



Community Impacts Assessment Technical Report Form

[Reset Form](#)

Project Name: SL 288 from IH 35W to IH 35

CSJ Number: 2250-02-013 & 2250-02-014

District(s): Dallas

County(ies): Denton

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

The proposed project is located in north central Texas. The proposed project and associated study area are partially within the western city limits of Denton, Texas and within unincorporated areas of Denton County. The study area also intersects with portions of the city of Krum to the northwest and is adjacent to the city limits of Ponder to the southwest.

II. Project Description

Briefly describe the proposed project.

The Texas Department of Transportation (TxDOT), in conjunction with Denton County, is proposing the construction of a four-lane new location frontage road system for State Loop (SL) 288 from Interstate Highway (IH) 35W south of Denton to IH 35 north of Denton, in Denton County, Texas. The distance of the proposed project is approximately 9.0 miles. The proposed project right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate mainlane facility. Construction of the ultimate mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

The new location SL 288 frontage road system would include a northbound and southbound frontage road facility. For rural areas, the facility would consist of two travel lanes (one 12-foot wide lane and one 14-foot wide lane for bicycle accommodation) and 8-foot wide inside and outside shoulders in each direction, with open ditch drainage. For urbanized areas, the facility would consist of two travel lanes (one 12-foot wide lane and one 14-foot wide lane for bicycle accommodation) in each direction, with curb and gutter drainage. The facility would also include 6-foot wide sidewalks along both sides of the road throughout the project limits. The proposed project ROW would include a median (variable width) that would accommodate the future construction of an ultimate mainlane facility.

The proposed project would also construct intersections at six (6) major cross roads as follow: John Paine, Farm-to-Market Road (FM) 2449, Tom Cole/FM 1515, Jim Christal Road, US Highway (US) 380, and Masch Branch Road. In addition, the proposed project would construct a grade separation at the KCS Railroad and would tie into the grade separations at IH 35 and IH 35W.

The proposed SL 288 project (frontage road system) would likely be constructed in two phases based on traffic needs and project funding. A logical sequence for staging the various elements for construction of the new location frontage road system could be as follows:

- Phase 1 would construct a single two-lane, two-way frontage road, and would also acquire the proposed ROW to accommodate the frontage roads and the future ultimate mainlane facility.
- As traffic warrants and funding becomes available, Phase 2 would involve the construction of the two-lane frontage road,



Reset Form

which would include the conversion of the two-way frontage road built in Phase 1 to a one-way operation, and the construction of grade separations at specific high-volume intersections.

- Phase 3 (a separate project) would involve the construction of the ultimate mainlane facility in both directions. Construction of the ultimate mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

The project area includes approximately 26.6 acres of existing roadway ROW, 401.5 acres of proposed ROW, 1.2 acres of proposed permanent drainage easements, and 13.2 acres of proposed ROW by others.

III. General Character of the Community

What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

The study area includes portions of the cities of Denton and Krum and unincorporated Denton County. The study area is primarily scattered rural, but includes areas of commercial and industrial development.

Describe the community facilities (shown on attached map) in the area:

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Denton City Fire Station 7	Institutional	Public	No	
Northwest Lineman College	Educational/Vocational	Private	No	
Denton Enterprise Airport	Institutional	Public	No	
US Aviation Academy	Educational	Private	No	Not confirmed by site visit
Rafes Urban Astronomy Center	Educational	Public	No	
National Guard	Institutional	Public	No	
US Army Reserve Center	Institutional	Public	No	
Bethel Temple Church of Denton	Religious	Private	No	
Greyhound Bus Station	Transportation	Private	No	
Denton Dance Conservatory	Arts and Culture	Private	No	
Abilitrees Montessori	Educational	Private	Yes - Children	
Health Service of North Texas	Medical	Private	No	

[Reset Form](#)

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
DaVita Renal Center of North Denton	Medical	Private	No	
Sacred Cross EMS (2 locations)	Medical/Emergency	Private	No	
North Texas Collegiate Academy	Educational	Public	Yes - Children	
Early Education Center	Educational	Public	Yes - Children	

IV. Data

1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

Yes **Texas State Data Center**

Yes **Other**

If other, describe:

Google Earth, site visit, Denton Plan 2030

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? \$25,750.00

3. Yes Do any of the census geographies show over a 50% minority population?

Describe:

There are 179 Census Blocks located within and adjacent to the study area. Of these, 93 blocks are populated and of the populated blocks, 15 have a minority population greater than 50 percent. See Census Geographies map and Table 1.

4. No Do any of the census geographies show a median income below the DHHS poverty level?

5. Yes Do any of the census geographies show presence of persons who speak English "less than very well"?

Describe:

All the five block groups within and adjacent to the study area have an LEP population. The percentages of LEP population to the total population range from 0.6 percent in Census Tract 203.1 Block Group 1 to 8.2 percent in Census Tract 208 Block Group 1. The study area as a whole has an LEP population of 9.9 percent.



[Reset Form](#)

Spanish speakers account for the highest portion of LEP persons at 6.5 percent followed by Asian and Pacific Islander (1.4 percent), Other (1.1 percent), and Indo-European (0.9 percent).

V. Site Visit

1. Yes **Was a site visit conducted?**

If yes, attach documentation, notes, and photographs from the field visit.

2. No **Were there any signs observed in languages other than English?**

3. No **Were there places of worship, businesses, or services that target or serve specific minority groups?**

4. No **Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?**

5. Yes **Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?**

Describe:

There were three early childhood educational facilities: Abilitrees Montessori, North Texas Collegiate Academy, and Early Learning Center.

6. Yes **Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?**

Describe:

There was one area, a mobile home neighborhood, that appeared to be low-income based on maintenance issues, debris in yards, and roadway and driveways in need of repair.

7. Yes **Are there signs of other modes of transportation?**

Yes **Are there bus or train stops?**

Describe:

There were multiple city bus stops observed in the eastern portion of the study area along Mesa Drive. There was also a Greyhound bus stop in the same area at a fuel station.

No **Are there marked bike lanes or bicycle lane signage?**

No **Did you observe cyclists in the area?**

Yes **Are there sidewalks?**

Describe:

Sidewalks are located within the study area and cross the proposed project location along both directions of US 380. Other sidewalks are located along Mesa Drive in the eastern portion of the study area, in and near residential areas in the northwestern corner of the study area, and in and around the industrial area along Airport Road, Corbin Road, and Dakota Lane.

No **Did you observe "goat paths" or dirt pathways adjacent to the project area?**



[Reset Form](#)

8. No Is there any additional information about this community that will be helpful?
9. Yes Is public involvement planned for this project?

Results from the Scope Development Tool

1. Yes Did the Scope Development Tool identify the need for a residential displacements analysis?
2. Yes Did the Scope Development Tool identify the need for a commercial displacements analysis?

Select the level of analysis identified on the Scope Development Tool:

- ☒ Low level commercial displacements analysis
- ☐ Medium level commercial displacements analysis
- ☐ High level commercial displacements analysis

3. Yes Did the Scope Development Tool identify the need for an other displacements analysis?

Select the level of analysis identified on the Scope Development Tool:

- ☒ Medium level other displacements analysis
- ☐ High level other displacements analysis

4. Yes Did the Scope Development Tool identify the need for an access and travel patterns analysis?

Select the level of analysis identified on the Scope Development Tool:

- ☐ Medium risk access and travel patterns analysis
- ☒ High risk access and travel patterns analysis

5. Yes Did the Scope Development Tool identify the need for a community cohesion analysis?

Select the level of analysis identified on the Scope Development Tool:

- ☐ Medium risk community cohesion analysis
- ☒ High risk community cohesion analysis

Residential Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. How many residences will be displaced or impacted in a manner that would prevent them from being occupied (loss of parking or access)?

There are five residences that would be displaced as a result of the proposed project. Two of the four residences are located on the same parcel (Parcel ID 61103).

