

Project Name:	FM 2931 from FM 428 to US 380
Control Section	Job Number (CSJ): 2979-01-011
Report Date:	November 2020
District: Dallas	County(ies): Denton Let Date: June 2024
Project Classifica	ation: EA
Report Version	Draft X Revised 🗌 Final 🗌

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

A. Applicable Projects

Would the proposed project involve ANY of the following conditions?

- Displacements of any kind
- Permanent increase in travel times to community facilities, businesses, or homes (except for projects that construct a new or extend an existing raised median or median barrier see question below)
- Permanent elimination of driveway connections to/from community facilities, businesses, or homes
- Permanent impediment to use of non-automobile modes of travel
- Construction of a highway on new location
- Creation of a new bypass or reliever route
- Upgrading a non-freeway facility to a freeway facility
- Adding toll lanes
 - Yes Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**. Do not answer the remaining questions in this **Section A**.
- X No Proceed to the following question

Would the proposed project involve ANY of the following conditions?

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

Are <u>all</u> of the following statements correct (to the extent they are applicable to the specific project)?

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

B. Community Study Area

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

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

The overall objective of the proposed project is to reduce congestion and improve mobility. The proposed project would accommodate future traffic growth in the project area and improve mobility with additional through lanes and designated turning lanes. Updating the roadway to current

design standards and providing adequate sight distances at driveways and cross streets would also reduce congestiona and improve mobility.

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

The community study area is located in Denton County, Texas, approximately eight miles northeast of the city of Denton (see Figure 2-1). The study area comprises the town of Providence Village (incorporated in 2010), as well as portions of neighboring cities and towns including Aubrey, Krugerville, Cross Roads, Little Elm, and Lincoln Park. The western boundary of the study area encompasses the eastern portions of Aubrey, Krugerville, and Cross Roads, while the southern boundary of the study area encompasses the northern portions of Little Elm and Lincoln Park. The community study area is bounded by US 377 to the west; FM 1385 to the east; Mustang Road to the north; and US 380 and Fishtrap Road to the south. The eastern and southern portions of the community study area generally follow adjacent Census block group (BG) boundaries, while the western and northern portions of the community study area follow Census block boundaries and major roadways. Census BG boundaries were not an appropriate study area boundary to the west and north because it would extend too far away from FM 2931 to accurately analyze the impacts of the proposed project on residents located in Providence Village as well as in directly neighboring cities and towns. Similarly, school district boundaries were considered during development of the community study area, but were not used as study area boundaries as they extended too far away from FM 2931. Community facilities within the community study area are shown on Figures 2-1 and 2-2.

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

The southern portion of FM 2931 is lined with existing subdivisions and master-planned communities, while the northern portion of the roadway is characterized by planned subdivisions (some of which are currently undergoing construction) as well as agricultural land use. Within the community study area, land use is generally suburban residential and agricultural, with most residents utilizing US 380 to travel to and from Denton and neighboring cities and towns. Several commercial uses line US 380, which serves as a major east-west highway for north Texas. There is a large concentration of parks that cater to children throughout the neighborhoods in Providence Village, and the community study area is served by schools including Providence Elementary School, Aubrey High School, Union Park Elementary School, Monaco Elementary School, and Fuller Elementary School.

The community study area is part of the north-central Texas region that is currently experiencing rapid growth rates. According to the North Central Texas Council of Governments' (NCTCOG's)

Mobility 2045 Metropolitan Transportation Plan (MTP), the 12-county Dallas-Fort Worth Metropolitan Planning Area is anticipated to undergo a 51-percent increase in population and 47percent increase in employment between 2018 and 2045 (NCTCOG 2018, p. 3). The town of Providence Village was originially established as a master-planned community in 2000, and has since rapidly grown to approximately 7,540 persons (American Community Survey 2018 5-year Estimates). Other cities and towns that comprise the study area include: Little Elm (population of approximately 42,900 persons); Aubrey (approximately 3,300 persons); Krugerville (approximately 1,600 persons); Cross Roads (approximately 1,400 persons) and Lincoln Park (approximately 550 persons) (American Community Survey 2018 5-year Estimates). The population of Little Elm, an extended suburb of Dallas, has rapidly grown from approximately 3,650 persons in 2000 to 25,900 in 2010, a growth rate of approximately 61 percent. According to Little Elm's Comprehensive Plan (2017), the population is expected to continue its trend of rapid growth. As the population within the region as a whole continues to increase, the transition in land use from rural to suburban residential is expected to continue. In response to this current and future growth, TxDOT is currently planning improvements to US 380 at the southern end of the community study area through Denton and Collin counties.

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

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	See Appendix B.					
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#	Name of Facility (ex.: school, park place of worship etc.)		Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments	
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C. Demographics

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

- 1. What data sources were used?
 - X U.S. Census Bureau
 - X American Community Survey (ACS)
 - X Texas Demographics Center
 - Texas Education Agency "Texas Academic Performance Reports"
 - X Site Visit The Date of Site Visit: July 22, 2020
 - X Current and/or historic aerial photographs
 - X Other Aerial photography (Google Earth and Google Street View), Google Maps
- 2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45-percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances.

There are 218 Census blocks within the community study area, 90 of which are populated. Of these populated blocks, 11 blocks contain minority populations of at least 50 percent (see Figures 3-1 through 3-3 and Appendix A). These minority blocks include: -Census Tract (CT) 201.03, Block Group (BG) 3, Block 3016 (100 percent minority) -CT 201.05, BG 1, Block 1003 (50 percent minority) -CT 201.05, BG 1, Block 1008 (100 percent minority) -CT 201.05, BG 1, Block 1013 (100 percent minority) -CT 201.05, BG 1, Block 1018 (50 percent minority) -CT 201.05, BG 1, Block 1018 (50 percent minority) -CT 201.06, BG 1, Block 1048 (100 percent minority) -CT 201.06, BG 1, Block 1067 (100 percent minority) -CT 201.06, BG 1, Block 1068 (53 percent minority) -CT 201.06, BG 1, Block 1086 (56 percent minority) -CT 201.06, BG 2, Block 2000 (100 percent minority) -CT 201.06, BG 3, Block 3003 (62 percent minority)

Out of a total of 1,348 minority persons in the community study area, the majority are Hispanic or Latino (878 persons). The remaining minority populations are Black or African American (245 persons); persons of two or more races (128 persons); Asian (45 persons); American Indian and Alaska Native (40 persons); Native Hawaiian and Other Pacific Islander (6 persons); and other (6 persons). There are two minority blocks located adjacent to the proposed project: CT 201.05, BG 1, Block 1013 (one person; 100% minority) and CT 201.06, BG 3, Block 3003 (eight persons; 62% minority) (see Figures 3-1 through 3-3 and Appendix A).

It is important to note that the study area's demographics are shifting as the region rapidly expands. As shown in Figures 3-1 through 3-3, CT 201.05, BG 1, Block 1018 spans several neighborhoods along the eastern community study area boundary of FM 1385. Google historic aerials (2020) revealed that most of these neighborhoods were constructed after 2016 and are consequently not accounted for in the 2010 Decennial Census minority data. This is the most recent minority data that exists at the block level; however, updated minority data is available at the BG level through the 2018 American Community Survey (ACS) 5-year Estimates. According to this data, none of the BGs in the study area contain minority populations of at least 50 percent; however, the population of CT 201.05, BG 1 is comprised of 45 percent minority persons (1,729 persons) (see Appendix A).

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

The current poverty level for a family of four is \$26,200 (based on the 2020 DHHS threshold).

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

There are no BGs with a median household income below the DHHS poverty level (\$26,200) located within the community study area. Median household income in the study area ranges from \$69,836 to \$109,345.

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

Six of the seven BGs in the community study area show the presence of persons who speak English "less than very well" (CT 201.03, BGs 2 and 3; CT 201.04, BG 2; CT 201.05, BG 1; CT 201.06, BGs 1 and 2). CT 201.06, BG 3 does not show the presence of persons who speak English "less than very well." Of the 535 Limited English Proficiency (LEP) persons in the community study area, 421 persons speak Spanish; 43 persons speak Asian and Pacific Islander languages; 36 persons speak Indo-European languages; and 35 persons speak other languages (see Appendix A).

D. Site Visit

Following completion of this section, proceed to Section E.

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

Yes; a site visit was conducted on July 22, 2020 (see project area photos in Appendix C).

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

No signs in languages other than English were observed during the site visit on July 22, 2020.

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

No places of worship, businesses, services, or other community facilities in the community study area target or primarily serve specific minority groups.

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

Ramps and designated handicap parking spaces were visible at facilities throughout the community study area during the site visit (see Appendix C).

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

There are four elementary schools (Monaco Elementary School, Providence Elementary School, Union Park Elementary School, and Fuller Elementary School); a daycare (The Kid's Corral); an educational before- and after-school program (The Bridge Enrichment Learning Center); community centers/pools (Providence HOA Community Center and Pool; Providence HOA Recreational Clubhouse and Pool; and Arrowbrooke Community Pool); and numerous parks with playgrounds (see parks in Appendix B) catering to children in the community. There are three organizations providing services for persons with disabilities (including children and elderly persons): Avid Quality Care; Blue Sky Therapeutic Riding and Respite; and Caring Hands Dayhab. In addition, there is one 55+ Active Adult master-planned community (Del Webb at Union Park) which could cater to elderly persons (see Figures 2-1 and 2-2 and Appendix B).

