



# Community Impacts Assessment Technical Report Form

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**Project Name:** Kenney Fort Boulevard Extension (Segments 2 and 3)

**CSJ Number:** 0914-05-195

**District(s):** Austin

**County(ies):** Williamson

## 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 Williamson County, south of U.S. Route 79 and north of State Highway 45 (SH 45) in southeast Round Rock, Texas (see Attachment 1). The study area for this assessment includes subdivisions located adjacent to the proposed project area and subdivisions anticipated to be affected by the project due to their close proximity to the proposed corridor. Subdivisions and businesses located north of US 79 and south of SH 45 are included in the study area for this assessment since the proposed project would service and impact these subdivisions as well.

### II. Project Description

**Briefly describe the proposed project.**

The City of Round Rock proposes to extend Kenney Fort Boulevard, a major arterial roadway, from Forest Creek Drive to SH 45, in Round Rock, Texas. The proposed project would extend the existing six-lane roadway from its current terminus at Forest Creek Drive south to State Highway (SH) 45 – a distance of approximately 1.5 miles. Proposed design elements include a 10-foot wide shared use path and 6-foot wide sidewalk. Travel lanes would be 12-feet wide and designated turn lanes would be incorporated at each intersection. Phase 1 of the project extended Kenney Fort Boulevard from Joe DiMaggio Boulevard to Forest Creek Drive and was completed in 2013. The following assessment is for Phase 2 and Phase 3 of the project which would connect the roadway completed in Phase 1 with SH 45.

The proposed project is consistent with the City of Round Rock's Transportation Master Plan and has been included in that document since 1999. Extending Kenney Fort Boulevard would eliminate an existing gap in the city's transportation network while enhancing mobility and providing an additional route for north/south traffic in this rapidly developing quadrant of the city.

A portion of the construction funding for the project would come from federal sources. Due to this, the following assessment has been developed per Texas Department of Transportation (TxDOT) requirements to comply with federal regulations.

### III. General Character of the Community



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

The community is located in southeast Round Rock and is predominantly planned suburban in character. Several subdivisions are located adjacent to the proposed project area. See Attachment 2, Attachment 4, and Attachment 8 for more information.

**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
Cedar Ridge High School	Education	Public	Yes - Children	2801 Gattis School Rd, Round Rock, TX 78664
Gattis Elementary School	Education	Public	Yes - Children	2920 Round Rock Ranch Blvd, Round Rock, TX 78665
Baha'i Faith of Round Rock	Religious	Private	No	2746 Gattis School Rd, Round Rock, TX 78664
Unity Park Community Garden	Agriculture	Private	No	2746 Gattis School Rd, Round Rock, TX 78664
The Fellowship Church	Religious	Private	No	3379 Gattis School Rd, Round Rock, TX 78665
High Country Park	Recreation	Public	No	2910 Flower Hill Dr, Round Rock, TX 78664
Bradford Park	Recreation	Public	No	2615 Andres Way, Round Rock, TX 78664
Faith Baptist Church	Religious	Private	No	3625 Gattis School Rd, Round Rock, TX 78664
Blackland Prairie Elementary School	Education	Public	Yes - Children	2105 Via Sonoma Trail, Round Rock, TX 78665
Ridgeview Middle School	Education	Public	Yes - Children	2000 Via Sonoma Trail, Round Rock, TX 78665
Blue Diamond Montessori Center	Education	Private	Yes - Children	2050 Double Creek Dr #108, Round Rock, TX 78664
Camp Doublecreek	Recreation	Private	Yes - Children	800 Double Creek Dr, Round Rock, TX 78664
Round Rock Fire Station 4	Institutional	Public	No	1301 Double Creek Dr, Round Rock, TX 78665
Round Rock Fire Station 6	Institutional	Public	No	2919 Joe Dimaggio Blvd, Round Rock, TX 78665
Greater Austin Dance Academy	Education	Private	Yes - Children	1232, 2641 Forest Creek Dr, Round Rock, TX 78665

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Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Brushy Creek Regional Trail	Recreation	Public	No	Trail runs along Brushy Creek from east of Great Oaks Drive, west to US 183 in Cedar Park.
Old Settlers Association of Williamson County (WCOSA)	Recreation	Private	No	3300 Palm Valley Blvd, Round Rock, TX 78665
Home Instead Senior Care	Senior Living	Private	Yes - Seniors	2851 Joe Dimaggio Blvd #8, Round Rock, TX 78665
Palm Valley Lutheran Church	Religious	Private	No	2500 E Palm Valley Blvd, Round Rock, TX 78665
Senior Access	501(c)(3) Nonprofit	Private	Yes - Seniors	501(c)(3) nonprofit senior transportation service located at 2498 E Palm Valley Blvd, Round Rock, TX 78665.
United States Postal Service	Institutional	Public	No	2250 Double Creek Dr, Round Rock, TX 78664
Harmony Hill Preschool	Education	Private	Yes - Children	1500 Double Creek Dr, Round Rock, TX 78664
Palm Valley Cemetery	Cemetery	Private	No	2500 E Palm Valley Blvd, Round Rock, TX 78665
Sundara Senior Living	Senior Living	Private	Yes - Seniors	1000 Rusk Rd, Round Rock, TX 78665
Round Rock Fire Station 8	Institutional	Public	No	1612 Red Bud Ln, Round Rock, TX 78664
Urgent Care For Kids - Round Rock	Medical	Private	Yes - Children	3750 Gattis School Rd #900, Round Rock, TX 78664
Dell Diamond	Baseball Stadium	Private	No	3400 East Palm Valley Blvd, Round Rock, TX 78665

## IV. Data

### 1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

Yes **Texas State Data Center**



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Yes **Other**

**If other, describe:**

Google Earth, City of Round Rock Transportation Master Plan, site visit

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 297 census blocks within the study area, 177 of which are populated. Of the 177 populated blocks in the study area, 85 show a minority population greater than 50 percent.

Per the most recent TxDOT Environmental Handbook, a minority census block population is one "...with a percentage of minority persons approaching or exceeding 50 percent of a census block population..." In addition to the 85 blocks that have minority populations greater than 50 percent, 16 have minority populations that exceed 45 percent of the total census block population.

Populated census blocks with minority populations are scattered geographically throughout the study area. The minority population makes up 48.3 percent of the total study area population. Individuals who identified themselves as being 'Hispanic or Latino' make up the largest portion of the study area's total minority population (49.7 percent), followed by 'Black or African American alone' (27.9 percent), and 'Asian alone' (16.9 percent). Other minority groups present in the study area each make up less than 6 percent of the total minority population. See Attachment 3 and Attachment 5 for more information.

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:**

LEP is defined as persons who speak English "less than very well". Out of the 15 census block groups located within the study area, 14 block groups have an LEP population. LEP persons make up 5.9 percent of the total study area population. Spanish speakers make up the largest portion of the LEP population, comprising 2.3 percent of the total study area population. Other LEP populations present in the study area are 'Indo-European' (1.3 percent), 'Asian and Pacific Islander' (1.5 percent), and 'Other' (0.8 percent). See Attachment 7 for more information.

## 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?**





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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 are several schools located throughout the study area. Two senior living centers are also located in the study area, as well as a 501(c)(3) Nonprofit transportation service for senior citizens.
6. No 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)?
7. No Are there signs of other modes of transportation?
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. No Did the Scope Development Tool identify the need for a residential displacements analysis?
2. No Did the Scope Development Tool identify the need for a commercial displacements analysis?
3. No Did the Scope Development Tool identify the need for an 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

## ACCESS AND TRAVEL PATTERNS

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

People currently access adjacent parcels by car and by walking. There is no mass transit service in the area.

