	5	397	1 million+ sq. ft.	571,000+ sq. ft.	642,000+ sq. ft.	252,000+ sq. ft.	1 million+ sq. ft.

Source: <a href="http://showcase.costar.com">http://showcase.costar.com</a>, accessed June 2010.

As shown in **Table III-1**, the types and number of business establishments anticipated to be displaced include: automotive services (4), hotel/motels (5), rental services (7), restaurants (15), retail (26), service establishments (30), and service stations (6). See **Appendix: IH 35E Displacement Data** for a summary of displacements listed by municipality and type and **Appendix: Corridor Maps** for geographic locations. Commercial entities that may require special requirements (i.e. large parcels to accommodate large commercial structures or parking areas, or specific medical/dental equipment) or unique zoning include:

- Hotel/motels (D58, D140, D143, D146, D151);
- Gas stations (D35, D70, D74, D75, D88, D108, D139);
- Large retail developments (D103, D104, D145);
- Medical/dental establishments (D33, D51, D152);
- Automotive/boat sales and services (D10, D36, D86, D99, D148, D149);
- Public storage facilities (D102, D105, D106, D142, D147); and
- Landscaping services (D5, D131, D144).

Thirty-five of the 93 potentially displaced businesses are identified as having possible unique relocation circumstances related to site development design, access, visibility needs, or local zoning standards. Thirty-one of these businesses are located within the City of Lewisville, and are zoned currently for Local Commercial, General Business, or Light Industrial use. The City of Lewisville's Local Commercial zoning district is the most restrictive of the three zoning district and permits gas stations, minor automotive services, medical/dental establishments, and some large retail developments but does not permit hotel/motels, major automotive/boat sales and service establishments, public storage facilities, or landscaping services. The City's General Business zoning district permits those uses permitted in the Local Commercial zoning district as well as hotel/motels, most automotive/boat sales and service establishments, and some landscaping services. The City's Light Industrial zoning district permits those uses permitted in the General Business zoning district as well as public storage facilities, all types of automotive/boat sales and service establishments, and landscaping services.

The remaining four potentially displaced businesses consist of a medical office establishment located in the City of Carrollton which provides urgent care pediatric services, and three gas stations, one each within the Cities of Corinth, Lake Dallas, and the Town of Hickory Creek. According to the zoning regulations in the City of Lake Dallas and the Town of Hickory Creek, gas stations are permitted in any non-residential zoning district that permits commercial activities as a land use. In the City of Corinth, gas stations are permitted in the city's LI-1 and LI-2 industrial districts and the C-3 commercial district. Gas stations are also permitted in the City of Corinth's C-1 and C-2 commercial districts with a specific use permit, which requires special review and approval by the city's governing body. Medical offices in the City of Carrollton are permitted in any of the city's non-residential zoning districts that permit commercial activities, providing numerous options for relocation sites.

In addition to the commercial real estate availability reflected in **Table III-3** within the City of Lewisville, a sufficient amount of undeveloped land is located within the Local Commercial, General Business, or Light Industrial zoning districts. According to the City of Lewisville's Land Use Assumptions (2006), out of approximately 6,751.6 total acres of land located within the Local Commercial, General Business, or Light Industrial zoning districts, approximately 2,627.0 acres (38.9 percent) are undeveloped. These undeveloped areas would provide opportunities for potentially displaced businesses to relocate in similar zoning districts. Additionally, for potentially displaced businesses currently located on large parcels, which may be more difficult to secure in a business' market area, a sufficient number of undeveloped parcels with a large range of sizes exists in the City of Lewisville. According to the City of Lewisville's Land Use Assumptions, a total of 336 of the City's undeveloped parcels are less than three acres, which would accommodate uses generally demanding smaller parcel sizes such as gas stations, medical/dental establishments. and some automotive/boat sales and service establishments. A total of 203 of the City's undeveloped, non-residential parcels are between 3 and 10 acres, which would generally accommodate hotels/motels, some landscaping services, and some automotive/boat sales and service establishments. A total of 105 of the City's undeveloped, non-residential parcels are between 10 and 50 acres, which would generally accommodate some large retail developments, public storage facilities, and landscaping services, and a total of 20 of the City's undeveloped, non-residential parcels are larger than 50 acres, which would likely accommodate the full range of business entities with unique development or land use circumstances. Further, according to the City of Lewisville's *Existing Land Use Map* and *Developable Vacant Land Map (2006)* a number of developable parcels in the General Business and Light Industrial zoning districts abut IH 35E, providing an opportunity for many displaced businesses relying on high visibility and convenience of access to highways to reestablish their operations adjacent to IH 35E.

In the City of Lake Dallas and the Town of Hickory Creek, zoning information related to undeveloped parcels identified on aerial maps reveals that an adequate number of sufficiently-sized, undeveloped parcels zoned for non-residential commercial activities exist within each municipality. A number of undeveloped parcels are located within 1,000 ft of the existing IH 35E facility providing comparable access and highway visibility. In the City of Corinth, the vast majority of land along IH 35E is zoned either C-1, C-2, LI-1, or LI-2, with multiple undeveloped parcels abutting the IH 35E facility providing comparable access and highway visibility.

A sufficient number of appropriately zoned, undeveloped parcels exist within the City of Carrollton, particularly in the northeastern portion of the city. Although medical establishments may have unique needs, urgent care medical offices are generally more adaptive to existing, developed sites compared to large-scale medical facilities. Much of the available commercial real estate would be sufficient for the needs of the potentially displaced medical office establishment located in the City of Carrollton which provides urgent care pediatric services.

Some commercial entities may not be able to relocate within the immediate vicinity of their present location or current service areas due to availability of commercial space, undeveloped parcels, or required zoning. However, the available commercial real estate summarized in **Table III-3** and undeveloped sites that are currently available in commensurate zoning districts indicate the relocation of potentially displaced businesses within the immediate community should not prove difficult. The City of Lewisville's IH 35E Corridor Development Plan is discussed further in **Section V**.

#### **Local Efforts to Retain and Attract Businesses**

#### Lake Cities Chamber of Commerce

The Lake Cities Chamber of Commerce is an independent non-profit organization which is devoted to the growth and retention of businesses in the Lake Cities area. The Lake Cities area is strategically located on the IH 35E corridor between the Cities of Denton and Lewisville along the shores of Lewisville Lake. The Lake Cities Chamber of Commerce's service area encompasses the Cities of Corinth and Lake Dallas and the Towns of Hickory Creek and Shady Shores. The municipalities that comprise the Lake Cities offer business owners the best of both worlds: a progressive and strategic business location within a small, comfortable, hometown setting with access to all that the Dallas-

Fort Worth Metroplex has to offer. 12

Coordination with the Lake Cities Chamber of Commerce regarding the potential employment opportunities impacts associated with the proposed IH 35E project was conducted on June 4, 2010. The Executive Director of the Lake Cities Chamber of Commerce was interviewed via email to obtain various forms of information including, but not limited to:

- Size of chamber membership;
- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the chamber's service area, if conducted;
- Tracking of skill and educational requirements within the chamber's service area, if conducted;
- Trends in employment within the chamber's service area associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the chamber's service area;
- If the proposed IH 35E project has influenced the chamber's approach to attracting or retaining business;
- New and/or planned development that represent future employment opportunities within the chamber's service area:
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place;
- Level of interaction with the Texas Workforce Commission;
- What is the relationship between the chamber and its represented municipalities in terms of sharing information regarding the proposed IH 35E reconstruction.

The Executive Director of the Lake Cities Chamber of Commerce responded that the chamber is comprised of approximately 300 members as of June 2010. The chamber does not currently track unemployment rates or trends; however, the chamber just opened its first permanent office space so it is in the process of implementing new programs that may include unemployment tracking in the future. The Lake Cities Chamber of Commerce provides a public listing of members through its (http://www.lakecitieschamber.com). The chamber does not track the number of employees per member employers, nor does the chamber track employment types, skill levels, educational attainment, or experience requirements per member employers. The Executive Director confirmed the chamber does coordinate with the Texas Workforce Commission.

The Executive Director confirmed the Lake Cities Chamber of Commerce is aware of the proposed IH 35E reconstruction; TxDOT representatives have attended luncheons at the chamber to discuss the proposed project and to answer questions. Chamber members who attended these luncheons had opportunities to ask the TxDOT representative specific questions about the proposed IH 35E improvements. The Executive Director does not

\_

<sup>&</sup>lt;sup>12</sup> Lake Cities Chamber of Commerce, http://www.lakecitieschamber.com

believe the proposed IH 35E project has had an influence on the chamber's approach to attracting or retaining business; the recession in general has been more of a motivator in trying to develop programs and incentives to help local businesses survive.

The Executive Director deferred details regarding future/planned development and the influence of the proposed IH 35E project's influence on labor trends to the represented Economic Development Corporations within its service area (Cities of Corinth and Lake Dallas, and the Town of Hickory Creek).<sup>13</sup>

# Lewisville Area Chamber of Commerce

The Lewisville Area Chamber of Commerce is an independent non-profit organization of businessmen and women who work together to improve the economic, civil, and cultural strength of the Lewisville area. The Lewisville Area Chamber helps create job opportunities by stimulating industrial, commercial, and manufacturing growth; partners with business and civic organizations to support improvement of community facilities; develops and presents numerous venues for business leaders to participate in networking opportunities; and acts as a liaison between local business and state and federal government to monitor legislation and civic issues pertinent to the business community in terms of economic and environmental impact.<sup>14</sup>

Coordination with the Lewisville Area Chamber of Commerce regarding the potential employment opportunities impacts associated with the proposed IH 35E project was conducted on June 9, 2010. The President of the Lewisville Area Chamber of Commerce was interviewed to obtain various forms of information including, but not limited to:

- Size of chamber membership;
- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the chamber's service area, if conducted;
- Tracking of skill and educational requirements within the chamber's service area, if conducted;
- Trends in employment within the chamber's service area associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the chamber's service area;
- If the proposed IH 35E project has influenced the chamber's approach to attracting or retaining business;
- If the proposed IH 35E project would adversely impact low-income or minority employment populations within the chamber's service area;
- New and/or planned development that represent future employment opportunities within the chamber's service area;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place;

<sup>&</sup>lt;sup>13</sup> Interview with Holly Deitrick, Executive Director of the Lake Cities Chamber of Commerce, held on June 4, 2010.

<sup>&</sup>lt;sup>14</sup> Lewisville Area Chamber of Commerce, <a href="http://www.lewisvillechamber.org">http://www.lewisvillechamber.org</a>

• Level of interaction with the City of Lewisville's Planning and Economic Development Department.

The President of the Lewisville Area Chamber of Commerce explained that the chamber is comprised of approximately 730 members as of June 2010. The chamber's service area is comprised of businesses located predominantly within the Cities of Lewisville, Flower Mound, and Highland Village. The chamber does not track unemployment rates or trends independently; however, unemployment statistics provided by the U.S. Census Bureau and other agencies (i.e. Denton County) are regularly monitored. The chamber does not track skill and educational requirements required by businesses within its service area; however, the chamber loosely tracks the numbers of employees within its membership. Employee numbers per business were not released for inclusion in this EOIA technical report.

Regarding potential adverse impacts to low-income or minority employment populations, the President did not know of any specific employment areas that would be potentially impacted by the IH 35E improvements. He stated the employment demographics closely match the city's overall population demographics.

Regarding the proposed IH 35E reconstruction between PGBT and FM 2181 and its influence on the chamber's business development activities, the Lewisville Area Chamber of Commerce has been influenced to locate new businesses away from the IH 35E corridor due to the unknown funding and reconstruction timeframe associated with the proposed IH 35E improvements, as well as the unknown depth of physical impacts the proposed IH 35E project may have on the adjacent communities. The Lewisville Area Chamber of Commerce does coordinate with the City of Lewisville's Planning and Economic Development Department to provide a proactive line of communication in order to lessen the economic impact on the City of Lewisville and surrounding areas that the chamber represents. The President of the Lewisville Area Chamber of Commerce is actively participating with the development of the IH 35E Corridor Plan that the City of Lewisville is sponsoring and is a member of the IH 35E Corridor Plan Advisory Committee (further discussed in **Section V**). <sup>15</sup>

Information related to the Lewisville Area Chamber of Commerce President's opinion regarding existing economic environment (including current recession), future/planned development, and the influence of the proposed IH 35E project on labor trends is discussed in **Section IV**.

# Metrocrest Chamber of Commerce

The Metrocrest Chamber of Commerce is an economic development organization which focuses on existing business and community development issues. The chamber collaborates with the Cities of Addison, Carrollton, and Farmers Branch to develop and implement initiatives that contribute to the enhancement of the local economy. Through the chamber's partnership with these three cities and in cooperation with their own

<sup>&</sup>lt;sup>15</sup> Interview with Matt McCormick, IOM, President of the Lewisville Area Chamber of Commerce, held on June 9, 2010.

economic development departments, many activities are conducted to stimulate business activity within the area. The Metrocrest communities support a dynamic business and industry base, including more than 258 manufacturers, approximately 2,000 acres of parks, numerous lakes, nearby shopping centers, restaurants, an local cultural and entertainment centers. The Metrocrest Chamber of Commerce seeks to influence positive outcomes for business and community development by facilitating communication, awareness, and education of business and community issues.<sup>16</sup>

Written coordination with the Metrocrest Chamber of Commerce regarding the potential employment opportunities impact associated with the proposed IH 35E project was initiated on June 9, 2010. The President of the Metrocrest Chamber of Commerce was provided with questions via e-mail to obtain various forms of information including, but not limited to:

- Size of chamber membership;
- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the chamber's service area, if conducted;
- Tracking of skill and educational requirements within the chamber's service area, if conducted;
- Trends in employment within the chamber's service area associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the chamber's service area;
- If the proposed IH 35E project has influenced the chamber's approach to attracting or retaining business;
- New and/or planned development that represent future employment opportunities within the chamber's service area;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place;
- Level of interaction with the Texas Workforce Commission, if any;
- What is the relationship between the chamber and its represented municipalities in terms of sharing information regarding the proposed IH 35E reconstruction.

The President of the Metrocrest Chamber of Commerce stated that the chamber is comprised of approximately 450 members as of June 2010. The chamber's service area is comprised of businesses located within the Cities of Farmers Branch and Carrollton, as well as the Town of Addison. The chamber does not track unemployment rates or trends independently, nor does the chamber track all employers within its study area or the total number of its work force population. The President confirmed the chamber does coordinate with the Texas Workforce Commission.

Regarding the recession and its impact on the chamber's service area, the President stated the recession has definitely had an impact on employment in the chamber's service area, however the impact is difficult to quantify. The President also stated that while the reconstruction of IH 35E would be a strain on the businesses in the area, the overall

.

<sup>&</sup>lt;sup>16</sup> Metrocrest Chamber of Commerce, <a href="http://www.metrocrestchamber.com">http://www.metrocrestchamber.com</a>

benefits outweigh the negatives. The reconstruction of IH 35E is definitely needed and has not swayed the chamber's existing approach to business development within its service area.<sup>17</sup>

## City of Carrollton

Coordination with the City of Carrollton's Economic Development Department regarding the potential employment opportunities impact associated with the proposed IH 35E project was conducted on June 4, 2010. There are five anticipated commercial displacements associated with the City of Carrollton located within the proposed IH 35E project limits from PGBT to FM 2181. The Executive Director of the City of Carrollton's Economic Development Department was interviewed to obtain various forms of information including, but not limited to:

- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the city's limits, if conducted;
- Tracking of skill and educational requirements associated with the city's employment opportunities, if conducted;
- History of employment trends within the city's limits associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the city;
- Is there any awareness of specific minority or low-income populations that could be impacted by the proposed IH 35E improvements and subsequent employment opportunity impacts;
- If the proposed IH 35E project has influenced the city's approach to attracting or retaining business;
- Have any businesses approached the city for relocation assistance or advice regarding the proposed IH 35E reconstruction;
- Has the city considered a post-construction redevelopment plan for the IH 35E corridor:
- New and/or planned development that represent future employment opportunities within the city's limits;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place;
- Level of interaction with the Texas Workforce Commission, if any; and
- It mitigation were to be proposed by TxDOT for the potential displacement of employees, what form of mitigation would be most beneficial to those employees.

The Director of the Economic Development Department explained that the city itself does not track unemployment rates; unemployment trends; all employers; work force population or demographics; employment types and their required skill levels, educational attainment, or experience requirements; or employment numbers per employer. The Director stated the city's unemployment rate was likely around 8 percent; and while the city does not generate its own unemployment statistics, the city does

<sup>&</sup>lt;sup>17</sup> Interview with Greg Vaughn, President of the Metrocrest Chamber of Commerce, conducted on June 17, 2010.

monitor local, state, and national unemployment statistics that involve the city. Regarding the question of whether or not specific minority or low-income populations would be impacted by the proposed IH 35E improvements, the Director explained that he did not believe any specific minority or low-income populations would be impacted because the city's work force population closely mimics the city's overall racial and economic demographics. The Director confirmed the chamber does coordinate with the Texas Workforce Commission to fulfill low skill, low pay job opportunities.

Regarding the proposed IH 35E reconstruction and its influence on the city's approach to attracting or retaining businesses, the Director stated that the proposed IH 35E project has not influenced the city's approach with economic development strategies. The IH 35E corridor continues to develop (i.e. infill development), there are opportunities for continued commercial and light industrial development to the west of IH 35E, and tax increment financing opportunities are emerging adjacent to the developing DART and DCTA transit lines. The City of Carrollton is not at this time interested in implementing a post-construction redevelopment plan for the IH 35E corridor largely because of the proposed project's lack of funding and unknown timeframe for construction.<sup>18</sup>

Regarding potential mitigation to offset the potential employment impacts, the Director did not really think the proposed IH 35E project warrants mitigation unless all of the impacted businesses are unable to relocate or re-establish. He indicated the pro-business climate in the city, as well as in the immediate area, should allow businesses to relocate and re-establish and could allow some businesses to increase the quality of the buildings in which they operate.

Information related to the Director of Economic Development's opinion regarding future/planned development and the influence of the proposed IH 35E project's influence on labor trends is discussed in **Section IV**.

## City of Corinth

Coordination with the City of Corinth Economic Development Corporation and Planning and Development Department regarding the potential employment opportunities impact associated with the proposed IH 35E project was conducted on June 2, 2010. There are three anticipated commercial displacements associated with the City of Corinth located within the proposed IH 35E project limits from PGBT to FM 2181. The Executive Director of the City of Corinth's Economic Development Corporation and the Director of the Planning and Development Department were interviewed to obtain various forms of information including, but not limited to:

- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the city's limits, if conducted;
- Tracking of skill and educational requirements associated with the city's employment opportunities, if conducted;
- History of employment trends within the city's limits associated with the recession;

<sup>&</sup>lt;sup>18</sup> Interview with Brad Mink, Economic Development Director, held on June 4, 2010.

- How the proposed IH 35E reconstruction project would factor into the existing economic context of the city;
- Is there any awareness of specific minority or low-income populations that could be impacted by the proposed IH 35E improvements and subsequent employment opportunity impacts;
- If the proposed IH 35E project has influenced the city's approach to attracting or retaining business;
- Have any businesses approached the city for relocation assistance or advice regarding the proposed IH 35E reconstruction;
- New and/or planned development that represent future employment opportunities within the city's limits;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place; and
- Level of interaction with the Texas Workforce Commission, if any.

The Executive Director of the Corinth Economic Development Corporation (EDC) explained that the city itself does not track unemployment rates; unemployment trends; all employers; work force population or demographics; employment types and their required skill levels, educational attainment, or experience requirements; or employment numbers per employer. The Executive Director stated that the city's unemployment rate was lower than the rest of the state and that two of their largest employers (Co Serv and Labinal-Corinth Inc.) have experienced growth during the recent recession. However, the city has seen a 13-15 percent drop in sales tax within the past year and the city's biggest concern is retail sales leakage to the neighboring cities of Lewisville and Denton.

Regarding potential impacts to low-income or minority employment opportunities, the Executive Director indicated that the potentially impacted business establishments typically hire low-wage, minority workers. He also confirmed the city does coordinate with the Texas Workforce Commission via the Denton Chamber of Commerce.

Regarding the proposed IH 35E reconstruction and its influence on the city's approach to attracting or retaining businesses, the Executive Director of the Corinth EDC stated the proposed IH 35E project is essentially stifling the economic development opportunities within the city. Developers are approaching the city for development locations along IH 35E; however, the unknown proposed ROW line and undefined schedule for construction are precluding development plans. City officials want to know how they can insert themselves into the TxDOT ROW acquisition process so they can retain the potential loss in tax base associated with the city's anticipated three business displacements associated with the proposed IH 35E improvements.<sup>19</sup>

Information related to the Corinth EDC Executive Director and Planning and Development Department Director's opinions regarding future/planned development and the influence of the proposed IH 35E project's influence on labor trends is discussed in **Section IV**.