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

In general, there were no obvious signs of low-income populations or neighborhoods in the community study area; however, two RV parks (Country Pines RV Park and Shady Creek RV Park and Storage) were observed during the site visit on July 22, 2020, that could potentially serve low-income persons. Neither RV park is located adjacent to the proposed project.

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

There were minimal signs of other modes of transportation in the community study area observed during the site visit on July 22, 2020. No designated bicycle lanes or bicycle lane signage was observed throughout the study area; however, numerous bicycle racks were observed behind Providence Elementary School, suggesting that some children commute to school via bicycle (see Appendix C). No "goat paths" were observed adjacent to the proposed facility. A number of sidewalks exist throughout the study area, including along roadways located adjacent to FM 2931 (such as Cape Cod Boulevard and Lakeview Drive) and throughout neighboring residential areas. There were no signs of public transportation bus stops. Aubrey Independent School District (ISD) and Denton ISD school buses serve the community study area. Aubrey ISD serves the portion of Providence Village that lies north of Fishtrap Road, while Denton ISD serves the area south of Fishtrap Road. No bus stops were observed adjacent to the proposed project.

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

The community study area is predominantly composed of suburban residential and agricultural land use. The town of Providence Village has undergone rapid development since 2000; the town was originally developed as a master-planned community in 2000 and was incorporated in 2010 in cooperation with neighboring cities and towns including Little Elm, Aubrey, Lincoln Park, and Cross Roads. Since then, many subdivisions have undergone construction along FM 2931 (Google Historic Aerials 2020). The southern portion of the study area south of Quicksilver Boulevard comprises subdivisions and master-planned communities, while the northern portion of the study area north of Knuckles Road generally comprises agricultural and developable land. Numerous subdivisions adjacent to FM 2931 undergoing construction (including Silverado, a D.R. Horton Community and Aspen Meadows, a Huffines Community) were observed during the site visit on July 22, 2020 (see Appendix C).

The town of Providence Village does not have future land use plans available; however, according to the City of Aubrey's Future Land Use Plan (2015), the majority of the community study area along FM 2931 is likely to be converted to estate neighborhood (medium-density single-family residence neighborhoods) and neighborhood commercial (commercial land use in close proximity to single-family residence neighborhoods). According to the Texas Demographic Center (2020), the population of Denton County is projected to increase from 897,953 in 2020 to 1,996,378 in 2045. Major roadway improvements are needed to address increasing congestion throughout the corridor that can primarily be attributed to the rapid growth of the region. The site visit confirmed these observations.

E. Public Involvement

Following completion of this section, proceed to Section F.

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

A virtual public meeting was held on July 7, 2020, and was made available to the public through July 22, 2020. The public was encouraged to submit comments by July 22, 2020. According to the virtual public meeting presentation, continued public involvement efforts are anticipated to occur in Spring 2021.

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

According to TxDOT's Virtual Public Meeting Comment/Response Matrix (2020), 25 comments regarding the proposed project were received during the public comment period. Residents and business owners located adjacent to the proposed project were generally concerned about the shift in land use from rural residential to medium-density suburban residential. In particular, residents were concerned about increases in traffic noise resulting from the roadway expansion as well as increases in travel times due to the raised median. TxDOT responded to these comments

and has considered strategies to mitigate adverse impacts to property owners located adjacent to the proposed project.

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

Feedback received during the public comment period included concerns about the encroaching right of way to homes, businesses; and community facilities (such as Antioch Baptist Church and Bethel Methodist Church of Denton County). According to TxDOT's Virtual Public Meeting Comment/Response Matrix (2020), the engineering design team is evaluating methods to eliminate or reduce the amount of right of way required to make improvements to FM 2931 in order to minimize the impact to these facilities. In addition, the engineering design team is considering the public's feedback in order to determine the locations of turn lanes and raised median openings (which would be determined during the final design phase). TxDOT has been working closely with the adjacent property owners, businesses, and community facilities regarding development of the project design and is ensuring that they are kept apprised as the project progresses. Impacts related to traffic noise are currently undergoing evaluation to determine if abatement measures (such as noise barriers) would be reasonable and feasible.

F. Displacements

Would the proposed project result in any displacements?

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

Yes Answer the questions in all applicable sections.

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

1. Residential Displacements

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

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

N/A

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

N/A

2. Commercial Displacements

If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only questions i through vii should be answered below. If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** for guidance on how to further analyze economic impacts (unless there is reason to believe that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section). Upon completion of this section, proceed to **Section G.**

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

3. Other Displacements

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

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

G. Access and Travel Patterns

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

- No Proceed to **Section H**, Community Cohesion
- X Yes Answer questions in the applicable sections
 - If the project would improve an existing facility (including construction of new frontage roads along an existing highway), complete Section G.a. only and proceed to **Section H**.
 - If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section G.b. only and proceed to **Section H**.
 - If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to **Section H**.
 - 1. Changes in Access and Travel Patterns for Projects on Existing Facilities
 - a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?

Residents within the community study area generally access adjacent parcels by car. A number of sidewalks exist throughout the study area, including along roadways located adjacent to FM 2931 (such as Cape Cod Boulevard and Lakeview Drive) and throughout neighboring residential areas. There were no signs of public transportation bus stops or bicycle lanes during the site visit on July 22, 2020; however, numerous bicycle racks were observed behind the adjacent Providence Elementary School, suggesting that some students commute to school via bicycle. Aubrey ISD and Denton ISD school buses serve the community study area.

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

The existing FM 2931 facility from FM 428 to US 380 consists of one mainlane in each direction with no inside or outside shoulders and no median. Currently, residents throughout the community study area live near elementary schools that are interspersed throughout adjacent neighborhoods along FM 2931 (including Providence Elementary School; Monaco Elementary School; and Fuller Elementary School). In order to access other community facilities (such as Aubrey High School and Covenant Church) and commute to and from work in neighboring cities, residents in these neighborhoods adjacent to FM 2931 travel north or south along the roadway to access FM 428 and US 380 because few north-south roadways are present in the community study area. FM 428 is an east-west thoroughfare that leads to neighboring towns including Aubrey, while US 380 is an east-west highway that leads to larger cities including Denton and McKinney. It is likely that most residents who live in Providence Village rely on US 380 to travel to and from work in these larger neighboring cities. The western boundary of the study area along US 377 encompasses portions of Aubrey, Krugerville, and Cross Roads, while the southern boundaries along US 380 and Fishtrap Road encompass portions of Lincoln Park and Little Elm. FM 2931 primarily serves residents in proximity to the roadway. It is not expected that residents outside of the community study area rely heavily on this roadway for north-south travel through the region.

The southern boundary of the community study area follows Census blocks and BGs that generally follow along Fishtrap Road and US 380. Denton ISD serves the area south of Fishtrap Road, which includes the adjacent Providence Elementary School. According to Denton ISD's Elementary School Boundary Maps, Providence Elementary School serves residents who live south of US 380 as well as in the area south of Fishtrap Road and north of US 380 (see Appendix D). It is therefore likely that the majority of residents accessing the adjacent Providence Elementary School utilize only the portion of FM 2931 south of Fishtrap Road to get to and from school. Aubrey ISD serves the portion of Providence Village that lies north of Fishtrap Road, which includes Monaco Elementary School and the newly constructed Fuller Elementary School. Since these elementary schools are located centrally within Providence Village's master-planned communities, it is likely that most residents who attend these schools live in close proximity and do not traverse FM 2931 in

order to travel to and from school, with the exception of some residents traveling across the roadway.

Under current conditions, there is peak-hour congestion near FM 2931's intersection with US 380. As rapid local and regional development trends continue, traffic volumes are expected to increase, leading to increased congestion if no improvements are implemented. The existing two-lane rural roadway does not have enough capacity to meet the anticipated travel demand in the community study area. Further, the narrow outside shoulders and lack of inside shoulders or a median lead to safety concerns. These conditions were observed during the site visit on July 22, 2020 (see Appendix C).

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

Under the proposed improvements, the two-lane rural roadway would be reconstructed and widened to a six-lane divided roadway with three 11-foot lanes in each direction with designated right- and left-turn lanes and two-foot outside shoulders, separated by a raised median. The proposed project would also include the construction of a 10-foot shared-use path on each side to accommodate pedestrians and bicyclists. The addition of the two lanes in each direction and designated turning lanes would benefit drivers turning both onto and off of the facility; drivers could turn right onto the facility more easily, and drivers could turn right off of the roadway and into adjacent driveways without slowing through traffic. The addition of the raised median would improve safety for northbound and southbound drivers traveling along the roadway, and the construction of shared use paths would improve safety for pedestrians and bicyclists.

Proposed intersection improvements along FM 2931 include adding designated left- and right-turn lanes along the roadway at FM 428; adding a designated right-turn lane at Silverado Parkway for northbound FM 2931 drivers; and adding designated left-turn lanes for intersecting roadways that lead to adjacent neighborhoods (including at Lexington Drive, Cape Cod Boulevard, Fishtrap Road, and Lakeview Drive). Under the proposed improvements, designated left- and right-turn lanes would be added at the US 380 intersection for drivers accessing eastbound and westbound US 380 in order to reduce congestion at the intersection.

It is possible that the proposed raised median could increase travel times for drivers who need to travel in the opposite direction along FM 2931. However, the proposed project would include median openings at major intersecting roadways including Redfearn Road; Ike Byrom Road; Knuckles Road; Woody Creek Trail; Arvin Hill Road/Frontier Parkway; Quicksilver Boulevard; Brewer Road; Liberty Road; Silverado Parkway; Gail Lane; Lexington Drive; Cape Cod Boulevard; Fishtrap Road; and Lakeview Drive. According to TxDOT's Virtual Public Meeting Comment/Response Matrix (2020), the location of turn lanes and median openings would be determined during the final design phase of the proposed project.