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

The proposed project would offer the community a more direct route between SH 45 and US 79 than what currently exists in the study area. At present, people must first travel approximately 1.4 miles east or .5 miles west on Forest Creek Drive or Gattis School Road to reach destinations located north or south of these roadways. Adjacent

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subdivisions are currently separated by the now vacant corridor where the proposed project would be located. The proposed project would improve connectivity between subdivisions located within the study area and the rest of the community by making them easier to access from SH 45 and US 79.

Many of these adjacent subdivisions experience cut-through traffic due to the absence of a sufficient north/south route in the area. The proposed project would improve connectivity between subdivisions located within the study area and the rest of the community by making them easier to access from SH 45 and US 79. The proposed project is also anticipated to reduce congestion on roadways located within the study area by diverting traffic to the new corridor. The Dell Diamond Triple-A Minor League baseball stadium, located north of US 79 within the study area, was recognized as a traffic generator in the city's 2017 update of its Transportation Master Plan. The proposed project would ease traffic generated by events held at the Dell Diamond which is anticipated to increase in subsequent years.

Development of the city's bicycle and pedestrian system is listed as a transportation priority in the City of Round Rock's General Plan 2020. The continuous sidewalk and shared-use path that are included in the proposed project design would enable cyclists and pedestrians to use the extended roadway as well. Standard sidewalks are present on surrounding roadways, such as Double Creek Drive and Red Bud Lane, but no designated cycling infrastructure currently exists within the study area. The proposed project would also connect cyclists and pedestrians to nearby subdivisions, businesses, local services, the regional Brushy Creek Trail System, and Old Settler's Park.

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

The following neighborhoods are located near the project area and would be affected by these changes: Round Rock Ranch, Shadow Pointe, Concord at Brushy Creek, Preserve at Dyer Creek, Creekside at Kenney's Fort Apartments, Rolling Ridge, Sonoma, South Creek, Sonoma South, Westview Acres, Henna Addition, Austin Addition, Spring Ridge, Lake Forest, Northfields, High Country, Flower Hill, Donnell Park, Bradford Park, Legends Village, Ryan's Crossing, Forest Bluffs, Old Oak Estates, Woodhollow, and Red Bud Acres. See Attachment 4 for more information.

The following businesses are located near the project area and would be affected by these changes: businesses located within Gattis Office Park, 7-Eleven, The Fellowship Church and Christian Academy, Paul Cates Stable, Harmony Hill Preschool, Blue Diamond Montessori Center, businesses located within North Forest Office Space, TDIndustries, Inc., Lasco Acoustic and Drywall, businesses located within Interchange Business Park, Greater Austin Dance Academy, businesses located within Stonecrest Retail shopping center, and the Dell Diamond baseball stadium.

**4. Yes Are any community facilities affected?****Are any of them "essential services" such as clinics, schools, or emergency responders?**

Yes. The following "essential services" would be affected by these changes: Cedar Ridge High School, Gattis Elementary School, Ridgeview Middle School, Blackland Prairie Elementary School, Blue Diamond Montessori Center, Harmony Hill Preschool, Challenger School Round Rock, Post Office, Round Rock Fire Station 4, Round Rock Fire Station 6, Round Rock Fire Station 8. See Attachment 2 for more information.

**5. How will emergency response times be affected?**

The proposed project is expected to improve emergency response times by providing emergency responders with an additional route to access subdivisions and highways located adjacent to the proposed project area. By extending Kenney Fort Boulevard, ambulances and other emergency responders would have access to a more direct route between US 79 and SH 45. The proposed project is also anticipated to divert a portion of existing traffic from nearby roadways, which would decrease congestion and shorten travel times for emergency responders in the area.



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

There is no mass transit in the project vicinity to be impacted. Walking and cycling conditions are expected to improve due to the continuous sidewalk and shared-use path included in the proposed project design. These design elements would increase safety and accessibility for each mode.

**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?**

Travel times are expected to improve for these modes. The proposed project would offer a more direct north/south route for walking and cycling than what currently exists in the area. It would also provide infrastructure suited to each mode in the form of a continuous sidewalk and shared-use path.

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

**9. What businesses are located along the existing corridor?**

There are no businesses located along the existing corridor. The proposed project would construct a new roadway on land that is currently undeveloped.

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

There are no businesses located along the existing corridor.

**11. No Are frontage roads proposed as part of the project or is the project a limited access facility?**

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

**Describe:**

Owners of a few large residential tracts south of Gattis School Road have expressed interest in selling or developing their properties.

**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 improve community access and travel patterns by eliminating an existing north/south gap in this rapidly developing quadrant of Round Rock. The proposed project is anticipated to divert traffic from surrounding roadways, including A.W. Grimes Boulevard, Red Bud Lane, Forest Creek Drive, Double Creek Drive, Gattis School Road, and High Country Boulevard. Cut-through traffic in adjacent subdivisions is also expected to decrease and improve safety conditions for residents.

Proposed design elements such as a continuous sidewalk and shared-use path would offer users of other transportation modes, such as walking and cycling, a direct north/south route from which they can access local services, facilities, and subdivisions located within the study area. Connectivity would improve between subdivisions located adjacent to the proposed project and the rest of the community. The proposed project would also increase community access to the regional Brushy Creek Trail System and Old Settler's Park. Emergency response times would also improve due to increased access to adjacent subdivisions and highways, as well as more dispersed traffic patterns within the study area.



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## 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?**

The proposed project would eliminate a gap in Round Rock's existing transportation network. By eliminating the gap (between SH 45 and Forest Creek Blvd), the proposed project would effectively create a new north/south route connecting SH 45 on the south to US 79 on the north; thus, enhancing mobility in the rapidly-developing southeast quadrant of the city.

**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?**

The proposed project would allow people within the community to access other parts of the community more directly by providing an alternative north/south route that would connect SH 45 and US 79. Cyclists and pedestrians would be able to use the shared-use path and continuous sidewalk to access other parts of the community. As a result of the proposed project, community members using any existing mode of transportation would be able to access and participate in local activities more easily due to enhanced mobility in the area.

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

The proposed project would change the way that people use local services and facilities by making them easier to access. The shared-use path and continuous sidewalk included in the proposed project design would allow people to use other modes of transportation to access services and facilities within the community, such as local parks and trails.

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

People in the community would not be separated or isolated as a result of the proposed project. The proposed project is anticipated to enhance overall mobility in this part of the community by creating a new north/south route that would connect SH 45 to US 79. Additionally, the pedestrian and cycle-friendly infrastructure included in the proposed project's design would provide more opportunities for community members who use these modes to interact with one another.

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

People in the community would not be separated or isolated as a result of the proposed project. People in the community would be able to walk or cycle to reach one another as a result of the proposed project. Existing transportation modes would gain more direct access to adjacent subdivisions, local services, and local facilities.

**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.**

The proposed project would improve community access to the services listed above for all existing modes by providing an alternative north/south route that would connect SH 45 and US 79 and eliminating a gap in the city's existing transportation network. The continuous sidewalk and shared-use path included in the project's design would improve conditions for walking and cycling in the area and make these modes more viable options for functional transportation purposes, such as commuting to schools or places of employment.

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

The proposed project would provide access where it does not currently exist. The proposed project would add a new north/south route that would help to alleviate traffic on nearby roadways and in adjacent subdivisions. This is



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anticipated to improve overall mobility in the area. The proposed project also includes infrastructure to accommodate pedestrians and cyclists, which is expected to improve accessibility to local services and facilities for both of these modes.