<sup>&</sup>lt;sup>19</sup> Interview with Wayne Boling, CEcd, Corinth Economic Development Corporation Executive Director and Fred Gibbs, Planning and Development Department Director, held on June 2, 2010.

## Town of Hickory Creek

Coordination with the Town of Hickory Creek EDC President and the town's economic development consultant regarding the potential employment opportunities impact associated with the proposed IH 35E project was conducted on June 10, 2010. There are nine anticipated commercial displacements associated with the Town of Hickory Creek located within the proposed IH 35E project limits from PGBT to FM 2181. The President of the Town of Hickory Creek's EDC and the town's economic development consultant were interviewed to obtain various forms of information including, but not limited to:

- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the city's limits, if conducted;
- Tracking of skill and educational requirements associated with the city's employment opportunities, if conducted;
- History of employment trends within the city's limits associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the town;
- Is there any awareness of specific minority or low-income populations that could be impacted by the proposed IH 35E improvements and subsequent employment opportunity impacts;
- If the proposed IH 35E project has influenced the city's approach to attracting or retaining business;
- Have any businesses approached the city for relocation assistance or advice regarding the proposed IH 35E reconstruction;
- Has the city considered a post-construction redevelopment plan for the IH 35E corridor;
- New and/or planned development that represent future employment opportunities within the city's limits;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place;
- Level of interaction with the Texas Workforce Commission, if any; and
- If mitigation were to be proposed by TxDOT for the potential employment impacts, what form of mitigation do you think would be most beneficial to those employees?

The Town of Hickory Creek's economic development consultant explained that the town itself does not track unemployment rates; unemployment trends; all employers; work force population or demographics; employment types and their required skill levels, educational attainment, or experience requirements; or employment numbers per employer. However, the economic development consultant does track various demographic data (i.e. population trends, census data, housing stock) in order to communicate with potential retail developers regarding business development within the Town of Hickory Creek. The economic development consultant explained the employment trend during the recession has remained relatively stable; a few companies have closed, but not necessarily due to the recession but perhaps poor business

management. If anything, the town is expected to experience economic growth in the future. The opening of the Lewisville Lake Toll Bridge in August 2009 has had a positive economic impact on the Town of Hickory Creek due to the increased access and mobility it provides motorists from other parts of the region.

Regarding potential impacts to low-income or minority population employment opportunities, it is the economic development consultant's opinion that the fast food restaurants generally hire low wage, minority workers. The economic development consultant indicated he had coordinated with the Texas Workforce Commission in the past; however, the town does not routinely coordinate with the agency at this time.

Regarding the proposed IH 35E reconstruction and its influence on the town's approach to attracting or retaining businesses, the proposed IH 35E project has factored into the development plans for the Town Center and Cornelius Town Center developments, both located east of IH 35E and south of FM 2181. All nine of the potentially displaced commercial entities have been contacted by the town's economic development consultant in the past; however, because of the lack of finalized proposed ROW line, funding, and project construction schedule, most if not all anticipated displacements are hesitant to relocate at this time.

According to both the town's economic development consultant and the EDC President, the town does have the ability to absorb the potential displacements, ideally within a relatively short timeframe (i.e. pre-IH 35E reconstruction). A few potential displacements could either take advantage of parcels west of their existing pad sites to the west side of IH 35E, or they could relocate within the existing Cornelius Town Center development or the future Town Center development that the Hickory Creek EDC has planned and tagged "Hickory Creek's greatest economic development opportunity."<sup>20</sup> The town's economic development consultant and the EDC President agreed the impacts to employment opportunities could be minimized if TxDOT would communicate an approved design (proposed ROW line) and construction schedule.<sup>21</sup>

Regarding potential mitigation to offset the potential employment impacts, the economic development consultant and the EDC President agreed that early communication about a clear project schedule would help offset the negative impacts associated with commercial displacements. The town could then work ahead to relocate those potentially affected businesses. Utilizing the Texas Workforce Commission is an option, but not the only solution to minimize the potential employment impacts. Early communication with the town could help avoid negative implications associated with the relocation of businesses.

Information related to the Town of Hickory Creek EDC President and economic development consultant's opinions regarding future/planned development and the influence of the proposed IH 35E project's influence on labor trends is discussed in **Section IV**.

<sup>&</sup>lt;sup>20</sup> Hickory Creek Economic Development Corporation, <a href="http://www.hickorycreekedc.com">http://www.hickorycreekedc.com</a>

<sup>&</sup>lt;sup>21</sup> Interview with Lynn Clark, Hickory Creek EDC President, and Barry Steele, Economic Development Consulting Services, LLC held on June 10, 2010.

#### City of Lake Dallas

Coordination with the City of Lake Dallas' City Manager regarding the potential employment opportunities impact associated with the proposed IH 35E project was initiated on June 9, 2010. There is one anticipated commercial displacement associated with the City of Lake Dallas located within the proposed IH 35E project limits from PGBT to FM 2181. The City Manager was sent the following questions via email to obtain various forms of information including, but not limited to:

- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the city's limits, if conducted;
- Tracking of skill and educational requirements associated with the city's employment opportunities, if conducted;
- History of employment trends within the city's limits associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the city;
- Is there any awareness of specific minority or low-income populations that could be impacted by the proposed IH 35E improvements and subsequent employment opportunity impacts;
- If the proposed IH 35E project has influenced the city's approach to attracting or retaining business;
- Have any businesses approached the city for relocation assistance or advice regarding the proposed IH 35E reconstruction;
- Has the city considered a post-construction redevelopment plan for the IH 35E corridor;
- New and/or planned development that represent future employment opportunities within the city's limits;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place;
- Level of interaction with the Texas Workforce Commission, if any; and
- If mitigation were to be proposed by TxDOT for the potential employment impacts, what form of mitigation do you think would be most beneficial to those employees?

The City Manager responded on June 24, 2010 that the city itself does not track unemployment rates; unemployment trends; all employers; work force population or demographics; employment types and their required skill levels, educational attainment, or experience requirements; or employment numbers per employer. Regarding potential impacts to low-income or minority population employment opportunities, the City Manager responded that he does not think any unique populations, such as low-income or minority populations would be negatively impacted by the potential commercial displacements.

The City Manager explained the employment trend during the recession has resulted in a reduction of workforce in the industrial sector; several industrial firms have pulled back on expansion plans and/or reduced employment. He clarified that most working residents

of the city are employed outside of the City of Lake Dallas. Existing businesses along FM 2181 have experienced an increase in patronage due to the August 2009 opening of the Lewisville Lake Toll Bridge and this increase in business activity has offset losses due to the economic conditions imposed by the recession.

Regarding the proposed IH 35E reconstruction and its influence on the city's approach to attracting or retaining businesses, the City Manager responded that the city has not changed its approach to economic development nor has anyone approached the city for relocation assistance.

Information related to the City Manager's opinions regarding future/planned development and redevelopment plans along the IH 35E corridor is discussed in **Section IV**.<sup>22</sup>

## City of Lewisville

Coordination with the City of Lewisville's Director of Economic Development and Planning Department and an economic development specialist regarding the potential employment opportunities impact associated with the proposed IH 35E project was conducted on June 11, 2010. There are 76 anticipated commercial displacements associated with the City of Lewisville located within the proposed IH 35E project limits from PGBT to FM 2181. The City of Lewisville's Director of Economic Development and Planning Department and an economic development specialist were interviewed to obtain various forms of information including, but not limited to:

- Methods of unemployment tracking, if conducted;
- Employer/employee tracking within the city's limits, if conducted;
- Tracking of skill and educational requirements associated with the city's employment opportunities, if conducted;
- History of employment trends within the city's limits associated with the recession;
- How the proposed IH 35E reconstruction project would factor into the existing economic context of the city;
- Is there any awareness of specific minority or low-income populations that could be impacted by the proposed IH 35E improvements and subsequent employment opportunity impacts;
- If the proposed IH 35E project has influenced the city's approach to attracting or retaining business;
- Have any businesses approached the city for relocation assistance or advice regarding the proposed IH 35E reconstruction;
- Has the city considered a post-construction redevelopment plan for the IH 35E corridor:
- New and/or planned development that represent future employment opportunities within the city's limits;
- What would be a realistic timeframe for re-establishing displaced businesses once ROW acquisition takes place; and

\_

<sup>&</sup>lt;sup>22</sup> Interview with Earl Berner, City Manager, conducted on June 24, 2010.

- Level of interaction with the Texas Workforce Commission, if any;
- What is the current status of the IH 35E Briefing Kit that was previously documented in the Environmental Assessment (CSJ: 0196-02-068, etc.);
- What is the current status of the Future IH 35E Corridor Plan that was previously documented in the Environmental Assessment; and
- If mitigation were to be proposed by TxDOT for the potential employment impacts, what form of mitigation do you think would be most beneficial to those employees?

The City of Lewisville's Director of Economic Development and Planning Department explained that the city itself does not track unemployment rates; unemployment trends; all employers; work force population or demographics; employment types and their required skill levels, educational attainment, or experience requirements; or employment numbers per employer. However, the city does monitor other regional, state, and national entities who track this information. According to the Director of Economic Development and Planning Department, the recent trend of employment within the city during the recession has been a general trend of growth. The city has benefitted from several corporate relocations during the past year. The corporate relocations have created a mixed demand of semi-skilled workers for capacities such as warehouse distribution, office administration, call centers, sales representatives, etc. Most of these positions do not require a college education.

Regarding potential impacts to low-income or minority population employment opportunities, the Director stated she was unaware of any specific groups that would be negatively impacted by the potential commercial displacements.

Regarding the proposed IH 35E reconstruction and its influence on the city's approach to attracting or retaining businesses, the city has developed a proactive approach to keep business owners engaged and is working to alleviate the effects of the proposed IH 35E project on businesses located along the IH 35E corridor. The city conducted a tax base impacts assessment in 2007 associated with the proposed IH 35E improvements; however, this information is outdated due to the recent recession. Recently, the city formally initiated the development of the IH 35E Corridor Development Plan which is intended to replace the previous IH 35E Briefing Kit efforts the city had promoted to assist those with commercial interests along the IH 35E corridor. Since 2007, the city's economic development specialist has met with multiple business representatives along the IH 35E corridor to provide up-to-date information about the proposed IH 35E reconstruction and to discuss business retention strategies. The economic development specialist explained she has entertained hundreds of contacts regarding the proposed IH 35E improvements during the past three years. She noted that a trend of misinformation about the proposed IH 35E reconstruction created unnecessary concern and panic among the potentially impacted business owners. One goal of the IH 35E Corridor Development Plan is to create a corridor vision and policy that will guide development decisions along the IH 35E corridor.<sup>23</sup>

Page 37

-

<sup>&</sup>lt;sup>23</sup> Interview with Nika Reinecke, AICP, Director of Economic Development and Planning, and Elizabeth Trosper, Economic Development Specialist, held on June 11, 2010.

Regarding potential mitigation to offset the potential employment impacts, the economic development specialist stated that coordination with the Texas Workforce Commission, specifically the North Central Texas Workforce Solutions, is an option to consider. The Texas Workforce Commission periodically coordinates with the city if a large change in workforce is pending and vice versa.

Additional details regarding the previous IH 35E Briefing Kit and the current development of the IH 35E Corridor Development Plan are presented in **Section V**, along with information related to the City of Lewisville's Economic Development and Planning Director's opinions regarding future/planned development and the influence of the proposed IH 35E project's influence on labor trends in **Section IV**.

## **Uniform Relocation Assistance and Real Properties Acquisitions Act**

TxDOT would be responsible for the ROW acquisitions. Acquisition and relocation assistance would be in accordance with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program. Consistent with the USDOT policy, as mandated by the Uniform Relocation Assistance and Real Properties Acquisitions Act, as amended in 1987, TxDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination. The available structures must also be open to persons regardless of race, color, religion, or nationality and be within the financial means of those individuals affected. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property. TxDOT also provides through its Relocation Assistance Program, payment and services to aid in movement to a new location.

Relocation assistance is available to all individuals, families, businesses, farmers, and non-profit organizations displaced as a result of a state highway project or other transportation project. Thus assistance applies to tenants as well as owners occupying the real property needed for the project. TxDOT would relocate all displaced businesses up to 50 miles. The TxDOT Relocation Office would also provide assistance to displaced businesses and non-profit organizations to aid in their satisfactory relocation with a minimum of delay and loss in earnings. The available structures must also be open to persons regardless of race, color, religion, or nationality and be within the financial means of those individuals affected. No special relocation considerations or measures to resolve relocation concerns associated with the proposed reconstruction of IH 35E have been identified to date by the TxDOT ROW acquisition staff.

While the TxDOT Right-of-Way Acquisition and Relocation Assistance Program assists with the relocations of businesses, there are no provisions to assist employees should their employment opportunities be compromised or impacted during the relocation process. With regard to this employment opportunities impacts assessment, the TxDOT Right-of-Way Acquisition and Relocation Assistance Program is not considered mitigation for the anticipated employment impacts, but rather an entitlement because compensation for resource relocation is provided regardless of impact magnitude.

### IV. LABOR FORCE

## **Anticipated Commercial Displacements**

As stated previously, a total of 93 businesses would be potentially displaced by the proposed project. The following municipalities contain anticipated commercial displacements: the City of Corinth - 3 business establishments; the Town of Hickory Creek - 9 business establishments, the City of Lake Dallas - 1 business establishment, the City of Lewisville - 76 business establishments, and the City of Carrollton – 4 business displacements. Each of the six adjacent municipalities have actively participated in the setting of the proposed IH 35E alignment and the potential impacts to local businesses, as well as residences.

## **Potentially Impacted Employees**

Estimating the number of potentially impacted employees is a difficult task because no local agencies or organizations such as municipalities, chambers of commerce, or workforce commissions consistently track employment numbers per employer. Employment statistics likely fluctuate in varying degrees per business due to various economic elements such as turnover rates, regional growth and unemployment trends, etc. Because of the unavailability of locally produced employment information, NCTCOG provided employee data via InfoUSA to assist with the estimation of potentially impacted employees at displaced businesses. **Table IV-1** lists the potential number of impacted employees for each business. The municipality and **Appendix: Corridor Map** identification numbers for each business are also listed. Wage information cannot be provided as data at this level of detail is not available for public use.

Table IV-1: Commercial Displacements/Potentially Impacted Employees

Municipality	Corridor Map ID Number	Business Name	<b>Business Type</b>	Potential Number of Impacted Employees
Carrollton	D1	La Hacienda Ranch	Restaurant	50
Carrollton	D2	Casual Living	Retail	4
Lewisville	D5	Starr Turfgrass	Services	7
Lewisville	23	Peregrine Development	Services	2
Lewisville	D6	Abuelo's	Restaurant	100
Lewisville	D8	Mimi's Café	Restaurant	50
Lewisville	D9	Saltgrass Steakhouse	Restaurant	50
Lewisville	D10	Auto Clinic	Automotive	3
Lewisville	D11	Pier 1 Imports	Retail	10
Lewisville	D12	Olive Garden	Restaurant	50
Lewisville		Busy Body	Retail	10
Lewisville	D13	Grif's Cycle Sports	Retail	4
Lewisville		State Farm Insurance	Services	5
Lewisville	D14	Chuck E Cheese's	Restaurant	20
Lewisville		Car Toys	Retail	10
Lewisville		The Soccer Corner	Retail	5
Lewisville	D16	Mattress Firm	Retail	4
Lewisville		Blinds & Shutter Expo	Retail	4
Lewisville		Coker Floor Co.	Retail	5

Municipality	Corridor Map ID Number	Business Name	Business Type	Potential Number of Impacted Employees
Lewisville	D18	Fred Loya Insurance	Services	5
Lewisville	D16	A Better Tattoo	Services	4
Lewisville	D33	Family Practice Clinic	Services	5
Lewisville	D33	General Dentistry	Services	10
Lewisville	D34	Braum's	Restaurant	10
Lewisville	D35	QWB Shell	Service Station	5
Lewisville	D36	Select Autos	Retail	4
Lewisville		Sunshare RV	Rental Services	4
Lewisville	D36	Cash Loans on Car Titles	Services	4
Lewisville	D41	Adams Exterminating Co.	Services	10
Lewisville	D46	Amason Chiropractic Center	Services	5
Lewisville	D47	Lewisville Psychic Palm Reader	Services	4
Lewisville	D48	Michael's Music	Retail	4
Lewisville	D+0	A1 Home Care	Services	4
Lewisville	D.5.1	Varsha Shah MD	Services	5
Lewisville	D51	Lewisville Medical Center	Services	3
Lewisville		Dilip C. Shaw	Services	3
Lewisville	D54	Lewisville Visitor Information	Services	3
Lewisville	D55		Automotive	4
Lewisville	D56	Fast Sticker Inspection & Auto Taco Bueno	Restaurant	10
		****	Services	5
Lewisville	D57	Carlson Wagonlit Travel		4
Lewisville	D50	Law Office	Services	4
Lewisville	D58	Days Inn	Hotel	4
Lewisville		Andromeda's Income Tax & Notary	Services	5
Lewisville	D63	Bluebonnet Bicycles	Retail	4
Hickory Creek	D.(7	Stitch Chicks	Retail	
Hickory Creek	D67	Hair Expressions Salon	Services	3 5
Lake Dallas	D70	Circle K	Service Station	
Corinth	D73	Discount Tire	Automotive	20
Corinth	D74	Exxon	Service Station	5
Corinth		Wendy's	Restaurant	10
Hickory Creek	D75	Tetco Chevron	Service Station	5
Hickory Creek	D	McDonald's	Restaurant	50
Hickory Creek	D76	IHOP	Restaurant	50
Hickory Creek	D77	Waage & Waage Law Associates	Services	4
Hickory Creek	D78	Chili's	Restaurant	55
Hickory Creek	D79	Texas Land & Cattle Steak House	Restaurant	55
Hickory Creek	D81	Doc's Hickory Creek BBQ	Restaurant	5
Lewisville	D86	Sewell Marine	Retail	4
Lewisville	D87	American Spas & Pools/Jet Ski Boat	Retail	5
Lewisville	D88	Sunny's Food Mart & Fuel 4 Texas	Service Station	4
Lewisville	D118	Pottery Shop	Retail	1
Lewisville	D98	McGoy's Toys	Retail	4
Lewisville	D99	North Texas Yamaha	Retail	10
Lewisville	D102	Lewisville Self Storage	Rental Services	4
Lewisville	D103	Harcourt	Services	100
Lewisville	D104	Home Depot	Retail	50
Lewisville	D105	Public Storage	Rental Services	4
Lewisville	D106	Uhaul Storage	Rental Services	10
Lewisville	D108	Shell	Service Station	6
Lewisville	D109	Weight Control de Peso	Services	8

Municipality	Corridor Map ID Number	Business Name	Business Type	Potential Number of Impacted Employees
Lewisville		Buckets & Bows	Services	20
Lewisville		Mind & Body	Services	4
Lewisville		Rodney D. Young Insurance	Services	4
Lewisville		Mobility Health Inc.	Retail	5
Lewisville	D110	Colonial Savings	Services	5
Lewisville	D131	Dorothy's Grass	Retail	4
Lewisville	D132	Scotland Yards	Retail	5
Lewisville	D136	Republic Gold & Diamond	Retail	4
Lewisville	D138	Waffle House	Restaurant	20
Lewisville	D139	Fina	Service Station	4
Lewisville	D140	Crossroads Inn	Hotel	5
Lewisville	D141	All State Transmissions and Auto	Automotive	4
Lewisville	D142	CSC Self Storage	Rental Services	3
Lewisville	D143	Super 8 Motel	Hotel	4
Lewisville	D144	Smith Farm & Garden	Retail	4
Lewisville	D145	Northern Tool Equipment	Retail	10
Lewisville	D146	Best Value Inn & Suites	Hotel	10
Lewisville	D147	Public Storage	Rental Services	4
Lewisville	D148	Saturn of Lewisville	Retail	20
Lewisville	D149	Enterprise Cars	Rental Services	10
Lewisville	D151	La Quinta Inn	Hotel	20
Carrollton	D152	Our Children Pediatrics	Services	5
Carrollton		Adult/Pediatric Urgent Care	Services	5
			Total	1,181

Source: InfoUSA, accessed June 2010 and provided by NCTCOG.