While there are many proposed median openings for the southern portion of the roadway, there are fewer median openings for residents traveling along the northern portion of the

roadway. Travel times could potentially increase for residents who live along the northern portion of the roadway when traveling in the opposite direction, resulting in travel times of up to three additional minutes. Travel times could also increase for drivers accessing adjacent businesses, such as Billy's Custom Cabinets. According to TxDOT's Virtual Public Meeting Comment/Response Matrix (2020), the owner of Billy's Custom Cabinets is concerned that the proposed project could make it more difficult for 18-wheeler trucks that regularly make deliveries to access the business. If no median openings are constructed near adjacent businesses that require truck deliveries, the proposed project could lead to changes in travel patterns along intersecting roads as truck drivers attempt to travel in the opposite direction along FM 2931 in order to access these businesses. However, access would be maintained to all parcels via right turns and the proposed improvements would increase mobility and operational efficiency throughout the community study area, resulting in improved travel times. Changes in travel distances would be minimal, and drivers would continue to travel along the facility in much the same way as today.

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

The proposed project would reduce congestion, which would in turn improve mobility and access for residents, community facilities, and businesses located throughout the community study area. In particular, the reduced congestion and improved mobility that would result from the proposed improvements would benefit drivers near the US 380 intersection and residents commuting to and from work in neighboring cities such as Denton. The proposed project would also benefit residents turning into and out of the adjacent neighborhoods through reduced congestion and improved safety as a result of the addition of designated turning lanes and raised medians.

The majority of community facilities in close proximity to the proposed project are concentrated in the southern portion of the community study area, in the already-established neighborhoods of Providence Village. As rapid development throughout the region continues to occur, it is likely that additional community facilities will be constructed along the central and northern portions of the community study area (such as Fuller Elementary School which opened in Fall 2020). The proposed project would benefit essential community facilities along the roadway (such as Providence Village Police Department, Providence Town Hall and Court, and Providence Elementary School) by allowing residents to efficiently reach the facilities.

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

Emergency responders would experience decreased travel times as a result of reduced congestion due to the proposed improvements. The addition of two travel lanes in each

direction and designated left- and right-turn lanes would improve emergency response times. It is possible that the raised median could lead to increased travel times for specific areas without median openings (generally the rural northern portion of the proposed project).

Although there are no fire stations located in the community study area, the northern portion of the community study area is served by the Aubrey Fire Department, while the southern portion of the community study area is served by the Little Elm Fire Department. In order to access residences along the eastern side of FM 2931 between segments of the roadway such as between FM 428 and Redfearn Road and between Redfearn Road and Ike Byrom Road, the Aubrey Fire Department would be required to make a U-turn at the median openings, a travel time of up to three additional minutes. The raised medians are less likely to result in increased travel times for northbound FM 2931 emergency responders such as the Little Elm Fire Department, due to the frequency of median openings in the southern portion of the proposed project. In general, the reduced congestion and improved mobility that would result from the proposed project would lead to decreased travel times for emergency responders.

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

Yes; there are active farms located in the northern portion of the community study area. According to TxDOT's Virtual Public Meeting Comment/Response Matrix (2020), one commenter expressed concerns that under the proposed improvements, the sparse raised median openings would require her to travel an additional mile in order to leave her farm and access US 380, making it more difficult to haul animals, trailers, and farm equipment. TxDOT responded that median openings would be determined during the final design phase, and that all public comments regarding median openings would be considered during this phase. In general, the proposed improvements would improve mobility by reducing congestion, which could better accommodate the movement of farm equipment (via trucks) across FM 2931. However, mobility across the roadway would be dependent on the location and frequency of raised median openings.

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

No adverse impacts to access and travel patterns are anticipated.

- 2. Changes in Access and Travel Patterns for Construction of Highway on New Locations
 - a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

- 3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects
 - a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?

N/A

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

N/A

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

N/A

H. Community Cohesion

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

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a free-way facility
- Addition of tolled or managed lanes

- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.
- Introduction of a new median along a previously undivided facility
- No Proceed to Section I, Environmental Justice.
- X Yes Answer all questions in this section and proceed to Section I. .
- 1. Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.

The southern portion of the roadway is lined with existing residential neighborhoods and community facilities, while the northern portion of the roadway consists of rapidly developing residential neighborhoods and farmland. The southern portion of the community study area adjacent to the roadway comprises the town of Providence Village, which lies in both Denton ISD (south of Fishtrap Road) and Aubrey ISD (north of Fishtrap Road). Students who live on either side of FM 2931 south of Fishtrap Road attend Providence Elementary School (Denton ISD), and students who live on either side of the roadway north of Fishtrap Road attend Monaco Elementary School (Aubrey ISD). The northern portion of the community study area adjacent to FM 2931 is generally rural and consists of farms and new developments on either side of the roadway. The recently constructed Fuller Elementary School (Aubrey ISD) is located in the Silverado community, and generally serves students who live in the Silverado development as well as along the northern portion of FM 2931.

Under existing conditions, the neighborhoods of Providence Village are separated by FM 2931, a heavily congested two-lane rural roadway. There could be some community cohesion across the roadway resulting from the location of the elementary schools and churches, as well as from the civic connection of being part of Providence Village. However, the neighborhoods were developed following the construction of FM 2931, limiting cohesion between the two sides of the roadway. The planned developments along the central and northern portion of the study area (such as Silverado and Aspen Meadows) are located on either side of FM 2931 and do not span the roadway; therefore, there is not a strong level of existing community cohesion across the roadway.

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

As FM 2931 was constructed prior to the development of the surrounding neighborhoods, there is not a strong level of existing community cohesion and the widening of the roadway is not likely to change the existing level of separation experienced near the project area. Although a visible separation would be increased through the construction of a raised median, this would be offset by the reduced congestion along the roadway. The improved mobility resulting from the proposed project would allow for improved travel patterns between adjacent parcels.

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

The proposed widening of FM 2931 would not result in the separation or isolation of any geographic areas or groups of people.

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

The proposed project would make access to local services and community facilities in the community study area more convenient. Under existing conditions, residents traveling to and from work in neighboring cities as well as traffic turning into and out of Providence Elementary School contributes to heavy congestion along the roadway near the US 380 intersection. In addition, residents travel along FM 2931 in order to access adjacent churches (including Antioch Baptist Church and Bethel Methodist Church) as well as facilities providing special needs services (including Avid Quality Care and Caring Hands Dayhab). If no median openings are constructed across from these adjacent community facilities, it could become less convenient for residents to access the facilities. Overall, however, the proposed project would reduce congestion and improve mobility during peak travel times. The residential neighborhoods south of Fishtrap Road and north of US 380 which belong to Denton ISD would benefit from this reduced congestion and the ability to efficiently turn into or out of their neighborhoods. The neighborhoods north of Fishtrap Road, including along the northern portion of the roadway, would also benefit from reduced congestion and improve mobility along the corridor.

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

No adverse impacts to community cohesion are anticipated.

I. Environmental Justice

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



No Proceed to Section J, Limited English Proficiency.

- X Yes Answer all questions in this section and proceed to Section J.
- 1. If the project would result in displacements, how many of these displacements would be located in EJ census geographies versus non-EJ census geographies?

The proposed project would not result in any displacements.

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

The reduced congestion and improved mobility and safety resulting from the proposed project would benefit all Census geographies (including EJ and non-EJ geographies). The proposed project would not result in adverse impacts related to access and travel patterns for EJ or non-EJ populations.

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

Although a visible separation would be increased through the construction of a raised median, this would be offset by the reduced congestion and improved mobility along the corridor. No community cohesion impacts to minority blocks located adjacent to the proposed project are anticipated (see Figures 3-2 and 3-3 and Appendix A).

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

No potential displacements would occur.

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

No; there would not be substantial impacts to the human environment that would affect the community study area. Noise studies are being conducted to determine the impacts to adjacent

residences and businesses. Potential mitigation of traffic noise impacts will be considered in the Traffic Noise Technical Report.

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

No; the community has not experienced substantial impacts from past transportation projects. FM 2931 was constructed in the mid-1960s. Development near the southern portion of the project area primarily occurred in the early 2000s, while the farms and sparse development in the northern portion of the project area were constructed in the 1980s and 1990s, in addition to the ongoing development today (Google Historic Aerials 2020).

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

The southern portion of the community study area is heavily comprised of established residential development, while the northern portion of the study area continues to experience rapid growth and development with new subdivisions and master-planned communities along the roadway. These include Silverado and Aspen Meadows. In addition, the southern and eastern boundaries of the community study area (US 380 and FM 1385) are anticipated to undergo construction in the next decade. According to TxDOT's Project Tracker (2020), both roadways will be widened: US 380 from US 377 to west of County Road (CR) 26 and FM 1385 from US 380 to FM 455.

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

No adverse impacts to EJ populations are anticipated.