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 proposed project would improve community access to local services and facilities for all existing modes by providing an alternative north/south route that would connect SH 45 and US 79 and eliminating a gap in the city's existing transportation network. These changes are anticipated to enhance mobility and help to alleviate congestion in the area overall. The continuous sidewalk and shared-use path included in the project's design would improve conditions for walking and cycling in the area and make these modes more viable options for functional transportation purposes, such as commuting to schools or places of employment. The proposed project is expected to have an overall positive impact on community cohesion.

## ENVIRONMENTAL JUSTICE

1. No **Will there be displacements?**

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 proposed project would have positive impacts on access and travel patterns by providing an alternative north/south route which would eliminate a gap in the city's existing transportation network. These changes are anticipated to enhance mobility in the area overall. These impacts would not affect predominantly minority census geographies differently than non-minority census geographies. There are no low-income geographies in the proposed project study area. See Attachment 5 and Attachment 6 for more information.

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 proposed project would have positive impacts on community cohesion by increasing accessibility to services, facilities, subdivisions, and businesses in the area. These impacts would not affect predominantly minority census geographies differently than non-minority census geographies. There are no low-income geographies in the proposed project study area. See Attachment 5 and Attachment 6 for more information.

4. Yes **Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?**

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

Traffic noise modeling has not yet been completed for this project. Based on previous experience with similar projects, noise impacts are anticipated. If impacts occur, noise abatement measures, such as noise walls, will be considered. Noise impacts, should they occur, are not anticipated to affect predominantly



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minority census geographies differently than non-minority census geographies. There are no low-income geographies in the proposed project study area. See Attachment 5 and Attachment 6 for more information.

5. No **Has the community experienced substantial impacts from past transportation 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?**

**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?**

The proposed project is anticipated to positively impact access and travel patterns, as well as community cohesion by providing an alternative north/south route which would eliminate a gap in the city's existing transportation network. These changes are anticipated to enhance mobility in the area overall. The proposed project would have positive impacts on access and travel patterns and community cohesion. These impacts would not affect predominantly minority census geographies differently than non-minority census geographies. There are no low-income geographies in the proposed project study area. See Attachment 5 and Attachment 6 for more information.

## Limited English Proficiency

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

**What languages do they speak?**

Out of the 15 census block groups located within the study area, 14 block groups have an LEP population. LEP persons make up 5.9 percent of the total study area population. Spanish speakers make up the largest portion of the LEP population, comprising 2.3 percent of the total study area population. Other LEP populations present in the study area are 'Indo-European' (1.3 percent), 'Asian and Pacific Islander' (1.5 percent), and 'Other' (0.8 percent). See Attachment 7 for more information.

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.*

Public outreach efforts, to date, have included block walking (to distribute information to residents adjacent to the corridor), a neighborhood leaders meeting (May 2016), and a project open house (October 2017). These activities were carried out in accordance with City of Round Rock requirements, prior to award of federal construction funding for the project. Per City requirements, notice of the public open house was published on the City's website and an email blast was sent to area residents. Federalization of the project triggered NEPA requirements and the need for a public hearing. The public hearing, which will be scheduled after approval of the draft EA, will meet all TxDOT standards for LEP inclusion and accommodations.





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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.

As indicated above, previous public outreach was conducted in accordance with City of Round Rock requirements (prior to federalization of the project). Moving forward, project-specific public outreach will include a public hearing conducted in accordance with TxDOT standards and requirements. The public hearing notice and advertising materials will include TxDOT's standard accommodation language. All reasonable efforts will be made to accommodate requests for interpreters, etc.

5. Yes Is any more public involvement planned?

Yes Will LEP persons continue to be accommodated?

**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?

Public outreach efforts, to date, have included block walking (to distribute information to residents adjacent to the corridor), a neighborhood leaders meeting (May 2016), and a project open house (October 2017). These activities were carried out in accordance with City of Round Rock requirements, prior to award of federal construction funding for the project. Per City requirements, notice of the public open house was published on the City's website and an email blast was sent to area residents. Federalization of the project triggered NEPA requirements and the need for a public hearing. The public hearing, which will be scheduled after approval of the draft EA, will meet all TxDOT standards for LEP inclusion and accommodations.

### Prepared By:

Katherine Fiddler  
Preparer Name

Environmental Planner  
Title

Katherine Fiddler

Digitally signed by Katherine Fiddler  
Date: 2019.10.18 15:23:26 -05'00'

Preparer Signature

October 18, 2019  
Date

**Kenney Fort Boulevard from Forest Creek Drive to State Highway 45**  
**Community Impact Assessment Attachments**

Attachment 1 – Project Location Map

Attachment 2 – Land Use Map

Attachment 3 – Census Geographies Map

Attachment 4 – Neighborhoods Map

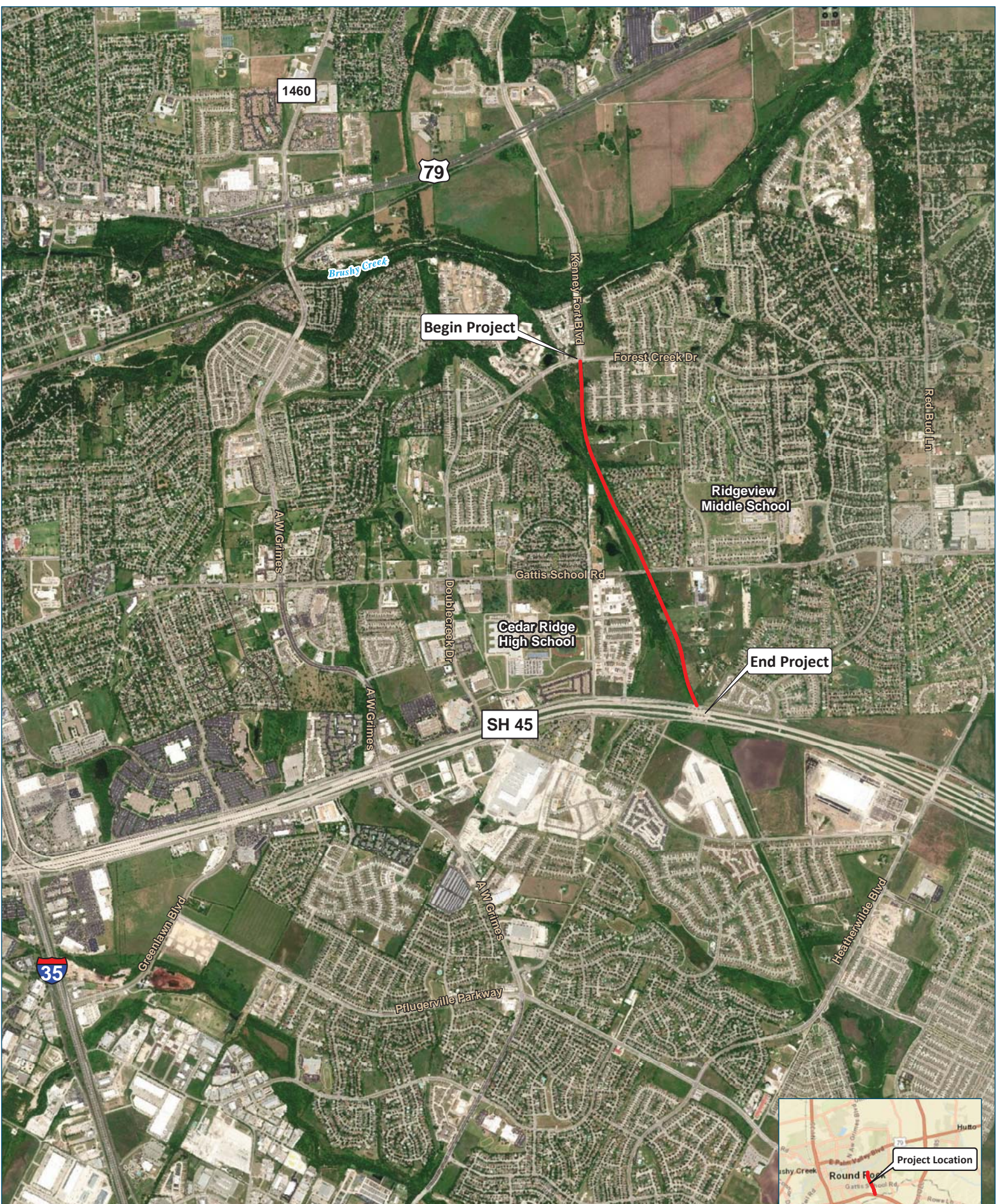
Attachment 5 – Race and Ethnicity by Census Block, 2010