As shown in **Table IV-1**, a total of 1,181 employees would be potentially impacted by the displacement of the 93 anticipated commercial establishments. Information pertaining to wage data was not available for any municipality; therefore, wage data was not included in **Table IV-1**. Of the 1,181 anticipated employee impacts, approximately 72 percent (846 impacted employees) are associated with the 76 potentially displaced commercial entities located within the City of Lewisville. One of the objectives of the City of Lewisville's IH 35E Corridor Development Plan is to minimize the economic impact associated with the anticipated commercial displacements by promoting redevelopment along both sides of IH 35E to maintain or enhance the commercial nature of the corridor. In the long term, a majority of the commercial employment impacts may be offset by the redevelopment along IH 35E post-reconstruction in the City of Lewisville once the IH 35E Corridor Development Plan is adopted and implemented by the city.

## **Composition of Labor Force Potentially Effected**

The range in labor force anticipated to be impacted by the proposed IH 35E reconstruction ranges from low skill level, minimally educated, minimum wage hourly workers (e.g. retail, restaurant, services occupations) to high skill level, salaried, workers with advanced educations (e.g. health care professionals, legal professionals, specialized services occupations). Because no federal, state, or local agencies such as the U.S. Department of Labor, Bureau of Labor Statistics, Texas Workforce Commission,

municipalities, chambers of commerce, or other employment-focused organizations track specific skill level, educational attainment, experience requirements, or wage information for specific business entities, assumptions must be established to provide the context of the range of labor force found adjacent to the IH 35E corridor spanning from PGBT to FM 2181.

According to the BLS, roughly 3 out of 5 wage and salary workers were paid hourly rates in 2002. Minimum wage workers tend to be young; about half of workers earning the minimum wage in 2002 (\$5.15) were under the age of 25, and slightly more than one-fourth were teenagers (ages 16 to 19). The proportion of hourly paid workers receiving the 2002 minimum wage or less was about 3 percent each for whites, black, and Hispanics. For whites and Hispanics, women were more likely than men to be low wage earners. One out of every 5 food service workers earned less than minimum wage in 2002 and three-fifths of all low wage workers were employed in retail trade; however for many working in these two industries, tips and commissions might supplement the hourly wages received. <sup>24</sup>

The BLS reported in April 2010 that the median weekly earnings of the nation's 96.8 million full-time wage and salary workers were \$754 in the first quarter of 2010. This was 2.2 percent higher than a year earlier, compared with a gain of 2.4 percent in the Consumer Price Index for all urban consumers over the same period. Among the major occupational groups, persons employed full time in management, professional, and related occupations had the highest median weekly earnings - \$1,268 for men and \$915 Persons employed in service jobs earned the least. By educational attainment, full-time workers age 25 and over without a high school diploma had median weekly earnings of \$448, compared with \$624 for high school graduates (no college), and \$1,140 for those holding at least a bachelor's degree. Among college graduates with advanced degrees (professional or master's degree and above), the highest earning 10 percent of male workers made \$3,319 or more per week, compared with \$2,277 or more for their female counterparts. Among the major race and ethnicity groups, median earnings for black men working at full-time jobs were \$635 per week, 73.1 percent of the median for white men (\$869). The difference was less among women, as black women's median earnings (\$584) were 86.1 percent of those for white women (\$678). Overall, median earnings of Hispanics who worked full time (\$554) were lower than those of blacks (\$610), whites (\$772), and Asians (\$859).<sup>25</sup>

Of the anticipated 93 business displacements, approximately 15 percent of the anticipated displacements are represented by either fast food or restaurant establishments. According to People Report, a Dallas-based firm that tracks human resource data for restaurant companies, the annual hourly turnover of 101 percent and average annual management turnover of 27 percent was recorded for its members in 2005. In 2006, about 45 percent of restaurant employees were between the ages of 16 and 24, and this age group is not expected to increase in size by 2016. According to People Report, the restaurant industry

<sup>&</sup>lt;sup>24</sup> Haugen, Steven E. September 2003. "Characteristics of Minimum Wage Workers in 2002." *Monthly Labor Review*, http://www.bls.gov

<sup>&</sup>lt;sup>25</sup> BLS News Release. April 15, 2010. "Usual Weekly Earnings of Wage and Salary Workers First Quarter 2010." <a href="http://www.bls.gov">http://www.bls.gov</a>

is predicted to create 1.9 million more jobs by 2016. In 2006, 1 in 5 restaurant workers was of Hispanic origin; 20 years ago, the ratio was 1 in 20.<sup>26</sup> Recent restaurant operator statistics reflect that restaurant operators expect to do more hiring in the second quarter of 2010, another sign that the industry is climbing its way out of the economic slump. After losing jobs in 2009, the restaurant industry has started to reverse course, adding 43,000 jobs within the first three months of 2010, according to People Report. Turnover is a lagging economic indicator and is expected to remain low as the national unemployment rate remains high.<sup>27</sup>

Retail employers represent approximately 28 percent of the anticipated 93 displacements. Retail employers anticipated to be displaced range from specialty stores such as bicycle sales to landscaping outfitters to more general sales such as Home Depot and car dealerships. Service establishments, such as insurance companies, medical and dental establishments, and law offices, represent approximately 34 percent of the anticipated 93 displacements. Together, retail and service employers represent over 60 percent of the total anticipated displacements. Hotel/motel, automotive, rental services, and service station employers combined represent approximately 23 percent of the anticipated 93 displacements.

A *Wall Street Journal* article from 2005 ranked the top 10 industries for high job turnover rates. The top 10 "turnover" industries included low-level retail jobs, nurses, fast-food workers, hotel and restaurant workers, and sales people. Lower-skilled, lower-wage jobs historically have had higher turnover rates than white-collar jobs; however, turnover rates in traditionally highly-skilled, white-collar jobs, especially sales, was on the rise prior to the recession which the U.S. labor market entered in 2008.<sup>28</sup>

Based on the labor assumptions described above, a majority of the employment opportunities (approximately 66 percent) which face potential displacement due to the proposed IH 35E reconstruction originate from fast food/restaurant; retail; hotel/motel, automotive, rental services, and service station industries which typically employ low skill, low wage employees, and reflect high turnover rates. The remaining 34 percent of the employment opportunities potentially impacted are associated with service establishments which typically hire salaried employees with advanced educations (beyond high school) for medium to high wage management or professional positions.

## **Future Employment Opportunities within the EOIA Study Area**

Future employment opportunities within the EOIA study area have been identified through various sources of information provided by regional authorities such as the NCTCOG's Development Monitoring database as well as the DART and DCTA regional rail expansion plans. Interviews with stakeholders such as local chambers of commerce and economic development representatives which serve the EOIA study area also

<sup>&</sup>lt;sup>26</sup> Berta, Dina. November 20, 2006. "People Report: Worker turnover rate continues to climb." Nation's Restaurant News, <a href="http://www.nrn.com">http://www.nrn.com</a>

<sup>&</sup>lt;sup>27</sup> Berta, Dina. April 28, 2010. "Restaurants ready to hire more workers." Nation's Restaurant News, <a href="http://www.nm.com">http://www.nm.com</a>

<sup>&</sup>lt;sup>28</sup> Gerencher, Kristen. February 23, 2005. "Where the revolving door is swiftest: Job turnover high for fast-food, retail, nursing, child care." The Wall Street Journal. <a href="http://www.marketwatch.com">http://www.marketwatch.com</a>

provided information about future employment opportunities that may not be large enough in scale to be monitored by the NCTCOG or associated with DART or DCTA rail expansions.

## NCTCOG Development Monitoring

The NCTCOG's Development Monitoring database tracks over 8,000 major developments that are either existing, under construction, announced, or in the conceptual stages. Major developments are defined as being over 80,000 square feet and/or 80 employees and are classified in 1 of 12 categories. Future development monitoring information within the EOIA study area was provided by NCTCOG for the Cities of Carrollton and Lewisville, as well as for the Town of Hickory Creek. Development monitoring for the remaining municipalities within the EOIA study area is not currently available from NCTCOG.

Announced development within the City of Carrollton includes two education facilities (Hebron 9<sup>th</sup> Grade Center and 2965 Commodore) and two mixed use developments (Carrollton Crossing and Downtown Carrollton TOD Apartments). Mixed use developments defined by the NCTCOG development monitoring database are developments with multiple uses over 100,000 square feet. Refer to **Appendix: City of Carrollton Future Development Monitoring** for a map showing the locations of these announced developments and other pertinent information related to each announced development site.

Conceptual development within the Town of Hickory Creek includes the Town Center at Hickory Creek which would be located at the southwest corner of FM 2181 and IH 35E as previously mentioned in **Section III**. Refer to **Appendix: Town of Hickory Creek Existing and Future Development Monitoring** for a map showing this location and other pertinent information related to existing and future development monitoring sites.

The City of Lewisville has two announced education developments, four announced business park developments, one announced hospitality development, one announced multi-family residential development, three announced office developments, and two announced retail developments. The education developments include a Lewisville Independent School District Eastside Career Center #2 and Lewisville Elementary. The business park developments include four new buildings at the Majestic Airport Center. The hospitality development includes a Staybridge Suites and the multi-family residential development includes the Hebron 121 Station Apartments. The office developments include Lakeside Office Center Building 2, Vista Oaks, and Railroad Park. Office developments are defined by NCTCOG as office buildings with at least 100,000 square feet or an employer with at least 400 employees. The retail developments include the Centre at Crossroads and retail space at the Hebron 121 Station. Retail developments are defined by NCTCOG as malls, neighborhood centers, or individual retail structures with at least 100,000 square feet. Refer to Appendix: City of Lewisville Future **Development Monitoring** for a map showing these locations and other pertinent information related to these announced development monitoring sites.

\_

<sup>&</sup>lt;sup>29</sup> NCTCOG, <a href="http://www.nctcog.org/ris/demographics/devmon/">http://www.nctcog.org/ris/demographics/devmon/</a>

## Dallas Area Rapid Transit - DART

Both the DART and DCTA have transit expansion plans that parallel the east side of the IH 35E corridor throughout the EOIA study area. DART is a regional transit agency established in 1983 that provides 13 member cities with rail, bus, paratransit, HOV lanes, and rideshare services through ongoing development of its multimodal Transit System Plan. The 13 member cities include Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. Currently, DART serves the 13 member cities with approximately 130 bus routes, 48 miles of light rail transit (DART rail), 84 freeway miles of HOV lanes, and paratransit service for the mobility impaired. DART and the Fort Worth Transportation Authority (the T) jointly operate 35 miles of commuter rail transit (the Trinity Railway Express or TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and DFW International Airport. Through 2013, the DART rail system is slated to nearly double in size to 90 miles. Extensions now in development include the 17.5 mile Northwest Corridor serving downtown Dallas, American Airlines Center, the Dallas Medical/Market Center, Love Field Airport, and the Cities of Farmers Branch and Carrollton. The Northwest Corridor (Northwest Green Line) is scheduled to open in December 2010.<sup>30</sup>

From suburban areas to the Dallas city center, DART Rail is an engine for an emerging new transit-oriented lifestyle. New live-work-play communities near the rail stations include residential, retail, and commercial developments totaling approximately \$7 billion in planned, announced, and existing private development. Rail stations are enhancing residential and office property valuations, according to research conducted in 2002 by the University of North Texas Center for Economic Development and Research. Office buildings near DART Rail increased in value approximately 53 percent more than comparable properties not near rail. Transit stations and mixed-use or transit-oriented developments (TOD) such as Mockingbird Station, West Village, Cedars Station, and the Downtown Plano Station have and continue to experience strong demand for residential units and retail/commercial space. Forward thinking communities awaiting future rail extensions are planning ahead for TOD. The Cities of Carrollton and Farmers Branch have TOD-friendly zoning in place, and their city planners are working with DART and private developers to build new transit villages around their stations, especially in their downtown cores. DART encourages TOD by actively participating with member cities in rail line and station location and land use planning. Stations are sited in areas that have or are planned to accommodate TOD. Station site design is also coordinated with member cities and developers to maximize the achievement of transit-oriented goals.<sup>31</sup>

Four DART Northwest Green Line stations are proposed to open in December 2010 within the EOIA study area. These stations include the Farmers Branch Station in the City of Farmers Branch (just south of Valley View Lane on the east side of Denton Drive), and the Downtown Carrollton Station (at Belt Line Road and Broadway Street), Trinity Mills Station (at Trinity Mills Road and Broadway Street), and North

<sup>&</sup>lt;sup>30</sup> DART, http://www.dart.org/about/dartoverviewdec09.pdf

<sup>&</sup>lt;sup>31</sup> DART, http://www.dart.org/about/dartoverviewdec09.pdf

Carrollton/Frankford Station (south of Frankford Road) in the City of Carrollton. Refer to **Appendix: DART Current and Future Rail System** for a system map.

## Denton County Transportation Authority - DCTA

DCTA is a coordinated county transportation authority which serves Denton County's transportation needs via a bus service, a university shuttle system, and a regional rail system. Since being formed in 2002 and funded in 2003, DCTA has worked quickly to establish service and meet the transportation needs of Denton County. DCTA staff have moved aggressively to implement the components of the Service Plan which has resulted in an increase of transit ridership by approximately 36 percent. The agency carries approximately 2 million passengers a year. All of the bus initiatives identified in the Service Plan have been fulfilled. This includes fixed route services in the Cities of Denton and Lewisville, a demand-response system, and a regional commuter service into the Dallas Central Business District. The agency continues to push an aggressive service implementation schedule for the launch of the regional rail service, known as the A-train. The aggressive schedule is critical to keeping the North Texas region moving for two reasons. First, DCTA is committed to connecting with DART's Northwest Green Line at Trinity Mills Road in the City of Carrollton. This linkage with the DART Northwest Green Line will provide customers with a vastly improved commute. Commuters will have an alternative to IH 35E during its planned expansion, which would help mitigate any construction related congestion.<sup>32</sup>

The expansion of the A-train's 21-mile regional rail line includes five rail stations which would offer transfer opportunities to DCTA's bus services. Three of the five planned stations are located within the EOIA study area – Hebron Station (City of Lewisville at Lakeside Circle and Hebron Parkway), Old Town Station (in downtown Lewisville four blocks east of Old Town between College Street and Main Street), and Highland Village/Lewisville Lake Station (in the Cities of Highland Village and Lewisville at Garden Ridge Boulevard and IH 35E). Refer to **Appendix: Denton County Transportation Authority A-train Regional Rail Line** for a map of the DCTA's proposed A-train rail stations.

# City of Carrollton

As stated in **Section III**, the Executive Director of the Economic Development Department discussed the future trend of mixed-use development taking place along the merging of the DART and DCTA transit lines within the City of Carrollton during an interview held on June 4, 2010. The three previously discussed DART stations anticipated to open in December 2010 within the City of Carrollton include the Downtown Carrollton Station, the Trinity Mills Station (where DART and DCTA lines will converge), and the North Carrollton/Frankford Station. These potential TOD locations, combined with ongoing corporate investment opportunities and continuation of a stable economic environment throughout the city, are reasons why the City of Carrollton's Economic Development Department's Executive Director believes the city is poised to absorb the potentially displaced employees associated with the proposed IH 35E Middle project.

-

<sup>&</sup>lt;sup>32</sup> DCTA, http://www.mya-train.com/about-the-a-train

## City of Corinth

During an interview on June 2, 2010, the Corinth EDC Executive Director and Planning and Development Department Director provided future development information specifically adjacent to the IH 35E corridor. There are several commercial development opportunities (e.g. restaurant pad sites) just north of FM 2181 to the east of IH 35E that will not evolve until the proposed IH 35E ROW line is finalized because developers are hesitant to build if the potential for displacement exists. North of the proposed IH 35E Middle project limits, Ashton Gardens, a high end wedding venue provider, opened a chapel and banquet hall on five acres of land to the west of IH 35E and north of Post Oak The Corinth EDC Executive Director stated that several hotels have Drive. communicated interest in developing adjacent to the Ashton Gardens facility; however, the lack of details regarding the proposed IH 35E ROW line and overall unknown project schedule is preventing the hotel developers from furthering plans to construct in the general area. These potential development sites could absorb all of the displacements anticipated to take place within the City of Corinth due to the proposed IH 35E reconstruction.

## Town of Hickory Creek

As mentioned in **Section III**, the Cornelius Town Center and future Town Center (Phase I) developments have the ability to absorb most, if not all, of the potentially displaced business establishments associated with the proposed IH 35E Middle project. In addition, a few potential displacements have discussed the opportunity to relocate to parcels adjacent to their existing locations with the town's economic development consultant. The town's focus regarding available future commercial development opportunities lies within the same area as the existing Cornelius Town Center and the future Town Center which are located at the southwest corner of IH 35E and FM 2181. The land adjacent to the west side of IH 35E from FM 2181 south to Turbeville Road is available for development and could accommodate future phases of the future Town Center development. The town's economic development consultant confirmed there are future employment opportunities for individuals with low skill capabilities, but the name and type of business cannot be disclosed at this time.

# City of Lake Dallas

The City Manager who was interviewed in June 2010 explained that a mixed use development is being planned around a future rail station site at IH 35E and FM 2181. The initial tenant is an institutional use with approximately 250 employees, and a potential to double in employment size in 10 years. The city anticipates additional employment from service sector employers attracted by the primary institutional use.

The City of Lake Dallas currently has a redevelopment plan and overlay zoning in place along the IH 35E corridor based on building and business conditions pre-existing the proposed reconstruction of IH 35E. A tax increment financing district is planned along IH 35E to support the future institutional use development previously described.

### City of Lewisville

The City of Lewisville and the Lewisville Area Chamber of Commerce representatives that were interviewed in June 2010 stated that the business base's diversity in the City of

Lewisville and adjacent area has helped to minimize the impact of the recession. The President of the Lewisville Area Chamber of Commerce stated that businesses within the chamber's service area are stabilizing and are coming back financially to where they stood 24 to 36 months ago. Economic growth forecasts are expected to remain positive for the City of Lewisville based on various elements such as the merging of DART and DCTA rail lines just south of the city and subsequent implementation of three new DCTA rail stations throughout the city, increased initiations of corporate campuses and corporate relocations within the city limits, continued development of business parks in the eastern portion of the city, and ultimately the long-term redevelopment of the IH 35E corridor post-reconstruction according to the IH 35E Corridor Development Plan implementation. A mix of high skill, semi-skilled, and low skill employment opportunities stand to become available should development continue within the City of Lewisville as currently forecasted, with or without the proposed IH 35E improvements.

### V. MINIMIZATION AND MITIGATION

## City of Lewisville's IH 35E Corridor Development Plan

The City of Lewisville proactively seeks to keep business owners engaged and is working to alleviate the effects of the proposed IH 35E project on businesses located along the corridor. Whether interested parties have questions about temporary signage or are looking to relocate their business to another property in Lewisville, the Office of Economic Development can provide assistance with these decisions. The City of Lewisville's Office of Economic Development initially developed an IH 35E "Briefing Kit" which was designed to inform and assist those with commercial interests along the IH 35E corridor. The IH 35E Briefing Kit has been replaced with the preparation of the IH 35E Corridor Development Plan. The campaign had three components: 1) inform business owners about the proposed project and potential impacts to adjacent businesses, 2) provide business owners with communication channels to stay informed, and 3) assist business owners to minimize the potential impacts and to provide relocation assistance, if necessary.

During March 2010, the City of Lewisville initiated the development of the IH 35E Corridor Development Plan which is intended to focus on not only recapturing the lost tax revenue associated with the proposed IH 35E displacements, but to also increase future tax revenue to its highest potential and will be used to assist the existing property owners in the transition from highway reconstruction to redevelopment of their properties to highest and best use. The study area for the IH 35E Corridor Development Plan is an approximate 8 mile corridor along IH 35E in the City of Lewisville, beginning at SH 121 to the south and ending at Lewisville Lake to the north. The goals of the IH 35E Corridor Development Plan are to:

- Create a corridor vision and policy that will guide development decisions along the corridor;
- Identify and prioritize market-based redevelopment opportunities along the corridor;
- Identify opportunities to improve identity along the corridor, including signage,

gateways, and landmarks;

- Design community character improvements that enhance aesthetic appearance, address sustainability, and require low maintenance; and
- Achieve public support to enable elected officials to endorse the plan.<sup>33</sup>

Since 2007, the Office of Economic Development has fielded questions posed by interested parties and has investigated the impact to the local economy in terms of tax revenue. The City of Lewisville plans to adopt the IH 35E Corridor Development Plan which would address the redevelopment and preservation of commercial land use along the IH 35E corridor post-reconstruction. In 2009, the City approved funding for the first 6 phases of the 10 phase IH 35E Corridor Development Plan to address impacts of the IH 35E roadway reconstruction and take the opportunity for redevelopment into an overlay district with incentives for business retention. The initiation of the IH 35E Corridor Development Plan development in March 2010 allowed the city to officially retire the previous IH 35E "Briefing Kit" program. Approximately 100 acres would be impacted by the anticipated 76 commercial displacements along the IH 35E corridor throughout the City of Lewisville.