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

No; impacts to EJ populations would not be disproportionately high and adverse. There are no BGs with a median household income below the DHHS poverty level (\$26,200). There are 11 minority blocks located in the community study area, with only two minority blocks located adjacent to the proposed project (see Figures 3-2 and 3-3 and Appendix A). The proposed project would not result in any displacements, and would not result in adverse impacts to facilities in the community study area that provide essential services (including Providence Elementary School; Aubrey High School; Union Park Elementary School; Monaco Elementary School; Fuller Elementary School;

The Kid's Corral; and the Providence Village Police Department). Northbound and southbound FM 2931 drivers would experience reduced travel times and improved mobility. The impacts of the proposed project, including improved mobility and safety, would be felt throughout the community study area. These impacts would benefit both EJ and non-EJ populations.

J. Limited English Proficiency

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

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

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

LEP persons in the community study area speak Spanish; Indo-European languages; Asian and Pacific Islander languages; and other languages. Of the 535 LEP persons in the community study area, 421 persons speak Spanish; 43 persons speak Asian and Pacific Islander languages; 36 persons speak Indo-European languages; and 35 persons speak other languages. Of the 421 Spanish speakers in the community study area, 164 reside in CT 201.04, BG 2 and 120 reside in CT 201.06, BG 1. All of the Indo-European and Asian and Pacific Islander speakers reside in CT 201.03, BG 3 and CT 201.05, CT 1. All speakers of other languages reside in CT 201.06, BG 2 (see Appendix A).

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

The notice for the virtual public meeting held on July 7, 2020 was provided in Spanish with project information and instructions for submitting comments. Translation services of the virtual public meeting were available, but were not requested. Future public involvement events will accommodate LEP populations by providing notices in Spanish and offering translation services.

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

Meetings with Affected Property Owners (MAPO) are expected to continue through Spring 2021. After the environmental documentation is approved, a Public Hearing would be held or an opportunity for a Public Hearing would be afforded. The plan to accommodate LEP persons has not changed based on previous public involvement feedback; translation services will be offered upon request for any future public involvement efforts.

K. Conclusions

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

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

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

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

The proposed improvements to FM 2931 would benefit the community study area through reduced congestion and improved mobility. Within the community study area, 11 of the 90 populated Census blocks contain minority populations over 50 percent, two of which are located adjacent to the proposed project. There are no BGs with a median household income below the DHHS poverty level (\$26,200). No displacements are anticipated to occur as a result of the proposed improvements.

The proposed project would reduce congestion by widening FM 2931 and adding designated turning lanes along the roadway. These proposed improvements, as well as the construction of a raised median, sidewalks, and shared use paths, would substantially improve mobility and safety along the roadway. Although a visible separation would be increased through the construction of a raised median, this would be offset by the reduced congestion along the roadway, which would allow for improved travel patterns throughout the community study area.

No loss of essential services or services catering to EJ populations would occur. Substantial improvements to mobility would occur as a result of the proposed project and would benefit all persons in a similar manner. Impacts to EJ populations would not be disproportionately high and adverse.

LEP persons in the community study area speak Spanish; Indo-European languages; Asian and Pacific Islander languages; and other languages. Of the 535 LEP persons in the community study area, the majority speak Spanish. LEP persons were accommodated during the virtual public meeting held on July 7, 2020. TxDOT will make every reasonable effort to provide special accommodations (including translation services) if necessary for all upcoming public involvement efforts.