Attachment 6 – Median Household Income by Block Group, ACS 2017

Attachment 7 – Limited English Proficiency Populations by Block Group, ACS 2017

Attachment 8 – Project Area Photographs



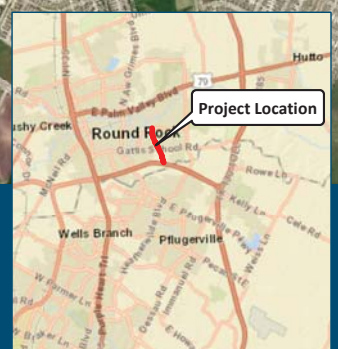


## Attachment 1 – Project Location Map

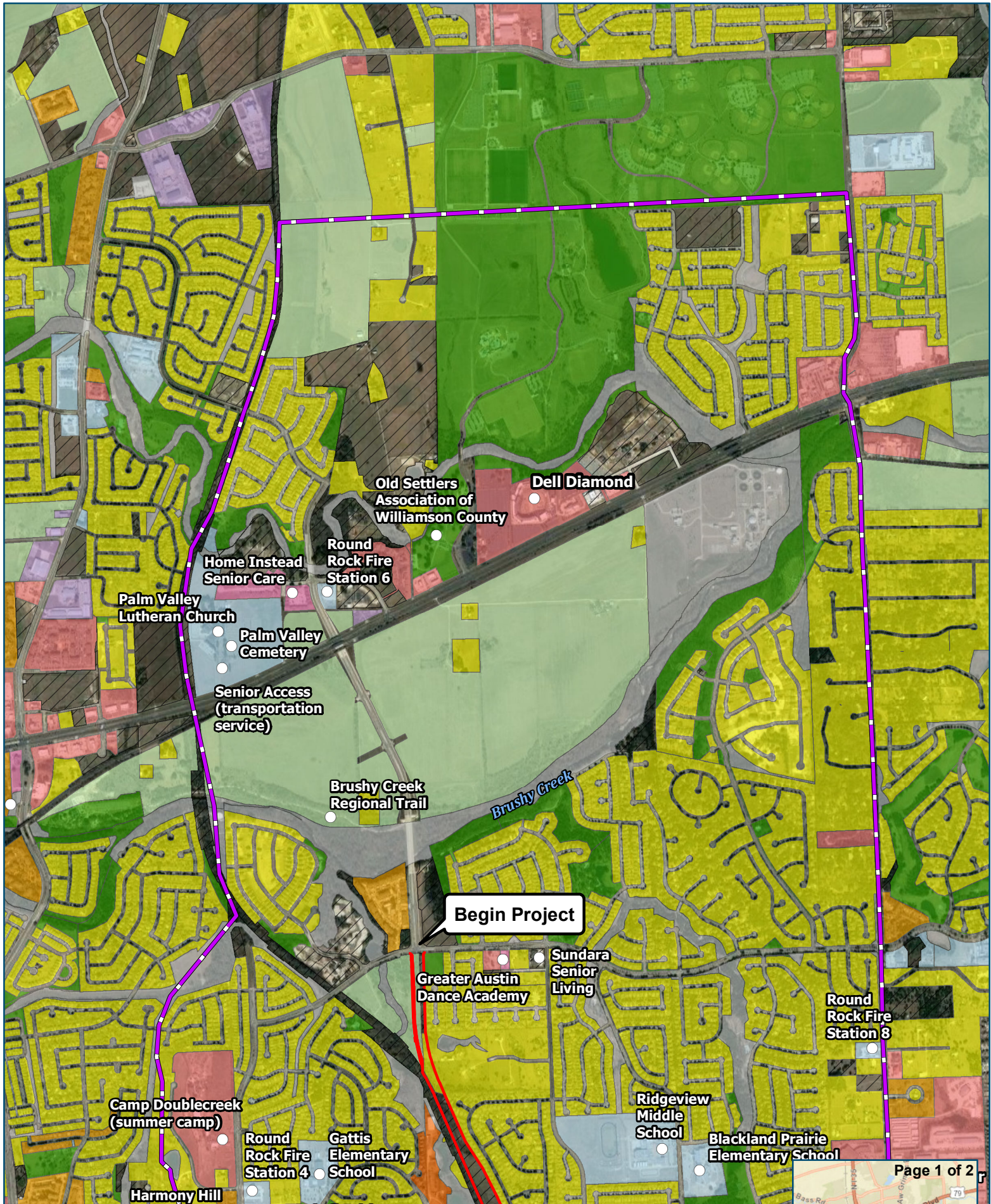
Proposed Kenney Fort Blvd, Segments 2 and 3  
From Forest Creek Blvd to SH 45



Feet  
0 500 1,000 2,000





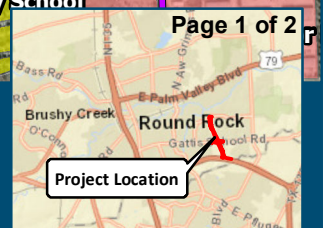


## Attachment 2 – Land Use Map

Proposed Kenney Fort Blvd, Segments 2 and 3  
From Forest Creek Blvd to SH 45

**Legend:**

- Project Footprint
- - - CIA Boundary
- Community Resources
- Land Use
  - Agricultural
  - Commercial
- Drainage; Utilities
- Educational Facility; Government/Institutional
- Industrial; Mining
- Mixed-Use
- Multi Family; Two Family
- Office
- Open Space; Recreational
- Single Family
- Undeveloped







## Attachment 2 – Land Use Map

Proposed Kenney Fort Blvd, Segments 2 and 3  
From Forest Creek Blvd to SH 45

**Legend**

**Project Footprint** (Red line)

**CIA Boundary** (Purple dashed line)

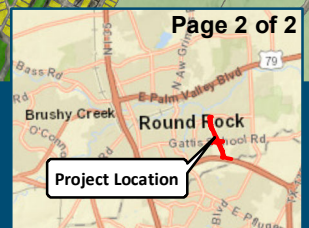
**Community Resources** (White dot)