The City of Lewisville's previous IH 35E Briefing Kit efforts and current development of the IH 35E Corridor Development Plan are examples of a proactive local government response to minimize potentially negative impacts associated with the anticipated commercial and residential displacements along IH 35E throughout the city's jurisdiction. The City of Lewisville is dedicated to the redevelopment of complimentary land uses along the entire length of the IH 35E corridor to maintain or improve the existing trends in residential and commercial land uses.

#### Texas Workforce Commission and Workforce Solutions for North Central Texas

### Texas Workforce Commission

The Texas Workforce Commission is the state government agency charged with overseeing and providing workforce development services to employers and job seekers for the state of Texas. For employers, the Texas Workforce Commission offers recruiting, retention, training and retraining, and outplacement services as well as valuable information on labor law and labor market statistics. For job seekers, the Texas Workforce Commission offers career development information, job search resources, training programs, and, as appropriate, unemployment benefits. While targeted populations receive intensive assistance to overcome barriers to employment, all Texans can benefit from the services offered by the Texas Workforce Commission and its network of workforce partners.

The Texas Workforce Commission is a part of a local/state network dedicated to developing the workforce of Texas. The network is comprised of the statewide efforts of the Commission coupled with planning and service provision on a regional level by 28

3

<sup>&</sup>lt;sup>33</sup> I-35E Corridor Development Plan, City of Lewisville, Project Management Plan, March 2010.

local workforce boards. This network gives customers access to local workforce solutions and statewide services in a single location – Texas Workforce Centers.<sup>34</sup>

# Workforce Solutions for North Central Texas

The Texas Workforce Center which serves the area potentially impacted by the proposed IH 35E improvements is the Workforce Solutions for North Central Texas. The service area for the Workforce Solutions for North Central Texas includes 14 counties: Collin, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, and Wise Counties. This area is home to over 2.3 million residents, 47,000 businesses and over 1.2 million workers. Since 1996, Workforce Solutions for North Central Texas has partnered with the NCTCOG, who serves as its administrative entity responsible for program implementation. As grant recipient and fiscal agent, the NCTCOG is responsible for the annual workforce development budget in excess of \$60 million. <sup>35</sup>

During FY 2009, the Workforce Solutions for North Central Texas provided services for over 16,071 of the 43,877 businesses within the 14 county service area; served over 175,837 customers; provided child care for an average of 6,501 children per day; helped approximately 63 percent of unemployment claimants to become re-employed; and served over 2,876 individuals existing the criminal justice system.

The ultimate goal for the Workforce Solutions for North Central Texas is to match the most qualified candidates with the right employers. Services provided to employers include:

- Personal attention from one of the account managers;
- Recruiting assistance/placement;
- Work In Texas internet-based job posting and matching system;
- Job fairs on location or in one of the workforce centers;
- Fee-based customized training to meet employers needs;
- Current labor market information; and
- Outplacement services for companies who are restructuring, downsizing, or closing operations.

Services provided by the Workforce Solutions for North Central Texas to all job seekers include:

- Determination of eligibility to receive potential services;
- Initial registration and orientation to available information and services;
- Initial assessment of skill level, aptitude, abilities and supportive service needs;
- Job search and placement assistance and career counseling (as appropriate);
- Job search workshops and seminars;

<sup>&</sup>lt;sup>34</sup> Texas Workforce Commission, http://www.twc.state.tx.us/twcinfo/whatis.html

<sup>35</sup> Workforce Solutions of North Central Texas, https://www.dfwjobs.com/aboutus/index.asp

- Resource room services access to telephone, fax, copier, resource library, computer, internet, and resume assistance;
- Employment and Labor Market information;
- Job listings via Work In Texas and other on-line employment resources;
- Job referrals:
- Demand occupations required skills and earning in those occupations;
- Eligible Training Provider and training program information;
- Performance statistics of our local area;
- Supportive Service information (e.g. child care, transportation);
- "How to" information and filing unemployment claims;
- Assistance in establishing eligibility for non-WIA-funded training and education programs; and
- Follow-up services (as appropriate).

Expanded services provide a more customized solution to job seekers who are enrolled in specific workforce programs. The following services may be available to job seeking customers who are unemployed and unable to obtain employment through core services, are determined by staff to need these services in order to obtain employment, or are under-employed and determined by staff to need the service in order to obtain or retain employment that allows for self-sufficiency. These services are provided at local Workforce Centers and through contracts with public and private providers.

- In-depth individual assessment;
- Development of an Individual Employment Plan;
- Counseling; and
- Short-term prevocational services.

A Workforce Development Manager was interviewed on June 16, 2010 to discuss the potential for TxDOT to coordinate with the Workforce Solutions for North Central Texas to mitigate the potential employment impacts associated with the proposed IH 35E improvements. The Workforce Development Manager described the potential for "rapid response workshops" to be conducted on behalf of the employers. Workforce Solutions for North Central Texas can coordinate with employers identified for relocation by TxDOT via the ROW acquisition phase of project development to engage and provide 1-2 hour "rapid response workshops" if requested by the employers, regardless of the number of employees anticipated to be impacted. If 50 or more employees are to be laid off, employers must notify the Texas Workforce Commission regardless, so the Workforce Solutions staff is aware of employment needs and opportunities. The rapid response workshops could be planned and conducted by the Workforce Solutions of North Central Texas to provide information to groups ranging from 5 to 500 employees regarding the programs provided by the Workforce Centers and how to apply for unemployment benefits. Multiple rapid response workshops could be conducted by the Workforce Solutions for North Central Texas to distribute information to all employees potentially impacted by the proposed IH 35E project.

The Workforce Development Manager and appropriate staff are available to attend the

Open House/Public Hearing for the proposed IH 35E project, if requested by TxDOT, to answer questions or present services information on behalf of the Workforce Solutions for North Central Texas. Contact information for the Workforce Solutions for North Central Texas can also be distributed to each property owner during the ROW acquisition process.<sup>36</sup>

#### VI. CONCLUSION

Relocation of commercial entities can result in unemployment and associated financial impacts. If the businesses are able to relocate within the immediate municipality or community and remain viable, any potential unemployment effects would be temporary. A higher degree, or adverse, impact would occur if the businesses cannot relocate or must do so outside the municipalities in which the proposed IH 35E project would be constructed. While uncertainty exists in predicting the outcome of reestablishment within close proximity to the businesses' original locations, and it is unknown which of the business owners would choose or be able to continue operation, sites with suitable zoning and in close proximity are currently available in the EOIA study area as discussed in **Section III** – Potential Relocation Sites for Commercial Displacements.

Relocation assistance payments and services would be provided to the displaced businesses in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as Amended. Loss of key employees may occur if the businesses are displaced and employees are not willing to travel in order to remain employed at the relocation site. This could affect the business' ability to re-establish itself at the new location. However, the severity of this type of employment impact varies with the type of business, the distance to and attractiveness of the relocation site, as well as the employees' interest in continued employment with the business.

As discussed in **Section V**, the City of Lewisville's IH 35E Corridor Development Plan is being developed to retain the potentially displaced businesses, recapture the lost tax revenue associated with the potential displacements associated with the proposed reconstruction of IH 35E, and increase future tax revenue to its highest potential along the IH 35E corridor. While the Cities of Carrollton, Corinth, Lake Dallas, and the Town of Hickory Creek do not have formal plans to support or retain the potentially displaced businesses, these municipalities are certainly aware of the potential impacts to their tax bases and are willing to coordinate with the potentially displaced entities to minimize employment and economic impacts associated with the proposed IH 35E reconstruction (as discussed in **Section III** – Local Efforts to Retain and Attract Businesses).

The size of the businesses could determine the importance of the potential employment impact to the EOIA study area. The physical removal of a majority of any municipality's major employers could result in a significant impact to employment opportunities under NEPA, and it could result in multiplier effects to related businesses. The loss of a small

Page 52

-

<sup>&</sup>lt;sup>36</sup> Interview with Natalie Moffitt Johnson, Workforce Development Manager for the Workforce Solutions for North Central Texas, held on June 16, 2010.

business, however, is likely to have a lesser effect on employment in the EOIA study area because of the fewer numbers of households affected. As reflected in **Sections II** and **IV**, none of the potentially displaced businesses are tracked by NCTCOG as major employers within the EOIA study area. The largest employers anticipated to be displaced include various restaurants (ranging from 10-100 employees each) and a service establishment with approximately 100 employees.

Employment impacts are less severe when the employer has sufficient lead time to become established at a new location, prior to closing the existing facility. As stated in **Section III** – Local Efforts to Retain and Attract Businesses, most municipalities potentially affected by the proposed IH 35E reconstruction would prefer to be better engaged in the TxDOT ROW acquisition process in order to help minimize relocation impacts by proactively assisting the potentially displaced businesses with finding relocation sites within the same municipality. Often businesses are profitable because they have built up a loyal clientele over time. Relocation to a new area may require time to re-establish customers. However, this time period may be short for regional or national businesses such as fast food franchises, service stations, retail establishments, etc. Approximately half of the potential displacements could be considered regional or national businesses that are easily identifiable by the general public.

Additionally, there appear to be future employment opportunities of varying skill requirement intensities identified within the EOIA study area in Section IV based on information provided by the NCTCOG's Development Monitoring database, DART and DCTA regional rail expansions, as well as interviews with stakeholders including local chambers of commerce and economic development representatives within the EOIA study area. Table II-7 demonstrates that the employment growth forecast between 2010 and 2020 for the EOIA study area would allow for the absorption of the potential displacements associated with the proposed IH 35E improvements. The addition of new businesses discussed in **Section IV** – Future Employment Opportunities within the EOIA study area would create additional employment opportunities throughout the EOIA study area and may represent an opportunity to absorb any permanent employment effects that could result from the proposed IH 35E improvements within the affected municipalities. The expansions of the DART and DCTA transit lines also enhance future employment opportunities by providing new centers for employment at the newly developed rail stations and access to locations such as City of Denton and the Dallas Central Business District and additional regional employment centers in between.

The proposed reconstruction of IH 35E would also contribute beneficial construction and related activities for persons in many industries throughout the economy. The employment estimation model developed for FHWA, JOBMOD, produces results for three rounds of spending. The first round includes all those jobs that are created either directly by the firms actually constructing the project or by the firms that provide direct inputs to the construction project. Second round employment impacts include jobs in firms that provide inputs to the industries that directly provide materials and equipment used in highway construction. An example of a second round employment impact is a firm that provides sheet steel (second round) to the firm that makes the guard rail (first round). Third round employment includes all jobs generated by the consumer

expenditures resulting from the wages paid for first and second round employment. It is equivalent to the standard input-output definition of "induced" employment, and reflects producers' response to an increase in demand for all types of goods and services.

Finally, the Workforce Solutions for North Central Texas would be proactive in assisting any employees that would be affected as a result of the displacements associated with the proposed reconstruction of IH 35E. Workforce Solutions staff has agreed to attend the proposed project's Open House/Public Hearing and provide handouts and other information regarding Workforce Solutions services. As discussed in Section V, Workforce Solutions for North Central Texas can coordinate with employers identified for relocation by TxDOT via the ROW acquisition phase of project development to engage and provide 1-2 hour "rapid response workshops" if requested by the employers, regardless of the number of employees anticipated to be impacted. The rapid response workshops could be planned and conducted by the Workforce Solutions of North Central Texas to provide information to groups ranging from 5 to 500 employees regarding the programs provided by the Workforce Centers and how to apply for unemployment benefits. Multiple rapid response workshops could be conducted by the Workforce Solutions for North Central Texas to distribute information to all employees potentially impacted by the proposed IH 35E project. Efforts by Workforce Solutions' services are targeted toward assisting the individual employees and can help prepare those employees to work in other occupations if the employee is unable to find work in or chooses to leave their current field of employment.

NEPA was signed into law to require federal agencies to consider environmental effects before committing federal funding and to address the need for federal agencies to take a leadership role in protecting vital resources. NEPA requires that federal agencies must determine whether a proposed action may "significantly affect the quality of the human environment" and thus require the preparation of an Environmental Impact Statement [42] U.S.C. 4332(2)(c)]. When environmental effects could occur, but the significance of those effects is not known, 23 C.F.R. § 771.119, requires that FHWA determine which aspects of the proposed action have potential for social, economic, or environmental impact; identify alternatives and measures which might mitigate adverse environmental impacts; and identify other environmental review and consultation requirements which should be performed concurrently with the preparation of an Environmental Assessment. This technical report has analyzed the potential for adverse effects to employment opportunities associated with the proposed IH 35E project. The determination as to whether these effects rise to the level which would require the preparation of an Environmental Impact Assessment must consider both the context in which the effects will occur and the intensity of the effects [40 C.F.R 1508.27].

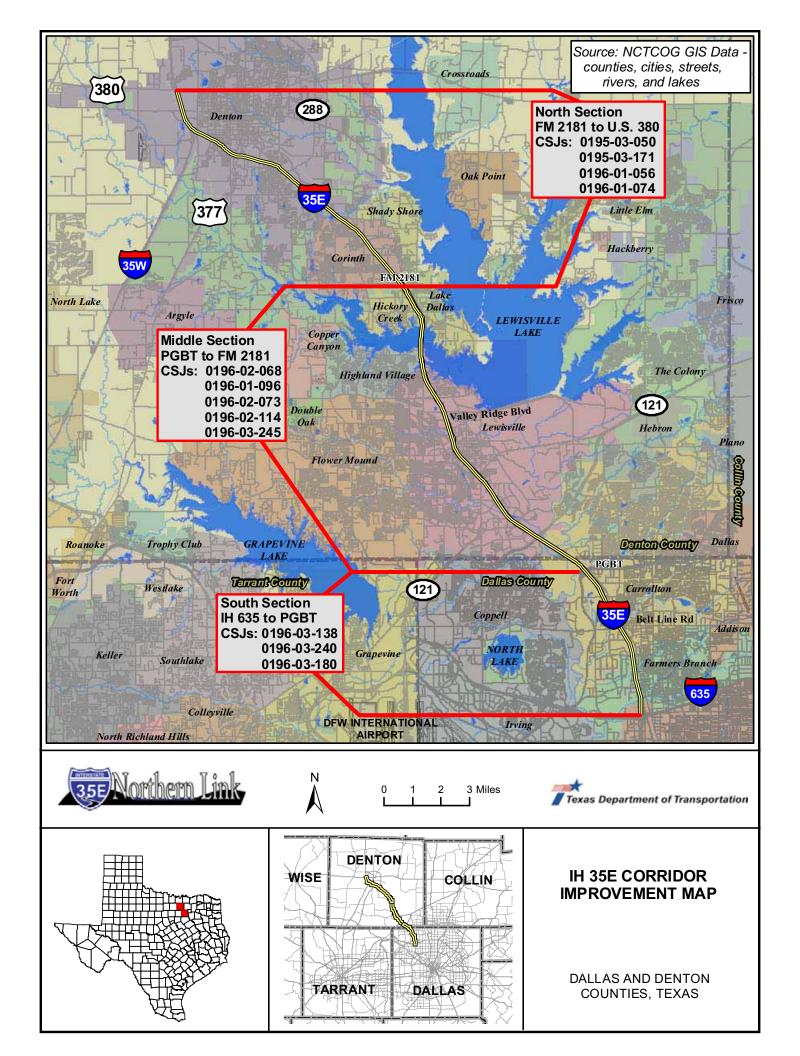
Context in terms of NEPA analyses refers to the affected environment in which the project would take place. This report has addressed both the municipalities and the economic conditions in which the effects of the proposed IH 35E project would occur. The analysis has considered potential effects to employment opportunities should displaced businesses be unable to reestablish in close proximity of their original location. The intensity of the proposed project's effects has been established in relation to development announced or under construction in the municipalities affected, and in

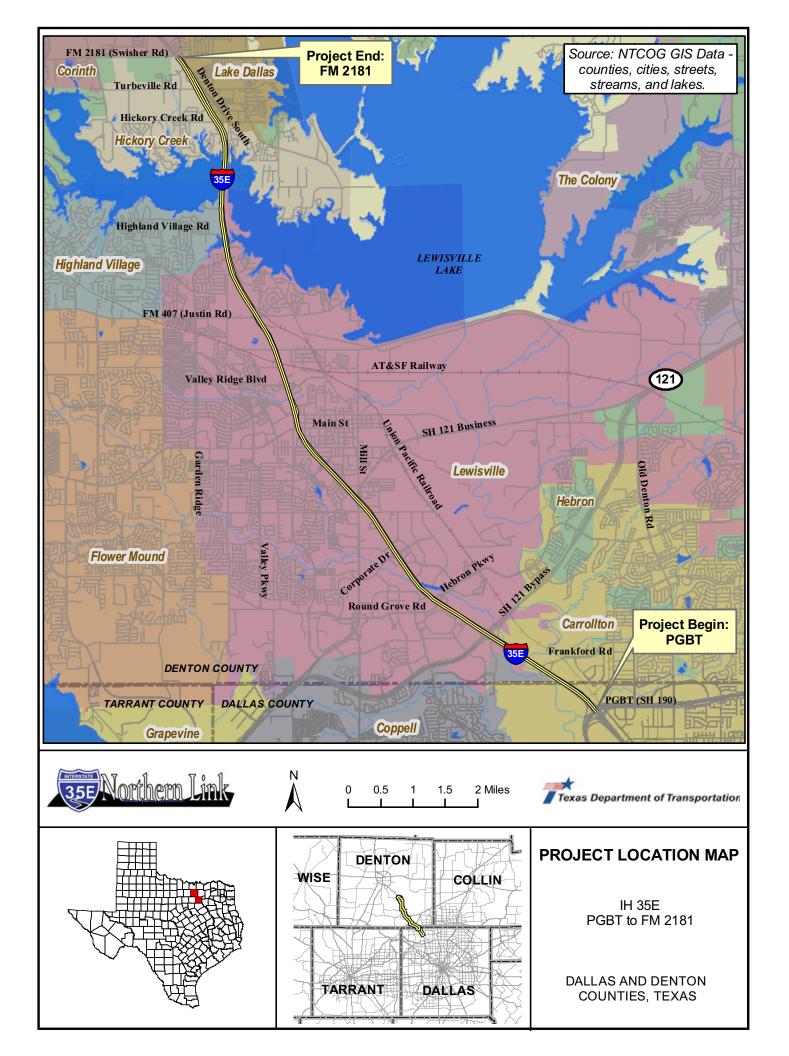
relation to the benefits provided to the local and regional economy if the project is implemented.

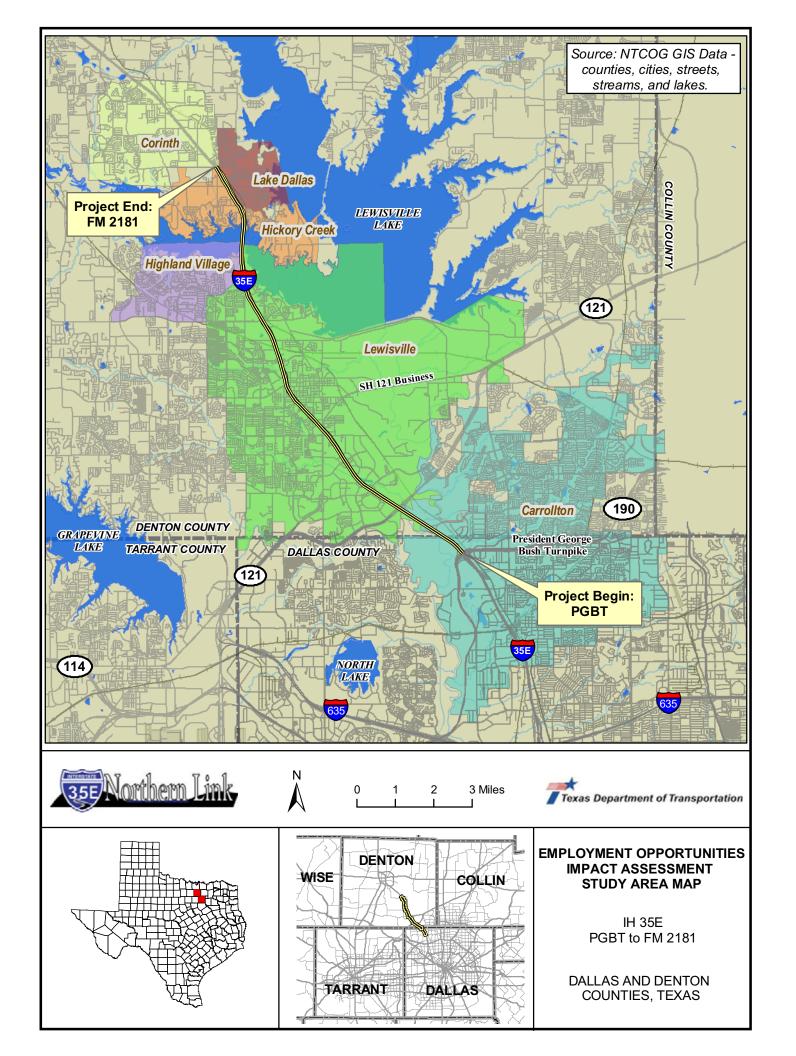
Beneficial effects to the local economy through the management in congestion and the addition of capacity and mobility along the IH 35E corridor should accrue at a level that would benefit all parties working or providing services in the EOIA study area. Assistance provided through the Workforce Solutions for North Central Texas is anticipated to minimize or mitigate for any adverse effects that could accrue to individual employees as a result of the implementation of the proposed project. Therefore, as summarized above, when potential effects to employment are analyzed in the context in which they are to occur, it does not appear that these effects rise to the level at which additional study or the preparation of an Environmental Impact Statement would be warranted.