2. What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?

The residences that would be displaced are single family homes.



[Reset Form](#)

3. No Is there comparable replacement housing available?

Explain:

The potential residential displacements are located in rural areas and larger parcels outside of subdivisions.

The property at 2500 Lovers Lane, Krum, Texas, 76249 (Parcel ID 61103) includes two residences, a barn and three sheds for a total of 8,620 sq ft of living and working space on 15 acres of land.

The property at 3288 N Masch Branch Road, Krum, Texas 76249 (Parcel ID 61088) includes a residence that is 1,860 sq ft on just under a half acre of land.

The property at 6540 Jim Christal Road, Denton, TX 76207 (Parcel ID 36602) is mixed use and includes both residential and commercial structures, one that is single-story (2250 sq ft) and one that is two-story (3500 sq ft) on just under 3 acres of land.

The property at 1041 US 380, Denton, Texas 76207 (Parcel ID 60825) includes a residence that is 1,360 sq ft on 18 acres of land.

Houses listed for sale in April 2019 that are comparable in price to the property values of the potential displacements have smaller living areas or are located on smaller parcels. Properties that are comparable in living area or land size are listed for much more than the potential displacements are valued.

4. No Would displacements impact community cohesion?

Explain:

The residences that would potentially be displaced are located in rural parts of the study area and are currently separated by large parcels and local roadways.

Commercial Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. **What types of businesses exist in the study area?**

The majority of the businesses in the study area are industrial or warehouses. There are multiple auto-related businesses and hotels as well.

2. **How many businesses will be displaced or impacted in a manner that would prevent them from continuing to operate (loss of parking or access)?**

There would be one business that would be displaced as a result of the proposed project, JHR Construction Inc.

The property at 6540 Jim Christal Road, Denton, TX 76207 (Parcel ID 36602) is mixed use and includes both residential and commercial structures, one that is single-story (2250 sq ft) and one that is two-story (3500 sq ft) on just under 3 acres of land.

3. No Are these businesses unique to the area?

4. No Do these businesses serve a specific population (specific ethnic group, disabled, low-income families, etc.)?



[Reset Form](#)

Explain:

The business that would be impacted on Parcel ID 36602 is a general contractor and does not offer services that are specific to any one population. The barn that would be displaced on Parcel ID 36602 is used for storage.

5. No **Have the businesses indicated if they would relocate?**

Other Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. **What non-residential and non-commercial displacements would occur?**

There would be two barns and a shed that would be displaced as a result of the proposed project. However, the barn and shed on Parcel ID 36717 do not appear to be used. The barn that would be displaced on Parcel ID 164577 is the only existing structure located on a small parcel that is used for agricultural purposes.

The property at 7420 Tom Cole Road, Denton, Texas 76207 (Parcel ID 36717) is commercial and includes a barn that is 1,800 sq ft and a shed on over 101 acres of land.

The property on Tom Cole Road, Denton, Texas 76207 (Parcel ID 164577) includes a barn that is 5,000 sq ft on nearly 5.5 acres of land.

2. No **Do these facilities serve a specific population (disabled persons, children, elderly, a specific ethnic group, a specific religious denomination, etc.)?**

Explain:

The barns and the shed that would be displaced are located on agricultural parcels and do not serve any specific populations.

3. Yes **Would these facilities be able to relocate?**

Explain:

The barn and shed on Parcel ID 36717 and are located on a large parcel and could be relocated within the same property. The proposed roadway would take up half of Parcel ID 164577 and the barn could potentially be relocated to the other half of the parcel.

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?

The displacements that consist of five residential, one commercial, and two other displacements would not impact the community as a whole. The residential displacements would have an impact as comparable housing does not exist within the vicinity of the project area near the existing housing, but the commercial and other displacements would not have an impact on the community. Proposed ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Substantial impacts to the community are not anticipated as a result of the proposed displacements.



[Reset Form](#)

ACCESS AND TRAVEL PATTERNS

1. How do people currently access adjacent parcels (car, walking, cycling, mass transit)?

Parcels adjacent to the proposed project are currently accessed from cross streets and local roads by motor vehicle. Two of these cross streets have interchanges with IH 35 or IH 35W: FM 2449 and US 380.

2. Describe the permanent changes to access and/or travel patterns.

The proposed project would add the frontage road portion of the roadway in the interim, which would bisect some local roads. Travelers who need to travel on these roads would need to turn right onto the SL 288 frontage roads, drive to an interchange area, make a U-turn, and turn onto the road from the frontage road from the other direction. The proposed project would also completely cut off access to some local roads and private driveways such as Hickory Creek (south of Tom Cole Road), the driveway to an oil well off of Tom Cole Road north of the observatory, Lovers Lane Road, and the gravel road that travels parallel to the railroad in the northern portion of the study area. Travelers to these properties would need to find an alternative route. Pedestrians and bicyclists would be able to travel more easily and safely and be able to access adjacent parcels with the addition of 6-foot wide sidewalks and 14-foot wide shared outside lanes along the proposed roadway.

The proposed roadway would improve access throughout the study area by allowing for travel from the southern project limit to the northern project limits. Travelers would have another option for reaching these areas other than IH 35 to the east or FM 156 to the west, which routes through Ponder and Krum.

3. What neighborhoods and businesses will be affected by these changes?

All neighborhoods and businesses adjacent to the proposed project would be affected by these changes, as the proposed roadway would be a new location facility. There would be improved access at neighborhoods and businesses near the proposed interchanges as they would be able to travel to and from IH 35 and IH 35W as well as other parts of the study area more easily and quickly. Travelers to and from areas within the study area would have a more direct route north and south without having to travel to IH 35 or IH 35W to the east or FM 156 to the west or on a series of local streets in order to reach their destinations.

4. Yes Are any community facilities affected?

Are any of them "essential services" such as clinics, schools, or emergency responders?

The community facilities that would be affected are two locations of Sacred Cross EMS and the Denton City Fire Station 7 that are within the study area and near the proposed project. There is one school, Early Education Center, that would be affected within the study area due to increased access.

5. How will emergency response times be affected?

Response times would likely decrease because there would be increased access to other areas within the study area and improved mobility due to the limited access road, increased speed limits, and a more direct route to areas of western Denton.

6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

There are currently sidewalks along US 380 that would be impacted as a result of the proposed project. There would be an interchange at this location that would likely change the way pedestrians and bicyclists would be able to use the sidewalk. For example, the proposed roadway would intersect the sidewalks, which would require users to stop and wait for traffic.



Reset Form

New sidewalks for pedestrians and a shared outside lane for bicyclists are proposed as part of the project along both northbound and southbound SL 288.

7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

Pedestrian and bicycle infrastructure along the proposed roadway would be new construction, thus allowing for these modes of travel where there are currently no safe or direct routes. Time could be added for pedestrians and cyclists along U.S 380/W University Drive at the interchange with the proposed project due to traffic signals that would be included in the proposed project. It is unknown at this time if transit would use the proposed route, and there is currently no transit service in the vicinity aside from the Greyhound Bus service that has a stop along Mesa in the eastern portion of the study area.

8. No Are any design elements proposed to mitigate adverse impacts to these modes?

9. What businesses are located along the existing corridor?

SL 288 would be a new location facility, so there is no existing corridor in the location of the proposed project. Businesses that would be located along the proposed project include: 4UR Toys RV, Boat & Mini Storage/U-Haul Neighborhood Dealer, and a business currently under construction owned by Denton Exchange LLC along US 380.

10. Of these, how many are primarily dependent on passing traffic for business?

None of these businesses are dependent on passing traffic for business.

11. Yes Are frontage roads proposed as part of the project or is the project a limited access facility?

Describe:

The first phase of the proposed project is building the proposed controlled access frontage roads with interchanges proposed at IH 35W, John Paine, FM 2449, Tom Cole/FM 1515, Jim Christal Road, US Highway (US) 380, and Masch Branch Road, and IH 35.