**Land Use**

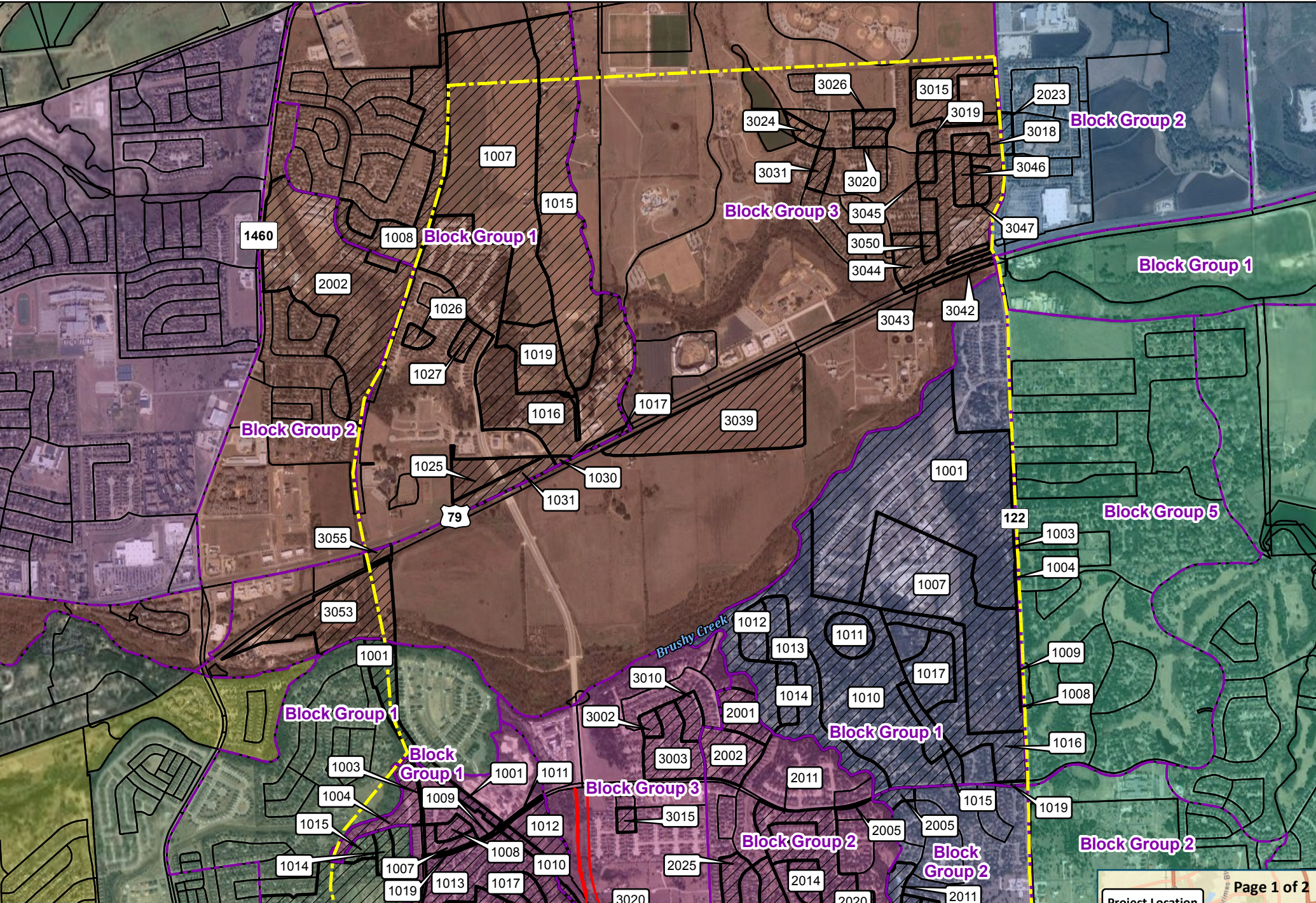
- Agricultural (Light Green)
- Commercial (Red)
- Drainage; Utilities (Grey)
- Educational Facility; Government/Institutional (Light Blue)
- Industrial; Mining (Purple)
- Mixed-Use (Orange)
- Multi Family; Two Family (Dark Orange)
- Office (Pink)
- Open Space; Recreational (Green)
- Single Family (Yellow)
- Undeveloped (Dark Grey)

**Scale:** 0 250 500 1,000 Feet

**Basemap:** Google







### Attachment 3 - Census Geographies Map

Proposed Kenney Fort Blvd, Segments 2 and 3  
From Forest Creek Blvd to SH 45

Project Footprint  
 CIA Boundary  
 Block Group

Minority EJ  
CensusBlock selection

Census Block  
 207.04

**Census Tract**  
 207.06  
 207.07  
 207.08  
 208.04  
 208.06  
 215.05  
 215.08

Source: Texas Google Imagery 2018

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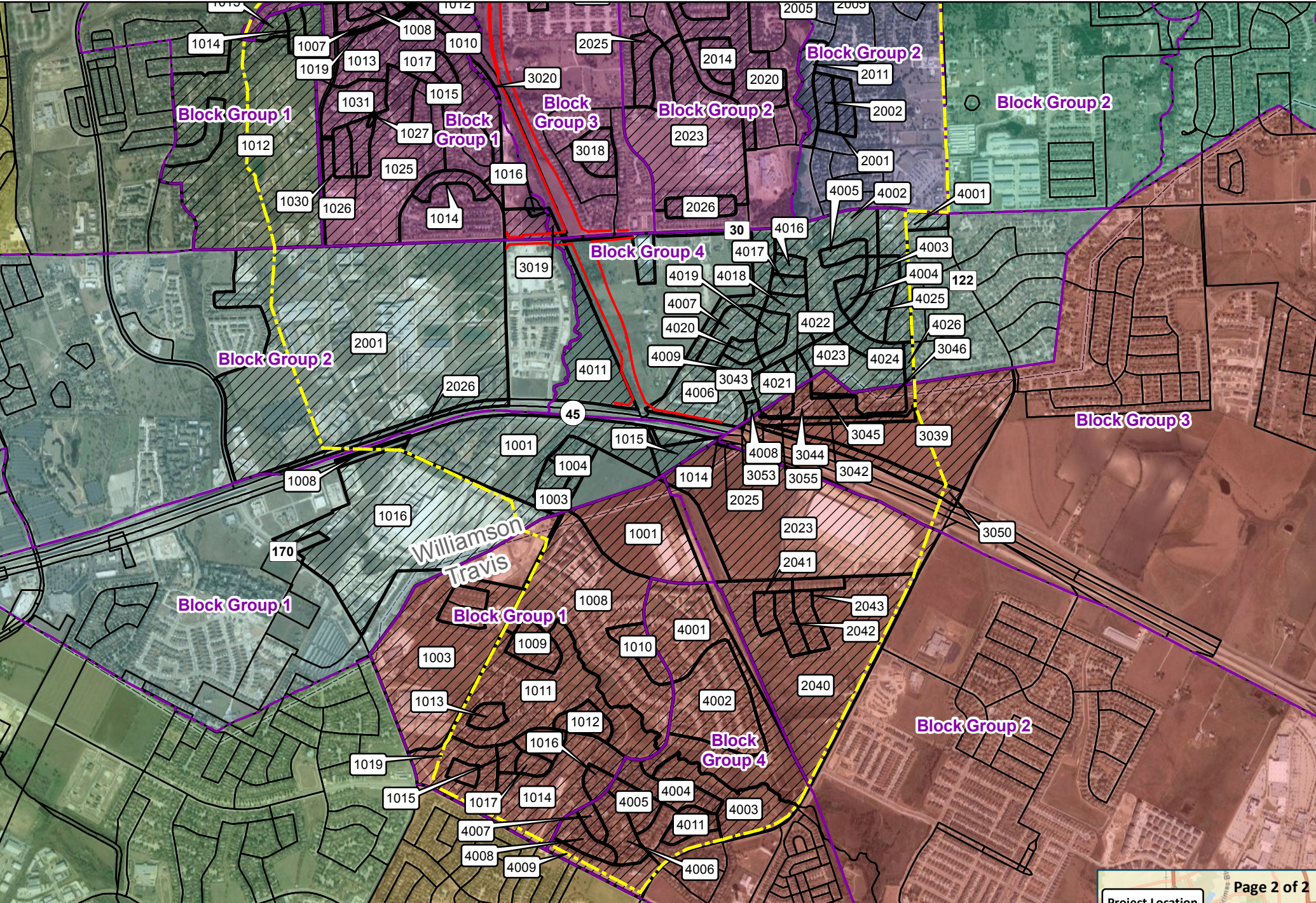
Project Location