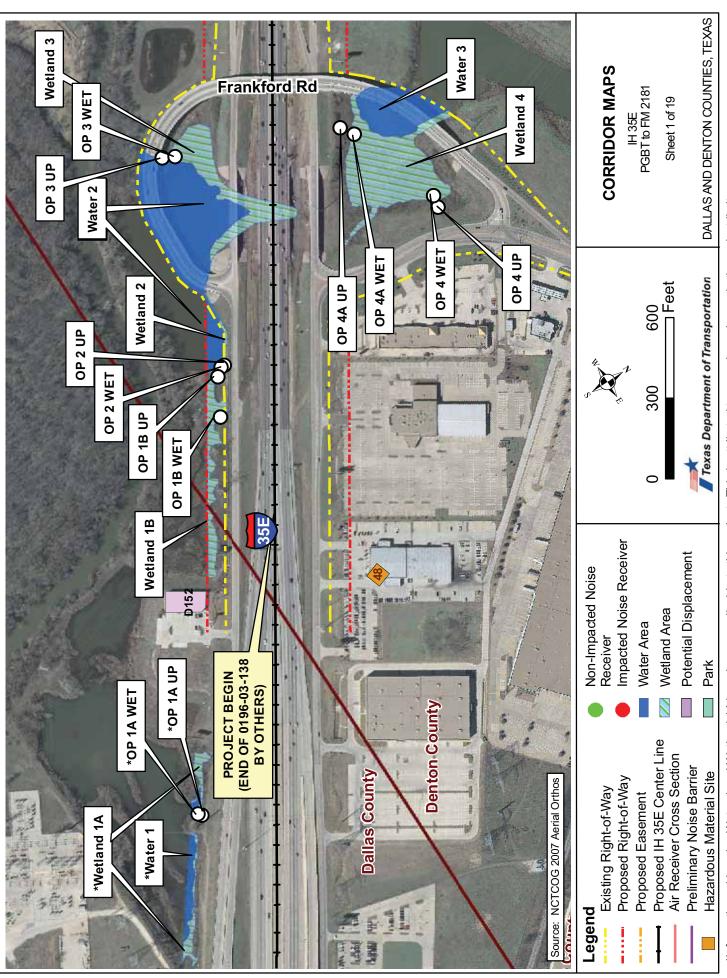
## **APPENDIX**

IH 35E Corridor Improvement Map
Project Location Map
Employment Opportunities Impact Assessment Study Area Map
Corridor Maps
IH 35E Displacement Data
City of Carrollton Future Development Monitoring
Town of Hickory Creek Existing and Future Development Monitoring
City of Lewisville Future Development Monitoring
DART Current and Future Rail System
Denton County Transportation Authority A-Train Regional Rail Line

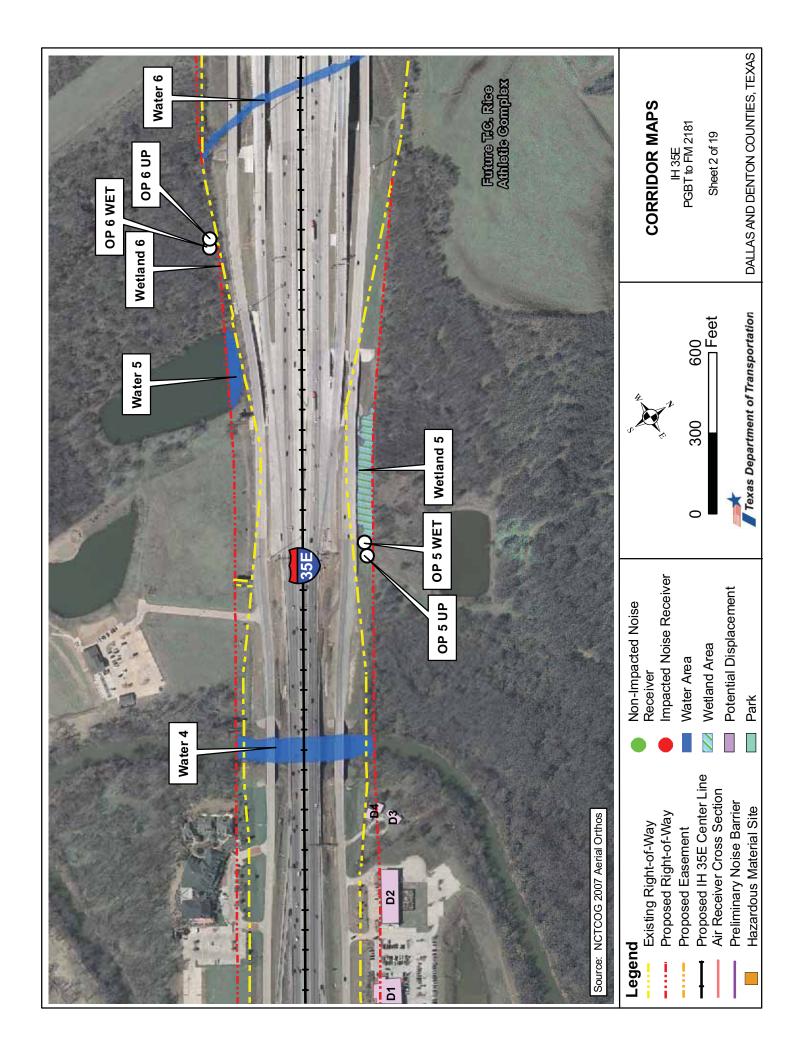


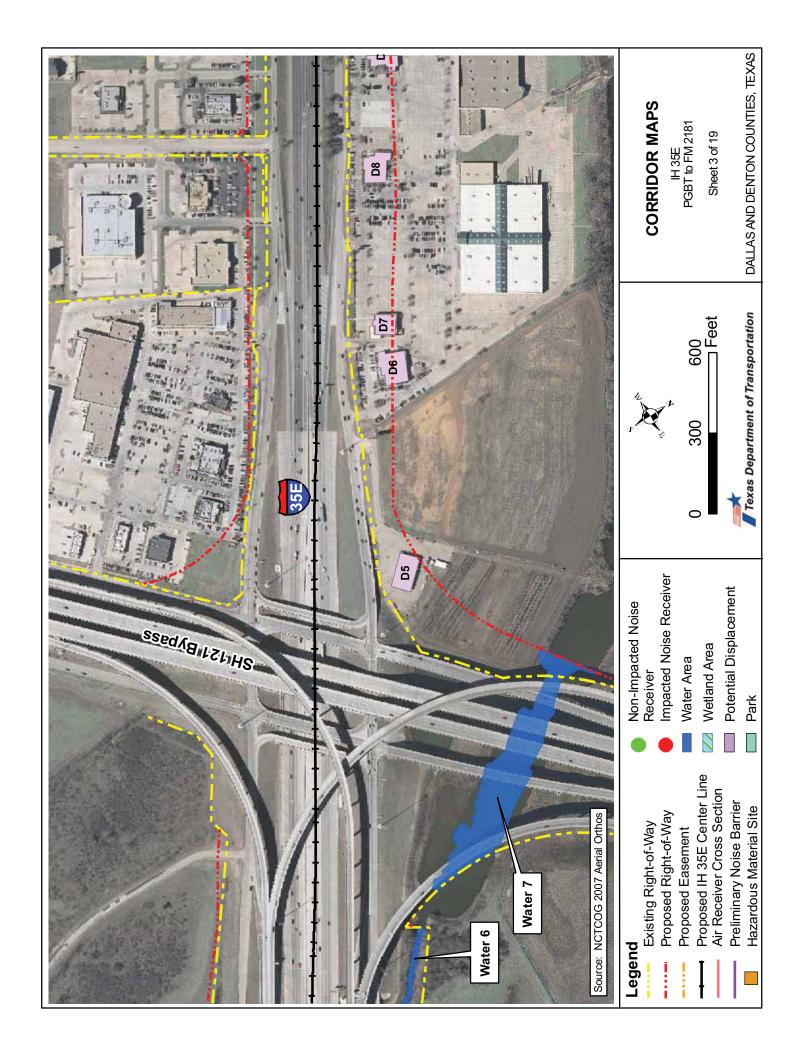


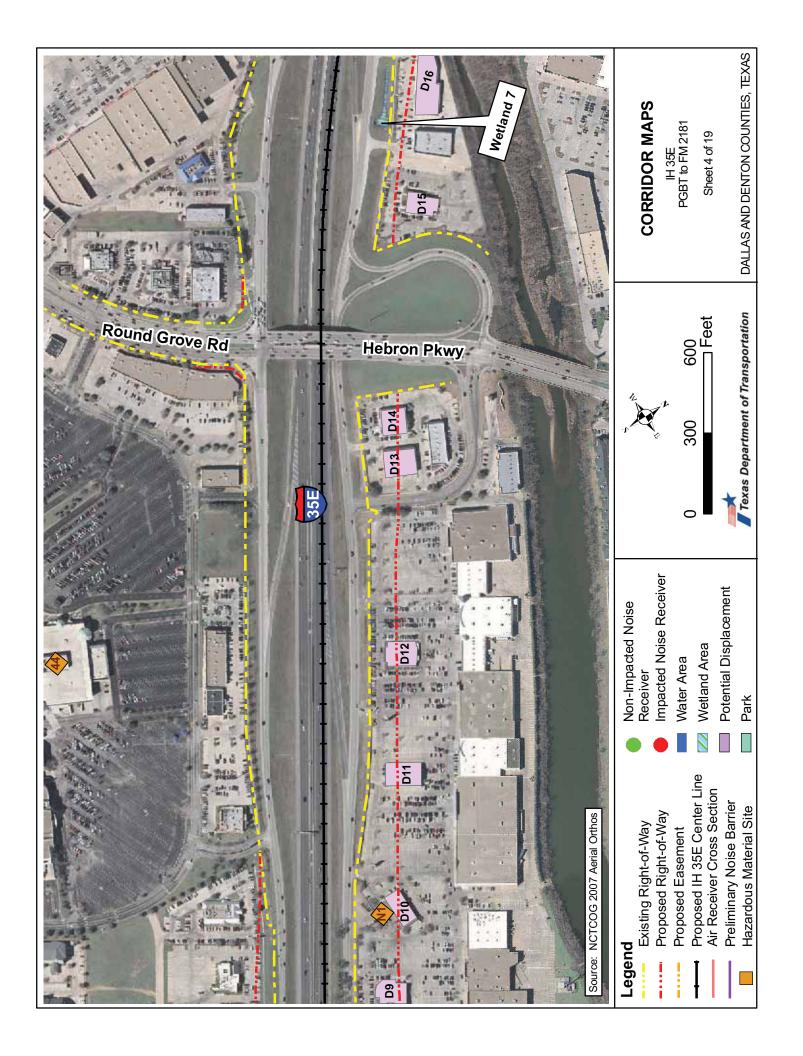


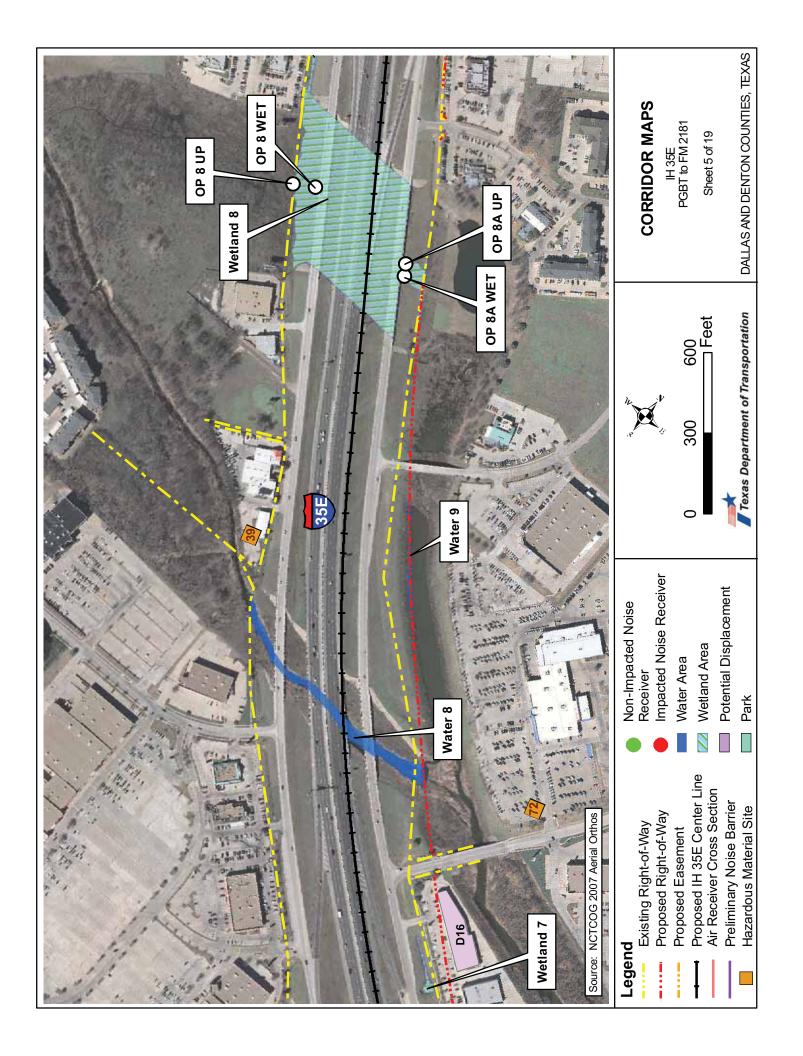


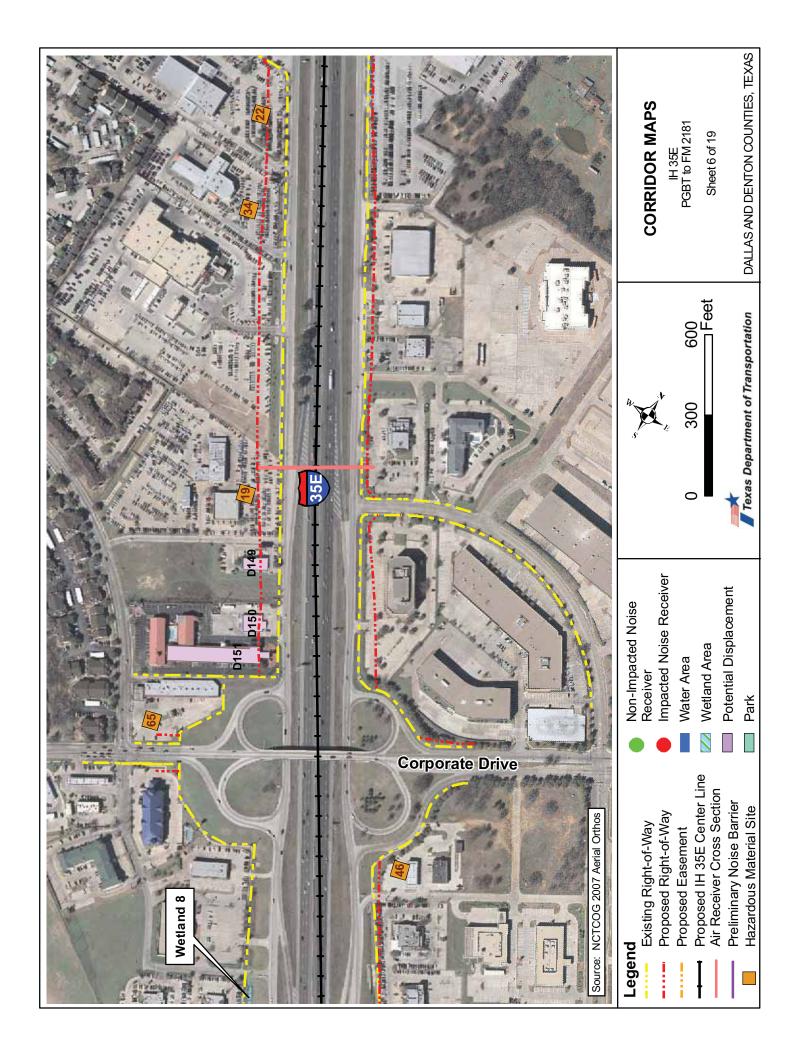
\*Information addressing Water 1 and Wetland 1A is no longer applicable to this project. This is attributed to a previous change in the project limits.