12. Yes Is the land adjacent to the bypass available for development?

Describe:

Much of the land adjacent to the proposed project is agricultural or open space and is developable.

13. No Is any mitigation or design element, such as signage, proposed for impacts to existing traffic dependent businesses?

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

The proposed project would provide travelers with more direct access to areas west of Denton with interchanges proposed at IH 35W, John Paine, FM 2449, Tom Cole/FM 1515, Jim Christal Road, US Highway (US) 380, and Masch Branch Road, and IH 35. Access and mobility would improve throughout the study area as a result of the proposed project because there would be more direct travel between the southern and northern portions of the study area. Travelers would no longer need to travel east to IH 35 or west to FM 156 to travel north or south.

Access would be reduced for travelers who need to travel to roads that the proposed project would cross. Travelers would



[Reset Form](#)

need to turn right onto the SL 288 frontage roads, drive to an interchange area, make a U-turn, and turn onto the road from the frontage road from the other direction. Travelers would need to find alternative routes to properties that would be cut off by the proposed roadway.

Sidewalks and shared outside lanes are also proposed as part of the project and would allow pedestrians and bicyclists safe routes along the corridor and to other parts of the community.

Community Cohesion

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. If there is an existing roadway or other separation, how will the proposed project change that separation?

There is no existing roadway where the proposed project would be located. The study area is currently separated by large open space and agricultural lots.

2. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?

People would be able to more directly access other parts of the community via the proposed roadway as interchanges would be located at IH 35W, John Paine Road, FM 2449, Tom Cole Drive/FM 1515, Jim Christal Road, US 380, Masch Branch Road, and IH 35. People would also have access to areas of the community via other modes of travel such as walking or biking by using the sidewalks or shared outside lane that would be included along the proposed roadway.

3. How will the proposed project change the way that people use local services and facilities change?

The proposed project would change how people use local services and facilities along the new route and could likely facilitate new development in the area as well as additional traffic to existing services and businesses in the area. Through traffic, however, would likely decrease along roads that would intersect with SL 288 because of the more direct north-south route that the proposed project would provide within the area.

4. Describe how people in the community will be separated or isolated.

The proposed project would add a new separation in the area and would disrupt east and west travel on roads or driveways that would not include a connection with the proposed roadway. Travelers that currently use these facilities would need to find an alternative route such as John Paine Road, FM 2449, Tom Cole Drive/FM 1515, Jim Christal Road, University Drive/US 380, or Masch Branch Road in order to travel east and west. Alternatively, travelers could also turn right onto the proposed roadway, make a U-turn, and return to the original cross street.

The proposed roadway would cut off the southern and northern portions of Lovers Lane Road from one another, displace two residences and out buildings (Parcel ID 61103), and cut off access to the property at 2141 Lovers Lane Road which would have an adverse impact on the community along that road.

As the majority of the study area and the land adjacent to the proposed project is rural, the overall impacts to community cohesion would be beneficial as there would be more direct access between the southern and northern portions. Community cohesion would also be improved due to the addition of sidewalks and shared outside lanes that would allow for pedestrians and bicyclists to use the facility where there is currently no infrastructure for these modes.

5. How will the separated portions of the community access one another after completion of the proposed project? Consider all modes of transportation.

Once the proposed project is completed, people in one area of the community would be able to access other parts of the community, particularly between north and south, more directly since the proposed project would offer a route that would allow travelers an alternative to local roads and IH 35.



[Reset Form](#)

Areas of the community along Lovers Lane Road would need to travel farther along SL 288 and make a U-turn in order to access the other portion of the community that would be cut off by the proposed roadway. The proposed sidewalks in the community would not allow for road crossings and so pedestrians would also be cut off from one part of the Lovers Lane Road community from the other. Bicyclists using the shared outside lane would need to travel the same way as motor vehicles and travel farther along SL 288 and make U-turns to access other portions of the community.

6. How will the affected people in the community access services like grocery stores, schools, parks, neighborhood amenities, places of employment, etc.? Consider all modes of transportation.

People who would be affected by the proposed project would have more direct access to amenities and services such as grocery stores, schools, parks, and employment opportunities. These types of facilities are not currently adjacent to the proposed project, but travelers of all modes would have a more direct route with higher mobility to areas of the study area and region beyond where these facilities are available. Pedestrians and bicyclists would also have more direct access to amenities and services due to a 6-foot wide sidewalk and a 14-foot wide shared outside lane in each direction that is included in the proposed project design. There are also land development opportunities adjacent to the proposed project that could allow these types of facilities to locate closer to the affected people in the community so that they would not have to travel as far as is currently necessary.

7. How is the proposed access different from the existing access? Consider all modes of transportation.

The proposed project would add a new facility that includes sidewalks and shared outside lanes on the western side of Denton, Texas. This would be a limited access roadway, so access to driveways and cross streets would be affected. Travelers of all modes may have to travel farther and make U-turns to access parcels that they currently have direct access to from a local street. However, access would improve for travelers of all modes overall due to the more direct route that would include interchanges with major cross streets.

8. No Is there any mitigation or design element proposed to lessen the effects of this separation or isolation?

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above, how will the proposed project impact community cohesion?

The study area is mostly rural aside from commercial and industrial development along IH 35 to the east. Residential, commercial, and utilities are scattered throughout the rest of the study area and large parcels currently divide the community, which is not cohesive. The proposed project would result in few residential and commercial displacements, but overall would improve community cohesion by providing more direct access for travelers from one part of the community to another. The proposed project would also provide access and a safe mode of transportation for pedestrians and bicyclists to use the facilities along the corridor.

The proposed roadway would cut off the southern and northern portions of Lovers Lane Road from one another and would have an adverse impact on the community along that road. However, as the majority of the study area and the land adjacent to the proposed project is rural, the overall impacts to community cohesion would be beneficial as there would be more direct access between the southern and northern portions.

ENVIRONMENTAL JUSTICE

1. Yes Will there be displacements?



[Reset Form](#)

How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

There are a total of five residential and three commercial displacements as a result of the proposed project. One of the commercial displacements is located in a predominantly minority Census block (Census Block 2176).

2. Yes **Will there be access and travel pattern impacts?**

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

The types of access and travel pattern impacts in predominantly minority Census blocks are the same as they are in non-minority Census blocks. Travelers who need to travel on these roads would need to turn right onto the SL 288 frontage roads, drive to an interchange area, make a U-turn, and turn onto the road from the frontage road from the other direction. However, the proposed roadway would improve access throughout the study area by allowing for travel from the southern project limit to the northern project limits. Travelers would have another option for reaching these areas other than IH 35 to the east or FM 156 to the west, which routes through Ponder and Krum. There are two minority EJ Census blocks along Lovers Lane Road that would be cut off from the rest of the roadway as a result of the proposed roadway.

3. Yes **Will there be community cohesion impacts?**

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

The types of community cohesion impacts in predominantly minority Census blocks are the same as they are in non-minority Census blocks. There is one commercial displacement located within Census Tract 204.01 Block 2176. There are several residential displacements and another commercial displacement in non-minority Census blocks as well. These displacements would have a low impact on community cohesion. The proposed project would have community cohesion impacts along Lovers Lane Road, which two minority EJ Census blocks are located along, that would cut off the southern portion of the community from the northern portion. There are no low-income block groups located within the study area.

4. No **Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?**

5. No **Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?**

6. No **Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?**

7. No **Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?**

8. No **If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?**



Reset Form

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If it is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.

Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

There are 179 predominately minority Census blocks within the project area; however, the proposed project would not disproportionately and adversely affect these populations. While the proposed project could impact community cohesion in some areas based on the lack of comparable housing, the minority Census blocks would not be affected more than non-minority Census blocks. The community along Lovers Land Road would also experience community cohesion impacts due to the proposed project cutting off access between the southern portion from the northern portion. However, this would affect minority EJ and non-minority EJ populations along the roadway the same. There are no low-income EJ geographies in the study area. No disproportionately high and adverse impacts on minority populations are anticipated as a result of the proposed project and there are no low-income populations within the study area. The mobility of the entire community and access along the entire corridor is anticipated to increase as a result of the proposed project.