Round Rock

Brushy Creek

SH 79





### Attachment 3 - Census Geographies Map

Proposed Kenney Fort Blvd, Segments 2 and 3  
From Forest Creek Blvd to SH 45

**Legend:**

- Project Footprint
- CIA Boundary
- Block Group
- Minority EJ CensusBlock selection
- Census Block
- Census Tract

**Census Tract Legend:**

18.55	18.57	207.04	207.08
18.61	18.61	207.06	208.04
207.03	207.07		

Source: Texas Google Imagery 2018

**Project Location**

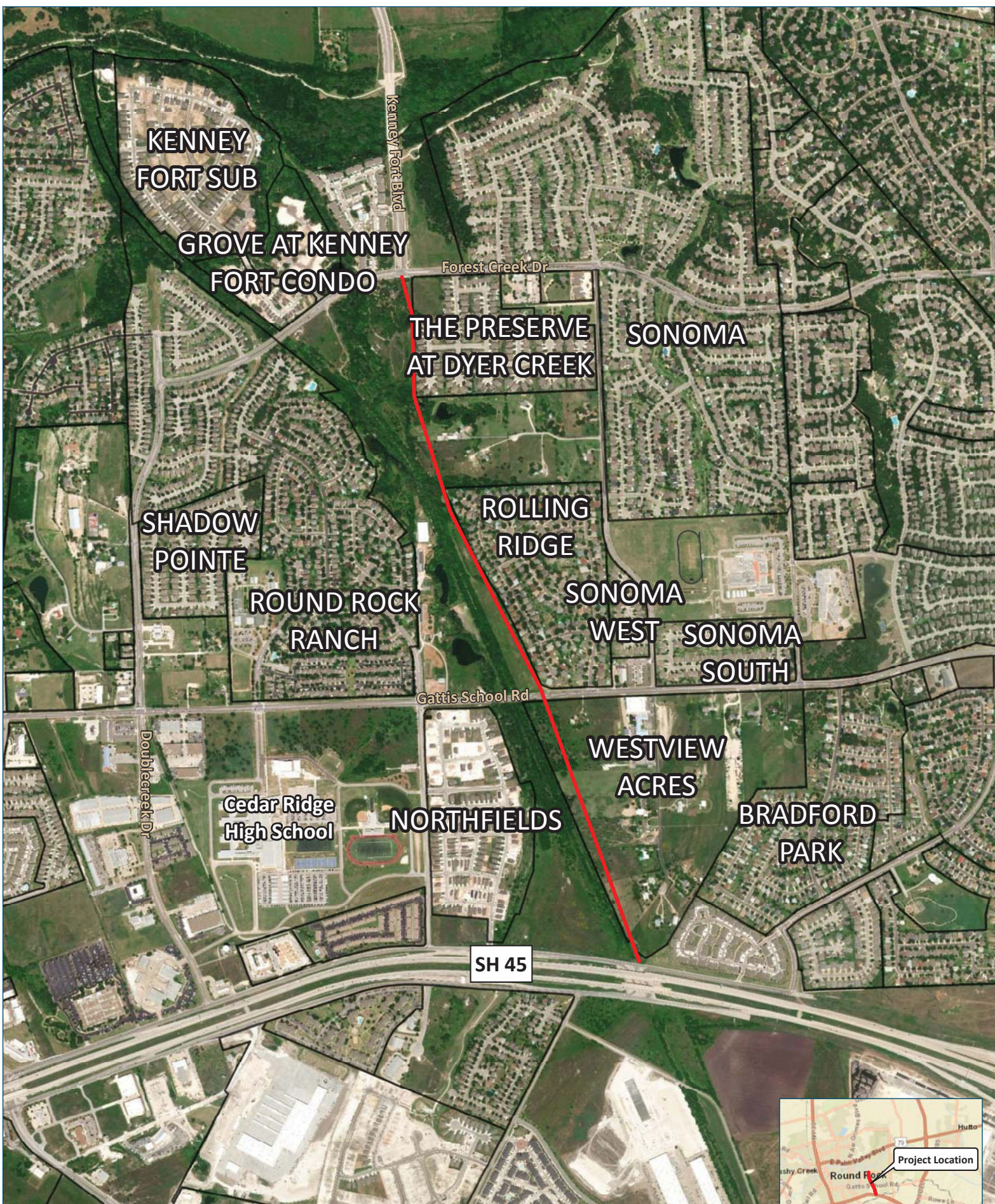
Page 2 of 2

Round Rock

Highway 79

Highway 34

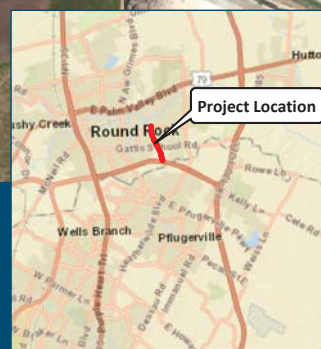




## Attachment 4 – Neighborhoods Map

Proposed Kenney Fort Blvd, Segments 2 and 3  
From Forest Creek Blvd to SH 45

— Project Limits  
 Neighborhoods





Attachment 5 - Race and Ethnicity by Census Block, 2010

Census Tract	Census Group	Census Block	Total Population	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 Total	Minority Percentage
18.55	1	1003	113	41	15	3	19	0	0	5	30	72	63.7
		1008	167	74	40	0	15	1	2	5	30	93	55.7
		1009	127	49	30	0	5	0	1	3	39	78	61.4
		1010	63	24	15	0	20	0	0	0	4	39	61.9
		1011	507	205	102	0	67	0	4	12	117	302	59.6
		1012	99	42	23	0	5	0	0	1	28	57	57.6
		1013	50	22	4	0	0	0	1	1	22	28	56.0
		1014	378	156	78	2	39	0	0	5	98	222	58.7
		1015	49	24	13	0	0	0	0	0	12	25	51.0
		1016	61	27	11	0	1	0	0	4	18	34	55.7
		1017	48	20	1	0	3	0	0	5	19	28	58.3
		1018	88	53	10	0	5	2	0	2	16	35	39.8
		1019	150	68	21	2	14	0	3	6	36	82	54.7
		1020	38	29	0	0	2	0	0	0	7	9	23.7
	2	2023	4	0	0	0	0	0	0	0	4	4	100.0
		2040	271	112	48	0	24	0	0	9	78	159	58.7
		2041	61	24	4	0	10	0	0	5	18	37	60.7
		2042	87	27	19	0	8	0	0	0	33	60	69.0
		2043	88	35	9	0	17	0	1	3	23	53	60.2
		2044	44	26	3	0	0	0	0	0	15	18	40.9
	3	3039	592	102	250	1	9	0	1	14	215	490	82.8
		3040	31	18	7	0	6	0	0	0	0	13	41.9
		3042	101	47	22	1	4	0	0	7	20	54	53.5
		3043	5	1	0	0	0	0	0	0	4	4	80.0
		3044	153	64	48	0	6	0	0	8	27	89	58.2
		3046	142	61	29	0	8	0	1	0	43	81	57.0