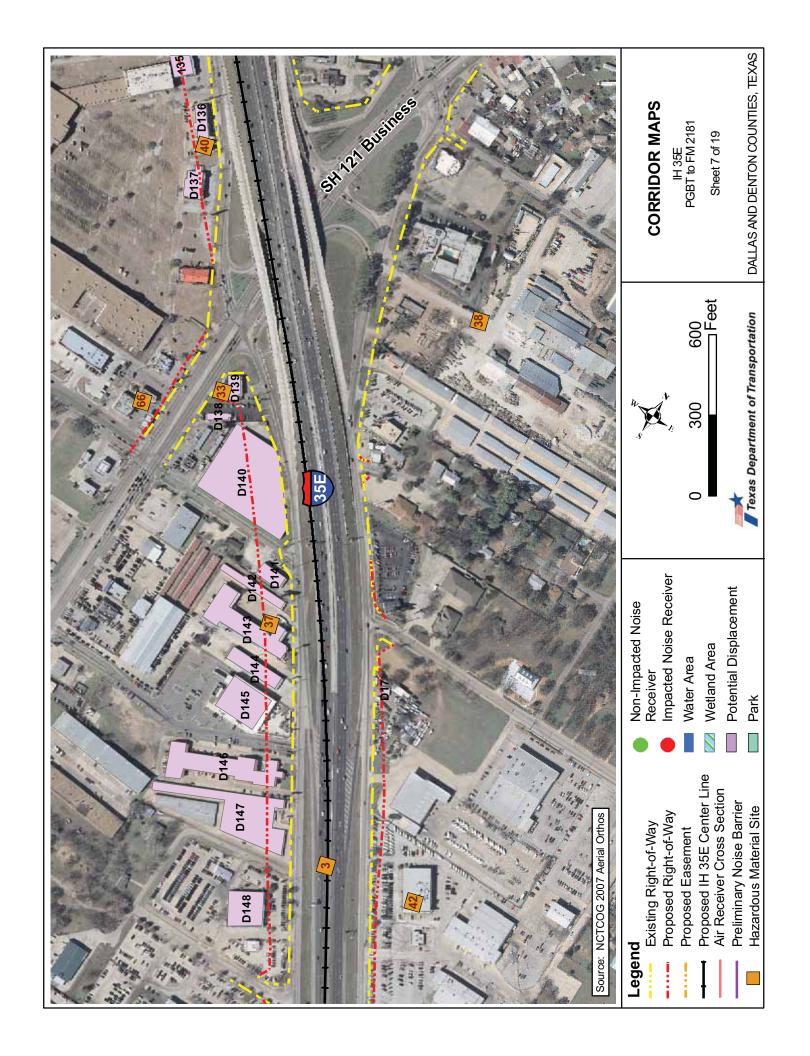


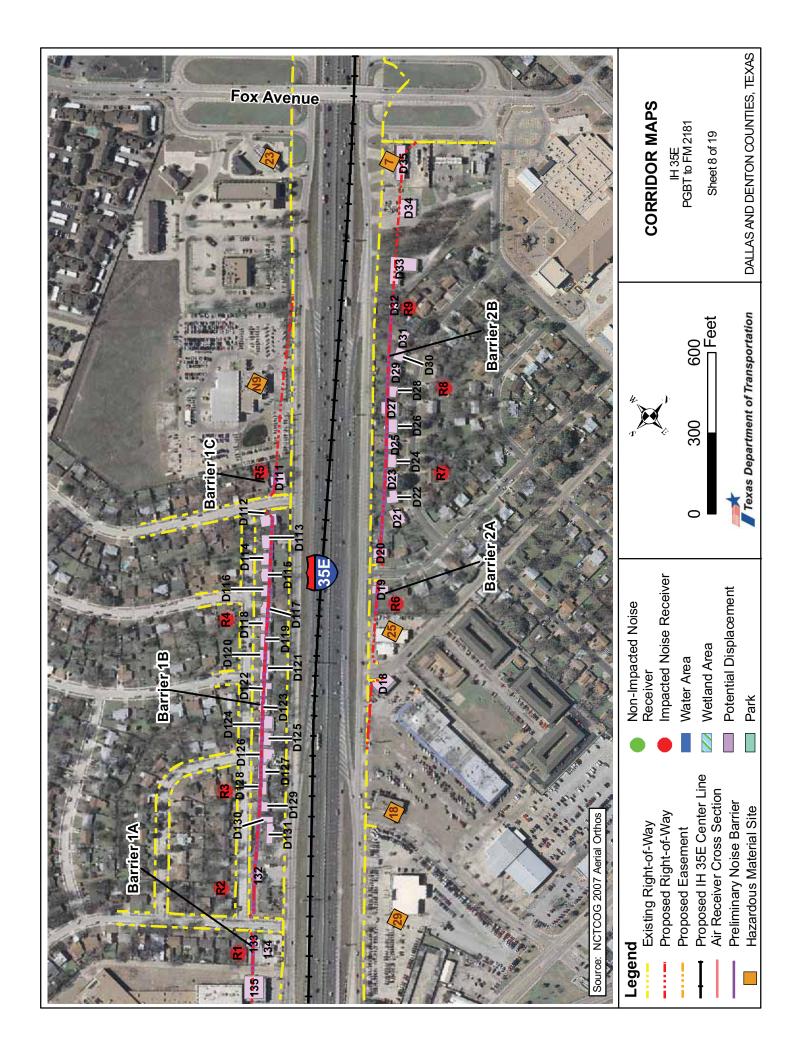


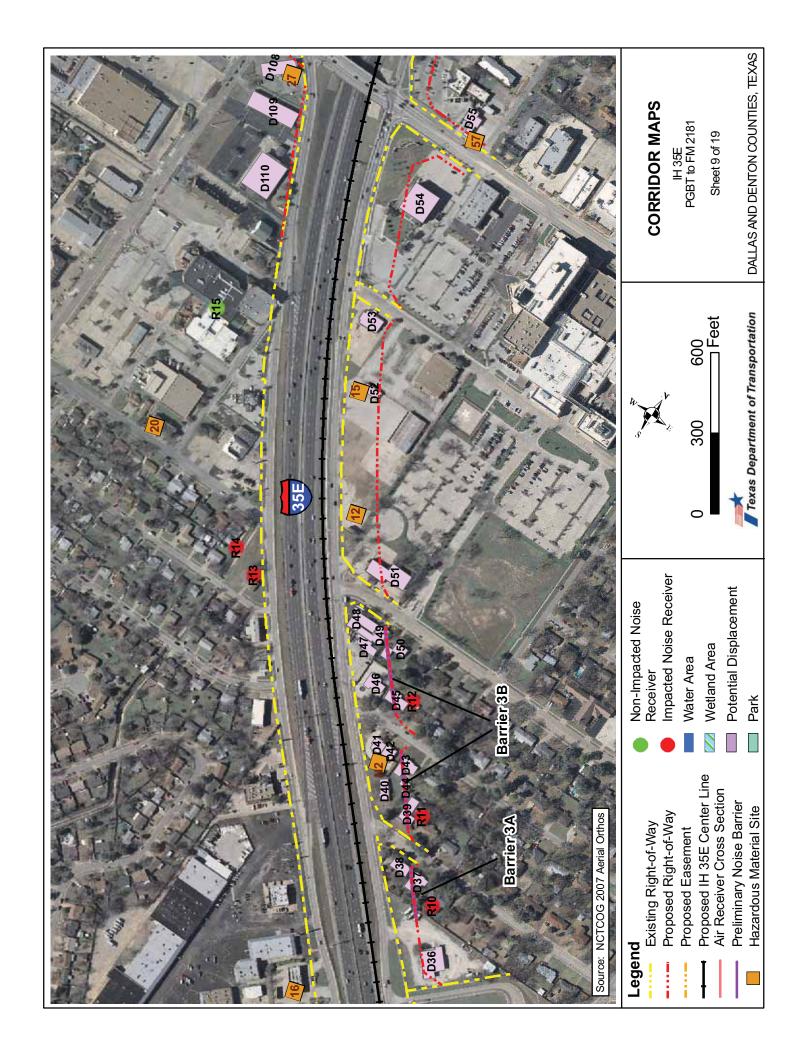


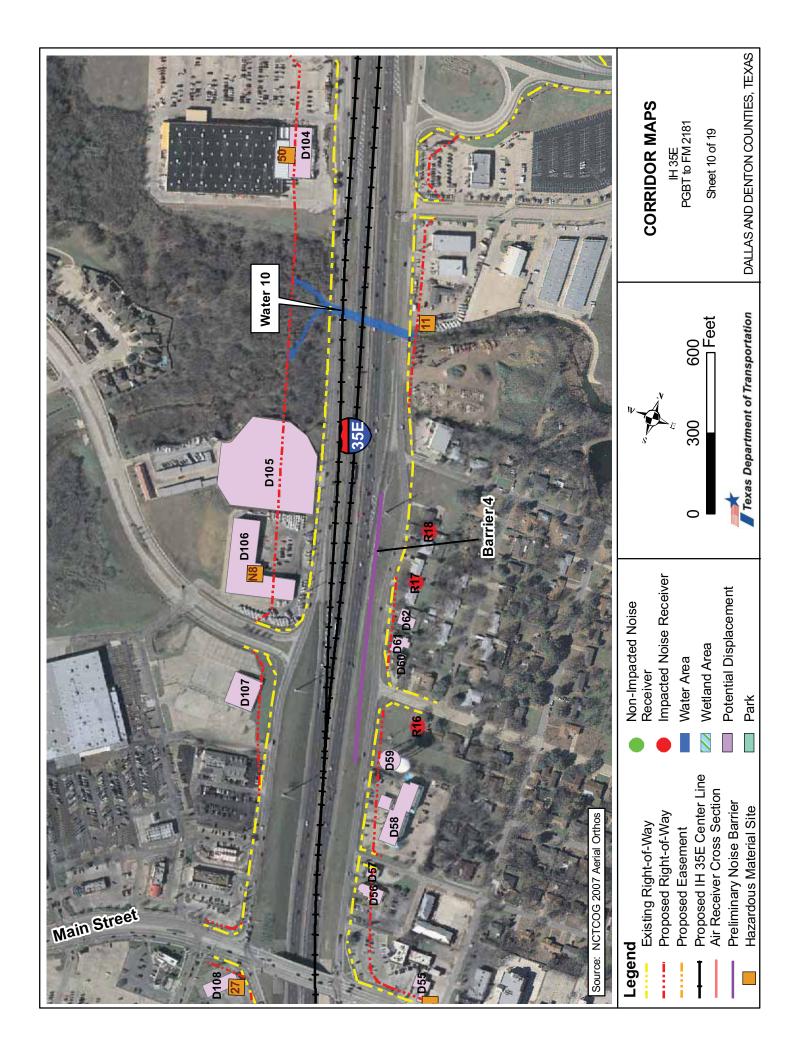


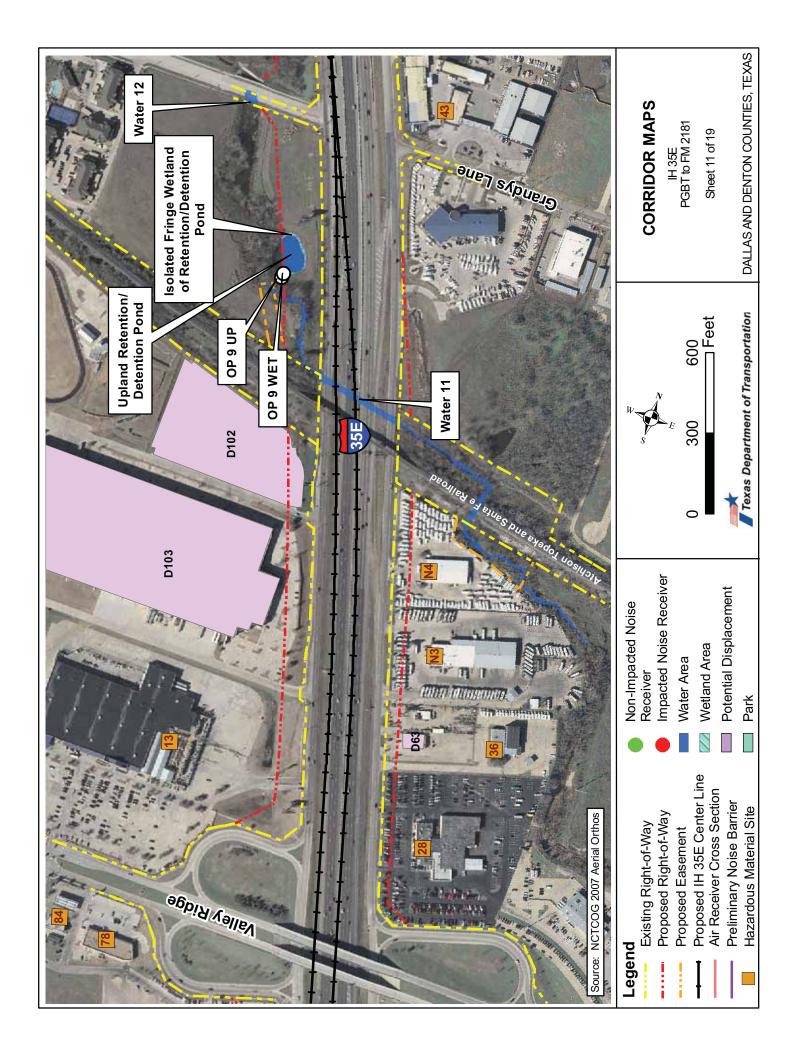


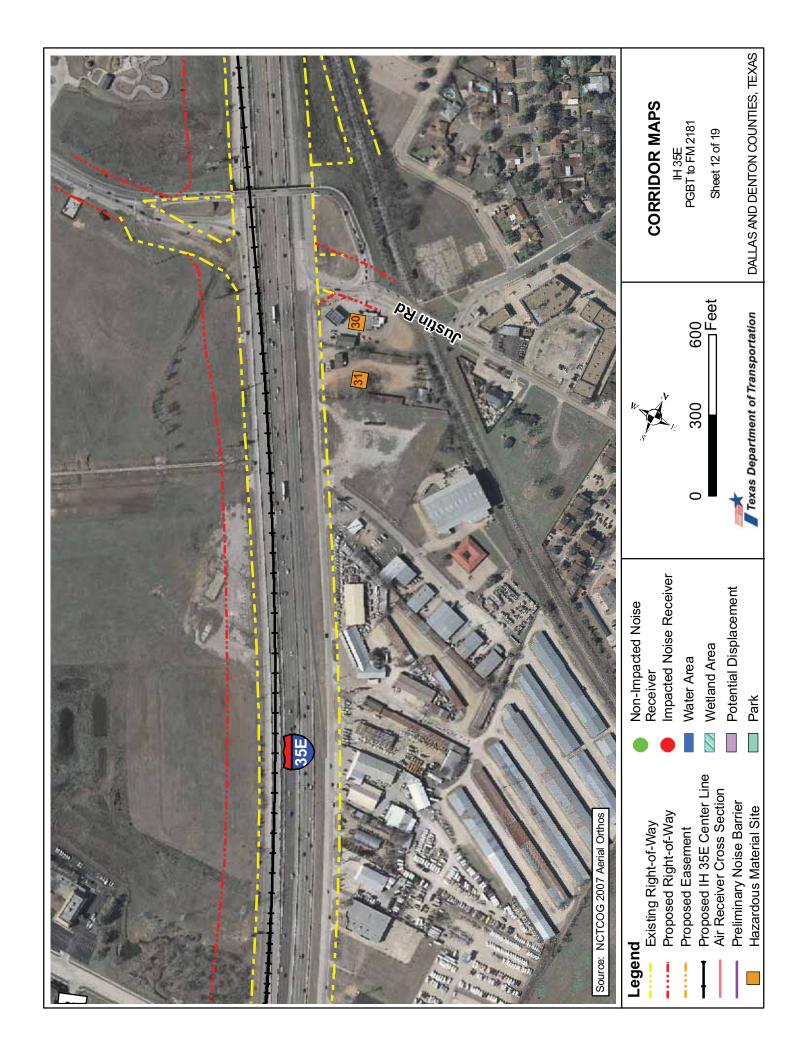


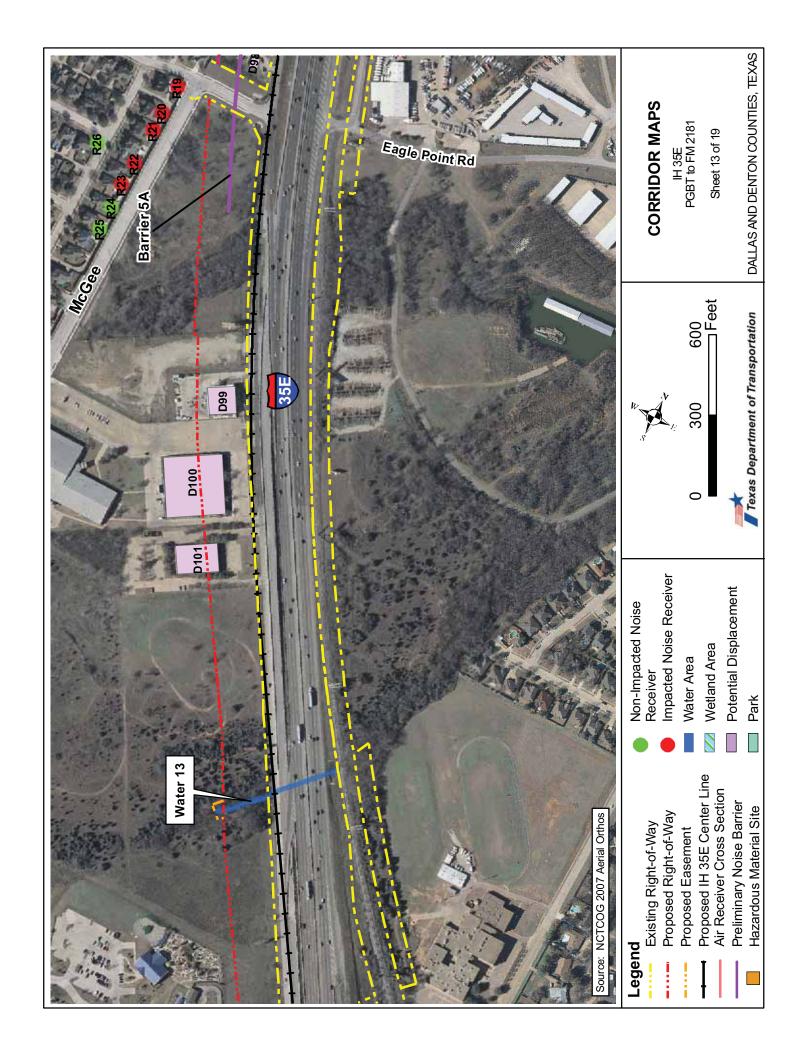


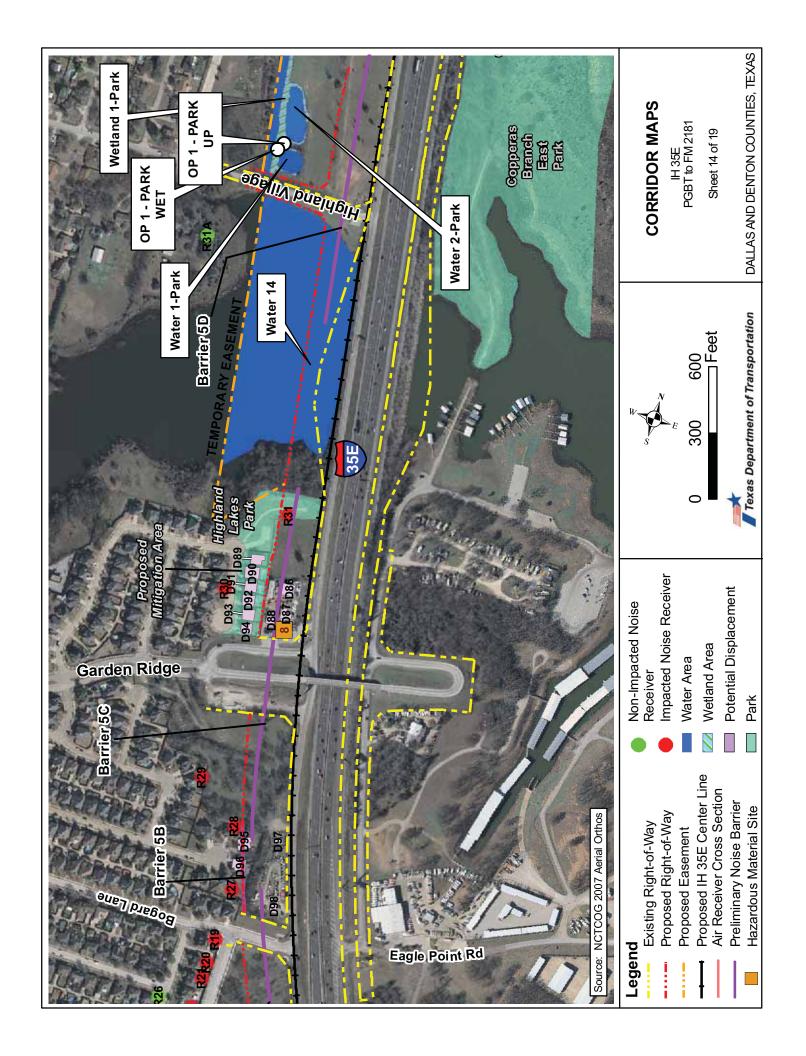


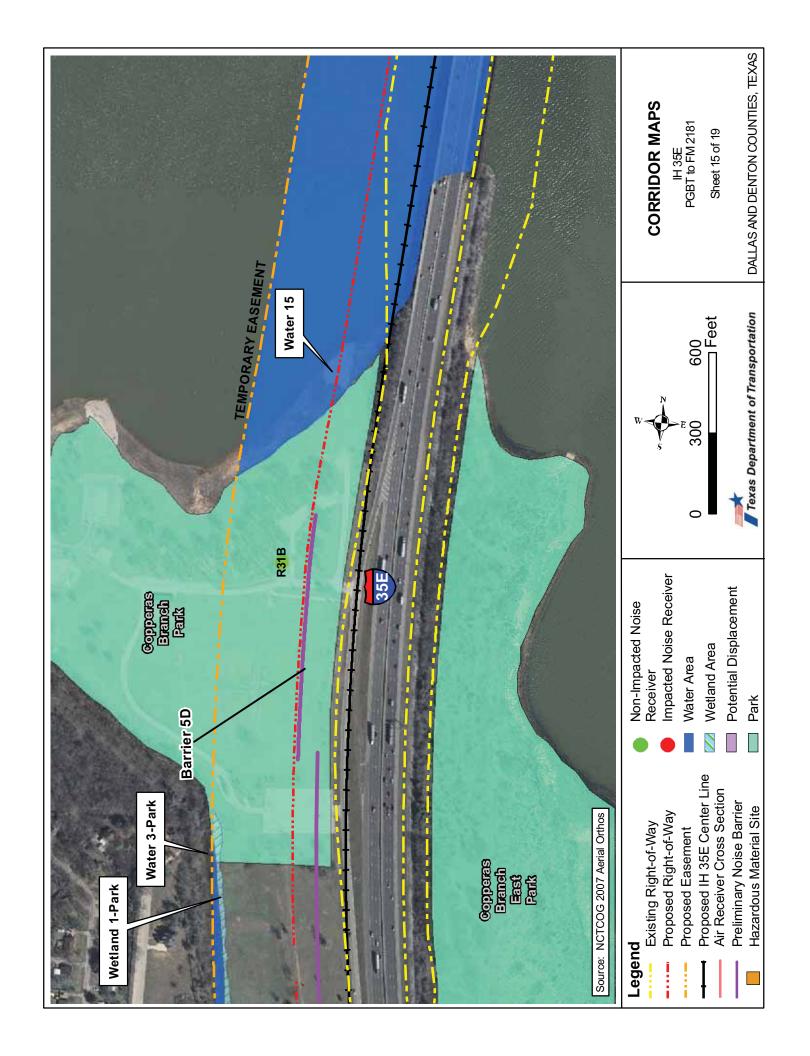


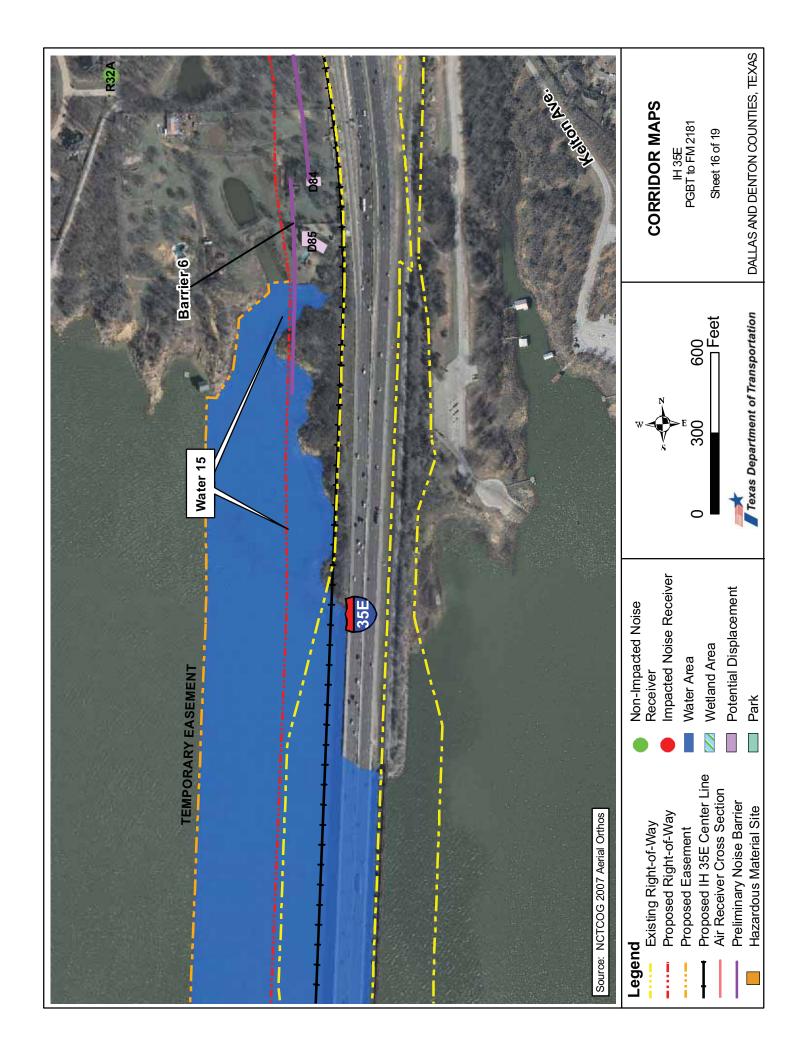


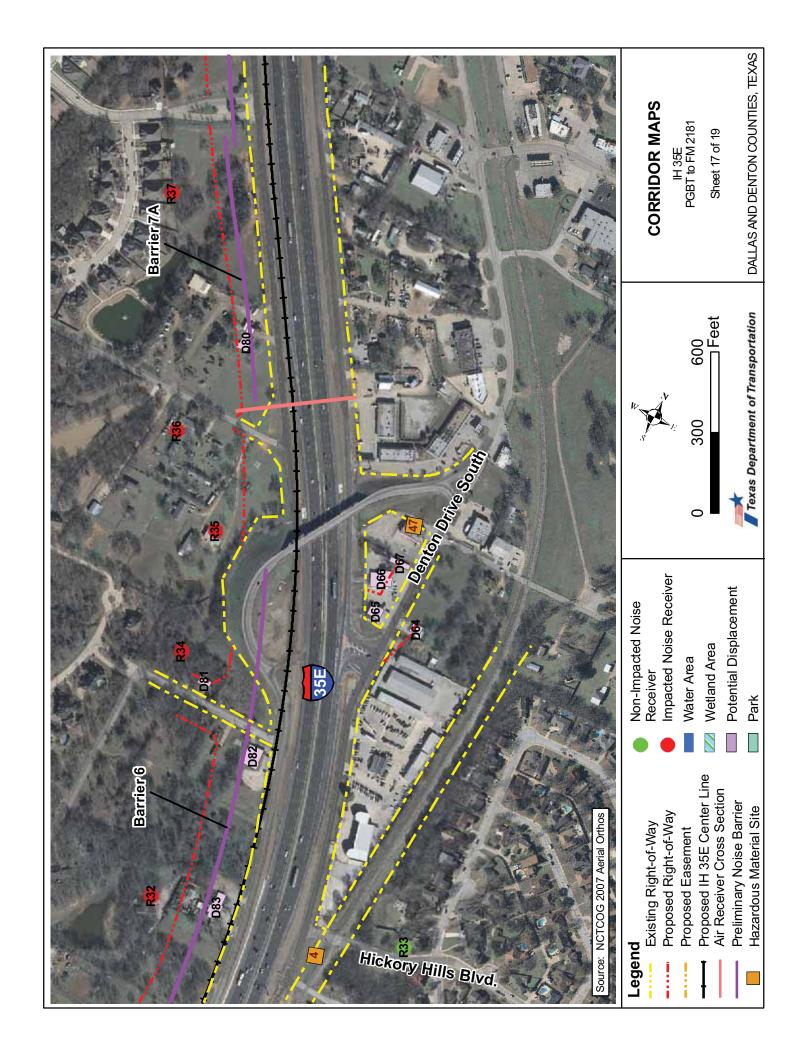


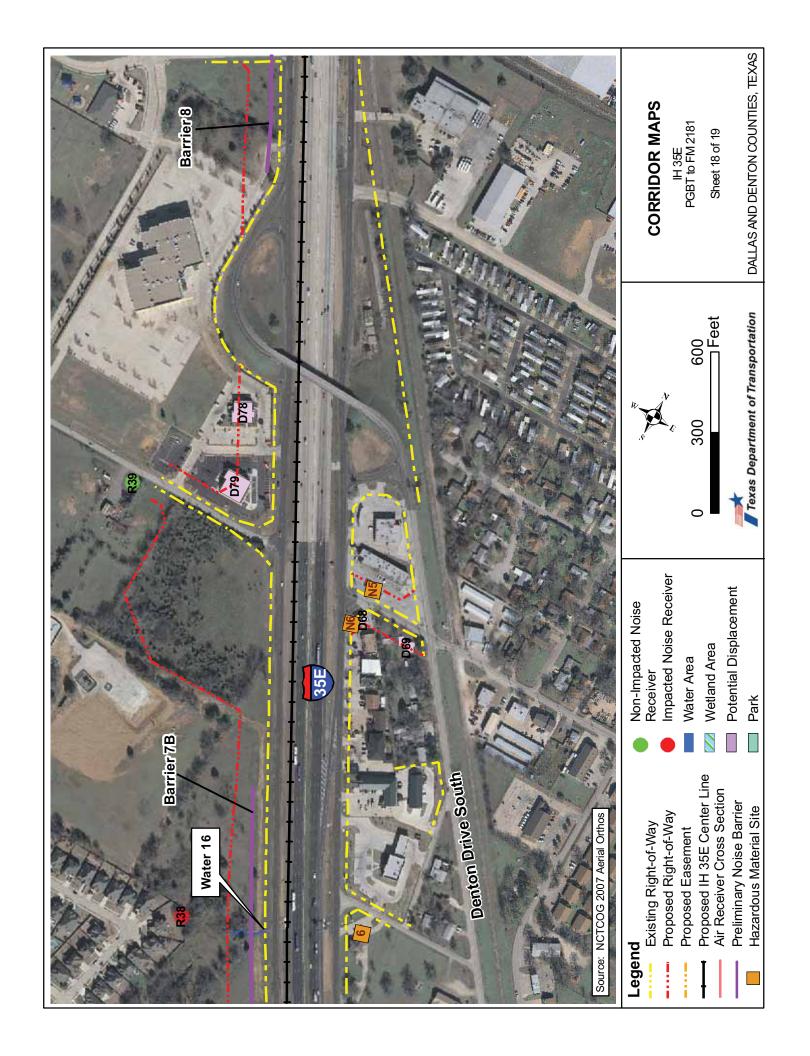


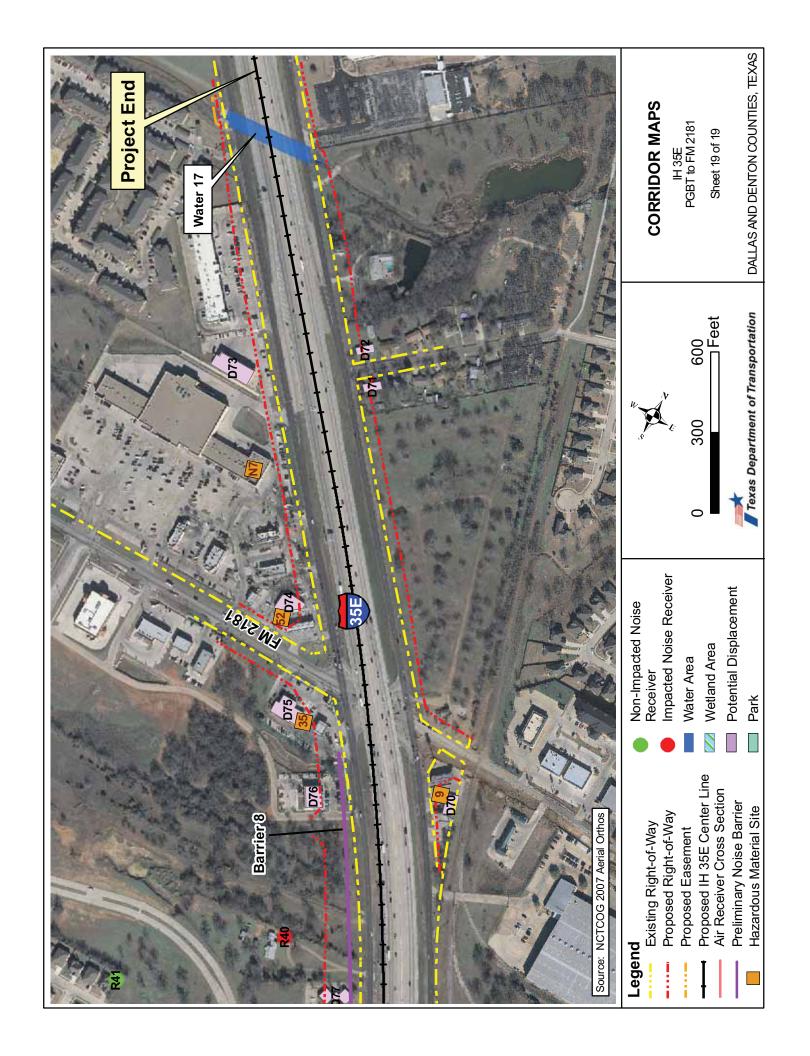












IH 35E Displacement Data

Note: The displacement ID number corresponds to the total number of displaced structures. The total number of displacements is based on the individual business or

residence. Some	residence. Some structures contain multiple businesses.		number of displaced subcultes. The total number of displacements is cased on the malvinual dusiness of		
ID NUMBER	TOTAL DISPLACEMENTS	STRUCTURE	ADDRESS	CITY/TOWN	TYPE OF DISPLACEMENT
Displacements a	along Northbound IH 3				
D1	1	La Hacienda Ranch	3300 N. IH 35E	Carrollton	Restaurant
D2	2	Casual Living	3400 N. IH 35E	Carrollton	Retail
D3	3	Residence	3524 N. IH 35E	Carrollton	Single Family
D4	4	Residence	3524 N. IH 35E	Carrollton	Single Family
אַט	5	Starr Turfgrass	2552 Stemmons Freeway	Lewisville	Services
D)	9	Peregrine Development	2552 Stemmons Freeway	Lewisville	Services
D6	<i>L</i>	Abuelo's	2520 Stemmons Freeway	Lewisville	Restaurant
D7	8	Vacant (former restaurant)	2516 Stemmons Freeway	Lewisville	Vacant Building
D8	6	Mimi's Café	2486 Stemmons Freeway	Lewisville	Restaurant
D9	10	Saltgrass Steakhouse	2484 Stemmons Freeway	Lewisville	Restaurant
D10	11	Auto Clinic	2428C N. Stemmons Freeway	Lewisville	Automotive Service
D11	12	Pier 1 Imports	2430 S. Stemmons Freeway	Lewisville	Retail
D12	13	Olive Garden	2418 S. Stemmons Freeway	Lewisville	Restaurant
	14	Busy Body	2406 S. Stemmons Freeway #A	Lewisville	Retail
D13	15	Grif's Cycle Sports	2406 S. Stemmons Freeway #B	Lewisville	Retail
	16	State Farm Insurance	2406 S. Stemmons Freeway #C	Lewisville	Services
D14	17	Chuck E Cheese's	2402 S. Stemmons Freeway	Lewisville	Restaurant
D15	18	Vacant (former Bennigan's restaurant)	2290 S. Stemmons Freeway	Lewisville	Vacant Building
	19	Car Toys	2240 S. Stemmons Freeway, Suite 500	Lewisville	Retail
	20	The Soccer Corner	2240 S. Stemmons Freeway, Suite 450	Lewisville	Retail
אות	21	Vacant Suite	2240 S. Stemmons Freeway, Suite 400	Lewisville	Vacant Suite
2	22	Mattress Firm	2240 S. Stemmons Freeway, Suite 300	Lewisville	Retail
	23	Blinds & Shutter Expo	2240 S. Stemmons Freeway, Suite 200	Lewisville	Retail
	24	Coker Floor Co.	2240 S. Stemmons Freeway, Suite 100	Lewisville	Retail
D17	25	Vacant (former Big Tex Trailers)	1312 S. Stemmons Freeway	Lewisville	Vacant Building
810	26	Fred Loya Insurance	229 Huffines Plaza, Suite A	Lewisville	Services
010	27	A Better Tattoo	229 Huffines Plaza, Suite B	Lewisville	Services
D19	28	Residence	1014 Lake Shore Drive	Lewisville	Single Family
D20	29	Residence	1013 Lake Shore Drive	Lewisville	Single Family
D21	30	Residence	897 Harbor Drive	Lewisville	Single Family
D22	31	Residence	891 Harbor Drive	Lewisville	Single Family

	TOTAL				TYPE OF
ID NUMBER	DISPLACEMENTS	STRUCTURE	ADDRESS	CITY/TOWN	DISPLACEMENT
D23	32	Residence	885 Harbor Drive	Lewisville	Single Family
D24	33	Residence	879 Harbor Drive	Lewisville	Single Family
D25		Residence	873 Harbor Drive	Lewisville	Single Family
D26		Residence	867 Harbor Drive	Lewisville	Single Family
D27	36	Residence	861 Harbor Drive	Lewisville	Single Family
D28		Residence	855 Harbor Drive	Lewisville	Single Family