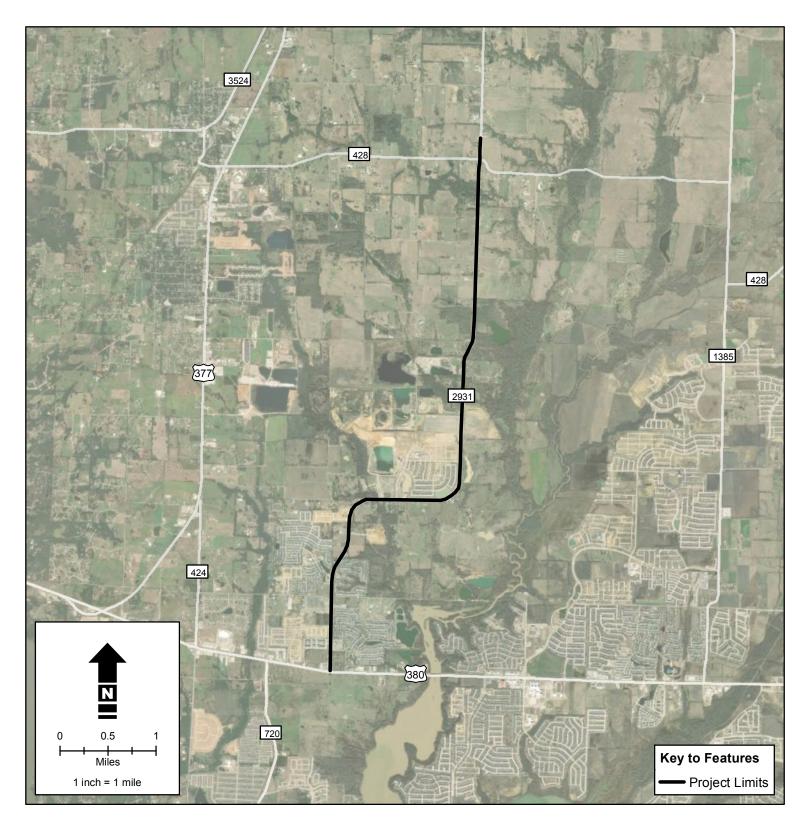


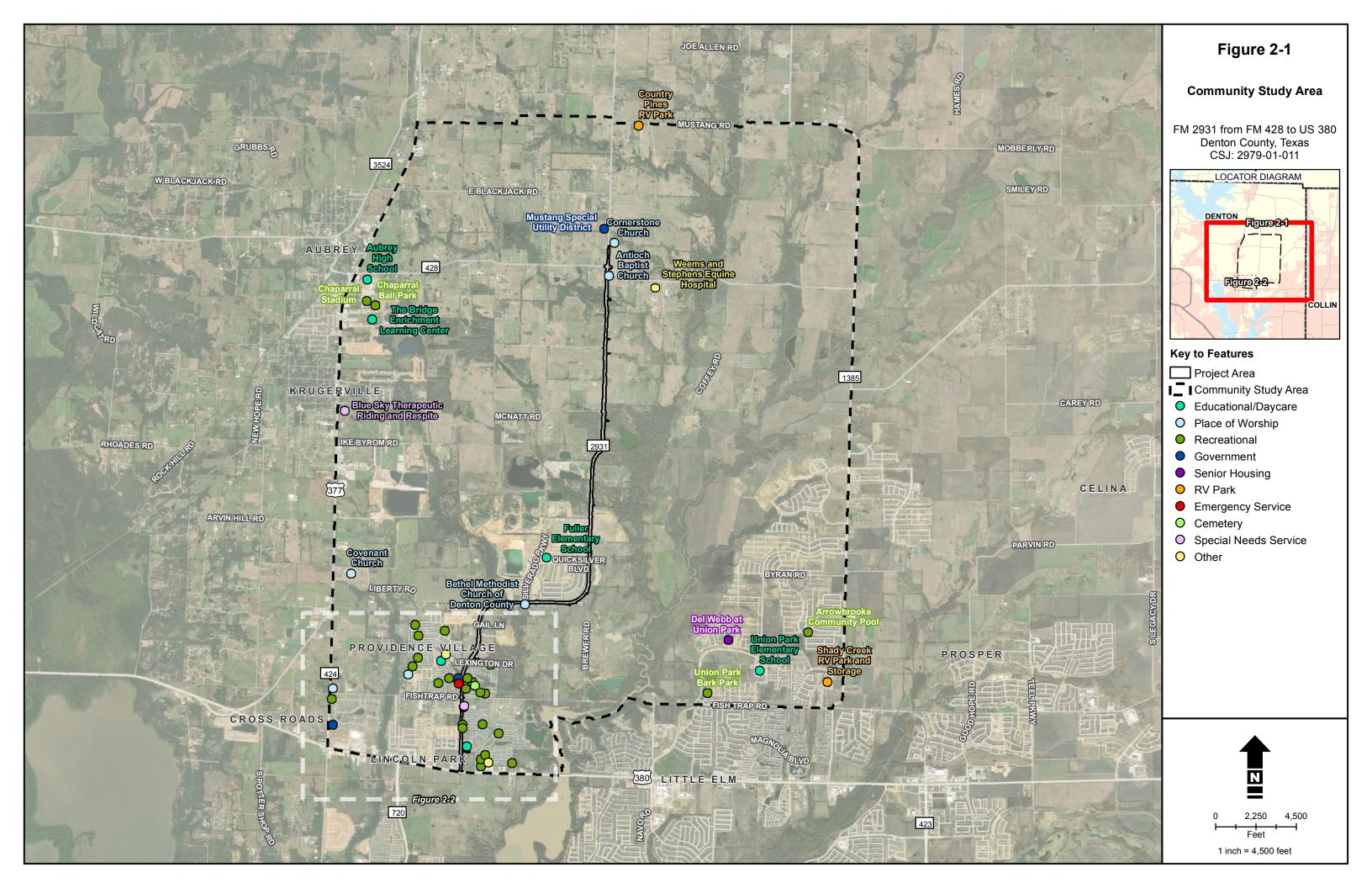


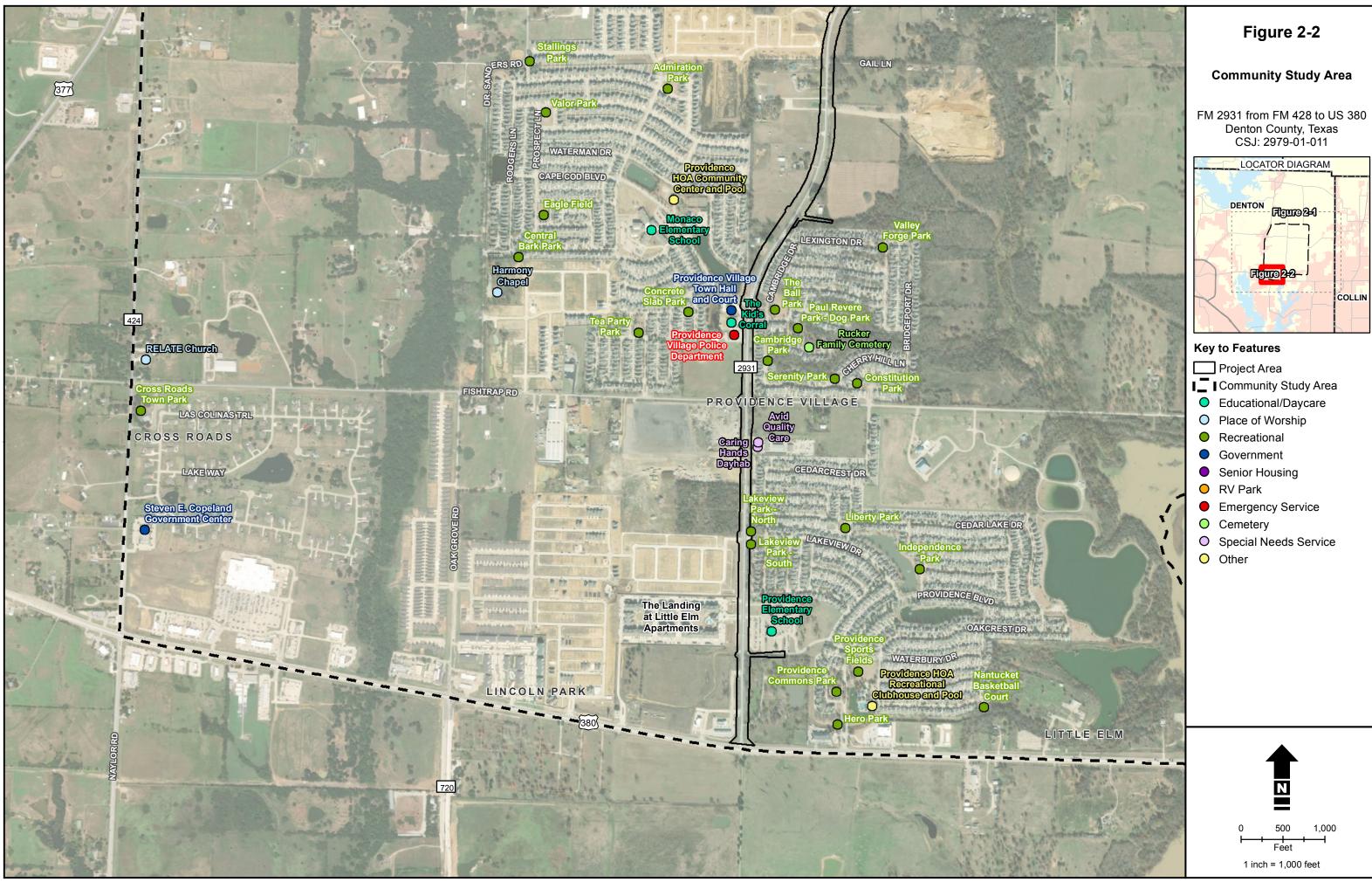
Figure 1

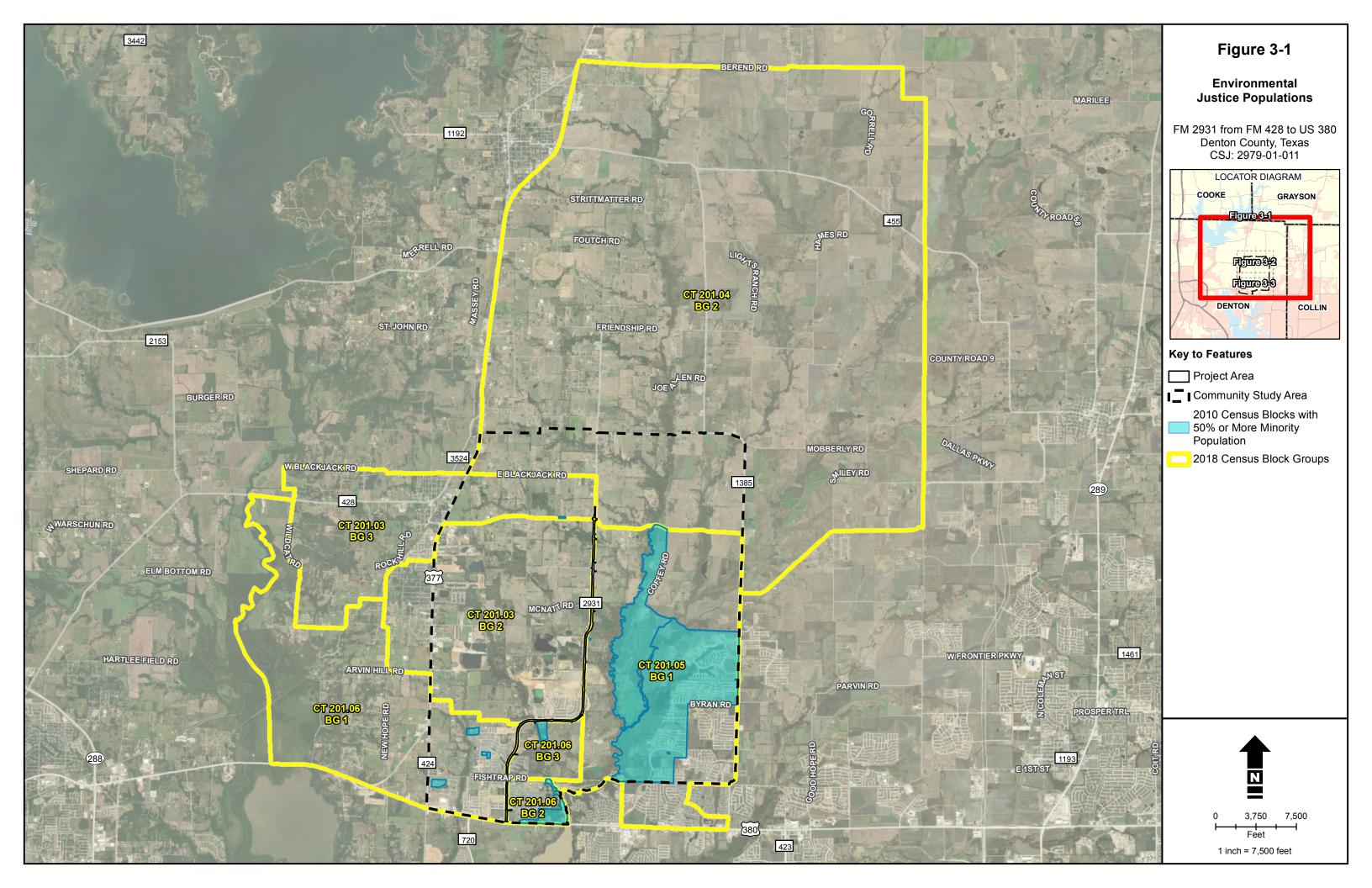
Project Area Location

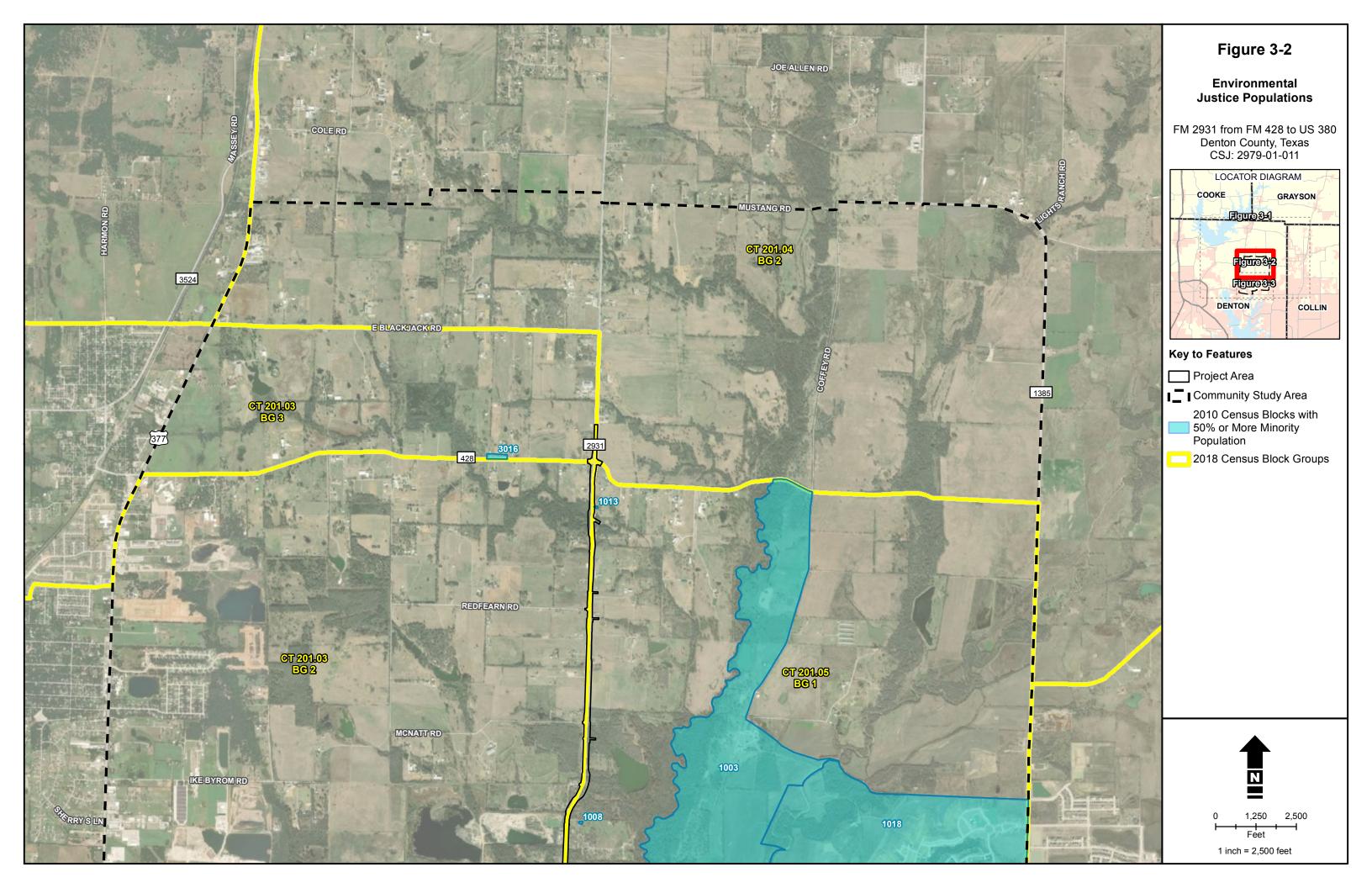
FM 2931 from FM 428 to US 380 Denton County, Texas CSJ: 2979-01-011