Limited English Proficiency

1. Yes **Were there LEP persons identified in the project area?**

What languages do they speak?

All the five block groups within and adjacent to the study area have an LEP population. The percentages of LEP population to the total population range from 0.6 percent in Census Tract 203.1 Block Group 1 to 8.2 percent in Census Tract 208 Block Group 1. The study area as a whole has an LEP population of 9.9 percent. Spanish speakers account for the highest portion of LEP persons at 6.5 percent followed by Asian and Pacific Islander (1.4 percent), Other (1.1 percent), and Indo-European (0.9 percent).

2. **What public involvement techniques were used or is planned to be used?**

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

A public meeting was held March 28, 2019 and stakeholder meetings with various property owners were held in 2017. A public hearing will be held in Winter 2020 in Denton and will provide stakeholders with information on the project as well as document stakeholder comments and concerns.

3. No **Was assistance in a language other than English requested or is it anticipated to be requested?**

4. **How were LEP persons accommodated during the public involvement process?**

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

Public meeting notices were published in Spanish in the Spanish language newspaper Al Dia for the public meeting in March 2019. Comment forms were also available in Spanish.

5. Yes **Is any more public involvement planned?**

Yes **Will LEP persons continue to be accommodated?**



Community Impacts Assessment Technical Report Form

[Reset Form](#)

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

LEP persons have been and will continue to be given the opportunity for meaningful involvement in the NEPA process. A public meeting was held in March 2019. Notices and comment forms were made available in English and Spanish. Any future public involvement would also include notices published in the Spanish newspaper *El Dia* and Spanish speaking team members would be present upon request and an interpreter would be provided to accommodate LEP individuals upon request.

Prepared By:

Leigh Raderschadt
Preparer Name

Environmental Planner
Title

Leigh Raderschadt
Preparer Signature

Digitally signed by Leigh Raderschadt
DN: cn=Leigh Raderschadt, o=CP&Y, ou, email=lraderschadt@cpyi.com, c=US
Date: 2019.07.08 15:36:33 -05'00'

July 8, 2019
Date

SL 288 from IH 35W to IH 35

Community Impact Assessment Attachments

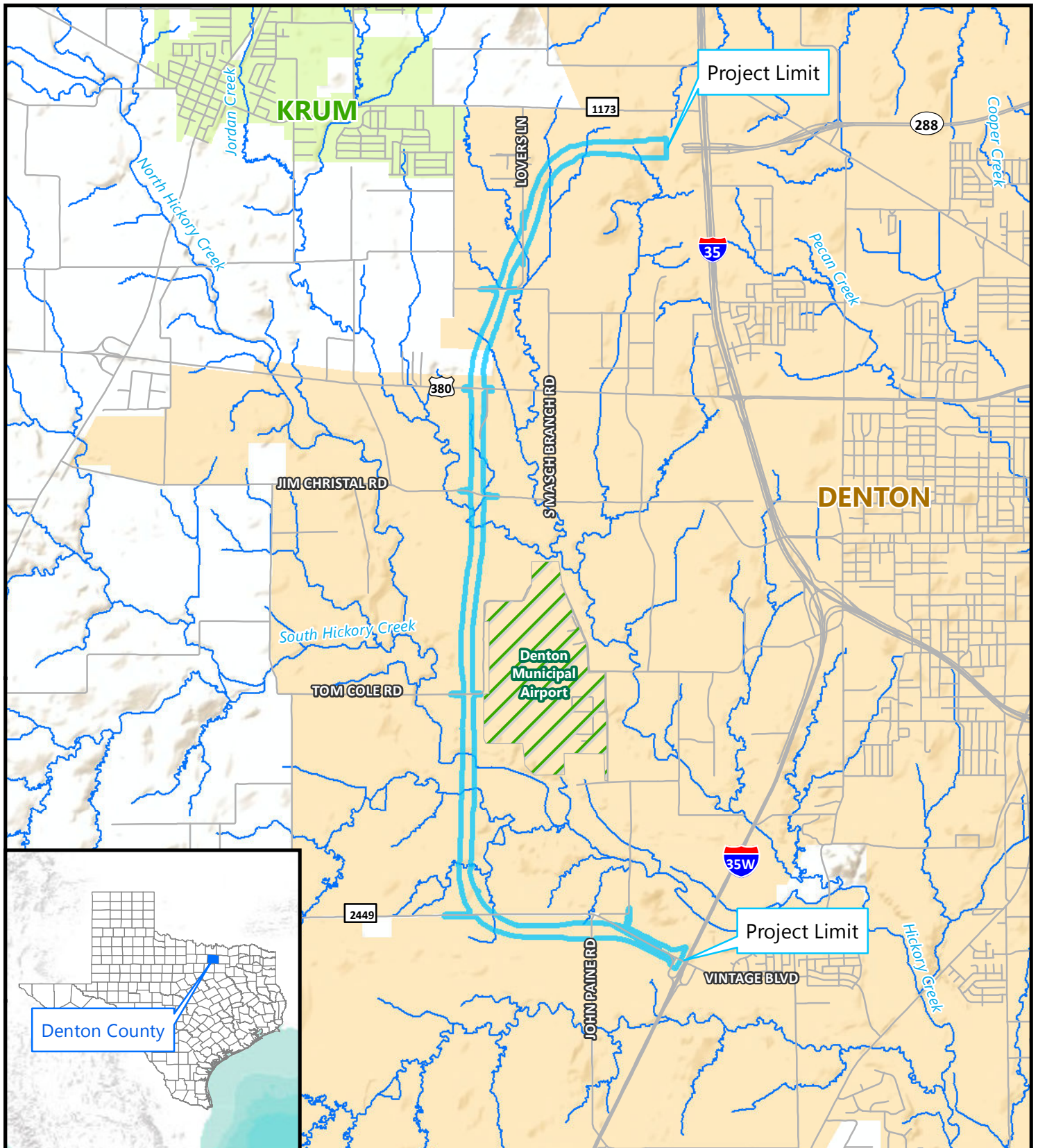
SL 288 Project Vicinity Map (1 page)

SL 288 Land Use map (3 pages)

SL 288 Census Geographies map (3 pages)

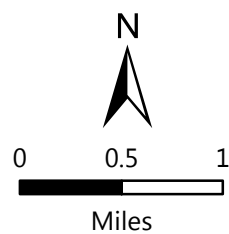
Census Tables (4 pages)

Photographs (14 pages)