Census Tract	Census Group	Census Block	Total Population	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 Total	Minority Percentage
		3055	59	29	13	0	0	0	0	2	15	30	50.8
	4	4001	132	55	19	0	14	0	0	4	40	77	58.3
		4002	59	27	11	0	0	0	0	2	19	32	54.2
		4003	179	90	36	1	12	0	0	2	38	89	49.7
		4004	219	54	81	1	24	0	0	6	53	165	75.3
		4005	130	65	24	0	2	0	0	4	35	65	50.0
		4006	158	49	37	0	12	0	0	3	57	109	69.0
		4007	60	23	10	1	0	0	0	5	21	37	61.7
		4008	135	42	42	0	10	0	0	5	36	93	68.9
		4009	83	30	21	0	5	0	0	13	14	53	63.9
		4010	63	32	4	2	15	0	0	0	10	31	49.2
		4011	112	55	11	0	11	0	0	0	35	57	50.9
		4012	54	37	5	0	7	0	1	2	2	17	31.5
207.03	1	1001	827	259	186	0	13	9	0	24	336	568	68.7
		1004	120	41	17	0	10	0	0	4	48	79	65.8
		1016	17	16	0	0	0	0	0	0	1	1	5.9
	2	2001	704	154	221	1	48	4	0	30	246	550	78.1
	4	4001	166	78	8	0	12	0	0	4	64	88	53.0
		4002	313	159	45	1	11	7	0	5	85	154	49.2
		4003	68	28	12	0	0	0	0	0	28	40	58.8
		4004	51	26	1	0	3	0	0	6	15	25	49.0
		4005	85	40	15	0	7	0	0	4	19	45	52.9
		4006	157	55	38	0	7	0	0	2	55	102	65.0
		4007	137	59	24	0	5	0	0	0	49	78	56.9
		4008	6	2	0	0	0	0	0	0	4	4	66.7
		4009	62	33	5	0	12	0	0	2	10	29	46.8
		4010	36	27	0	0	1	0	0	0	8	9	25.0
		4016	62	25	18	0	0	0	0	2	17	37	59.7



Census Tract	Census Group	Census Block	Total Population	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 Total	Minority Percentage
		4017	72	27	4	0	4	0	0	5	32	45	62.5
		4018	149	55	23	0	4	0	0	7	60	94	63.1
		4019	84	32	22	0	8	0	0	0	22	52	61.9
		4020	52	23	5	0	0	0	0	0	24	29	55.8
		4021	163	72	50	3	2	0	0	5	31	91	55.8
		4022	59	27	8	0	0	2	0	1	21	32	54.2
		4023	118	29	27	2	19	0	0	7	34	89	75.4
		4024	112	30	37	1	6	0	0	3	35	82	73.2
		4025	173	58	37	0	8	0	0	1	69	115	66.5
		4026	40	10	16	0	0	0	0	0	14	30	75.0
207.06	1	1000	350	214	25	0	16	0	0	9	86	136	38.9
		1001	106	99	0	0	0	0	0	0	7	7	6.6
		1007	73	61	0	0	0	1	0	0	11	12	16.4
		1010	716	516	30	4	41	0	4	22	99	200	27.9
		1011	61	53	0	0	0	0	0	0	8	8	13.1
		1012	148	78	2	0	12	0	0	4	52	70	47.3
		1013	277	177	21	3	32	0	0	10	34	100	36.1
		1014	90	42	16	0	13	0	0	1	18	48	53.3
		1015	72	52	0	2	0	0	0	0	18	20	27.8
		1016	223	145	10	0	6	0	0	5	57	78	35.0
		1017	108	98	7	1	0	0	0	1	1	10	9.3
		1018	44	30	0	0	14	0	0	0	0	14	31.8
		1021	69	60	0	0	0	0	0	0	9	9	13.0
	2	2000	807	485	63	1	94	0	0	24	140	322	39.9
		2001	79	50	0	0	18	0	0	1	10	29	36.7
		2002	76	51	2	0	4	0	2	6	11	25	32.9
		2003	179	117	4	0	24	0	0	11	23	62	34.6
		2004	78	64	5	0	6	0	0	2	1	14	17.9

Census Tract	Census Group	Census Block	Total Population	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 Total	Minority Percentage
		2005	16	6	0	0	4	0	0	0	6	10	62.5
		2006	57	29	8	0	16	0	0	0	4	28	49.1
		2007	37	21	0	0	6	0	2	1	7	16	43.2
		2008	83	49	12	0	12	0	0	4	6	34	41.0
		2009	148	88	14	2	33	0	0	0	11	60	40.5
		2011	11	4	0	0	0	0	0	5	2	7	63.6
207.07	1	1002	539	347	40	2	4	0	0	8	138	192	35.6
		1012	683	342	81	2	19	2	0	22	215	341	49.9
		1014	50	33	5	0	0	0	0	0	12	17	34.0
		1015	46	27	3	0	0	0	0	0	16	19	41.3
207.08	1	1002	179	106	22	0	5	0	0	0	46	73	40.8
		1004	91	43	18	0	1	0	0	6	23	48	52.7
		1005	70	36	3	0	7	0	0	5	19	34	48.6
		1007	85	37	5	0	1	0	0	2	40	48	56.5
		1008	78	45	8	0	0	0	0	0	25	33	42.3
		1013	539	329	45	1	31	2	2	14	115	210	39.0
		1014	66	42	8	0	5	0	0	3	8	24	36.4
		1015	36	20	7	0	1	0	0	3	5	16	44.4
		1017	79	44	7	0	5	0	1	0	22	35	44.3
		1020	101	73	9	0	0	0	0	0	19	28	27.7
		1024	44	25	6	0	3	0	0	1	9	19	43.2
		1025	495	240	40	2	97	0	4	4	108	255	51.5
		1026	65	30	15	0	16	0	0	0	4	35	53.8
		1029	54	40	2	0	0	0	0	0	12	14	25.9
		1030	56	15	12	0	20	0	0	0	9	41	73.2
		1031	213	103	21	0	44	0	0	5	40	110	51.6
		1032	368	196	35	1	34	0	0	13	89	172	46.7
		1035	89	70	0	0	0	0	0	5	14	19	21.3

Census Tract	Census Group	Census Block	Total Population	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 Total	Minority Percentage
	2	2000	11	10	0	0	0	0	0	0	1	1	9.1
		2001	64	42	0	0	12	0	0	0	10	22	34.4
		2002	144	63	15	1	37	0	0	4	24	81	56.3
		2003	244	141	24	0	38	0	0	17	24	103	42.2
		2004	13	9	0	0	0	0	0	0	4	4	30.8
		2008	128	88	12	0	12	0	0	6	10	40	31.3
		2009	104	67	16	0	9	0	0	3	9	37	35.6
		2010	49	32	3	0	1	0	0	0	13	17	34.7
		2011	401	226	45	1	60	0	1	14	54	175	43.6
		2012	75	43	0	0	21	0	3	1	7	32	42.7
		2013	53	46	0	0	4	0	0	0	3	7	13.2
		2014	87	43	0	0	19	0	0	1	24	44	50.6
		2015	53	41	7	0	0	0	0	3	2	12	22.6
		2018	223	162	6	0	29	0	0	5	21	61	27.4
		2019	37	28	2	0	2	0	0	0	5	9	24.3
		2020	41	13	15	0	6	0	0	0	7	28	68.3
		2021	125	64	7	0	37	0	0	3	14	61	48.8
		2022	85	51	6	0	19	0	0	2	7	34	40.0
		2023	576	294	44	0	79	0	0	20	139	282	49.0
		2024	111	76	5	0	11	0	0	3	16	35	31.5
		2025	148	64	26	0	17	0	0	5	36	84	56.8
		2026	100	49	10	0	12	0	0	1	28	51	51.0
	3	3000	31	25	0	0	0	0	0	3	3	6	19.4
		3001	156	79	14	0	30	1	0	4	28	77	49.4
		3002	69	31	7	0	8	0	0	0	23	38	55.1
		3003	377	176	27	0	69	0	3	17	85	201	53.3
		3008	23	19	0	0	4	0	0	0	0	4	17.4
		3009	180	110	10	0	29	0	0	2	29	70	38.9