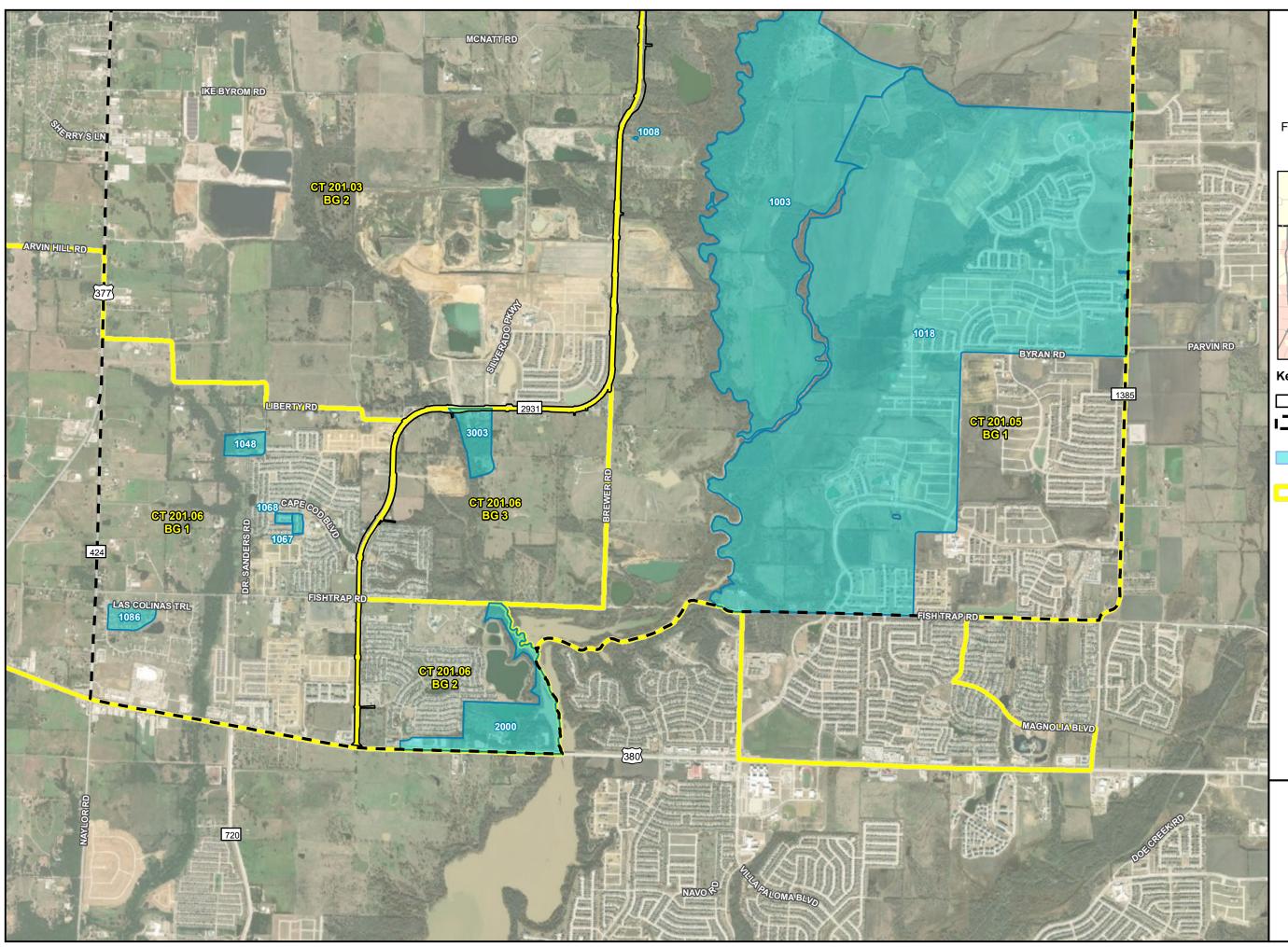


Figure 3-3 Environmental **Justice Populations** FM 2931 from FM 428 to US 380 Denton County, Texas CSJ: 2979-01-011 LOCATOR DIAGRAM COOKE GRAYSON Flguro 3-1 FIGURO 842 Figure 3 DENTON COLLIN Key to Features Project Area Community Study Area 2010 Census Blocks with 50% or More Minority Population 2018 Census Block Groups Ν 1,250 2,500 0 Feet -

1 inch = 2,500 feet

Appendix A Demographic Characteristics for Community Study Area

	Appendix A - Demographic Characteristics For Community Study Area									
Income ¹					Limited English Proficiency (Speak English Less Than Very Well) ²					
Census Tract	Census Block Group	2020 DHHS Poverty Threshold for a Family of Four	Median Income	Total Population 5 yrs and over	Spanish	Indo-European	Asian and Pacific Islander	Other		
	2	\$26,200	\$94,702	2,590	8	-	-	-		
201.03	3		\$69,836	3,193	41	7	16	-		
201.04	2		\$84,875	1,671	164	-	-	-		
201.05	1		\$100,474	3,500	25	29	27	-		
	1		\$109,345	3,178	120	-	-	-		
201.06	2		\$81,154	3,545	63	-	-	35		
	3		\$96,083	820	-	-	-	-		

¹ ACS 2018 5-yr Estimate Table B19013

²ACS 2018 5-yr Estimate Table B16004

						Append	ix A - Minority Po			vel)				
							1	Hispanic or Lati	no			Hispanic or Latino of	Total Minority	Total % Minority
County	Census Tract	Block Group	Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Pacific Islander	Other Race	Two or More Races	Any Race	Population	Population
Denton	201.03	2	2000	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2001	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2002	78	49	-	-	- 4	-	-	-	- 25	29	37
Denton Denton	201.03 201.03	2	2003 2004	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2004	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2006	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2007	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2008	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2009	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2010	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2011 2012	3	3	-	-	-	-	-	-	-	-	-
Denton Denton	201.03 201.03	2	2012	50	46	-	-	-	-	-	- 1	3	4	8
Denton	201.03	2	2013	92	76	-	1		-	-	2	13	16	17
Denton	201.03	2	2014	7	7	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2015	3	2	-	-	-	-	-	-	1	1	33
Denton	201.03	2	2017	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2018	18	12	-	-	-	-	-	-	6	6	33
Denton	201.03	2	2019	5	5	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2020	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2021	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2022	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2023 2024	4	4	-	-	-	-	-	-	-	-	-
Denton Denton	201.03 201.03	2	2024	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2025			-		-	-	-				
Denton	201.03	2	2027		-	-	-	-	-	-	-	-		-
Denton	201.03	2	2028	32	25	-	-	-	-	-	-	7	7	22
Denton	201.03	2	2029	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2030	2	2	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2031	-	-	-	-	-	-	-	-		-	-
Denton	201.03	2	2032	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2033	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2034	-	-	-	-	-	-	-	-	-	-	-
Denton Denton	201.03 201.03	2	2035 2036	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2030			-			-	-				
Denton	201.03	2	2038		-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2039	2	2	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2056	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2057	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2058	4	4	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2059	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2060	188	175	1	2	-	-	-	3	7	13	7
Denton	201.03	2	2061	-	-	-	-	-	-	-	-	-	-	-
Denton Denton	201.03 201.03	2	2062 2063	27 27	27 17	-	-	-	-	-	-	- 10	- 10	- 37
Denton	201.03	2	2063	18	17	-	-	-	-	-	-	- 10	-	
Denton	201.03	2	2004	-	-	-	-	-	-	-	-			
Denton	201.03	2	2092	108	88	-	-	-	-	-	-	20	20	19
Denton	201.03	2	2093	-	-	-	-	-	-	-	-	-		-
Denton	201.03	2	2094	1	1	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2095	2	2	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2096	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2097	12	12	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2098	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	2	2099		-	-	-	-	-	-	-	-	-	-

