



Form Community Impacts Assessment Technical Report

Project Name: Loop 9, Segment B

Control Section Job Number (CSJ): 2964-10-005

Report Date: 07/02/2020

District: Dallas

County(ies): Dallas and Ellis

Let Date: 12/2020

Project Classification: Reevaluation of an Environmental Assessment

Report Version

Draft

☐

Revised

☒

Final

☐

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

A. Applicable Projects

Would the proposed project involve ANY of the following conditions?

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

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

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

Would the proposed project involve ANY of the following conditions?

- Expansion of the roadway pavement by the width of one vehicle lane or more
- Creation of a new grade separation
- Construction of a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover

☐ Yes *Proceed to the following question*

☐ No *Completion of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B.**) Do not answer the remaining questions in this **Section A.***

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

- For a project that involves expansion of a roadway by the width of one vehicle lane or more, the expansion is limited to an area that is rural or undeveloped.
- For a project that creates a new grade separation, the grade separation is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway), and is not a multi-level interchange.
- For a project that constructs a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover, the new or extended raised median or median barrier will not change access to any driveways or cross streets.

☐ Yes *Provide a brief summary of why there would not be any community impacts in the text box below. This will conclude the analysis and completion of the remainder of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B.**)*

☐ No *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B.***

<Insert Text Here>

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 Texas Department of Transportation (TxDOT) Dallas District proposes the construction of Loop 9 as an approximately 10-mile long new location frontage road system between Interstate Highway 35 East (IH 35E) to IH 45 through Dallas and Ellis Counties, Texas. The proposed project would also include the preservation of right-of-way (ROW) for an ultimate access controlled main

lane facility. Construction of the future main lanes would be based on projected traffic and funding and would require additional environmental analysis prior to construction. An Environmental Assessment was completed for Loop 9 from IH 35E to IH 45 and NEPA cleared on November 16, 2017.

This project is going through the planning, specifications, and estimates (PS&E) process. It was determined during the PS&E process that additional ROW must be acquired for construction of the IH 35E Interchange.

The proposed grade separation/interchange will now require an additional 27.7 acres of proposed right-of-way (ROW) and 13.2 acres of existing ROW for the use of staging area(s) along IH 35E for construction of the interchange at the proposed Loop 9, as well as the preservation of the additional ROW for future construction of the ultimate interchange facility (final phase). The proposed ROW located along the west side of IH 35E from north of Travis Street to south of Parakeet Drive will be needed to accommodate the proposed interchange improvements of ramps, bridge structures, and frontage roads within the project area. Total project length of the IH 35E interchange at Loop 9 is approximately 0.5 miles in length. A project vicinity map and a project location map are included as Figures 1 and 2.

The proposed project ROW will be part of a facility built to accommodate expanding transportation demands resulting from population growth and economic development in the region. Loop 9 as a whole would increase mobility and accessibility in the region and provide an east-west transportation facility to serve the communities in the project area.

- 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.).**

This community impacts analysis is being completed to study the potential impacts resulting from the acquisition of new ROW.

A community impacts analysis has already been completed for the overall project; therefore, when determining the appropriate study area for this analysis, the census block groups in which the ROW acquisition would occur were chosen as the study area for determining potential affects to the Environmental Justice (EJ) Community, including minority populations, Limited English Proficiency (LEP) and low-income populations. The study area for this analysis includes 111 blocks, 2 block groups, and 2 census tracts. The community study area and the community facilities are included in Figure 3.

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

The project area is located approximately 15 miles south of downtown Dallas in the cities of Glenn Heights and Red Oak, in southern Dallas and northern Ellis counties. Historical land use throughout the project area was largely dominated by farming and ranching activities with a handful of tracts left in an undeveloped or forested state. Currently, the dominant land use remains the same, but with scattered suburban housing and rural residential developments in the project area increasing over the last 20 to 30 years.



Form Community Impacts Assessment Technical Report

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	Glenn Heights Police Department	Police/Fire/EMS	Public	No	No	A map of the community facilities is included as Figure 3.
2	Kingdom Hall of Jehovah's Witnesses	Place of Worship	Private	No	No	
3	North Glenn Heights Church of Christ	Place of Worship	Private	No	No	
4	Harvest of Praise Ministry	Place of Worship	Private	This facility serves the African American community	No	
5	Shields Elementary School	School	Public	No	No	
6	Ovilla Road Church of Nazarene	Place of Worship	Private	No	No	
7	Little Hawks Learning Center	School	Private	No	No	
8	Gateway Park	Park	Public	No	No	
9	Russell P. Schupmann Elementary School	School	Public	No	No	
10	Ovilla Heights Baptist Church	Place of Worship	Private	No	No	
11	Lord of Life Lutheran Church	Place of Worship	Private	No	No	



#	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
12	Church of Christ in Red Oak	Place of Worship	Private	No	No	
13	A Bright Beginning Preparatory School and Child Care	School	Private	No	No	
14	International Revival Center	Place of Worship	Private	No	No	
15	New Heart Fellowship Church	Place of Worship	Private	This facility serves the African American community.	No	
16	Happy House Day Care	School	Private	No	No	
17	Faith Fellowship	Place of Worship	Private	This facility serves the African American community.	No	
18	Discipleship Ministries	Place of Worship	Private	This facility serves the African American community.	No	
19	DART Park and Ride	Public Transportation	Public	No	No	



#	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
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>

C. Demographics

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

1. What data sources were used?

- ☒ U.S. Census Bureau
- ☒ American Community Survey (ACS)
- ☐ Texas Demographics Center
- ☐ Texas Education Agency – “Texas Academic Performance Reports”
- ☒ Site Visit – The Date of Site Visit: January and May 2019
- ☒ Current and/or historic aerial photographs
- ☐ Other <Insert Text>

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.

According to the 2010 Census, there are 111 census blocks within the study area; 40 of the 111 blocks have no recorded population and 54 have a minority population of 50% or greater. Of the 71 populated blocks within the study area, 76% have a percent minority of 50% or greater. The percent minority of the blocks with a minority population ranges from 33% minority to 100% minority. The percent minority population within the census blocks is comparable to the census block group percent minority of Block Group (BG) 1, Census Tract (CT) 166.22 Dallas County

(90% minority) and somewhat higher than the percent minority of BG 2, CT 602.04 Ellis County (56% minority).

The minority populations for the city and counties that the proposed project is located within are as follows: Red Oak (40%), Glenn Heights (75%), Dallas County (67%), and Ellis County (35%). The minority population is predominately Black or African American (52%) and Hispanic or Latino (17%). A figure showing the minority population by block is included as Figure 4 and a table of the minority population by census block is included as Table 1 in 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 2020 DHHS poverty level for a family of four is \$26,200.

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 two block groups located within the study area. The median income for each is above the 2020 DHHS poverty level for a family of four. According to the 2018 American Community Survey 5-year estimates, BG 1, CT166.22, Dallas County has a median income of \$64,806 and BG 2, CT 602.04, Ellis County has a median income of \$95,815.

The median income of the census block groups located within the study area are comparable to the median incomes of Cedar Hill (\$95,100), Glenn Heights (\$61,087), Dallas County (\$64,806), and Ellis County (\$95,815).

A figure showing the median income by block group is included as Figure 5 and a table of the median income by census block group is included as Table 2 in Appendix A.

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.

Yes. The American Community Survey 2018 5-year estimates for Limited English Proficiency (LEP) were analyzed for the two census block groups in the study area. BG 1, CT 166.22, Dallas County has a LEP population of 10% and BG 2, CT 602.04, Ellis County has a LEP population of 13%. Of the LEP population located within the study area 95% speak Spanish and 5% speak other languages. LEP persons make up 21% of Dallas County, 8% of Ellis County, 5% of the city of Red Oak, and 13% of the city of Glenn Heights. A table showing LEP populations within the study area by block group is included as Table 3 in 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.**

A site visit was conducted in January and May 2019 and study area photographs are included in Appendix B. The area immediately adjacent to the project consisted of undeveloped pastures and IH 35E. The study area consisted of subdivisions, low-density residential neighborhoods, undeveloped land, and commercial businesses along IH 35E.

- 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 were observed in languages other than English in the study area.

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

There were four places of worship within or adjacent to the study area that primarily served the African-American community.

- 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?**

Accessible parking spots and wheelchair ramps were identified at commercial businesses within the study area; however, no other signs of disabled persons were identified such as ramps on homes or public transportation vehicles.

- 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?**

Signs of other vulnerable populations, such as children and the elderly, were observed within the study area. There were three day cares and two elementary schools located in the study area indicating the presence of a younger population.

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

Signs of homes in disrepair, as well as multiple mobile homes and mobile home parks were identified within the study area. A higher density of low-income neighborhoods was observed in the northeast portion of the study area.

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.

One DART Park and Ride bus stop was identified adjacent to a low-income neighborhood in this area. No other signs for other modes of transportation such as bus stops or bike lanes were identified within the study area. Sidewalks were located along a portion of Bear Creek Road near IH 35E and within the subdivisions located within the study area.

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.

Based on the site visit and data collected for this analysis, it was determined that the study area is rapidly developing, with a conversion from agriculture and low-density residential development to large subdivisions. Commercial properties are along IH 35E and the community facilities within the study area consist of schools, places of worship, and parks.

E. Public Involvement

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

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

The Loop 9 Southeast Regional Task Force was developed in early 2012 during development of the Corridor/Feasibility Study and consists of staff members from TxDOT, NCTCOG, and local officials of cities and counties within the Loop 9 Southeast study area. Seven meetings occurred from 2012 to 2013. During the development of this section of Loop 9 from IH 35E to I-45, two additional task force meetings have been held. These meetings were held in Red Oak on September 15, 2014, and in Lancaster on October 28, 2015. At these meetings, the project team provided an update on the study progress, summarized results from the October 2014 Public

Meeting, and discussed any alignment changes that had occurred during project development. A Public Meeting was held on October 28, 2014 and a Public Hearing was held on June 20, 2017.

