



TEXAS DEPARTMENT OF TRANSPORTATION

ALTERNATIVES ANALYSIS MATRIX



SPUR 399 EXTENSION - US 75 TO US 380

CSJs 0364-04-051, 0047-05-058, 0047-10-002

SCREENING/EVALUATION CATEGORY	METRIC	PURPLE ALTERNATIVE West of the airport	ORANGE ALTERNATIVE East of the airport	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
Property & Community Effects	Land Use and Economic Development Potential	<p>Changes in land use are unlikely as most of the study area is developed or planned for development. Proposed ROW would likely require that land be acquired from areas under active development (based on data from McKinney's Planning and Zoning Commission), including land owned by Encore Wire (under construction to accommodate facility expansion), and would reduce parcel values and the associated property tax generated due to the reduction in the remaining acreage/parcels available for development.</p>	<p>Changes in land use north of FM 546 and east of the Airport are likely in response to access provided by the freeway. Undeveloped, open agricultural lands, and scattered residential tracts would likely be attractive to developers desiring freeway access and proximity to the Airport and other commercial and industrial uses. Development would be limited within the East Fork Trinity River Floodplain.</p>	<p>Limited economic growth and development potential would continue to occur without construction of a freeway.</p>	<p>By providing new access to parcels, the Orange Alternative would provide a greater increase in economic development potential than the Purple Alternative. More details are available in the DEIS document.</p>
	Disproportionate Impacts to Low-Income and Minority/Environmental Justice (EJ) Communities	<p>No direct impacts</p> <p>Has the potential to result in indirect effects to minority neighborhoods with the potential to be considered as historic districts.</p>	<p>No direct impacts</p>	<p>The EJ communities west of Airport Drive experience cut-through traffic by drivers seeking a faster route from US 380 to destinations south of McKinney and to avoid congestion and traffic incidents along SH 5 and US 75.</p>	
	Community Facilities Affected or Separated from Neighborhoods	<p>2 community facility impacts</p> <ul style="list-style-type: none"> requires right-of-way (ROW) from the Trinity River Greenway requires ROW and creates an aerial crossing of the Wilson Creek Greenbelt 	<p>1 community facility impact</p> <ul style="list-style-type: none"> requires ROW from Fairview Soccer Park requires ROW and creates an aerial crossing of the Wilson Creek Greenbelt 	<p>No ROW would be acquired from community facilities.</p>	
	Protected Lands/Parks (Section 4(f), Section 6(f), Chapter 26 properties)	<p>Wilson Creek Greenbelt - <i>de minimus</i> 4(f)/Ch. 26 <i>Adjacent to and east of SH 5</i></p> <p>Trinity River Greenway - <i>de minimus</i> 4(f) <i>East of Airport Drive and south of US 380, just north of NTMWD lift station, contiguous with the Greenbelt.</i></p>	<p>Wilson Creek Greenbelt - <i>de minimus</i> 4(f)/Ch. 26 <i>Adjacent to and east of SH 5</i></p> <p>City of McKinney Future Parkland - exempt with transportation easement <i>South of and adjacent to US 380, north of the East Fork Trinity River.</i></p>	<p>No ROW would be acquired from Section 4(f), Section 6(f), or Ch. 26 protected lands.</p>	
	Historic and Archeological Resources	<p>Number of historic resources eligible for the National Register of Historic Places (NRHP) affected by the alternative</p>	<p>No affected NRHP-eligible historic resources or cemeteries affected. No shallow archeological site affected.</p>	<p>No affected NRHP-eligible historic resources or cemeteries affected. No shallow archeological site affected.</p>	<p>N/A</p>