						Append	ix A - Minority Po			vel)				
							I	Hispanic or Lati	no			Hispanic or Latino of	Total Minority	Total % Minority
County	Census Tract	Block Group	Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Pacific Islander	Other Race	Two or More Races	Any Race	Population	Population
Denton	201.03	2	2100	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3000	31	24	-	1	-	-	-	3	3	7	23
Denton	201.03	3	3001	2	2	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3002	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3003	42	39	-	-	-	-	-	1	2	3	7
Denton	201.03	3	3004	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3005	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3006	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3007	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3008	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3009	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3010	4	4	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3011	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3012	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3013	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3014	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3015	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3016	3	-	-	-	-	-	-	-	3	3	100
Denton	201.03	3	3017	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3018	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3019	5	5	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3020	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3021	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3022	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3023	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3112	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3115	-	-	-	-	-	-	-	-	-	-	-
Denton	201.03	3	3119	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2135	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2136	9	9	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2137	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2138	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2139	55	37	-	-	-	-	-	-	18	18	33
Denton	201.04	2	2140	2	2	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2141	85	59	-	-	-	-	-	2	24	26	31
Denton	201.04	2	2142	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2143	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2144	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2145	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2157	-	-	-	-	-	-	-	-	-	-	-
Denton	201.04	2	2158	-		-	-		-	-	-	-	-	-
Denton	201.05	1	1000	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1001	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1002	37	31	-	-	-	-	-	-	6	6	16
Denton	201.05	1	1003	12	6	-	-	-	-	1	-	5	6	50
Denton	201.05	1	1004	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1005	119	93	-	3	-	-	-	8	15	26	22
Denton	201.05	1	1006	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1007	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1008	2	-	2	-	-	-	-	-	-	2	100
Denton	201.05	1	1009	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1010	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1011	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1012	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1013	1	-	-	-	-	-	-	-	1	1	100
Denton	201.05	1	1014	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1015	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1016	-	-	-	-	-	-	-	-	-	-	-

						Append	ix A - Minority Po			vel)				
							-	Hispanic or Lat	ino			Hispanic or Latino of	Total Minority	Total % Minority
County	Census Tract	Block Group	Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Pacific Islander	Other Race	Two or More Races	Any Race	Population	Population
Denton	201.05	1	1017	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1018	10	5	-	-	-	-	-	-	5	5	50
Denton	201.05	1	1019	4	4	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1020	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1021	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1022	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1023	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1024	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1025	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1026	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1027	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1028	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1029	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1031	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1032	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1033	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1039	20	20	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1040	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1041	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1042	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1043	1	1	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1044	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	1	1087	-	-	-	-	-	-	-	-	-	-	-
Denton	201.05	3	3031	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1041	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1042	55	55	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1043	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1048	2	-	-	-	1	-	-	1	-	2	100
Denton	201.06	1	1049	14	14	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1050	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1051	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1052	29	25	-	1	1	-	-	1	1	4	14
Denton	201.06	1	1053	2	2	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1054	2	2	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1055	762	520	54	1	8	-	1	13	165	242	32
Denton	201.06	1	1056	31	20	-	-	1	-	-	2	8	11	35
Denton	201.06	1	1057	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1058	76	58	4	-	-	-	-	1	13	18	24
Denton	201.06	1	1059	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1060	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1061	-	-	-	-	-	-	-	-	-		-
Denton	201.06	1	1062	67	38	13	-	4	-	-	-	12	29	43
Denton	201.06	1	1063	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1064	-	-	-	-	-	-	-	-	-	•	-
Denton	201.06	1	1065	43	34	3	-	5	-	-	-	1	9	21
Denton	201.06	1	1066	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1067	12	-	4	-	-	-	-	-	8	12	100
Denton	201.06	1	1068	19	9	-	-	-	-	-	-	10	10	53
Denton	201.06	1	1069	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1070	-	-	-	-	-	-	-	-	-	-	•
Denton	201.06	1	1076	41	37	-	1	-	-	-	2	1	4	10
Denton	201.06	1	1077	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1078	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1085	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1086	9	4	5	-	-	-	-	-	-	5	56
Denton	201.06	1	1087	14	14	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1088	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1089	-	-	-	-	-	-	-	-	-		-

						Append	ix A - Minority Po	pulations (2010 Block Le	vel)				
							Not	Hispanic or Lat	ino					
County	Census Tract	Block Group	Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Pacific Islander	Other Race	Two or More Races	Hispanic or Latino of Any Race	Total Minority Population	Total % Minority Population
Denton	201.06	1	1090	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1091	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1092	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	1	1093	-		-	-	-	-	-	-	-	-	-
Denton	201.06	1	1112	-		-	-	-	-	-	-	-	-	-
Denton	201.06	2	2000	20		-	-	-	-	-	-	20	20	100
Denton	201.06	2	2001	905	700	41	9	5	4	3	20	123	205	23
Denton	201.06	2	2002	160	125	4	2	-	-	1	5	23	35	22
Denton	201.06	2	2003	53	43	2	5	-	1	-	1	1	10	19
Denton	201.06	2	2004	87	67	7	-	3	-	-	-	10	20	23
Denton	201.06	2	2005	97	93	-	-	-	-	-	-	4	4	4
Denton	201.06	2	2006	156	123	20	2	1	-	-	-	10	33	21
Denton	201.06	2	2007	142	118	1	-	-	-	-	13	10	24	17
Denton	201.06	2	2008	149	120	1	3	-	-	-	6	19	29	19
Denton	201.06	2	2009	137	97	3	-	-	-	-	3	34	40	29
Denton	201.06	2	2010	89	76	3	-	-	-	-	2	8	13	15
Denton	201.06	2	2011	138	100	17	-	-	-	-	2	19	38	28
Denton	201.06	2	2012	63	59	-	-	-	-	-	-	4	4	6
Denton	201.06	2	2013	65	55	4	-	-	-	-	-	6	10	15
Denton	201.06	2	2014	90	85	-	-	-	-	-	3	2	5	6
Denton	201.06	2	2015	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	2	2016	68	54	5	4	-	-	-	4	1	14	21
Denton	201.06	2	2017	107	82	6	-	1	-	-	7	11	25	23
Denton	201.06	2	2018	74	59	-	-	2	-	-	1	12	15	20
Denton	201.06	2	2019	48	33	-	-	-	-	-	-	15	15	31
Denton	201.06	2	2020	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	2	2021	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	2	2022	121	102	5	-	-	1	-	1	12	19	16
Denton	201.06	3	3000	8	5	-	-	-	-	-	-	3	3	38
Denton	201.06	3	3001	9	9	-	-	-	-	-	-	-	-	-
Denton	201.06	3	3002	23	23	-	-	-	-	-	-	-	-	-
Denton	201.06	3	3003	13	5	-	-	-	-	-	-	8	8	62
Denton	201.06	3	3004	30	25	-	1	-	-	-	-	4	5	17
Denton	201.06	3	3005	180	128	7	3	2	-	-	3	37	52	29
Denton	201.06	3	3006	102	84	-	-	4	-	-	2	12	18	18
Denton	201.06	3	3007	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	3	3008	85	77	4	-	-	-	-	-	4	8	9
Denton	201.06	3	3009	132	97	12	-	-	-	-	4	19	35	27
Denton	201.06	3	3010	156	129	5	-	-	-	-	2	20	27	17
Denton	201.06	3	3011	222	189	9	-	3	-	-	4	17	33	15
Denton	201.06	3	3012	28	22	1	-	-	-	-	-	5	6	21
Denton	201.06	3	3013	-	-	-	-	-	-	-	-	-	-	-
Denton	201.06	3	3014	122	102	2	1	-	-	-	5	12	20	16
Denton	201.06	3	3015	-		-	-	-	-	-	-	-	-	-

Source: Census 2010 Summary Table P9

	Appendix A - Minority Populations (2018 Block Group Level)											
Census Tract	Census Block	Total Population				Not Hispanic or Latin				Hispanic or Latino		Total % Minority
	Group		White	Black or African	American Indian	Asian	Pacific Islander	Other Race	Two or More Races	of Any Race	Population	Population
201.03	2	2,710	2,465	9	6	13	-	-	32	185	245	9
201.05	3	3,412	3,006	9	43	16	-	-	33	305	406	12
201.04	2	1,711	1,432	-	-	-	-	-	-	279	279	16
201.05	1	3,832	2,103	816	131	86	-	29	240	427	1,729	45
	1	3,501	2,842	72	8	-	-	4	64	511	659	19
201.06	2	3,793	2,356	448	26	116	-	-	44	803	1,437	38
	3	926	664	96	-	-	-	-	29	137	262	28