A Reevaluation was completed in 2019 for modifications to the previously approved design. A Meeting with Affected Property Owners (MAPO) was conducted for the 2019 design modifications. Certified letters were sent to affected property owners on January 16, 2019. The MAPO was completed on January 31, 2019.

A series of Public Scoping Meetings were held in July 2019 for Loop 9, Segment A: US 67 to IH 35E. Impacts to the properties affected by the proposed project, covered in this Community Impacts Assessment, were presented at the Public Scoping Meetings. The Public Scoping Meetings Notice was published in the Federal Register, and advertised in the Ellis County Press, Dallas Morning News, Focus Daily News, Waxahachie Daily Light, and the Spanish language newspaper, Al Dia. The Public Scoping Meeting Notices were posted on TxDOT's website, Facebook page, Twitter, and on the Keep It Moving Dallas website and was released to local media. In addition, the Public Scoping Meeting Notices were mailed to property owners adjacent to the proposed roadway. A Spanish translator was available at the Public Scoping Meetings.

A Public Scoping Meeting was held on July 9, 2019 at the Red Oak Municipal Center (200 Lakeview Parkway, Red Oak, Texas 75154). The July 9, 2019 public scoping meeting was attended by 75 persons and four comments were received. A second Public Scoping Meeting was held on July 11, 2019 at the Cedar Hill Recreation Center (310 East Parkerville Road, Cedar Hill, Texas 75104). The July 11, 2019 public scoping meeting was attended by 124 persons and 30 comments were received. MetroQuest surveys, an on-line community engagement software, were available at the Public Scoping Meetings and on-line during the public comment period to allow the public the opportunity to comment and engage with the project.

The comments received at the Public Scoping Meetings were about impacts to property, quality of life, ROW acquisition, and the need for the project. Comments were also received about access, noise, aesthetics, pedestrian/bicycle accommodations, and impacts to the natural environment. Based on the comments received from the public scoping meetings regarding the route of the alternatives, an additional alternative (Alternative 4) was developed to study during the NEPA process.

A notice and opportunity for comment (NOTC) was completed for the design changes covered in this Community Impacts Assessment. Notices were mailed to property owners potentially impacted by the proposed project, adjacent property owners, and elected officials on June 5, 2020. The notice provided information about the proposed project, links to on-line resources, and contact information for TxDOT employees who could answer questions about the project. In addition, the notice included a figure showing the boundary of the proposed project in relation to the potentially impacted property owners land. The end of comment period for the NOTC was June 22, 2020. No comments were received.

- 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.**

A Public Meeting and and Public Hearing were held as part of the Environmental Assessment process that covered the original project. The Public Meeting and Public Hearing were for Loop 9, Segment B, but did not include the design modifications included in this Community Impacts Assessment. Feedback received during the Public Meeting and Public Hearing held as part of the Environmental Assessment Process included comments indicating support for the project, and comments on the project process and design.

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?

A NOTC was held for the proposed project. No comments were received.

F. Displacements

Would the proposed project result in any displacements?

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

☒ Yes Answer the questions in all applicable sections.

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

1. Residential Displacements

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

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

One mobile home park - Village Square Mobile Home and RV Park, (897 N IH 35E, Red Oak, TX 75154), and one RV Park - Cowboy Acres RV Park (2155 S Beckley Road, Glenn Heights, TX 75154) would be displaced.

The Village Square Mobile Home and RV Park has 11 mobile homes and one single-family residence. The single-family residence is a permanent brick structure (not a mobile home) and is located within the mobile home park. The single-family residence is listed in the Ellis County Appraisal District records as commercial property; however, appears to be functioning as a residence.

The number of RVs located within Cowboy Acres RV Park varies from month to month because this is an RV Park and the locations of the RVs and owners of the RVs are constantly changing. A portion of the RVs appear to be acting as permanent residences for some guests at the park. There is permanent single-family residence (not an RV or a mobile home) located on the Cowboy Acres RV Park. The single-family residence does not appear on the Dallas County Appraisal District Records; however, it has been confirmed by aerial photographs and by researching real estate websites.

The displacements are identified on Figure 6 and in Table 4, Appendix C included in the attachments.

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

The nearest RV park (Dallas Hi Ho RV Park) is located approximately 3 miles from Cowboy Acres RV Park within Glenn Heights. In addition, the Good Luck RV Park is located 7.7 miles north in Dallas, and the MidTex RV Park is located approximately 15 miles south in Midlothian. These RV parks do not currently have any spaces open.

Cowboy Acres RV Park is located on a 29.576 acre parcel and less than half of the parcel would be potentially acquired. The Cowboy Acres RV Park could be relocated on the same parcel. If the Cowboy Acres RV Park is relocated on the same parcel, the current residents of the RV Park could remain if they choose to.

If the owner of Cowboy Acres RV Park chooses to not relocate on their property the entire RV park would be potentially displaced. The residents of the RV park currently have limited to no options of RV parks to relocate to within the vicinity of their current location.

The nearest mobile home park, Dynamic II, is a mobile home park located approximately 2.5 miles away from the potentially displaced mobile home park. In a call to the facility, they indicated they had one mobile home for sale for \$44,000 and one lot available for rent.

Glenn Heights Community is another mobile home park located approximately 3.5 miles away from the potentially displaced mobile home park. Glenn Heights Community was contacted via phone and indicated that they had approximately 10 spaces available and 6 mobile homes for sale ranging in price from \$41,000 to \$61,900.

Town & Country Mobile Home Park is located 3.5 miles away from the potentially displaced mobile home park. In a call to the Town & Country Mobile Park, they indicated they had two spaces available.

In addition, Hampton Acres mobile home park is located approximately 3.5 miles away in Desoto and has one mobile home for sale for \$58,000 and one lot available.

Parkerville East, located 2.5 miles away, has one lot available for rent but is only available to residents 55 years of age or older.

While several mobile home parks are within the vicinity of the project area, the potentially displaced residents of the mobile home park have limited available options to relocate to within these mobile home parks.

The website Zillow.com was searched to determine the availability of single-family homes within the 75154 zip code. The potentially displaced single-family residence located on the Village Square Mobile Home Park according to the Ellis County Appraisal District is appraised at \$191,680. The single-family residence located on Cowboy Acres RV Park according to the Dallas County Appraisal District records is appraised at \$101,410.

There are 13 single-family residences available in the \$100,000 to \$200,000 price range and 157 single-family residences available in the \$200,000 to \$300,000 price range.

Based on a review of available replacement housing in the vicinity of the potentially displaced homes, it was determined that there was sufficient comparable housing available for the two potentially displaced single-family residences, limited to no comparable housing for potentially displaced RVs, and limited comparable housing for potentially displaced mobile homes.

Consistent with USDOT policy, as mandated by the Surface Transportation and Uniform Relocation Assistance Act of 1987, TxDOT provides relocation resources to all displaced persons without discrimination. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property. TxDOT also provides, through its Relocation Assistance Program, payment and services to aid in movement to a new location. TxDOT ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). This assistance applies to tenants as well as owners occupying the real property needed for the project. Relocation assistance is available to all individuals, families, businesses, farmers, and nonprofit organizations displaced as a result of a state highway or other transportation project. Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites. The available structures must also be open to persons regardless of race, color, religion or nationality and be within the financial means of those individuals affected.

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.)?**

Businesses located within the study area consist of commercial and medical businesses.

- 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.)?**

Three business would be displaced by the proposed project, the Countryside Veterinary Clinic (901 IH 35E Service Road, Red Oak, TX), the Cowboy Acres RV Park, and Village Square Mobile Home and RV Park. The displacements are identified on Figure 6 and in Table 4, Appendix C included in the attachments.

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

The Countryside Veterinary Clinic offers specialized services; however, within an 8-mile radius of the Countryside Veterinary Clinic there are eight veterinary alternatives that members of the community could access (Thrive Affordable Vet Care, Better Pet Vet Clinic, Companion Care Veterinary Services, Animal Hospital of Ovilla, Cedar Hill Veterinary Clinic, Adkins Veterinary Service, and Ellis Equine Services). The nearest small animal veterinary clinic is approximately four miles away from the Countryside Veterinary Clinic and the nearest veterinary clinic offering equine services is located approximately 3.5 miles away from the Countryside Veterinary Clinic. Members of the community would continue to have access to veterinary services despite the potential displacement of the Countryside Veterinary Clinic.

The Cowboy Acres RV Park and Village Square Mobile Home Park are not unique to the area.

- 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?**

No, the Countryside Veterinary Clinic does not serve a specific population. The RV park and mobile home park may serve low-income families; however, the median income for the census block groups these parks are located within are above the DHHS poverty line.

- 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)**

No business owners have indicated that they would or would not relocate.

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

Customers generally access the Countryside Veterinary Clinic, Cowboy Acres RV Park and Village Square Mobile Home and RV Park by car.

- 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)?**

LoopNet.com (a commercial property search engine) was used to search the commercial relocation properties within zip code 75154 and adjacent zip codes (75115, 75167, and 75146) to the study area.

There are 17 comparable commercial lots for sale in zip code 75154, 21 in zip code 75115, 2 in zip code 75167, and 8 in zip code 75146.

In addition, the Cowboy Acres RV Park is located on a 29.576 acre property. The entire property will not be acquired; therefore, the RV park may be able to relocate to the portion of the property that is not acquired by TxDOT.