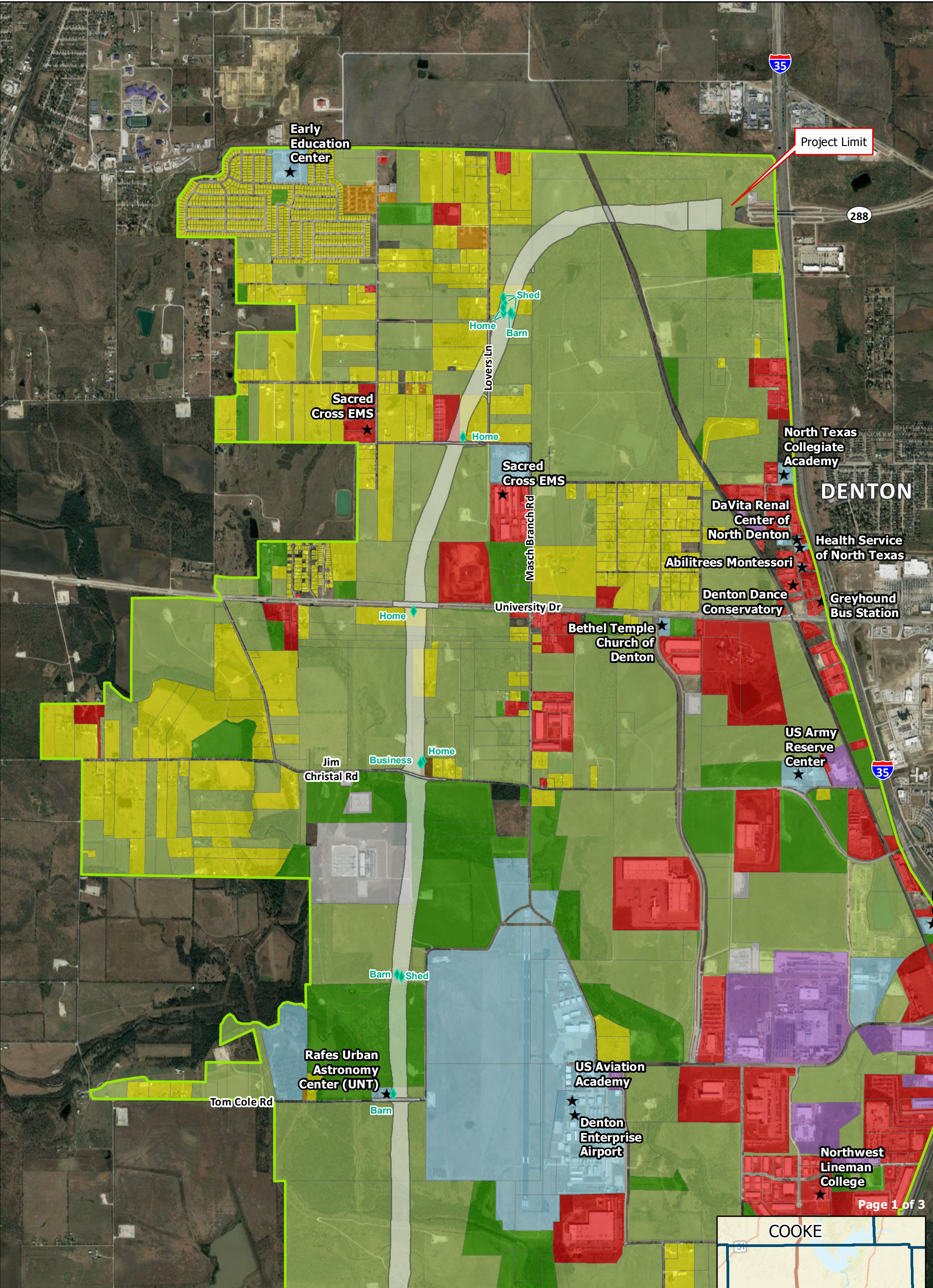
Legend

- Project Area
- Existing Roadway
- Stream
- City of Denton
- City of Krum



Project Vicinity Map

SL 288
 From IH 35W to IH 35
 CSJs: 2250-02-013, -014
 Denton County, Texas



Land Use

SL 288

From IH 35W to IH 35
Denton County, Texas
CSJ: 2250-02-013, -014

NORTH

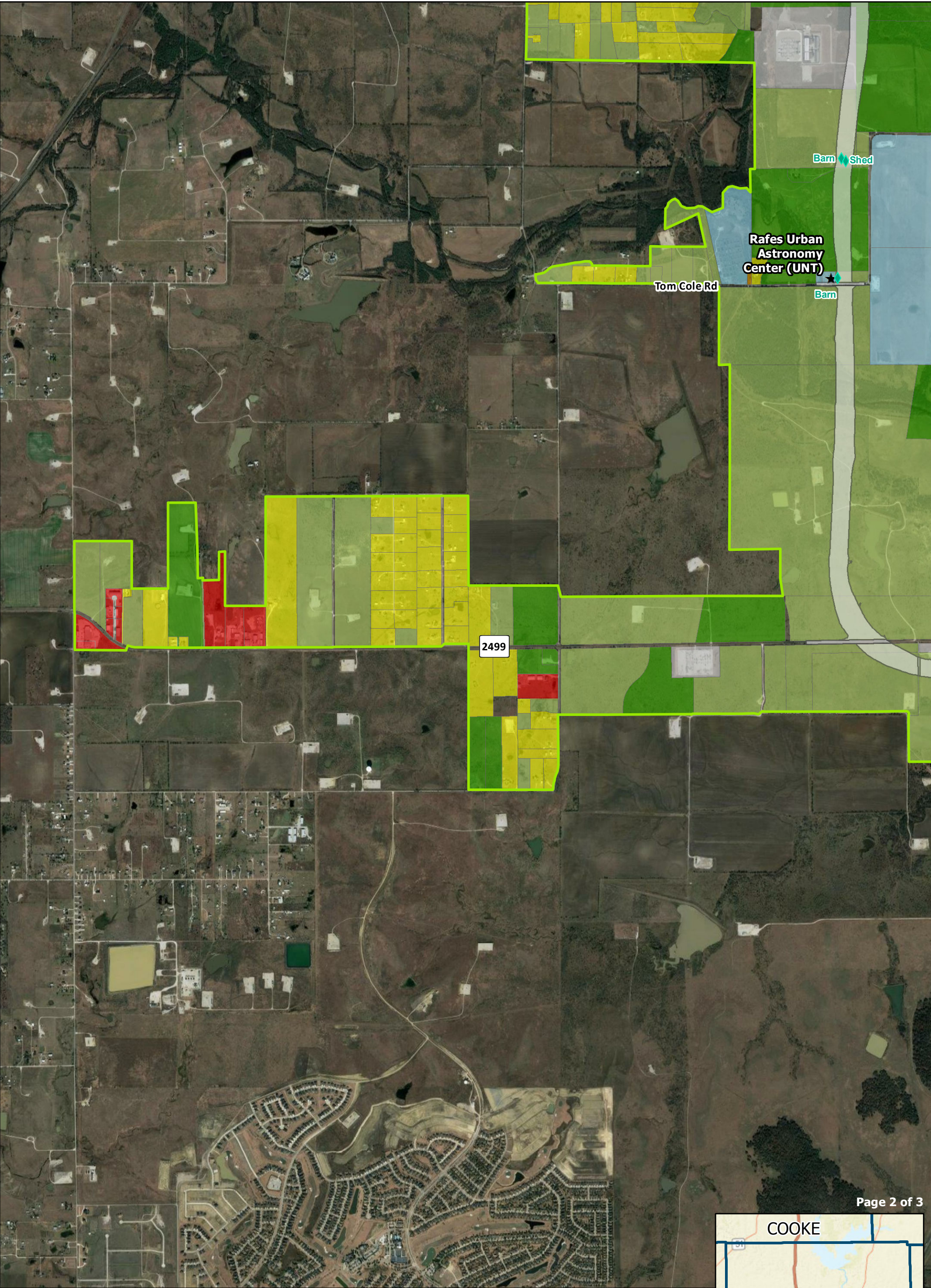
Miles

0 10 20

Land Use

	Study Area		Industrial		Multifamily
	Project Area		Civic		Commercial
	Displacements		Open Space		Mixed Use
	Community Facility		Agricultural		Utility
			Single Family		Vacant