D29		Residence	849 Harbor Drive	Lewisville	Single Family
D30	39	Residence	843 Harbor Drive	Lewisville	Single Family
D31	40	Residence	837 Harbor Drive	Lewisville	Single Family
D32	41	Residence	831 Harbor Drive	Lewisville	Single Family
D33	42	Family Practice Clinic	800 S. Stemmons Freeway	Lewisville	Services
LSS		General Dentistry	800 S. Stemmons Freeway	Lewisville	Services
D34		Braum's	812 Stemmons Freeway	Lewisville	Restaurant
D35		QWB Shell	802 Stemmons Freeway	Lewisville	Service Station
		Select Autos	702 Stemmons Freeway	Lewisville	Retail
D36	47	Sunshare RV	702 Stemmons Freeway	Lewisville	Rental Services
		Cash Loans on Car Titles	702 Stemmons Freeway	Lewisville	Services
D37	49	Residence	432 High School Drive	Lewisville	Single Family
D38		Residence	448 High School Drive	Lewisville	Single Family
D39		Residence	457 High School Drive	Lewisville	Single Family
D40		Residence	696 Stemmons Freeway	Lewisville	Single Family
D41	53	Adams Exterminating Co.	690 Stemmons Freeway	Lewisville	Services
D42		Residence	470 Crockett	Lewisville	Single Family
D43		Residence	462 Crockett	Lewisville	Single Family
D44		Residence	471 Crockett	Lewisville	Single Family
D45	57	Residence	477 Crockett	Lewisville	Single Family
D46		Amason Chiropractic Center	487 Crockett	Lewisville	Services
D47	59	Lewisville Psychic Palm Reader	506A Stemmons Freeway	Lewisville	Services
D48	09	Michael's Music	506B Stemmons Freeway	Lewisville	Retail
D49		Residence	524 W. Purnell Road	Lewisville	Single Family
D50		Residence	514 W. Purnell Road	Lewisville	Single Family
		A1 Home Care	535 Purnell Street, Suite 150	Lewisville	Services
D51	64	Varsha Shah MD	535 Purnell Street, Suite 180	Lewisville	Services
	65	Lewisville Medical Center	535 Purnell Street, Suite 160	Lewisville	Services
	99	Dilip C. Shaw	535 Purnell Sreet, Suite 120	Lewisville	Services
D52	. 62	Vacant (commercial)	400 S. Stemmons Freeway	Lewisville	Vacant Building

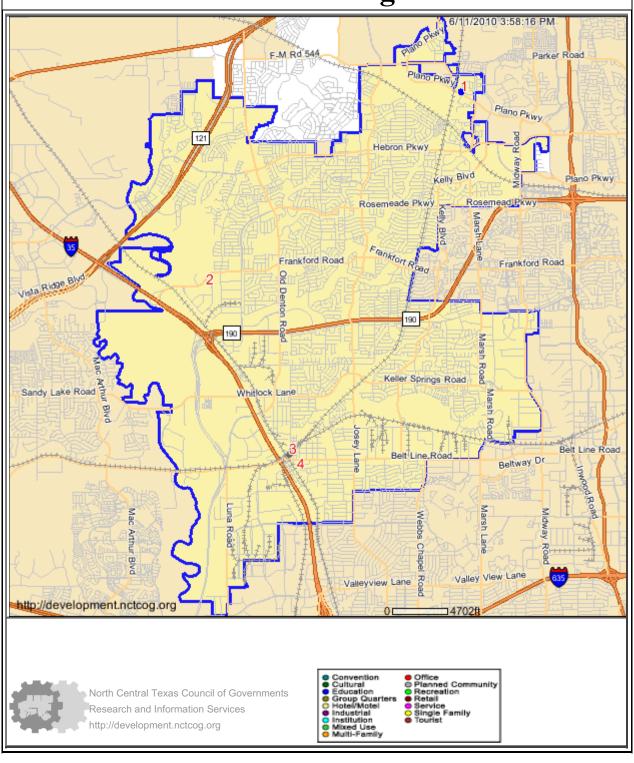
	TOTAL				TYPE OF
ID NUMBER	DISPLACEMENTS	STRUCTURE	ADDRESS	CITY/TOWN	DISPLACEMENT
D53	89	Vacant (former bank)	302 Stemmons Freeway	Lewisville	Vacant Building
D54	69	Lewisville Visitor Information Center	606 W. Main	Lewisville	Services
D55	70	Fast Sticker Inspection & Auto Mechanic	611 W. Main	Lewisville	Automotive Service
D26	71	Taco Bueno	180 Stemmons Freeway	Lewisville	Restaurant
750	72	Carlson Wagonlit Travel	190 Stemmons Freeway	Lewisville	Services
150	73	Law Office	190 Stemmons Freeway	Lewisville	Services
D58	74	Days Inn	200 Stemmons Freeway	Lewisville	Hotel
D29	75	Lewisville Water Tower	IH 35E	Lewisville	Municipal Facility
טאַט	92	Residence	418 N. Stemmons Freeway	Lewisville	Single Family
DOO	77	Andromeda's Income Tax & Notary Public	418 N. Stemmons Freeway	Lewisville	Services
D61	78	Residence	428 N. Stemmons Freeway	Lewisville	Single Family
D62	62	Residence	436 N. Stemmons Freeway	Lewisville	Single Family
D63	80	Bluebonnet Bicycles	1204 Stemmons Freeway	Lewisville	Retail
D64	81	Residence	711 Denton Drive	Hickory Creek	Single Family
100	82	Stitch Chicks	711 Denton Drive	Hickory Creek Retail	Retail
D65	83	Vacant (commerical)	637 Denton Drive	Hickory Creek	Hickory Creek Vacant Building
99Q	84	Vacant (commerical)	635 S. Denton Drive	Hickory Creek	Hickory Creek Vacant Building
D67	85	Hair Expressions Salon	6364 Denton Drive	Hickory Creek   Services	Services
89Q	98	Vacant (former Roadies service station)	1002 Hundley Drive	Lake Dallas	Vacant Building
69Q	87	Residence	101 Denton Drive	Lake Dallas	Single Family
D70	88	Circle K	600 N. Stemmons Freeway	Lake Dallas	Service Station
D71	68	Residence	100 Burl Street	Corinth	Single Family
D72	06	Residence	99 Burl Street	Corinth	Single Family