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?**

The proposed project would not require any non-residential or non-commercial displacements.

- 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?**

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

G. Access and Travel Patterns

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

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

☒ Yes Answer questions in the applicable sections

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

- If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to **Section H**.

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

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

Not applicable.

- 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.**

Not applicable.

- 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.**

Not applicable.

- 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?**

Not applicable.

- 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.**

Not applicable.

- 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?**

Not applicable.

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

Not applicable.

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)?**

To access parcels within the study area, cars are the primary mode of transportation because homes and businesses are generally not within walking distance and mass transit is limited. However, walking may be feasible within subdivisions located adjacent to the proposed project where the homes are closer together and sidewalks are available. There are no bike lanes within the study area. One DART Park and Ride bus stop was identified in the study area west of IH 35E off of Bear Creek Road. Sidewalks were located along a portion of Bear Creek Road near IH 35E and within the subdivisions located within the study area.

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

The existing travel patterns within the study area are primarily east traffic to gain access to IH 35E and neighborhood traffic to access local businesses. The majority of travel within the study area would be done by car.

- 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.**

The proposed project would require ROW from nine properties (Appendix C: Table 4). Five properties would be purchased entirely. Access to the remaining four properties would change, however, access would be maintained. Control of access will be determined during the preliminary design phase. In addition, if it is determined that property would be land-locked due to ROW acquisition, TxDOT would provide access to that portion of the property to keep from land-locking the property where such land-locking is solely the result of action by TxDOT. Final driveway locations and design would be addressed during final design phase in conjunction with property owner's coordination. Final driveway configurations will be detailed in the PS&E stage. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway. The installation of an access driveway along multilane facilities (such as the proposed new location LP 9 project) from an adjacent property connecting to the frontage road lanes would be in accordance with the TxDOT Access Management Manual.

- 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?**

Businesses located near the project consist of gas stations, retail stores, and fast food restaurants. Access would not be affected to any residences, businesses, or community facilities.

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

This project allows for the purchase of ROW for staging areas and the preservation of future ROW needed for the development of the Loop 9 project. This project would not affect emergency response times.

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

Yes, there is land available for development.

- 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?**

There is one agriculture field located within this project and community study area. The agriculture field would continue to have access to IH 35E. No additional active farms or ranches are located in the community study area.

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

Access would be changed to 4 properties. TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway.

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.)?

Not applicable.

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

Not applicable.

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

Not applicable.

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.**
- ☒ 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.**

Within the study area, the community consists of subdivisions and more widely separated residences located on individual parcels. The primary form of accessing the community by those living within, or visiting the community, is by car. Community members within the subdivisions may use sidewalks to visit neighbors; however, commercial businesses are not within walking distance and would need to be accessed by car.

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

The proposed project would acquire ROW for a new location roadway; therefore, a physical separation within the study area would be created. The primary mode of transportation within the study area is by car. The major roadways within the study area include IH 35E, Bear Creek Road Hampton Road, and Ovilla Road (FM 664). Access to these roadways will be maintained and users of these roadways will continue to be able to use them for North/South and East/West access.

One mobile home park (Village Square Mobile Home and RV Park) and one RV park (Cowboy Acres RV Park) would be displaced. The Village Square Mobile Home and RV Park has 11 mobile homes and one single-family residence. The single-family residence is a permanent brick structure (not a mobile home) and is located within the mobile home park. The single-family residence is listed in the Ellis County Appraisal District records as commercial property; however, it appears to be functioning as a residence. The number of RVs located within Cowboy Acres RV Park varies from month to month because this an RV park and the locations of the RVs and owners of the RVs are constantly changing. A portion of the RVs appear to be acting as permanent residences for

some guests at the park. A permanent single-family residence (not a RV or mobile home) is located on Cowboy Acres RV Park.

These potential displacements would have to relocate outside of their current RV or Mobile Home Park. There is limited available comparable housing within the community; therefore, the displaced person may have difficulty remaining within their community.

The Cowboy Acres RV Park is located on a 29.576 acre property. The entire property will not be acquired; therefore, the RV park may be able to relocate to the portion of the property that is not acquired by TxDOT.

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 project would require ROW from nine properties (Appendix C: Table 4). Five properties would be purchased entirely. Access to the remaining four properties would change, however, access would be maintained. Final driveway locations and design would be addressed during final design phase in conjunction with property owner's coordination. The primary mode of access to these properties is by car.

The proposed project may have impacts to community cohesion because the tenants of Village Square Mobile Home and RV Park and Cowboy Acres RV Park have limited replacement housing options in the community. The Cowboy Acres RV Park may be relocated on the same property if the owners choose to do so. If the Cowboy Acres RV Park relocates on the same parcel this would increase the possibility that current tenants of the park would be able to remain members of their community.

The potentially displaced property owners were mailed notices of four public involvement opportunities. The public involvement opportunities were a Meeting with Affected Property Owners (MAPO) for the 2019 Reevaluation of Loop 9, Segment B, a NOTC for this Reevaluation of Loop 9, Segment B, a series of Public Scoping Meetings in July 2019 for Loop 9, Segment A, and a series of Public Meetings in February 2020 for Loop 9, Segment A. Property owners are not required to provide their addresses while commenting; however, based on the information provided, the potentially displaced property owners did not make any comments on the proposed project during these public involvement opportunities.

TxDOT ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites.

The potentially displaced property owners and tenants will be provided relocation counseling. The proposed project would not separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups.

- 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 not prevent or hinder the public gaining access to local services and community facilities. The community facilities within or adjacent to the study area are located primarily along Ovilla Road and Bear Creek Road. The proposed project would not alter or prevent access to Ovilla Road and Bear Creek Road. Because the public would continue to have the same level of access to community facilities and other parts of the community study area, the frequency in which these areas are accessed should not change.

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

If it is determined that a property would be land-locked due to ROW acquisition, TxDOT would provide access to that portion of the property to keep from land-locking the property where such land-locking is solely the result of action by TxDOT. Final driveway locations and design would be addressed during final design phase in conjunction with property owner's coordination. Final driveway configurations will be detailed in the PS&E stage. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway. The installation of an access driveway along multilane facilities (such as the proposed new location LP 9 project) from an adjacent property connecting to the frontage road lanes would be in accordance with the TxDOT Access Management Manual.

I. Environmental Justice

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

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

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

All of the proposed project displacements (Cowboy Acres RV Park, Village Square Mobile Home and RV Park, and the Countryside Veterinarian Clinic) are located in blocks with a 50% or greater minority population. The Village Square Mobile Home and RV Park have 11 mobile homes and one single-family residence. The number of RVs located within Cowboy Acres RV Park varies from month to month.

The median incomes of the two census block groups located within the study area are above the 2020 DHHS poverty level for a family of four.

Cowboy Acres RV Park is located in BG 1 CT 166.22 Dallas County, which has a 10% LEP population. The Village Square Mobile Home and RV Park and the Countryside Veterinarian Clinic are located in BG 2 CT 602.04 Ellis County which has a LEP population of 13%.

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?

Access to four properties would be changed; however, access would be maintained. If it is determined that property would be land-locked due to ROW acquisition, TxDOT would provide access to that portion of the property to keep from land-locking the property where such land-locking is solely the result of action by TxDOT. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner, to maintain "as good or better" driveway geometry as much as practical for the vehicles that currently use that driveway.

The four properties that would have access changes are located in blocks with a 50% or greater minority population. Of the 71 populated blocks within the study area, 76% have a minority population of 50% or greater. All impacts to access and travel patterns within the study area would be to predominantly minority populations because the study area is predominantly minority.

The study area does not have any areas with a median income below the 2020 DHS poverty level for a family of four.

The access changes would occur within BG 1 CT 166.22 Dallas County (10% LEP population) and in BG 2 CT 602.04 Ellis County (13% LEP population of 13%).

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?

The proposed project may have impacts to community cohesion because the tenants of Village Square Mobile Home and RV Park and Cowboy Acres RV Park have limited replacement housing options in the community. Based on the size of the parcel of land Cowboy Acres RV Park is located on, the RV park may be able to relocate on the same parcel. If the Cowboy Acres RV Park relocates on the same parcel this would increase the possibility that current tenants of the park would be able to remain members of their community.

Village Square Mobile Home and RV Park and Cowboy Acres RV Park are located in blocks with a 50% or greater minority and the median income for the census block group they are located within are above the DHHS poverty level for a family of four. The Village Square Mobile Home and RV

Park is located in BG 2 CT 602.04 Ellis County which has a LEP population of 13%. Cowboy Acres RV Park is located in BG 1 CT 166.22 Dallas County, which has a 10% LEP population.

- 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.**

The proposed project would displace an RV park and a mobile home and RV park. These facilities provide low cost housing options. Based on the size of the parcel of land Cowboy Acres RV Park is located on, the RV park may be able relocate on the same parcel, which would minimize interruptions in service. Mobile home and RV replacement properties have limited or no available options in the immediate vicinity of the proposed project area. The displaced residents at these locations would be offered relocation assistance. TxDOT ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites.

The Countryside Veterinary Clinic offers specialized services; however, within an 8-mile radius of the Countryside Veterinary Clinic there are eight veterinary alternatives that members of the community could access. The veterinary alternatives are outlined in Section F Displacements. Members of the community would continue to have access to veterinary services despite the potential displacement of the Countryside Veterinary Clinic.

- 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?**

The proposed project is for the purchase of additional new ROW for use as staging areas and the preservation of future ROW.

There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment used at the proposed staging area. These effects would be temporary and would not be selectively limited to minority or low-income communities but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

It is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as a result of the proposed project.