Basemap: Google 2017



Land Use

SL 288

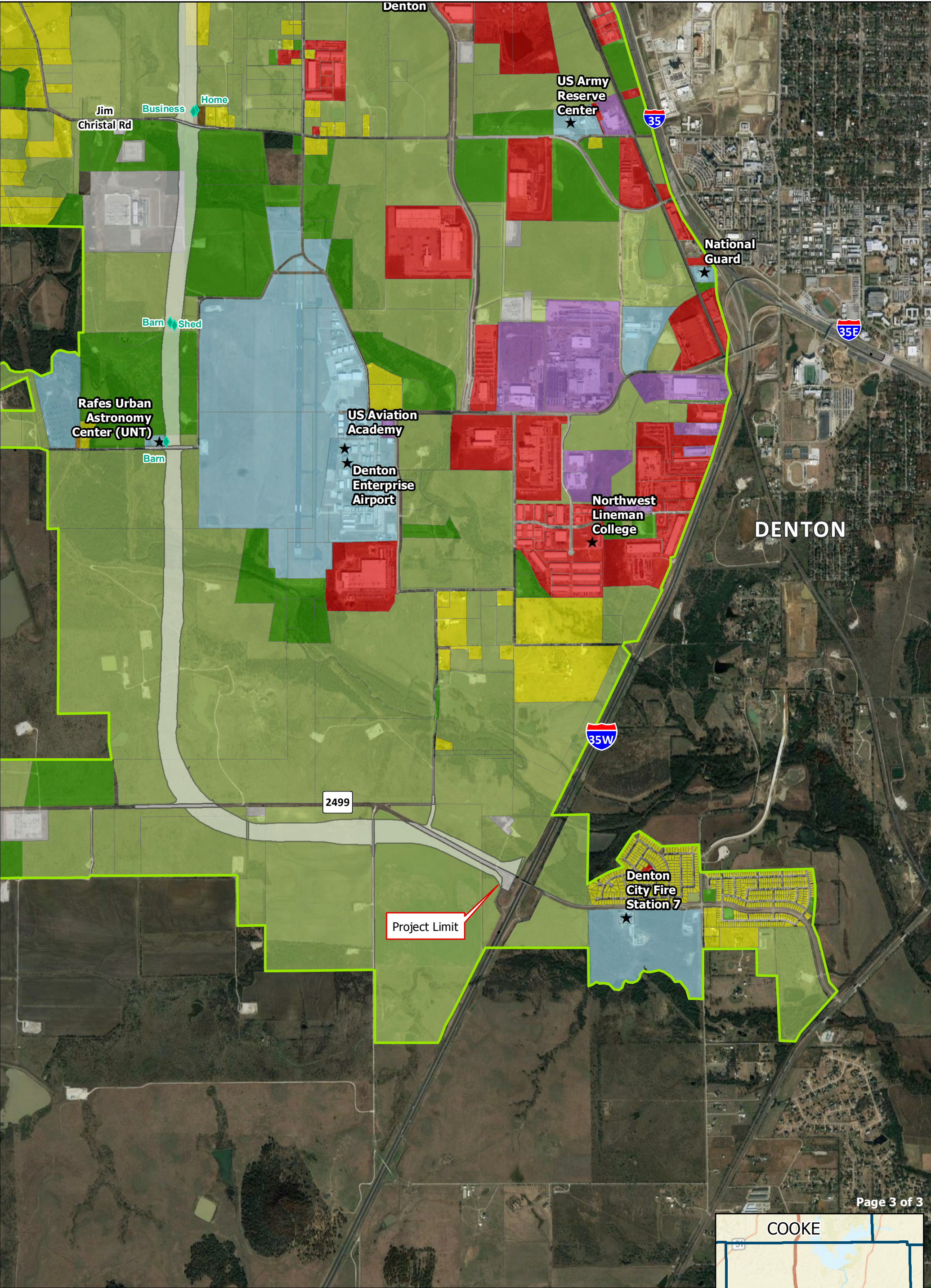
From IH 35W to IH 35
Denton County, Texas
CSJ: 2250-02-013, -014

Miles
0 10 20

Land Use

	Study Area		Industrial		Multifamily
	Project Area		Civic		Commercial
	Displacements		Open Space		Mixed Use
	Community Facility		Agricultural		Utility
			Single Family		Vacant