ID NUMBER	TOTAL	STRUCTURE	ADDRESS	CITY/TOWN	TYPE OF DISPLACEMENT
Displacements a	along Southbound IH	Displacements along Southbound IH 35E - West side of ROW			
D73	91	Discount Tire	7770 Stemmons Freeway	Corinth	Automotive Service
D7.4	92	Exxon	8100 Stemmons Freeway	Corinth	Service Station
D/4	93	Wendy's	8100 Stemmons Freeway	Corinth	Restaurant
775	94	Tetco Chevron	8300 Stemmons Freeway	Hickory Creek	Service Station
C/C	95	McDonald's	8300 Stemmons Freeway	Hickory Creek	Restaurant
D76	96	МОН	8310 Stemmons Freeway	Hickory Creek	Restaurant
D77	97	Waage & Waage Law Associates	8350 Stemmons Freeway	Hickory Creek   Services	Services
D78	98	Chili's	8394 Stemmons Freeway	Hickory Creek Restaurant	Restaurant
D79	99	Texas Land & Cattle Steak House	8398 Stemmons Freeway	Hickory Creek Restaurant	Restaurant
D80	100	Residence	8560 S. Stemmons Freeway	Hickory Creek	Single Family
D81	101	Doc's Hickory Creek BBQ	8656 Stemmons Freeway	Hickory Creek	Restaurant
D82	102	Residence	110 Country Lane	Hickory Creek	Single Family
D83	103	Hickory Creek Public Works	8696 Stemmons Freeway	Hickory Creek	Municipal Facility
Dog	104	Animal Shelter	8696 Stemmons Freeway	Hickory Creek	Municipal Facility
D84	105	Vacant (residence)	8786 Stemmons Freeway	Hickory Creek	Vacant Building
D85	106	Residence	8740 Stemmons Freeway	Hickory Creek	Single Family
98G	107	Sewell Marine	2999 Stemmons Freeway	Lewisville	Retail
D87	108	American Spas & Pools/Jet Ski Boat Rentals	2997 Stemmons Freeway	Lewisville	Retail
D88	109	Sunny's Food Mart & Fuel 4 Texas	2997 N. Stemmons Freeway	Lewisville	Service Station
D89	110	Residence	2311 Spenrock Court	Lewisville	Single Family
D90	111	Residence	2309 Spenrock Court	Lewisville	Single Family
D91	112	Residence	2307 Spenrock Court	Lewisville	Single Family
D92	113	Residence	2305 Spenrock Court	Lewisville	Single Family
D93	114	Residence	2303 Spenrock Court	Lewisville	Single Family
D94	115	Residence	2301 Spenrock Court	Lewisville	Single Family
D95	116	Residence	1303 Pinehurst Drive	Lewisville	Single Family
96Q	117	Residence	1300 Pinehurst Drive	Lewisville	Single Family
D97	118	Pottery Shop	2901 Stemmons Freeway	Lewisville	Retail
D98	119	McGoy's Toys	2901 Stemmons Freeway	Lewisville	Retail
D99	120	North Texas Yamaha	2301 Stemmons Freeway	Lewisville	Retail
D100	121	Vacant (commercial)	2143 Stemmons Freeway	Lewisville	Vacant Building
D101	122	Vacant (former Texas New Mexico Power Co)	2139 Stemmons Freeway	Lewisville	Vacant Building
D102	123	Lewisville Self Storage	1251 Stemmons Freeway	Lewisville	Rental Services
D103	124	Harcourt	1175 Stemmons Freeway	Lewisville	Services
D104	125	Home Depot	901 Stemmons Freeway	Lewisville	Retail

	TOTAL				TYPE OF
ID NUMBER	DISPI	STRUCTURE	ADDRESS	CITY/TOWN	DISPLACEMENT
D105	126	Public Storage	601 Stemmons Freeway	Lewisville	Rental Services
D106	127	Uhaul Storage	525 Stemmons Freeway	Lewisville	Rental Services
D107	128	Vacant (former Wolf Nursery)	355 Stemmons Freeway	Lewisville	Vacant Building
D108	129	Shell	101 Stemmons Freeway	Lewisville	Service Station
	130	Vacant Suite	211 S. Stemmons Freeway #A	Lewisville	Vacant Suite
	131	Weight Control de Peso	211 S. Stemmons Freeway #B	Lewisville	Services
0010	132	Buckets & Bows	211 S. Stemmons Freeway #C	Lewisville	Services
D109	133	Mind & Body	211 S. Stemmons Freeway #D	Lewisville	Services
	134	Rodney D. Young Insurance	211 S. Stemmons Freeway #E	Lewisville	Services
	135	Mobility Health Inc.	211 S. Stemmons Freeway #F	Lewisville	Retail
D110	136	Colonial Savings	217 S. Stemmons Freeway	Lewisville	Services
D1111	137	Residence	301 North Shore	Lewisville	Single Family
D112	138	Residence	928 Lakeland Drive	Lewisville	Single Family
D113	139	Residence	932 Lakeland Drive	Lewisville	Single Family
D114	140	Residence	936 Lakeland Drive	Lewisville	Single Family
D115	141	Residence	940 Lakeland Drive	Lewisville	Single Family
D116	142	Residence	944 Lakeland Drive	Lewisville	Single Family
D117	143	Residence	948 Lakeland Drive	Lewisville	Single Family
D118	144	Residence	952 Lakeland Drive	Lewisville	Single Family
D119	145	Residence	956 Lakeland Drive	Lewisville	Single Family
D120	146	Residence	960 Lakeland Drive	Lewisville	Single Family
D121	147	Residence	964 Lakeland Drive	Lewisville	Single Family
D122	148	Residence	968 Lakeland Drive	Lewisville	Single Family
D123	149	Residence	972 Lakeland Drive	Lewisville	Single Family
D124	150	Residence	976 Lakeland Drive	Lewisville	Single Family
D125	151	Residence	980 Lakeland Drive	Lewisville	Single Family
D126	152	Residence	1002 Lakeland Drive	Lewisville	Single Family
D127	153	Residence	1006 Lakeland Drive	Lewisville	Single Family
D128	154	Residence	1010 Lakeland Drive	Lewisville	Single Family
D129	155	Residence	1014 Lakeland Drive	Lewisville	Single Family
D130	156	Residence	1014 Lakeland Drive	Lewisville	Single Family
D131	157	Dorothy's Grass	1022 Stemmons Freeway	Lewisville	Retail
D132	158	Scotland Yards	1033 Stemmons Freeway	Lewisville	Retail
D133	159	Residence	174 South Shore	Lewisville	Single Family
D134	160	Vacant (commercial)	1045 Stemmons Freeway	Lewisville	Vacant Building
D135	161	Vacant (commerical)	1111 Stemmons Freeway	Lewisville	Vacant Building

	TOTAL				TYPE OF
ID NUMBER	DISPLACEMENTS	STRUCTURE	ADDRESS	CITY/TOWN	DISPLACEMENT
D136	162	Republic Gold & Diamond	1131 S. Stemmons Freeway	Lewisville	Retail
D137	163	Vacant (former restaurant)	1133 S. Stemmons Freeway	Lewisville	Vacant Building
D138	164	Waffle House	1181 Stemmons Freeway	Lewisville	Restaurant
D139	165	Fina	1201 Stemmons Freeway	Lewisville	Service Station
D140	166	Crossroads Inn	1251 Stemmons Freeway	Lewisville	Hotel
D141	167	All State Transmissions and Auto Repair	1301 Stemmons Freeway	Lewisville	Automotive Service
D142	168	CSC Self Storage	1303 Stemmons Freeway	Lewisville	Rental Services
D143	169	Super 8 Motel	1305 Stemmons Freeway	Lewisville	Hotel
D144	170	Smith Farm & Garden	1311 Stemmons Freeway	Lewisville	Retail
D145	171	Northern Tool Equipment	1329 Stemmons Freeway	Lewisville	Retail
D146	172	Best Value Inn & Suites	1401 Stemmons Freeway	Lewisville	Hotel
D147	173	Public Storage	1419 Stemmons Freeway	Lewisville	Rental Services
D148	174	Saturn of Lewisville	1515 S. Stemmons Freeway	Lewisville	Retail
D149	175	Enterprise Cars	1653A Stemmons Freeway	Lewisville	Rental Services
D150	176	Vacant (former IHOP restaurant)	1655 Stemmons Freeway	Lewisville	Vacant Building
D151	177	La Quinta Inn	1657 Stemmons Freeway	Lewisville	Hotel
	178	Our Children Pediatrics	2801 N IH 35E, Suite 110	Carrollton	Services
D152	179	Vacant Suite	2801 N IH 35E, Suite 120	Carrollton	Services
	180	Adult/Pediatric Urgent Care	2801 N IH 35E, Suite 130	Carrollton	Services
D' = Displacement	ent				

## City of Carrollton Future Development Monitoring



# Development Monitoring for the City of Carrollton

### EDUCATION

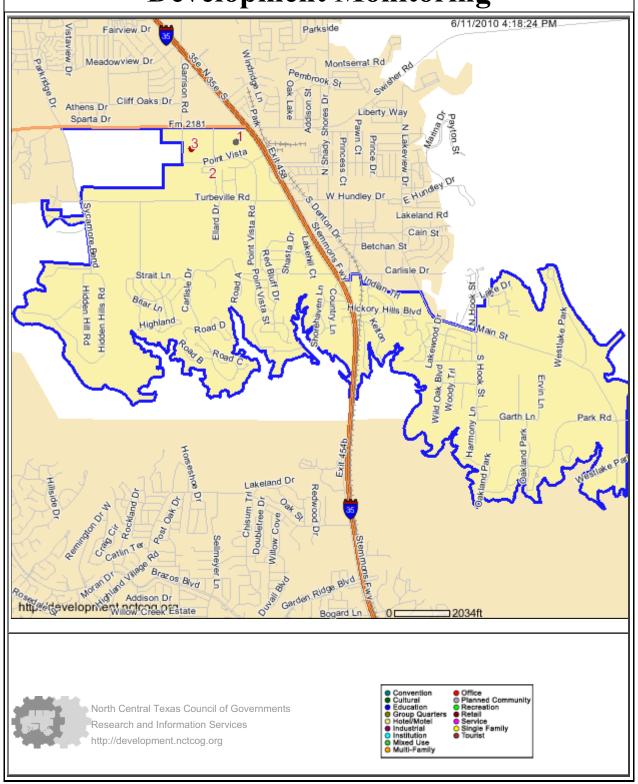
Name		Address	Si	Size Employment			Status
			Current	New	Current	New	
1 Hebron 9th Grade Ce	enter	Plano Parkway & Warmington Dr					Announce
2 2965 Commodore		2965 Commodore		87875			Announce
MIXUSE  Name		Address	Si	7P	Employ	ment	Status
		7144.000	Current		Current		Julia
3 Carrollton Crossing		Nwc Denton Rd & Belt Line Rd		500000			Announce
Downtown Carrollton Apartments	Tod	Belt Line Rd & Denton Dr		295			Announce

<u>Class</u> <u>Description</u>

EDUCATION Primary and secondary public schools, colleges and universities

MIXUSE Development with multi-uses over 100,000 sqft

## Town of Hickory Creek Existing and Future Development Monitoring



# **Development Monitoring for the Town of Hickory Creek**

### MIXUSE

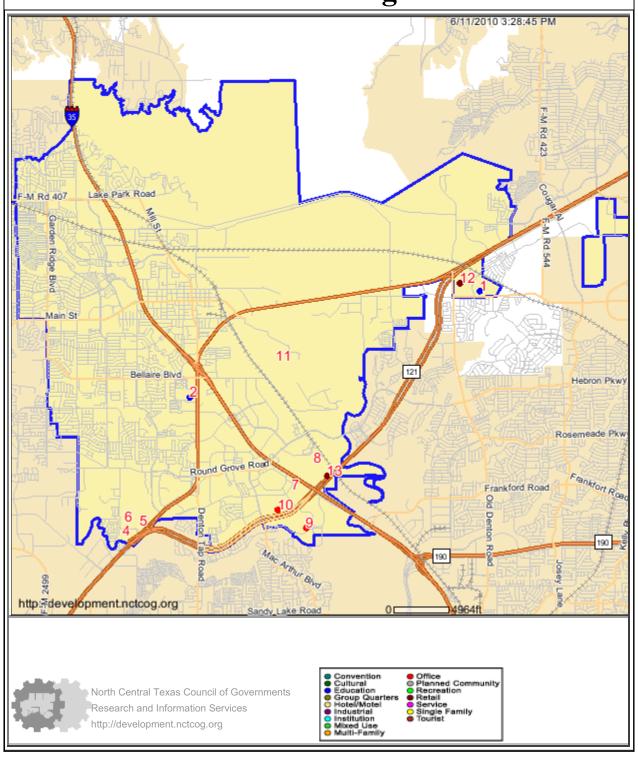
Name	Address	Size	Employment	Status
		Current New	Current New	
Town Center At Hickory Creek	Swc Swisher & I-35e			Conceptu
2 Hickory Mobile Home Estates	Turberville Dr & Ronald Reagan Ave	26#		Existing
RETAIL				
Name	Address	Size	Employment	Status
		Current New	Current New	
3 Wal-mart Supercenter	1035 Hickory Creek Blvd	230000*		Existing
Wal-mart Supercenter			300	

<u>Class</u> <u>Description</u>

MIXUSE Development with multi-uses over 100,000 sqft

RETAIL Malls, neighborhood centers and individual retail structures with at least 100,000 sqft

## City of Lewisville Future Development Monitoring



## Development Monitoring for the City of Lewisville

#### EDUCATION

	Name	Address	Siz	ze	Employn	nent	Status
			Current	New	Current	New	
1	Lisd Eastside Career Center #2	Nec Parker Rd & Windhaven Parkway					Announced
2	Lewisville Elementary	Mccart & Hwy 121 Business					Announced
3	Majestic Airport Center Dfw Bldg4	Nwc Edmonds Ln & Sh 121		189000			Announced
4	Majestic Airport Center Dfw Bldg5	Nwc Edmonds Ln & Sh 121		178500			Announced
5	Majestic Airport Center Dfw Bldg6	Nwc Edmonds Ln & Sh 121		498000			Announced
6	Majestic Airport Center Dfw Bldg7	Nwc Edmonds Ln & Sh 121		630000			Announced
7	Staybridge Suites	788 East Vista Ridge Mall Dr		121			Announced
8	Hebron 121 Station - Apts	Nec I-35e & 121		1700			Announced

#### OFFICE

	Name	Address	Siz	ze	Employn	nent	Status
			Current	New	Current	New	
9	Lakeside Office Center Bldg 2	2880 Lake Vista Dr		98000			Announced
10	Vista Oaks	East Of Sh 121 & Macarthur Blvd		250000			Announced
11	Railroad Park	Nec Railroad St & Bennet Lane		287			Announced

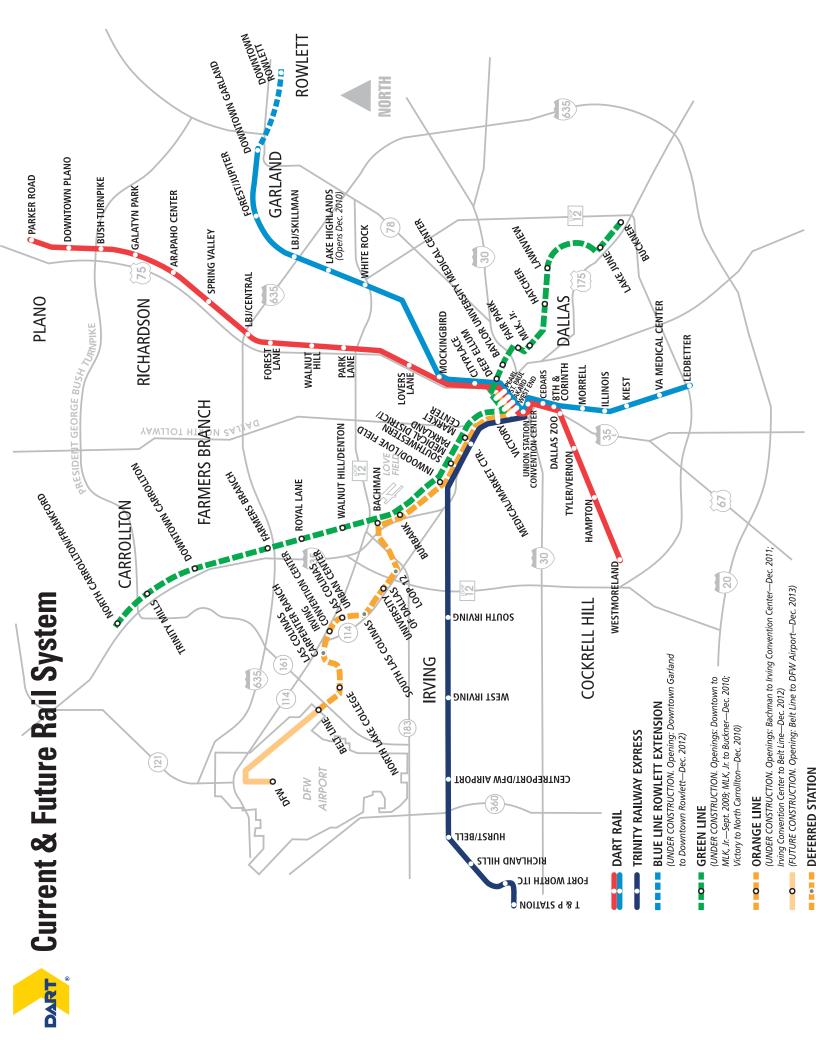
#### RETAIL

Name		Addre	ess	Siz	ze	Employn	nent	Status	
				Current	New	Current	New		
12 Centre At Cross (the)	sroads	Nec Pa Dentor	arker Rd & Old n Rd		700000			Announced	
13 Hebron 121 Sta	ation -retail	Nec H	wy 121 & I-35e	25000				Announced	
* Square Feet	** Stude	ents	# Dwelling Units	(	D Beds	~ Seats	٨	Rooms	

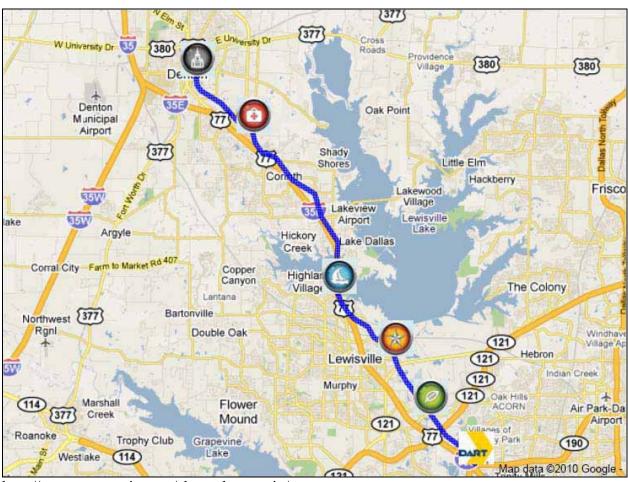
<u>Class</u> <u>Description</u>

EDUCATION Primary and secondary public schools, colleges and universities

OFFICE Office bldgs with at least 100,000 sqft or an employer with at least 400 employees
RETAIL Malls, neighborhood centers and individual retail structures with at least 100,000 sqft



## Denton County Transportation Authority A-train Regional Rail Line



http://www.mya-train.com/about-the-a-train/maps