- 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. The study area is located within the route of the proposed Loop 9 Segment B. This project allows for the purchase of ROW for staging areas and the preservation of future ROW needed for the development of the Loop 9 project.

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

The proposed project is located adjacent to IH 35E. FM 664 (the southern study area boundary) from Westmoreland Road to IH 35E is currently undergoing construction to widen the roadway from a two-lane undivided roadway to a six-lane divided roadway. Bear Creek Road (the northern study area boundary) from Hampton Road to IH 35E is planned to be widened from a two-lane undivided roadway to a four-lane divided roadway. No other major infrastructure projects, industrial facilities, or other large-scale developments have been constructed in, or adjacent to, the community area.

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

The purchase of property for preservation of future ROW lessens the amount of disruption to members of the community, including EJ populations. No additional minimization or mitigation efforts are proposed.

- 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.**

The proposed project may have impacts to EJ populations. All of the proposed project displacements (Cowboy Acres RV Park, Village Square Mobile Home and RV Park, and the Countryside Veterinarian Clinic) are located in blocks with a 50% or greater minority population. There are no displacements in non-minority geographies; however, out of the 71 populated blocks located within the study area, 76% have a minority population over 50%.

The median incomes of the two census block groups located within the study area are above the 2020 DHHS poverty level for a family of four. The proposed project would displace an RV park, and a mobile home and RV park. These facilities provide low cost housing options.

The potentially displaced property owners and tenants will be provided relocation counseling. TxDOT ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites.

The proposed project would provide benefits such as decreased congestion. While individual minority and low-income persons may be affected by the proposed project, over the long term, the entire community, including minority and low-income populations, would benefit from the proposed project. It is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as result of the proposed project.

There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment used at the proposed staging location. These effects would be temporary and would not be selectively limited to minority or low-income communities but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

J. Limited English Proficiency

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

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

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

Of the LEP population located within the study area, 95% speak Spanish and 5% speak other languages.

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

For the Environmental Assessment, notices for the Public Meeting were published in Spanish in *Al Dia* newspaper on September 28, 2014 and notices for the Public Hearing were published in Spanish in *Al Dia* newspaper on June 11, 2017.

Translation services were offered at the Public Meeting, Hearing, Public Scoping Meeting (Segment A) and Public Meeting (Segment A).

A NOTC was completed for the proposed project. No requests for translation services or special accommodations were received.

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

No additional public involvement efforts are planned.

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.”).

According to the 2010 Census there are 111 census blocks within the study area; 40 of the 111 blocks have no recorded population and 54 have a minority population of 50% or greater. There are two block groups located within the study area. The median income for each is above the 2020 DHHS poverty level for a family of four. According to the 2018 American Community Survey 5-year estimates, Block Group 1, Census Tract 166.22, Dallas County has a median income of \$64,806 and Block Group 2, Census Tract 602.04, Ellis County has a median income of \$95,815.

Three businesses would be displaced by the proposed project, the Countryside Veterinary Clinic (901 IH 35E Service Road, Red Oak, TX), the Cowboy Acres RV Park, and Village Square Mobile Home and RV Park.

The Village Square Mobile Home and RV Park has 11 mobile homes and one single-family residence. The numbers of RVs located within Cowboy Acres RV Park varies from month to month because this is an RV park and the locations of the RVs and owners of the RVs is constantly changing. A portion of the RVs appear to be acting as permanent residences for some guests at the park. There is permanent single-family residence (not an RV or a mobile home) located on the Cowboy Acres RV Park. The single-family residence does not appear on the Dallas County Appraisal District Records; however, it has been confirmed by aerial photographs and by researching real estate websites.

The nearest RV park (Dallas Hi Ho RV Park) is located approximately 3 miles from Cowboy Acres RV Park within Glenn Heights. In addition, the Good Luck RV Park is located approximately 7.7 miles north in Dallas, and the MidTex RV Park is located approximately 15 miles south in Midlothian. These RV parks do not currently have any spaces open.

Cowboy Acres RV Park is located on a 29.576 acre parcel and less than half of the parcel would be potentially acquired. The Cowboy Acres RV Park could be relocated on the same parcel. If the Cowboy Acres RV Park is relocated on the same parcel the current residents of the RV park could remain if they choose to do so. If the owner of Cowboy Acres RV Park chooses to not relocate on their property, the entire RV park would be potentially displaced. The residents of the RVs currently have limited to no options of RV parks to relocate to within the vicinity of their current location.

The nearest mobile home park, Dynamic II, is a mobile home park located approximately 2.5 miles away from the potentially displaced mobile home park. In a call to the facility, they indicated they have one mobile home for sale for \$44,000 and one lot available for rent.

Glenn Heights Community is another mobile home park located 3.5 miles away from the potentially displaced mobile home park. Glenn Heights Community was contacted via phone and indicated that they had approximately 10 spaces available and 6 mobile homes for sale ranging in price from \$41,000 to \$61,900.

Town & Country Mobile Home Park is located 3.5 miles away from the potentially displaced mobile home park. In a call to the Town & Country Mobile Park, they indicated they had two spaces available.

In addition, Hampton Acres mobile home park is located 3.5 miles away in Desoto and has one mobile home for sale for \$58,000 and one lot available.

Parkerville East, located 2.5 miles away, indicated they have one lot available to rent; however, they only rent to persons 55 years of age or older.

The potentially displaced residents of the mobile home park have limited available options to relocate to within the vicinity of their current location.

The website Zillow.com was searched to determine the availability of single-family homes within the 75154 zip code. The potentially displaced single-family residence located on the Village Square Mobile Home Park according to the Ellis County Appraisal District is appraised at \$191,680. The single-family residence located on Cowboy Acres RV Park according to the Dallas County Appraisal District records is appraised at \$101,410. There are 13 single-family residences available in the \$100,000 to \$200,000 price range and 157 single-family residences available in the \$200,000 to \$300,000 price range.

Based on a review of available replacement housing in the vicinity of the potentially displaced homes, it was determined that there was sufficient comparable housing available for the two potentially displaced

single-family residences, limited to no comparable housing for potentially displaced RVs, and limited comparable housing for potentially displaced mobile homes.

Consistent with USDOT policy, as mandated by the Surface Transportation and Uniform Relocation Assistance Act of 1987, TxDOT provides relocation resources to all displaced persons without discrimination. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property. TxDOT also provides, through its Relocation Assistance Program, payment and services to aid in movement to a new location. TxDOT ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). This assistance applies to tenants as well as owners occupying the real property needed for the project. Relocation assistance is available to all individuals, families, businesses, farmers, and nonprofit organizations displaced as a result of a state highway or other transportation project. Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites. The available structures must also be open to persons regardless of race, color, religion or nationality and be within the financial means of those individuals affected.

The proposed project would change access to four properties. Access to these properties would be maintained. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway.

The proposed project may have impacts to community cohesion because the tenants of Village Square Mobile Home and RV Park and Cowboy Acres RV Park have limited replacement housing options in the community. The Cowboy Acres RV Park may be relocated on the same property if the owners choose to do so. If the Cowboy Acres RV Park relocates on the same parcel this would increase the possibility that current tenants of the park would be able to remain members of their community. The potentially displaced property owners were mailed notices of four public involvement opportunities. The public involvement opportunities were a MAPO for the 2019 Reevaluation of Loop 9, Segment B, a NOTC for this Reevaluation of Loop 9, Segment B, a series Public Scoping Meetings in July 2019 for Loop 9, Segment A, and a series of Public Meetings in February 2020 for Loop 9, Segment A. The potentially displaced property owners did not make any comments on the proposed project during these public involvement opportunities.

The proposed project may have impacts to EJ populations. All of the proposed project displacements (Cowboy Acres RV Park, Village Square Mobile Home and RV Park, and the Countryside Veterinarian Clinic) are located in blocks with a 50% or greater minority population. There are no displacements in non-minority geographies; however, out of the 71 populated blocks located within the study area, 76% have a minority population over 50%.

The median incomes of the two census block groups located within the study area are above the 2020 DHHS poverty level for a family of four. The proposed project would displace an RV park and a mobile home and RV park. These facilities provide low cost housing options. The potentially displaced property owners and tenants will be provided relocation counseling.

TxDOT ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. The proposed project would proceed to

construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites.

While individual minority and low-income persons may be affected by the proposed project, over the long term, the entire community, including minority and low-income populations would benefit from the proposed project. Therefore, it is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as a result of the proposed project.

There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment during construction. These effects would be temporary and would not be selectively limited to minority or low-income communities but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

Of the LEP population located within the study area 95% speak Spanish and 5% speak other languages. An NOTC was completed for the proposed project. No requests for translation services or special accommodations were received. For this project, TxDOT would continue to comply with Executive Order 13166 by offering to meet the needs of persons requiring special communication or accommodations in all public involvement activities and notices. Therefore, the requirements of Executive Order 13166 have been and will continue to be met.