Basemap: Google 2017



Land Use

SL 288

From IH 35W to IH 35
Denton County, Texas
CSJ: 2250-02-013, -014

Miles
0 10 20

Study Area

Project Area

Displacements

Community Facility

Industrial

Civic

Open Space

Agricultural

Single Family

Multifamily

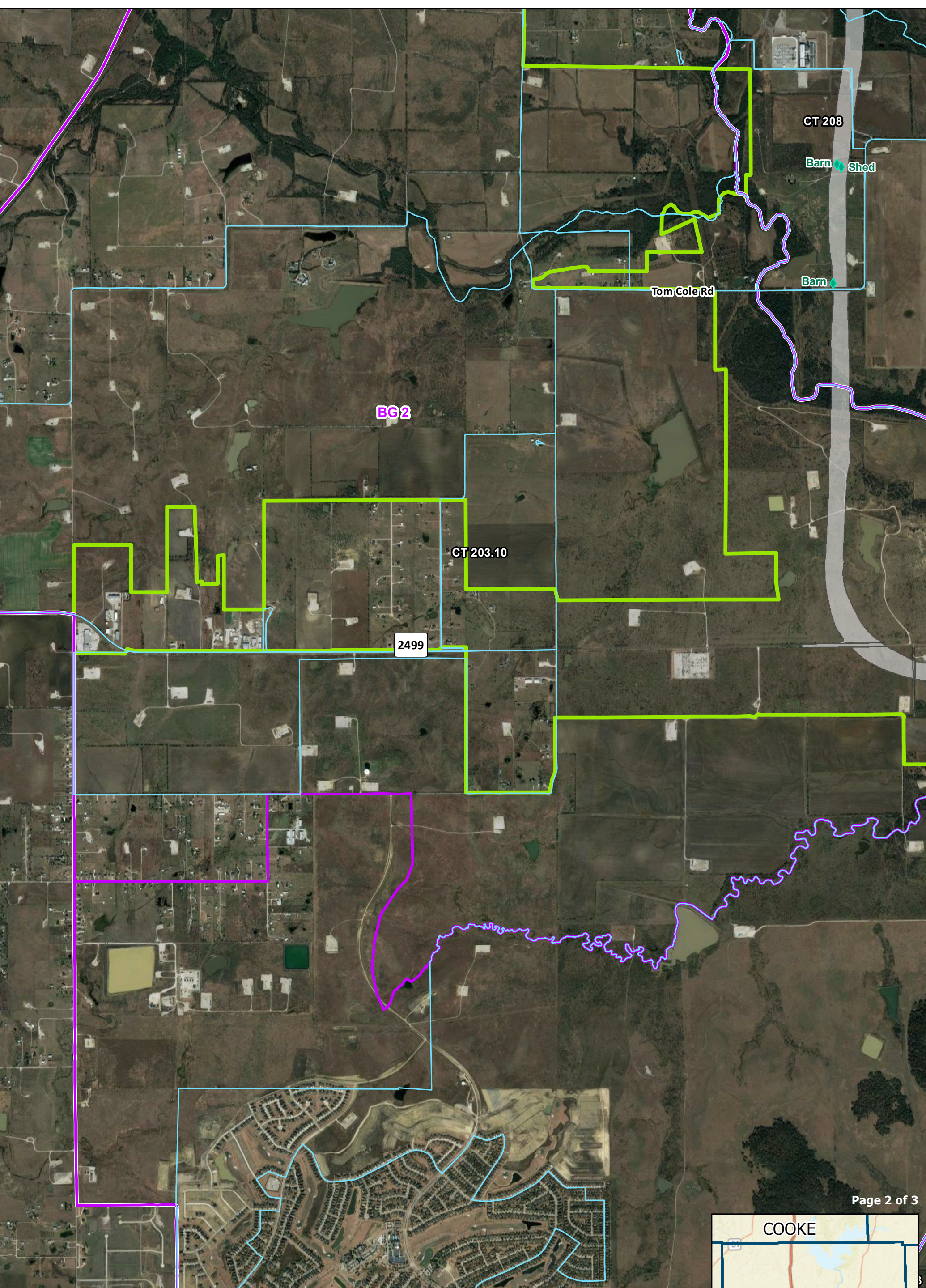
Commercial

Mixed Use

Utility

Vacant

Basemap: Google 2017



Census Geographies

SL 288
From IH 35W to IH 35
Denton County, Texas
CSJ: 2250-02-013, -014

NORTH

Miles
0 10 20

Study Area

Project Area

Displacement

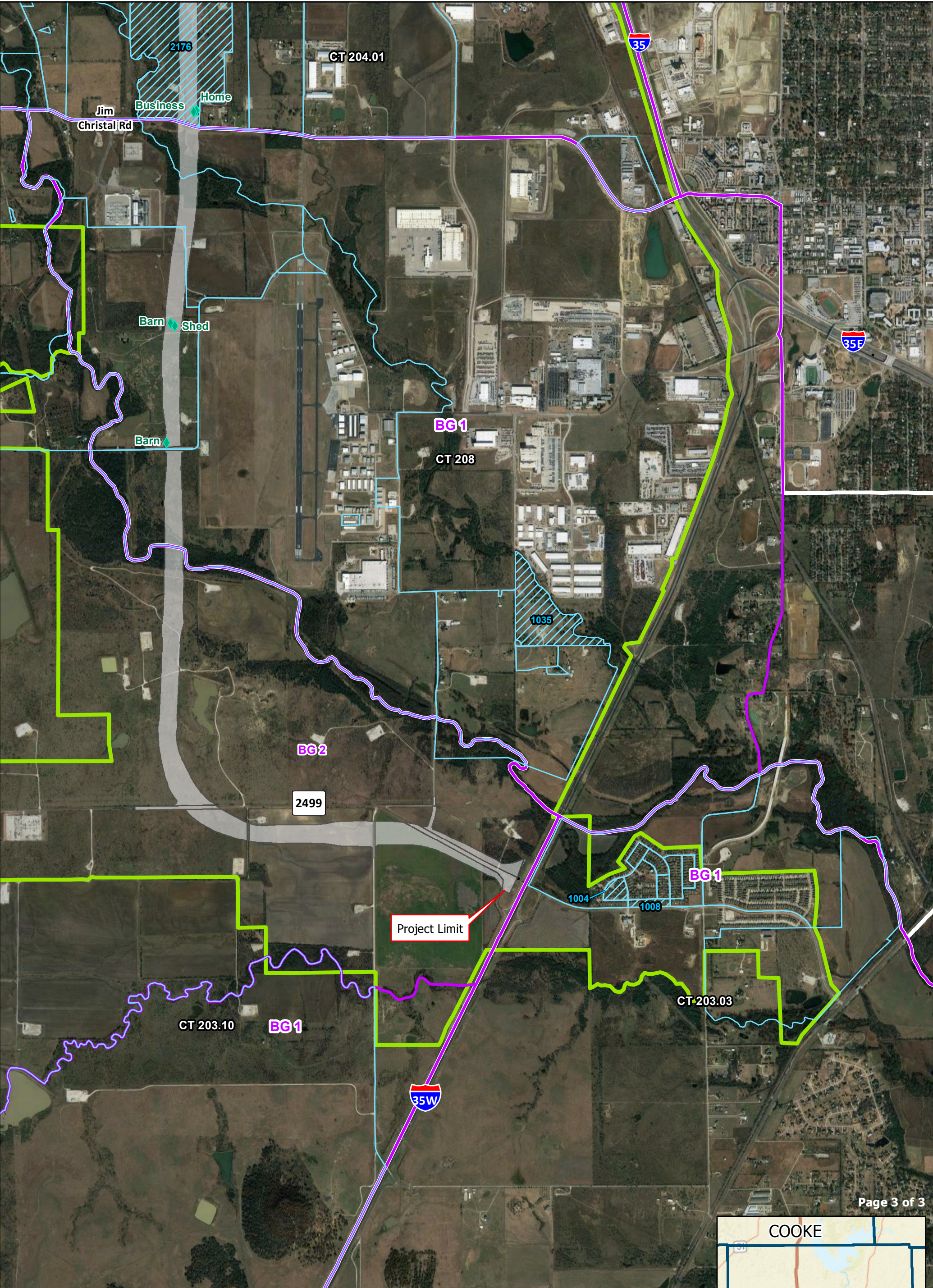
Census Tract

Block Group

Census Block
Percent Minority

Less than Or Equal to 50%

Greater than 50%



Census Geographies

SL 288
From IH 35W to IH 35
Denton County, Texas
CSJ: 2250-02-013, -014



- Study Area
- Project Area
- Displacement

- Census Tract
- Block Group

- Census Block**
Percent Minority
- Less than Or Equal to 50%
 - Greater than 50%

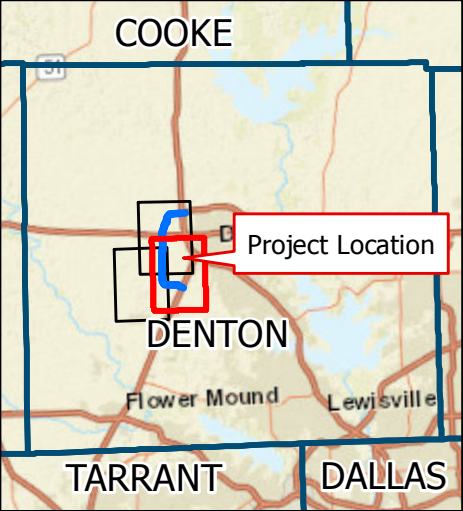


Table 1: Minority Population by Census Block, 2010

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage
203.03	1	1000	222	193	2	1	1	0	0	2	23	13.1%
		1001	265	145	25	1	2	0	0	2	90	45.3%
		1002	64	38	4	0	1	0	0	3	18	40.6%
		1003	89	53	9	0	2	0	0	1	24	40.4%
		1004	58	17	5	0	7	0	0	6	23	70.7%
		1005	49	41	0	0	0	0	0	0	8	16.3%
		1006	63	39	3	0	0	0	0	0	21	38.1%
		1007	117	85	11	0	2	0	0	4	15	27.4%
		1008	36	16	3	1	4	0	0	3	9	55.6%
		1017	13	10	0	0	0	0	0	0	3	23.1%
1224	48	31	3	1	0	0	0	0	13	35.4%		
203.10	1	1001	287	273	3	1	3	0	0	3	4	4.9%
	2	2000	51	46	0	0	0	0	0	1	4	9.8%
		2001	5	0	0	0	0	0	0	0	5	100.0%
		2011	123	115	0	1	0	0	0	1	6	6.5%
		2017	31	31	0	0	0	0	0	0	0	0.0%
		2020	8	8	0	0	0	0	0	0	0	0.0%
		2021	2	2	0	0	0	0	0	0	0	0.0%
		2028	26	24	0	1	0	0	0	0	1	7.7%
2038	4	4	0	0	0	0	0	0	0	0.0%		
204.01	2	2062	143	106	1	0	0	0	0	2	34	25.9%
		2063	55	37	0	2	0	0	0	2	14	32.7%
		2064	11	11	0	0	0	0	0	0	0	0.0%
		2065	37	32	0	0	0	0	0	1	4	13.5%
		2066	22	22	0	0	0	0	0	0	0	0.0%
		2067	179	103	2	5	0	0	0	2	67	42.5%
		2069	1	0	0	0	1	0	0	0	0	100.0%
		2073	18	10	0	0	0	0	0	0	8	44.4%
		2074	90	83	0	1	0	0	0	0	6	7.8%
		2075	84	70	1	0	1	0	1	1	10	16.7%
		2076	48	40	1	0	0	0	0	0	7	16.7%
		2077	14	13	0	0	0	0	0	0	1	7.1%
		2078	7	3	0	0	0	0	0	0	4	57.1%
2079	42	36	0	0	0	0	0	0	6	14.3%		