ACS 2018 5-yr Estimate Table B03002

Appendix B Community Facilities Table

#	Name of Facility	Type of Facility (ex.: Educational, park, place of worship, etc.)	Public or Private	Serves a Specific Population?	Adjacent to Project?	Additional Details/ Comments
1	Aubrey High School	Educational	Public	No	No	High school in Aubrey ISD (ISD demographics comprised of 17.7% Hispanic or Latino; 7.8% Black or African American; 0.9% American Indian and Alaska Native; 0.4% Asian; 0.1% Pacific Islander; and 2.4% two or more races [Texas Tribune 2020]).
2	Fuller Elementary School	Educational	Public	Children	No	Opened in Fall 2020; elementary school in Aubrey ISD; ISD demographics listed above.
3	Monaco Elementary School	Educational	Public	Children	No	Elementary school in Aubrey ISD; ISD demographics listed above.
4	Providence Elementary School	Educational	Public	Children	Yes	Elementary school in Denton ISD (ISD demographics comprised of 31.1% Hispanic or Latino; 16.5% Black or African American; 0.6% American Indian and Alaska Native; 3.4% Asian; 0.2% Pacific Islander; and 1.4% two or more races [Texas Tribune 2020]).
5	The Bridge Enrichment Learning Center	Educational	Private	Children	No	Before and after school program.
6	The Kid's Corral	Educational; daycare	Private	Children	Yes	Provides educational care for infants through age 12. Also provides after school care.
7	Union Park Elementary School	Educational	Public	Children	No	
8	Antioch Baptist Church	Place of Worship	Private	No	Yes	
9	Bethel Methodist Church of Denton County	Place of Worship	Private	No	Yes	
10	Cornerstone Church	Place of Worship	Private	No	No	
11	Covenant Church	Place of Worship	Private	No	No	
12	Harmony Chapel	Place of Worship	Private	No	No	
13	RELATE Church	Place of Worship	Private	No	No	

#	Name of Facility	Type of Facility (ex.: Educational, park, place of worship, etc.)	Public or Private	Serves a Specific Population?	Adjacent to Project?	Additional Details/ Comments
14	Admiration Park	Recreational	Private	Children	No	Park with playground.
15	Arrowbrooke Community Pool	Recreational	Private	Children	No	Neighborhood pool with adjacent playground.
16	Cambridge Park	Recreational	Private	Children	No	Park with swings.
17	Central Bark Park	Recreational	Private	No	No	Dog park for Providence Village HOA members only.
18	Chaparral Ball Park	Recreational	Private	No	No	
19	Chaparral Stadium	Recreational	Private	No	No	
20	Concrete Slab Park	Recreational	Private	No	No	
21	Constitution Park	Recreational	Private	No	No	
22	Cross Roads Town Park	Recreational	Public	No	No	Venue for weekend Farmer's Market.
23	Eagle Field	Recreational	Private	Children	No	Comprised of "Little Soccer Field."
24	Hero Park	Recreational	Private	No	No	
25	Independence Park	Recreational	Private	Children	No	Park adjacent to manmade lake, with playground.
26	Lakeview Park – North	Recreational	Public	No	Yes	Open space with gazebo.
27	Lakeview Park – South	Recreational	Public	No	Yes	Open space.
28	Liberty Park	Recreational	Private	Children	No	Park with playground.
29	Nantucket Basketball Court	Recreational	Private	Children	No	Neighborhood basketball court.
30	Paul Revere Park – Dog Park	Recreational	Private	No	No	Dog park for Providence Village HOA members only.
31	Providence Commons Park	Recreational	Private	Children	No	Park with playground.
32	Providence Sports Fields	Recreational	Private	Children	No	Park with soccer fields and playground.
33	Serenity Park	Recreational	Private	Children	No	Park with gazebo and playground equipment.
34	Stallings Park	Recreational	Private	Children	No	Park with playground.
35	Tea Party Park	Recreational	Private	Children	No	Park with swings and playground equipment.

#	Name of Facility	Type of Facility (ex.: Educational, park, place of worship, etc.)	Public or Private	Serves a Specific Population?	Adjacent to Project?	Additional Details/ Comments
36	The Ball Park	Recreational	Private	Children	No	Baseball field with adjacent swings and playground equipment.
37	Union Park Bark Park	Recreational	Public	No	No	Dog park for public use.
38	Valley Forge Park	Recreational	Private	Children	No	Park with gazebo and sparse playground equipment.
39	Valor Park	Recreational	Private	Children	No	Park with swings.
40	Mustang Special Utility District	Government	Public	No	No	
41	Providence Village Town Hall and Court	Government	Public	No	Yes	
42	Steven E. Copeland Government Center	Government	Public	No	No	Government center which includes: County Clerk; Tax Assessor; Adult and Juvenile Probation; Justice of the Peace (Precinct 5); County Commissioner (Precinct 1); and Constable (Precinct 1).
43	Country Pines RV Park	Housing	Private	Low-income	No	
44	Del Webb at Union Park	Housing	Private	Elderly	No	55+ Active Adult master-planned community.
45	Shady Creek RV Park and Storage	Housing	Private	Low-income	No	
46	Providence HOA Community Center and Pool	HOA Community Center	Private	Children	No	
47	Providence HOA Recreational Clubhouse and Pool	HOA Community Center	Private	Children	No	
48	Providence Village Police Department	Emergency Services	Public	No	Yes	Partners with Aubrey Police Department.
49	Rucker Family Cemetery	Cemetery	Private	No	No	

#	Name of Facility	Type of Facility (ex.: Educational, park, place of worship, etc.)	Public or Private	Serves a Specific Population?	Adjacent to Project?	Additional Details/ Comments
50	Avid Quality Care	Special Needs Services	Private	Persons with disabilities	Yes	Licensed Medicaid HCS (Home and Community-Based Services) provider that assists mentally challenged and autistic individuals and their families. Provides dayhab services.
51	Blue Sky Therapeutic Riding and Respite	Special Needs Services	Private	Persons with disabilities; children	No	Provides weekly individual therapeutic horseback riding lessons to special needs citizens. Also holds community group activities for special needs children and adults.
52	Caring Hands Dayhab	Special Needs Services	Private	Elderly; persons with disabilities	Yes	Day habilitation specializing in caring for seniors, developmentally disabled individuals, and intellectually disabled individuals.
53	Weems and Stephens Equine Hospital	Animal Hospital	Private	No	No	Equine hospital open 24 hours a day.

Appendix C Site Visit Photographs



Photo 1: View of the FM 2931 and FM 428 intersection, taken facing south.



Photo 2: View of the FM 2931 and FM 428 intersection, taken facing northeast.



Photo 3: View of the FM 2931 and US 380 intersection, taken facing north.



Photo 4: View of the FM 2931 and US 380 intersection, taken facing east.



Photo 5: View of Steven E. Copeland Government Center, taken facing northeast.



Photo 6: View of Covenant Church with ADA accessible parking spaces, taken facing southeast.



Photo 7: View of Harmony Chapel (currently undergoing construction), taken facing east.



Photo 8: View of Monaco Elementary School with ADA accessible parking spaces, taken facing west.



Photo 9: View of Providence HOA Community Center and Pool, taken facing west.



Photo 10: View of Providence HOA Community Center tennis courts and park, taken facing southeast.



Photo 11: View of adjacent Providence Village Town Hall and Court with ADA accessible parking spaces, taken facing west.



Photo 12: View of adjacent The Kid's Corral with ADA accessible parking spaces, taken facing west.



Photo 13: View of adjacent Providence Village Police Department with ADA accessible parking spaces and a ramp, taken facing west.



Photo 14: View of adjacent Lakeview Park - North, taken facing west.

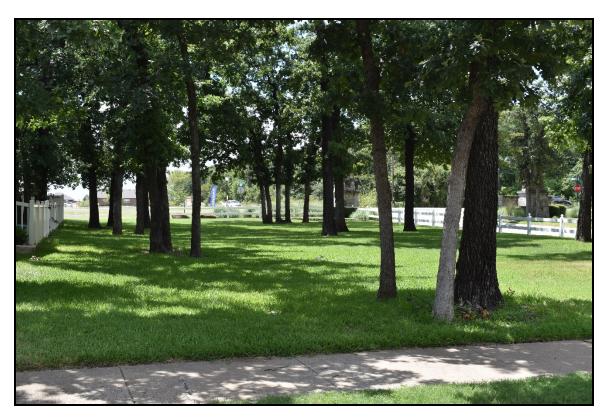


Photo 15: View of adjacent Lakeview Park - South, taken facing west.



Photo 16: View of adjacent Providence Elementary School, taken facing northeast.



Photo 17: View of adjacent Providence Elementary School with bicycle racks, taken facing northwest.



Photo 18: View of Providence Sports Fields, taken facing east.



Photo 19: View of Providence Sports Fields and Providence Commons Park, taken facing east.



Photo 20: View of Providence HOA Recreational Clubhouse and Pool, taken facing west.



Photo 21: View of ADA accessible parking spaces located outside of Providence HOA Recreational Clubhouse and Pool, taken facing west.



Photo 22: View of adjacent Bethel Methodist Church of Denton County, taken facing south.



Photo 23: View of adjacent Antioch Baptist Church, taken facing southeast.



Photo 24: View of Cornerstone Church, taken facing east.



Photo 25: View of Mustang Special Utility District, taken facing southwest.



Photo 26: View of Mustang Special Utility District building, taken facing northwest.



Photo 27: View of adjacent Silverado by D.R. Horton community, taken facing north.



Photo 28: View of adjacent Liberty at Providence Community, taken facing west.



Photo 29: View of vacant lots and construction at adjacent Liberty at Providence Community, taken facing northwest.



Photo 30: View of construction along FM 2931 north of Brewer Road, taken facing west.



Photo 31: View of construction along FM 2931 north of Brewer Road, taken facing west.

Appendix D Supplemental Information

PROVIDENCE ELEMENTARY