ATTACHMENTS

FIGURES

Figure 1: Vicinity Map

Figure 2: Aerial Overview Map

Figure 3: Community Facilities Map

Figure 4: Minority Population Map

Figure 5: Median Household Income Map

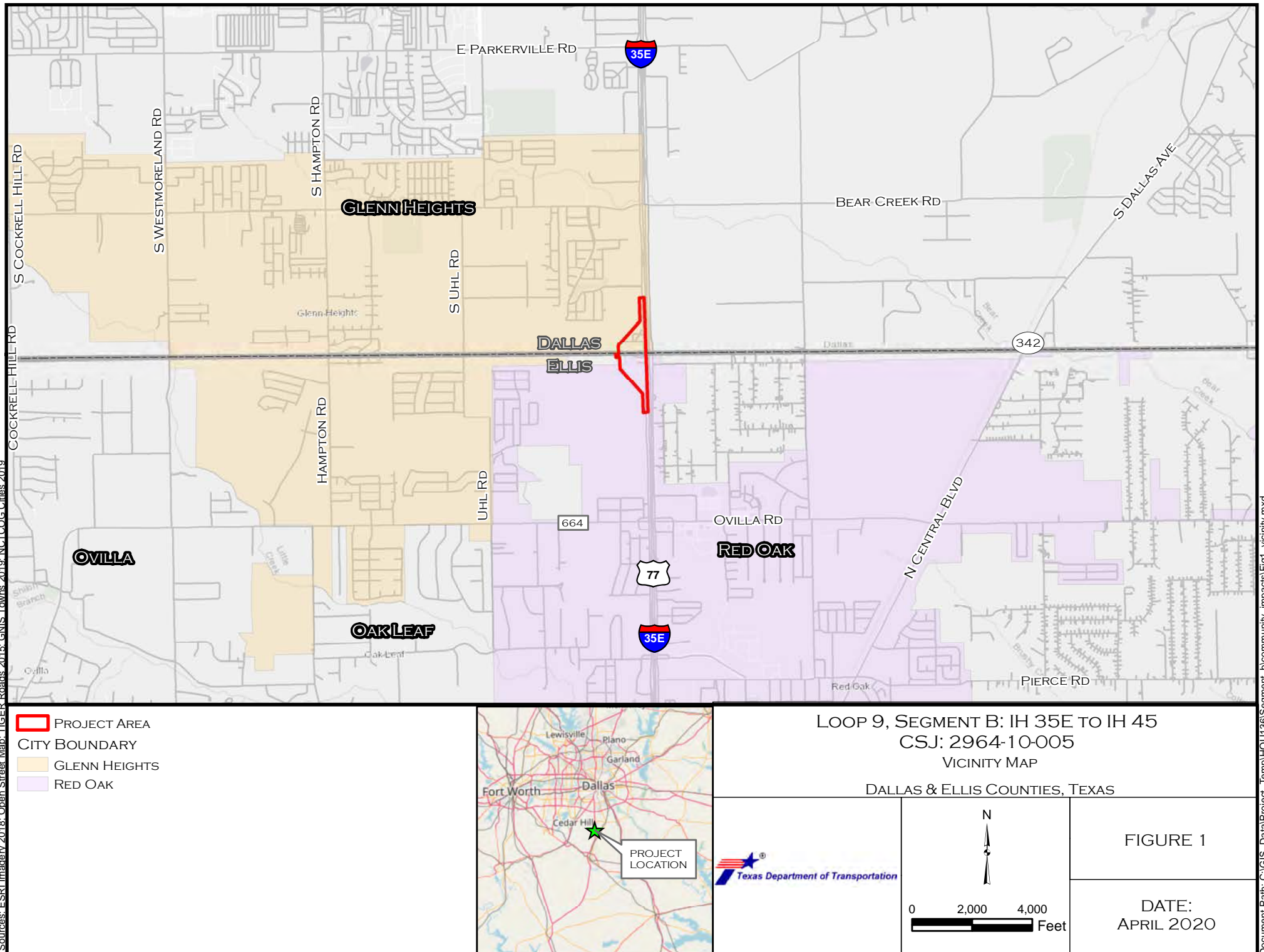
Figure 6: ROW Acquisition Map

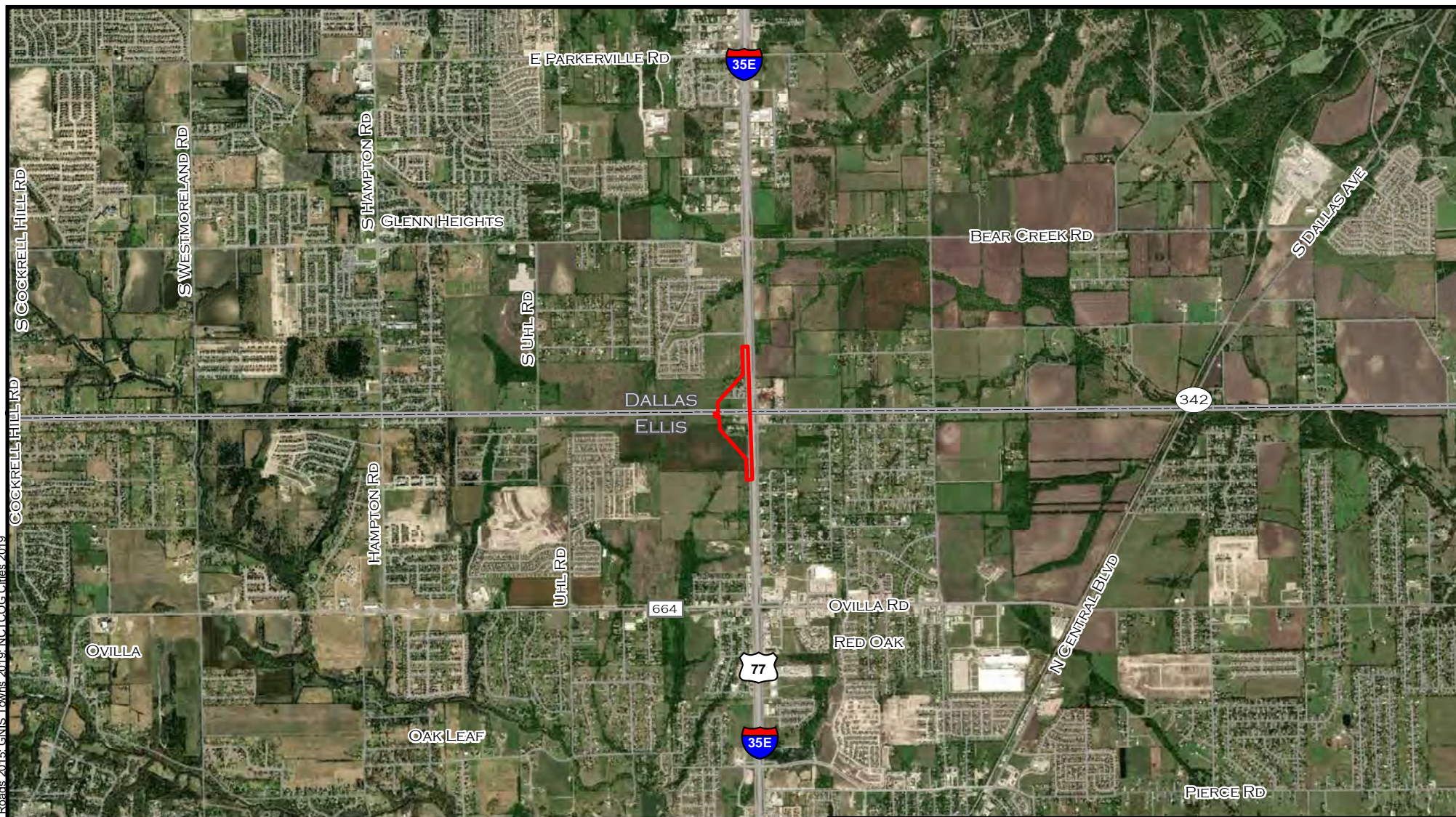
APPENDICES

Appendix A: Census Data

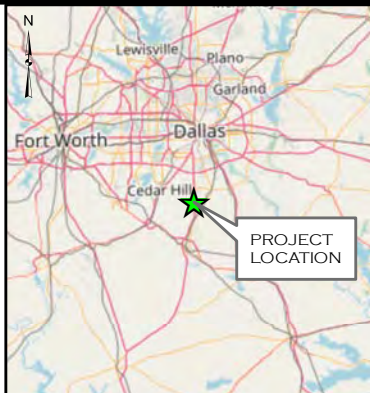
Appendix B: Study Area Photographs

Appendix C: ROW Acquisition Table





 PROJECT AREA



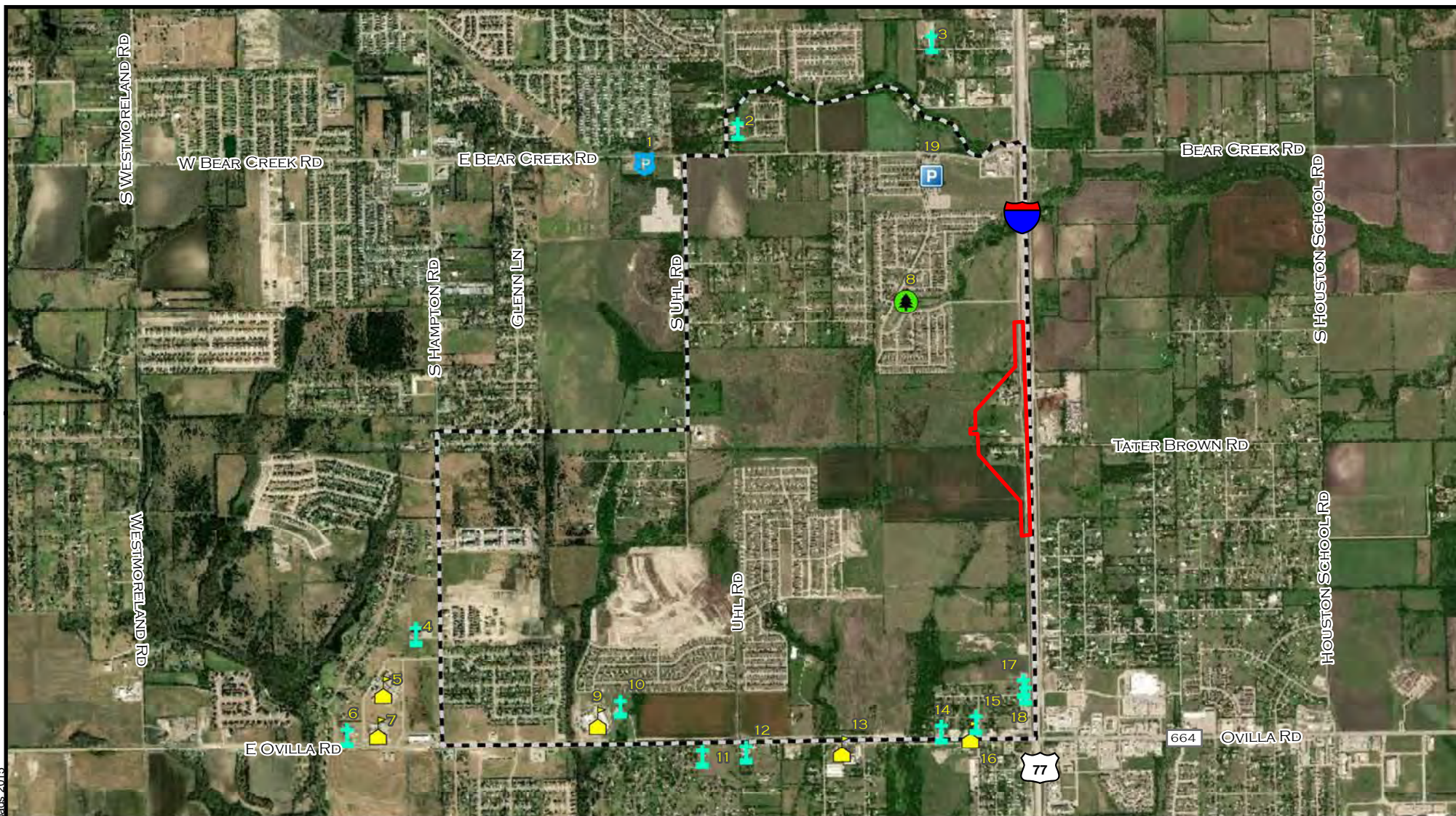
LOOP 9, SEGMENT B: IH 35E TO IH 45
CSJ: 2964-10-005
AERIAL OVERVIEW MAP
DALLAS & ELLIS COUNTIES, TEXAS