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage
		2080	60	48	4	0	1	0	0	0	7	20.0%
		2081	34	26	0	3	0	0	0	0	5	23.5%
		2082	130	99	2	0	0	0	0	4	25	23.8%
		2083	51	43	5	0	0	0	0	0	3	15.7%
		2084	28	17	0	0	0	0	0	4	7	39.3%
		2085	144	122	0	2	2	0	0	4	14	15.3%
		2086	74	47	3	0	0	0	0	0	24	36.5%
		2087	58	46	4	0	3	0	0	0	5	20.7%
		2088	13	9	0	0	0	0	0	0	4	30.8%
		2089	11	8	0	3	0	0	0	0	0	27.3%
		2093	16	15	0	0	0	0	0	1	0	6.3%
		2103	2	1	0	0	0	1	0	0	0	50.0%
		2104	62	26	19	1	0	0	0	1	15	58.1%
		2105	6	0	0	0	0	0	0	0	6	100.0%
		2106	3	3	0	0	0	0	0	0	0	0.0%
		2117	17	17	0	0	0	0	0	0	0	0.0%
		2118	13	12	0	0	0	0	0	0	1	7.7%
		2120	103	72	2	0	0	0	0	1	28	30.1%
		2121	1	1	0	0	0	0	0	0	0	0.0%
		2122	32	4	0	0	0	0	0	0	28	87.5%
		2123	108	99	3	0	3	0	0	0	3	8.3%
		2124	3	0	3	0	0	0	0	0	0	100.0%
		2126	2	2	0	0	0	0	0	0	0	0.0%
		2129	8	6	0	0	1	0	0	1	0	25.0%
		2133	121	104	6	0	1	0	0	0	10	14.0%
		2134	69	50	1	0	1	0	0	4	13	27.5%
		2135	95	60	9	0	0	0	5	1	20	36.8%
		2136	104	77	8	0	0	0	0	0	19	26.0%
		2137	133	101	10	1	0	0	0	0	21	24.1%
		2138	47	21	0	6	0	0	0	4	16	55.3%
		2139	29	0	0	0	0	0	0	0	29	100.0%
		2140	31	9	0	0	0	0	0	0	22	71.0%
		2153	12	12	0	0	0	0	0	0	0	0.0%
		2154	7	7	0	0	0	0	0	0	0	0.0%
		2157	4	4	0	0	0	0	0	0	0	0.0%

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage	
		2163	2	2	0	0	0	0	0	0	0	0.0%	
		2166	11	11	0	0	0	0	0	0	0	0.0%	
		2170	20	19	0	1	0	0	0	0	0	5.0%	
		2171	29	23	1	0	0	0	0	0	5	0	20.7%
		2175	11	11	0	0	0	0	0	0	0	0	0.0%
		2176	2	0	0	0	0	2	0	0	0	0	100.0%
		2177	45	37	1	1	0	0	0	0	1	5	17.8%
		2178	74	45	0	0	0	9	0	0	4	16	39.2%
		2179	94	45	7	0	4	0	0	0	3	35	52.1%
		2184	3	3	0	0	0	0	0	0	0	0	0.0%
		2185	19	19	0	0	0	0	0	0	0	0	0.0%
		2186	57	50	0	0	0	1	0	0	5	1	12.3%
		2187	29	27	0	0	0	0	0	0	0	2	6.9%
		2188	18	18	0	0	0	0	0	0	0	0	0.0%
		2189	17	12	0	0	0	0	0	0	0	5	29.4%
		2192	1	1	0	0	0	0	0	0	0	0	0.0%
		2198	14	9	0	0	0	0	0	0	0	5	35.7%
		2199	6	5	0	0	0	0	0	0	1	0	16.7%
208	1	1012	8	8	0	0	0	0	0	0	0	0.0%	
		1035	1	0	0	0	0	0	0	0	1	0	100.0%
		1037	5	5	0	0	0	0	0	0	0	0	0.0%
		1041	2	2	0	0	0	0	0	0	0	0	0.0%
		1050	28	24	0	0	0	0	0	0	0	4	14.3%
		1053	1	1	0	0	0	0	0	0	0	0	0.0%
Study Area			4,440	3,282	161	33	52	1	6	79	826	26.1%	

Source: 2010 Decennial Census, Table P9, "Hispanic or Latino, and Not Hispanic or Latino by Race."

Note: Rows highlighted in green depict blocks that have a minority population greater than 50 percent. Only populated Census blocks are shown.

Table 2: Median Household Income by Block Group, 2017

Census Tract	Block Group	Median Household Income
203.03	1	\$119,535
203.10	1	\$68,424
	2	\$103,750
204.01	2	\$77,688
208	1	\$36,641

Source: American Community Survey (ACS 2017 5-year Estimates), Table B19013, "Median Household Income in the Past 12 Months" (in 2017 Inflation-Adjusted Dollars).

Table 3: Limited English Proficiency by Block Group, 2017

Census Tract	Block Group	Population	Total LEP	Total LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian and Pacific Islander LEP	Asian and Pacific Islander LEP % Other LEP	Other LEP	Other LEP %
203.03	1	7,942	103	1.3%	34	0.4%	60	0.8%	9	0.1%	0	0.0%
203.10	1	2,859	17	0.6%	10	0.3%	7	0.2%	0	0.0%	0	0.0%
	2	460	22	4.8%	0	0.0%	0	0.0%	22	4.8%	0	0.0%
204.01	2	3,957	233	5.9%	221	5.6%	12	0.3%	0	0.0%	0	0.0%
208	1	1,570	128	8.2%	112	7.1%	0	0.0%	0	0.0%	16	1.0%
Total		16,788	1,657	9.9%	1,097	6.5%	146	0.9%	233	1.4%	181	1.1%

Source: American Community Survey, (ACS 2017 5-year Estimates), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over".



Photograph 1: Southern project limits looking northwest.



Photograph 2: Southern project limits looking southeast.



Photograph 3: Southern project limits looking southwest.



Photograph 4: Denton City Fire Station 7 along Vintage Boulevard east of the southern project limits.



Photograph 5: Rifes Urban Astronomy Center adjacent to proposed project.



Photograph 6: Potential displacement along Tom Cole Road (Parcel ID 164577).



Photograph 7: Location of proposed project along Tom Cole Road looking west.



Photograph 8: One of the locations of the Sacred Cross EMS in commercial complex.



Photograph 9: Potential displacement along Masch Branch Road (Parcel ID 61088).



Photograph 10: Another Sacred Cross EMS building along Masch Branch Road.



Photograph 11: Potential residential displacement (Parcel ID 61103) that includes two residences, a barn, and three sheds along Lovers Lane.



Photograph 12: Bethel Temple Church of Denton along W University Drive/US 380.



Photograph 13: Potential Displacement along W University Drive/US 380 (Parcel ID 60825).



Photograph 14: Location of proposed project at W University Drive/US 380 looking north.



Photograph 15: Looking northwest along W University Drive/US 380 toward new construction.



Photograph 16: Potential commercial displacement along Jim Christal Road (Parcel ID 36602).



A photograph of a large, mature tree in the foreground, casting a shadow on a grassy lawn. In the background, a two-story brick building with multiple windows is visible under a clear blue sky. An American flag flies on a pole to the left.

Photograph 18: National Guard Armory along IH 35 frontage road.



Photograph 19: New multifamily development under construction within the study area along W Oak Street.



Photograph 20: US Army Reserve Center along Jim Christal Road.



Photograph 21: Abilitrees Montessori at the corner of Mesa Drive and Los Colinas Street.



Photograph 22: Health Services of North Texas along Mesa Drive.



Photograph 23: Bus stop along Mesa Drive in the eastern portion of the study area.



Photograph 24: Early Education Center and surrounding subdivision in northern portion of study area.



Photograph 25: Looking west toward northern project limits.



Photograph 26: Looking east toward terminus of existing SL 288.



Photograph 27: Looking south from the terminus of the existing SL 288.