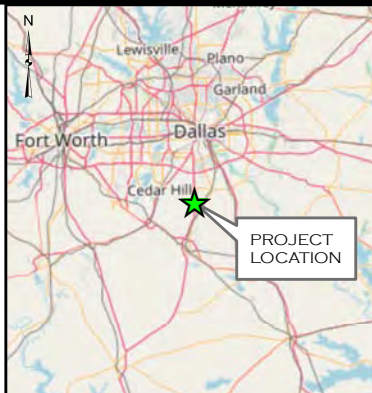
0 2,000 4,000
Feet

FIGURE 2

DATE:
APRIL 2020



- PROJECT AREA
- STUDY AREA
- P PARK AND RIDE
- 🌳 PARKS/RECREATIONAL AREAS
- ✙ PLACES OF WORSHIP
- P POLICE
- 🏫 SCHOOLS



LOOP 9, SEGMENT B: IH 35E TO IH 45
 CSJ: 2964-10-005
 COMMUNITY FACILITIES MAP
 DALLAS & ELLIS COUNTIES, TEXAS

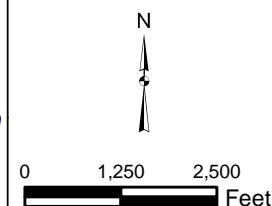
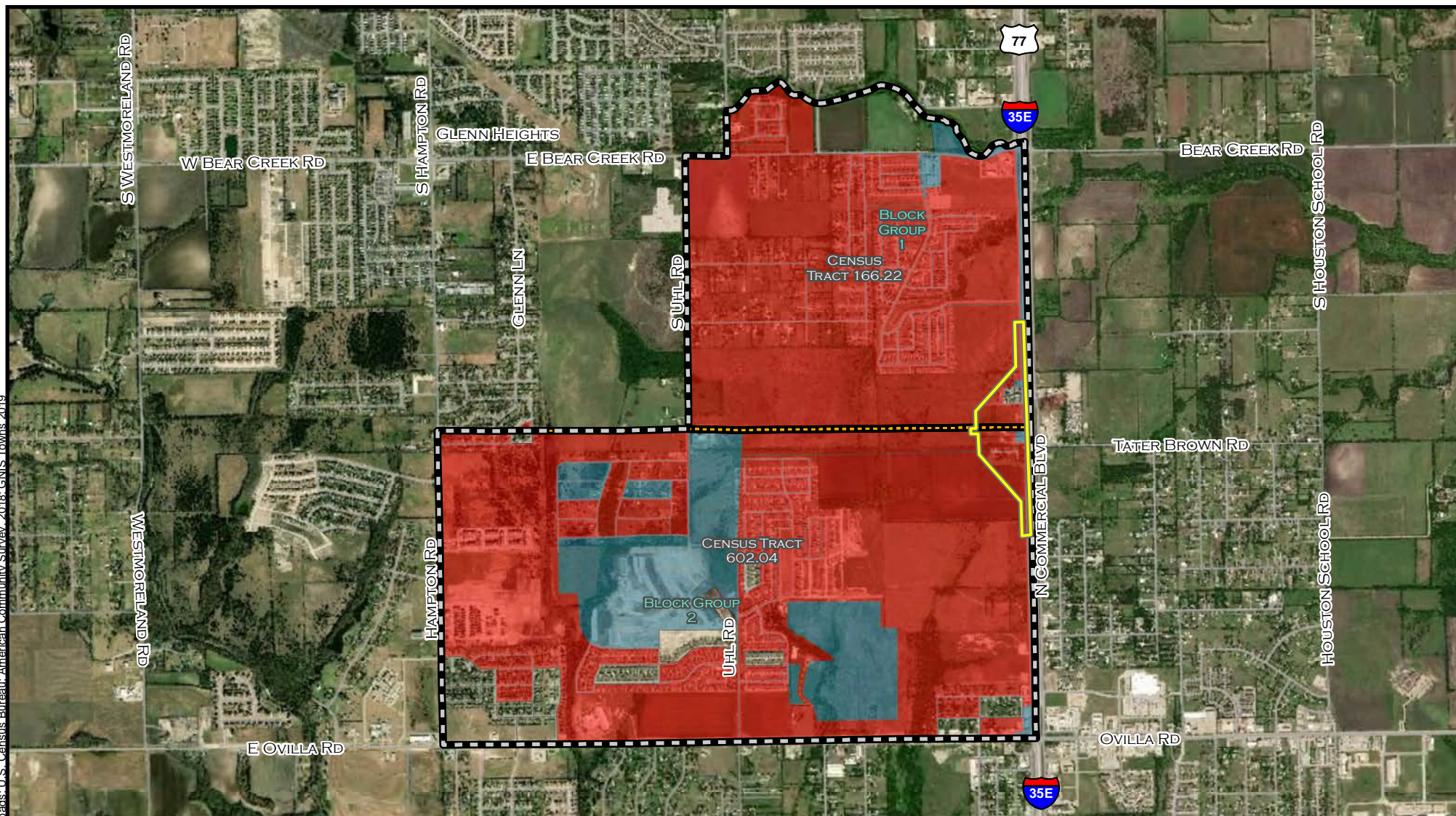
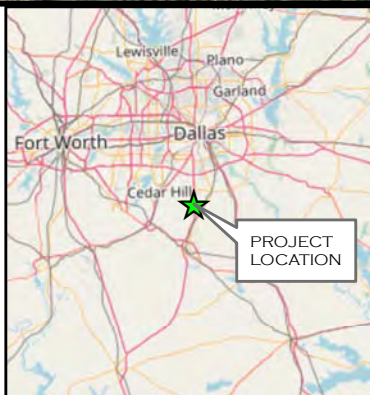


FIGURE 3

DATE:
 APRIL 2020



- PROJECT AREA
- STUDY AREA
- CENSUS TRACT
- BLOCK GROUP
- CENSUS BLOCKS
- NO RECORDED POPULATION
- 0% - 49% MINORITY POPULATION
- 50% - 100% MINORITY POPULATION



LOOP 9, SEGMENT B: IH 35E TO IH 45
 CSJ: 2964-10-005
 MINORITY POPULATION MAP
 DALLAS & ELLIS COUNTIES, TEXAS

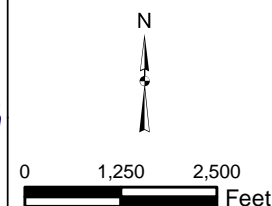
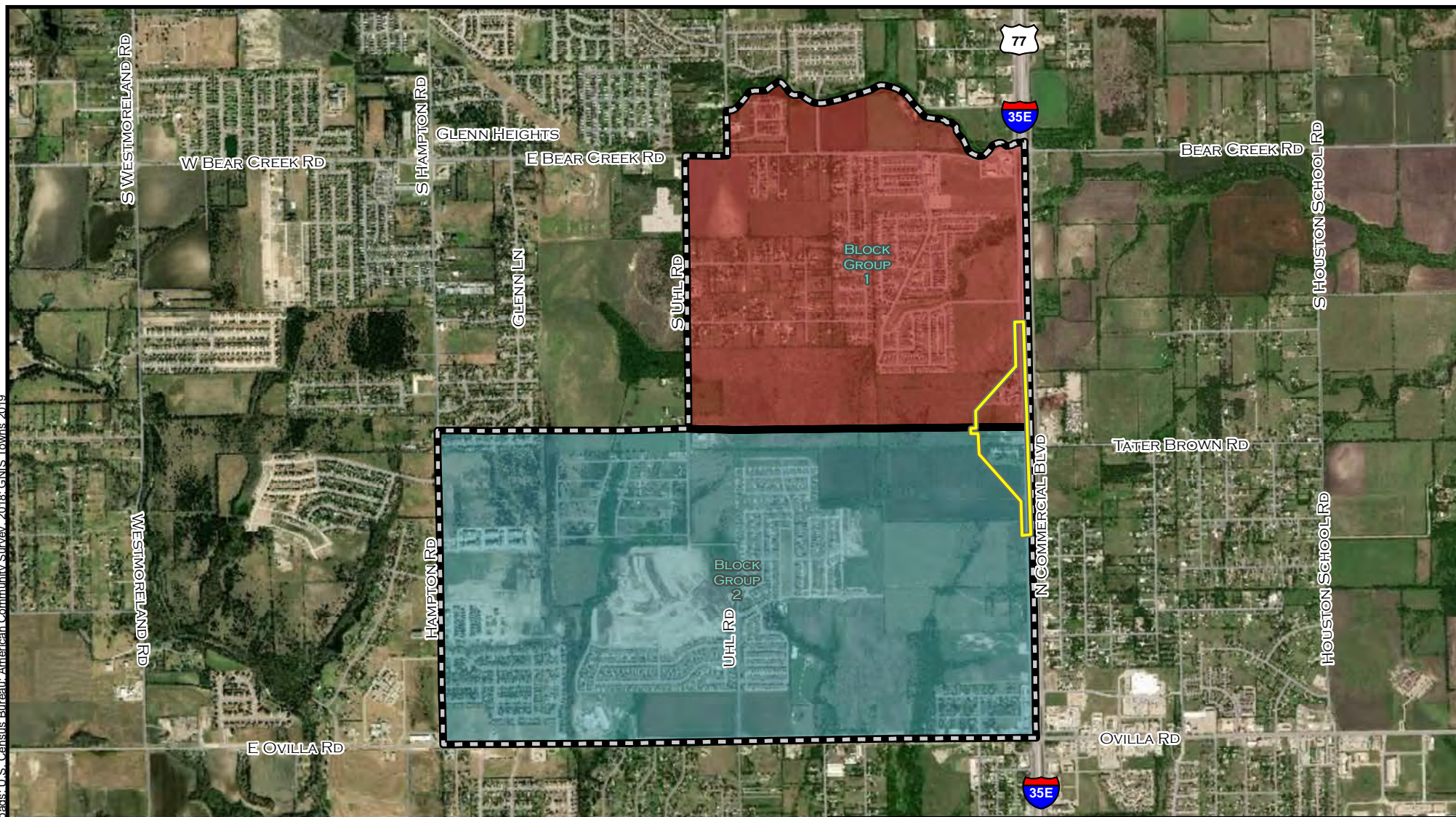
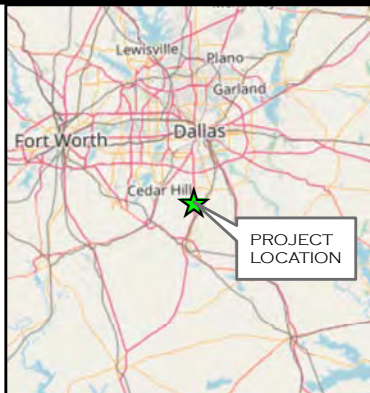


FIGURE 4

DATE:
APRIL 2020



- PROJECT AREA
- STUDY AREA
- BLOCK GROUP
- MEDIAN INCOME GROUP
- \$50,000 - 80,000
- \$80,000 - 100,000



LOOP 9, SEGMENT B: IH 35E TO IH 45
 CSJ: 2964-10-005
 MEDIAN HOUSEHOLD INCOME MAP
 DALLAS & ELLIS COUNTIES, TEXAS

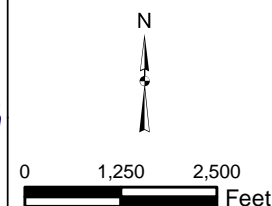
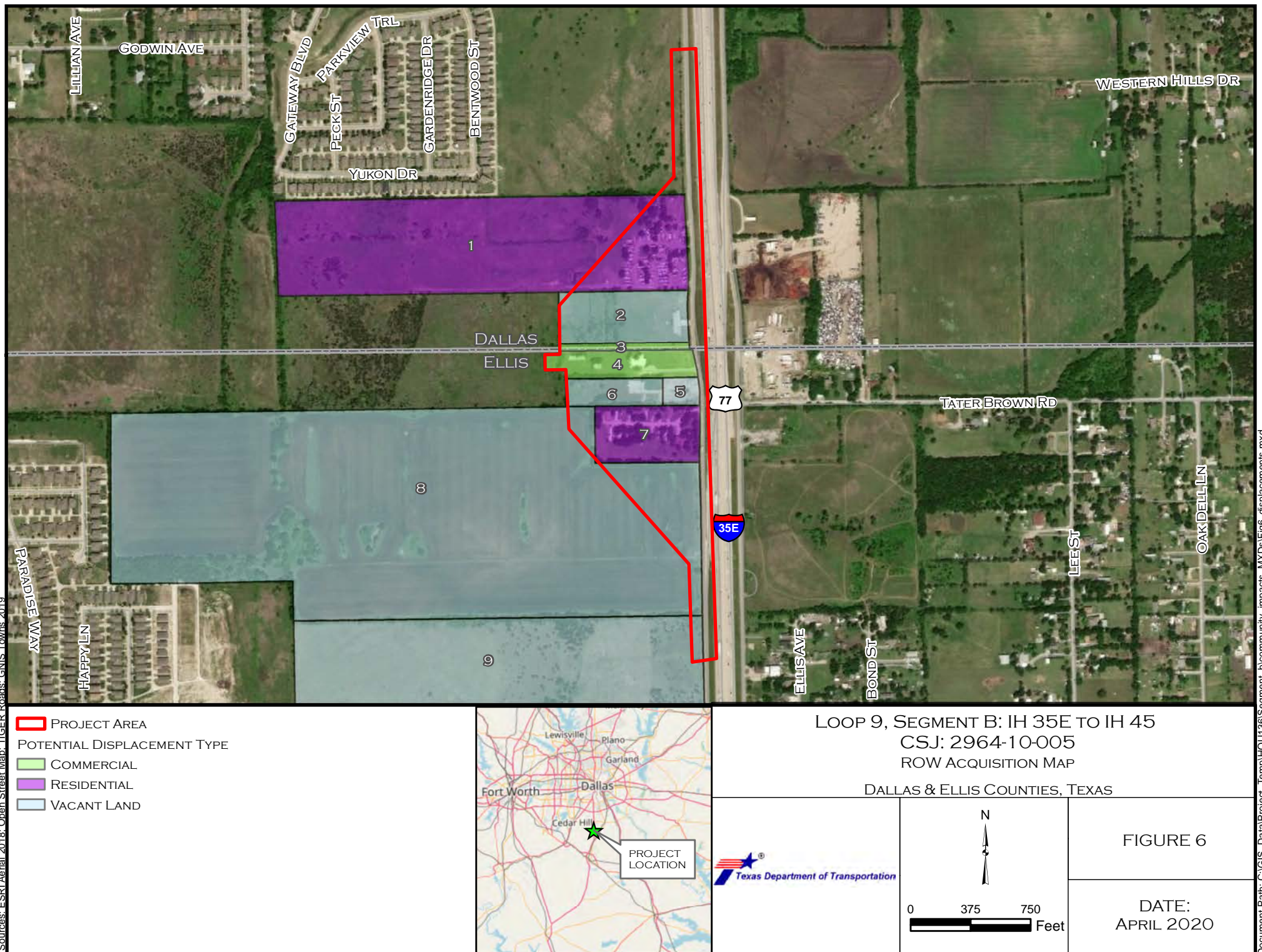


FIGURE 5

DATE:
 APRIL 2020



Appendix A: Census Data

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino:		Not Hispanic or Latino:		Not Hispanic or Latino:		Hispanic or Latino	Total Minority	Total Percent Minority
		Population of one race: Black or African American alone	Population of one race: American Indian and Alaska Native alone	Population of one race: Not Hispanic or Latino:	Population of one race: Native Hawaiian and Other Pacific Islander alone	Population of one race: Not Hispanic or Latino:				
	Block Group 1, Census Tract 166.22, Dallas County, Texas									
1000	0	0	0	0	0	0	0	0	0	0%
1001	0	0	0	0	0	0	0	0	0	0%
1002	0	0	0	0	0	0	0	0	0	0%
1003	0	0	0	0	0	0	0	0	0	0%
1004	5	0	0	0	0	0	0	0	0	0%
1005	89	64	0	0	0	0	0	21	85	96%
1006	28	28	0	0	0	0	0	0	28	100%
1007	32	15	0	0	0	0	0	15	30	94%
1008	27	27	0	0	0	0	0	0	27	100%
1009	306	144	2	0	0	0	2	69	217	71%
1010	9	9	0	0	0	0	0	0	9	100%
1011	106	83	0	1	0	0	1	8	93	88%
1012	142	127	0	0	0	0	1	3	131	92%
1013	84	82	0	0	0	0	2	0	84	100%
1014	130	127	0	0	0	0	0	0	127	98%
1015	0	0	0	0	0	0	0	0	0	0%
1016	226	190	0	9	0	0	0	23	222	98%
1017	65	58	0	0	0	0	2	3	63	97%
1018	113	100	0	0	0	0	0	1	101	89%
1019	0	0	0	0	0	0	0	0	0	0%
1020	54	34	4	0	0	0	1	9	48	89%
1021	63	58	0	0	0	0	0	1	59	94%
1022	0	0	0	0	0	0	0	0	0	0%
1023	0	0	0	0	0	0	0	0	0	0%
1024	0	0	0	0	0	0	0	0	0	0%
1025	380	285	2	2	0	0	16	43	348	92%
1026	48	39	0	0	0	0	0	8	47	98%
1027	90	6	2	0	0	0	0	58	66	73%
1028	63	48	0	0	0	0	2	13	63	100%
1029	46	43	1	0	0	0	0	2	46	100%
1030	25	25	0	0	0	0	0	0	25	100%
1031	11	1	1	0	0	0	0	3	5	45%
1032	41	29	0	0	0	0	0	11	40	98%
1033	0	0	0	0	0	0	0	0	0	0%
1034	105	89	0	7	0	0	1	4	101	96%
1035	24	20	0	0	0	0	0	3	23	96%
1036	20	1	0	0	0	0	1	7	9	45%
1037	37	33	0	0	0	0	0	0	33	89%
1038	0	0	0	0	0	0	0	0	0	0%
1039	0	0	0	0	0	0	0	0	0	0%
1040	62	57	0	0	0	0	1	1	59	95%
Total	2431	1822	12	19	0	0	30	306	2189	90%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino:	Not Hispanic or Latino:	Not Hispanic or Latino:	Not Hispanic or Latino:	Not Hispanic or Latino:	Not Hispanic or Latino:	Hispanic or Latino	Total Minority	Total Percent Minority
		Population of one race:	Population of one race:	Population of one race:	Population of one race:	Population of one race:	Population of one race:			
		Black or African American alone	Indian and Alaska Native alone	Asian alone	Hawaiian and Other Islander alone	Some Other Race alone	Two or More Races:			
		alone	alone	alone	alone	alone	alone			
Block Group 2, Census Tract 602.04, Ellis County, Texas										
2000	2	0	0	0	0	0	0	0	0	0%
2001	0	0	0	0	0	0	0	0	0	0%
2002	3	0	0	0	0	0	0	3	3	100%
2003	0	0	0	0	0	0	0	0	0	0%
2004	0	0	0	0	0	0	0	0	0	0%
2005	0	0	0	0	0	0	0	0	0	0%
2006	29	0	0	0	0	0	0	26	26	90%
2007	386	97	0	3	0	0	13	96	209	54%
2008	4	0	0	0	0	0	0	4	4	100%
2009	73	11	0	8	0	0	0	5	24	33%
2010	0	0	0	0	0	0	0	0	0	0%
2011	64	17	1	0	0	0	4	8	30	47%
2012	0	0	0	0	0	0	0	0	0	0%
2013	0	0	0	0	0	0	0	0	0	0%
2014	77	12	0	0	0	0	0	11	23	30%
2015	55	17	0	0	0	0	0	11	28	51%
2016	10	0	0	0	0	0	0	9	9	90%
2017	149	48	0	0	0	0	0	30	78	52%
2018	52	5	0	0	0	0	0	21	26	50%
2019	39	15	0	0	0	0	0	0	15	38%
2020	17	0	0	0	0	0	0	12	12	71%
2021	181	70	0	0	0	0	0	19	89	49%
2022	0	0	0	0	0	0	0	0	0	0%
2023	0	0	0	0	0	0	0	0	0	0%
2024	19	8	0	0	0	0	0	0	8	42%
2025	17	13	0	0	0	0	0	0	13	76%
2026	55	24	0	0	0	5	5	7	41	75%
2027	7	0	0	0	0	0	0	6	6	86%
2028	0	0	0	0	0	0	0	0	0	0%
2029	14	0	0	0	0	0	0	14	14	100%
2030	2	2	0	0	0	0	0	0	2	100%
2031	87	24	0	0	0	0	7	25	56	64%
2032	50	4	0	5	0	0	3	5	17	34%
2033	112	70	2	0	0	0	3	14	89	79%
2034	30	17	0	0	0	0	0	5	22	73%
2035	3	0	0	0	0	0	0	0	0	0%
2036	8	8	0	0	0	0	0	0	8	100%
2037	7	0	0	0	0	0	0	5	5	71%
2038	369	155	3	0	0	0	3	62	223	60%
2039	4	0	0	1	0	0	2	0	3	75%
2040	15	7	0	0	0	0	1	5	13	87%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: Population of one race: Black or African American alone	Not Hispanic or Latino: Population of one race: American Indian and Alaska Native alone	Not Hispanic or Latino: Population of one race: Asian alone	Not Hispanic or Latino: Population of one race: Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: Population of one race: Some Other Race alone	Not Hispanic or Latino: Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
Block Group 2, Census Tract 602.04, Ellis County, Texas (cont.)										
2041	39	4	1	0	0	0	0	13	18	46%
2042	84	53	0	2	0	0	0	17	72	86%
2043	0	0	0	0	0	0	0	0	0	0%
2044	49	0	0	0	0	0	5	23	28	57%
2045	52	16	0	0	0	1	0	15	32	62%
2046	0	0	0	0	0	0	0	0	0	0%
2047	0	0	0	0	0	0	0	0	0	0%
2048	0	0	0	0	0	0	0	0	0	0%
2049	0	0	0	0	0	0	0	0	0	0%
2050	0	0	0	0	0	0	0	0	0	0%
2051	0	0	0	0	0	0	0	0	0	0%
2052	0	0	0	0	0	0	0	0	0	0%
2053	0	0	0	0	0	0	0	0	0	0%
2054	0	0	0	0	0	0	0	0	0	0%
2055	0	0	0	0	0	0	0	0	0	0%
2056	13	0	0	0	0	0	0	10	10	77%
2057	0	0	0	0	0	0	0	0	0	0%
2058	21	0	0	0	0	0	0	7	7	33%
2059	0	0	0	0	0	0	0	0	0	0%
2060	0	0	0	0	0	0	0	0	0	0%
2061	0	0	0	0	0	0	0	0	0	0%
2062	0	0	0	0	0	0	0	0	0	0%
2063	0	0	0	0	0	0	0	0	0	0%
2064	56	9	0	0	0	2	5	18	34	61%
2065	63	10	0	0	0	0	5	18	33	52%
2066	106	19	0	0	0	0	3	22	44	42%
2067	49	8	0	0	0	0	4	4	16	33%
2068	25	3	4	0	0	0	0	5	12	48%
2069	0	0	0	0	0	0	0	0	0	0%
Total	2497	746	11	19	0	8	63	555	1402	56%
Total Study Area	4928	2568	23	38	0	8	93	861	3591	73%
BG 1, CT 166.22	2431	1822	12	19	0	0	30	306	2189	90%
BG 2, CT 602.04	2497	746	11	19	0	8	63	555	1402	56%

Table 2: Median Income (Dallas and Ellis Counties)

Geography	Median Income (dollars)
Block Group 1, Census Tract 166.22, Dallas County	64,806
Block Group 2, Census Tract 602.04, Ellis County	95,815

Table 3: Limited English Proficiency (Dallas and Ellis Counties)

Geography	Total Population	Total Speak English Less than Very well	Percent Speak English Less than Very Well
Block Group 1, Census Tract 166.22, Dallas County, Texas	2466	247	10%
Block Group 2, Census Tract 602.04, Ellis County, Texas	3187	418	13%

Appendix B: Study Area Photographs



Photo 1: View of the Countyside Veterinary Clinic



Photo 2: View of Cowboy Acres RV Park



Photo 3: View of the Village Square Mobile Home & RV Park.



Photo 4: View of the City of Glenn Heights Police Department.



Photo 5: View of the City of Glenn Heights Offices.



Photo 6. View of typical residential homes in the Gateway Estates subdivision in the eastern portion of the study area.



Photo 7: Typical single-family residence located within the project area along Green Mound Dr.



Photo 8: Photo looking into a typical shrubland pasture in the eastern portion of the project area.

Appendix C: ROW Acquisition Table

Table 4: ROW Acquisition

Map ID	Appraisal District ID	Owner Name	Property Address	County
1	65061924010140000	COLLARD WILLIAM D & SHERRY MARTIN (Cowboy Acres RV Park)	2155 S IH 35 GLENN HEIGHTS TX 75154	DALLAS
2	65061924010270100	REYES FAUSTINO	2165 S IH 35 GLENN HEIGHTS TX 75154	DALLAS
3	65061924010280000	LEWIS GEORGE A JR & VALERIE LEWIS JAFFE (Countryside Veterinary Clinic)	2159 S IH 35 GLENN HEIGHTS TX 75154	DALLAS
4	193174	LEWIS GEORGE A JR & VALERIE LEWIS JAFFE (Countryside Veterinary Clinic)	901 N INTERSTATE 35 RED OAK TX 75154	ELLIS
5	219875	MANN PAUL	899 N INTERSTATE 35 RED OAK TX 75154	ELLIS
6	193183	MANN PAUL	899 N INTERSTATE 35 RED OAK TX 75154	ELLIS
7	147358	HOUSE OF PRAISE MINISTRIES INC (Village Square Mobile Home and RV Park)	897 N INTERSTATE 35 RED OAK TX 75154	ELLIS
8	188566	ELIKA LLC & RAYKA LLC	897 N INTERSTATE 35 RED OAK TX 75154	ELLIS
9	196885	AP FT WAYNE LTD PARTNERSHIP	N INTERSTATE 35 RED OAK TX 75154	ELLIS