[illegible]

Census Tract	Census Group	Census Block	Total Population	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 Total	Minority Percentage
		3044	422	211	81	0	19	2	2	15	92	211	50.0
		3045	39	17	2	0	3	0	0	0	17	22	56.4
		3046	79	35	15	0	11	0	0	0	18	44	55.7
		3047	63	24	18	0	5	0	0	2	14	39	61.9
		3048	37	21	9	0	0	0	0	0	7	16	43.2
		3050	41	16	8	0	0	0	0	5	12	25	61.0
		3051	2	2	0	0	0	0	0	0	0	0	0.0
		3053	1	0	1	0	0	0	0	0	0	1	100.0
		3057	79	41	7	0	0	0	0	0	31	38	48.1
		3063	6	6	0	0	0	0	0	0	0	0	0.0
		3064	69	41	10	1	1	1	0	5	10	28	40.6
Study Area Total			24,378	12,462	3,281	55	1,985	36	47	653	5,859	11,778	48.3

**Source:** U.S. Census Bureau, 2010 Decennial Census, Table P9: Hispanic or Latino and Not Hispanic or Latino by Race.

**Note:** Highlighted rows indicate census blocks that contain a minority population of 50 percent or greater. The data in this table represents populated census blocks in the study area; census blocks which have no population are not included.

*Attachment 6 - Median Household Income by Block Group, ACS 2017*

Census Tract	Block Group	Median Household Income
<b>18.55</b>	1	\$ 92,390.00
	2	\$ 97,261.00
	3	\$ 70,241.00
	4	\$ 62,489.00
<b>207.03</b>	1	\$ 58,780.00
	2	\$ 70,954.00
	4	\$ 81,087.00
<b>207.06</b>	1	\$ 126,563.00
	2	\$ 131,288.00
<b>207.07</b>	1	\$ 73,675.00
<b>207.08</b>	1	\$ 100,474.00
	2	\$ 136,250.00
	3	\$ 110,439.00
<b>215.08</b>	1	\$ 105,106.00
	3	\$ 100,107.00

**Source:** American Community Survey, 5-Year Estimate, Table B19013: Median Household Income, 2017.

Attachment 7 - Limited English Proficiency Populations by Block Group, ACS 2017

Census Tract	Block Group	Total Population	LEP Population	LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian & Pacific Islander LEP	Asian & Pacific Islander LEP %	Other LEP	Other LEP %
18.55	1	2,543	145	5.7	31	1.2	40	1.6	74	2.9	0	0.0
	2	4,896	126	2.6	44	0.9	17	0.3	65	1.3	0	0.0
	3	4,761	665	14.0	260	5.5	219	4.6	147	3.1	39	0.8
	4	2,576	50	1.9	0	0.0	25	1.0	25	1.0	0	0.0
207.03	1	3,081	397	12.9	191	6.2	38	1.2	0	0.0	168	5.5
	2	3,047	330	10.8	222	7.3	64	2.1	44	1.4	0	0.0
	4	2,839	169	6.0	62	2.2	0	0.0	107	3.8	0	0.0
207.06	1	2,515	33	1.3	19	0.8	6	0.2	8	0.3	0	0.0
	2	1,574	91	5.8	59	3.7	0	0.0	32	2.0	0	0.0
207.07	1	2,486	30	1.2	17	0.7	0	0.0	13	0.5	0	0.0
207.08	1	3,128	76	2.4	0	0.0	16	0.5	60	1.9	0	0.0
	2	2,514	92	3.7	20	0.8	3	0.1	69	2.7	0	0.0
	3	2,147	182	8.5	17	0.8	33	1.5	0	0.0	132	6.1
215.08	1	3,032	140	4.6	48	1.6	92	3.0	0	0.0	0	0.0
	3	2,013	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total		43,152	2,526	5.9	990	2.3	553	1.3	644	1.5	339	0.8

Source: American Community Survey, 5-Year Estimate, Table B16004: Age by Language Spoken at Home by Ability to Speak English, 2017.

## **Attachment 8 - PROJECT AREA PHOTOS**

(Photos taken October 2018)



**Photo 1:** Facing north toward Post Office on Double Creek Drive.



**Photo 2:** Facing northeast toward Cedar Ridge High School.





**Photo 3:** Facing north toward Camp Doublecreek day camp.



**Photo 4:** Facing south toward Double Creek Drive from Camp Doublecreek driveway.



**Photo 5:** Facing northeast toward Round Rock Fire Station Number 4 located adjacent to Double Creek Drive.



**Photo 6:** Facing southeast toward undeveloped lot at the corner of Gattis School Road and Double Creek Drive.





**Photo 7:** Facing southwest toward Blue Diamond Montessori Center.



**Photo 8:** Facing southwest toward commercial land use at the corner of Gattis School Road and Double Creek Drive.



**Photo 9:** Facing northeast toward intersection of Gattis School Road and Double Creek Drive.



**Photo 10:** Facing southwest toward Blue Diamond Montessori childcare and an open lot.





**Photo 11:** Facing northwest toward Unity Park Community Garden.



**Photo 12:** Facing northeast toward Baha'I Faith Round Rock Center.

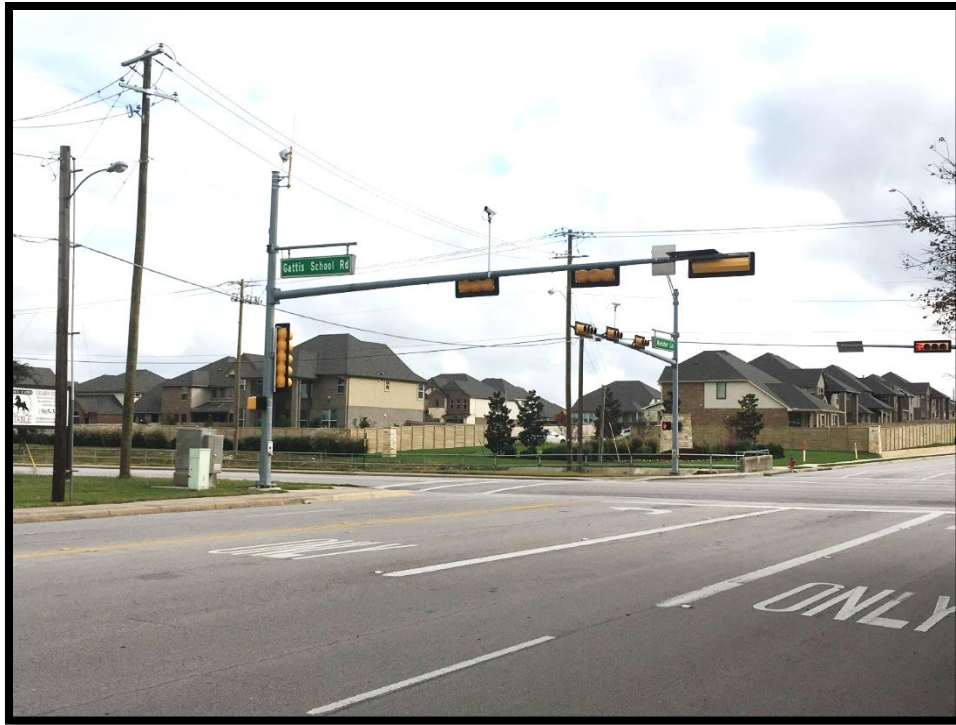


**Photo 13:** Facing north toward Gattis Elementary School and Round Rock Ranch Boulevard.

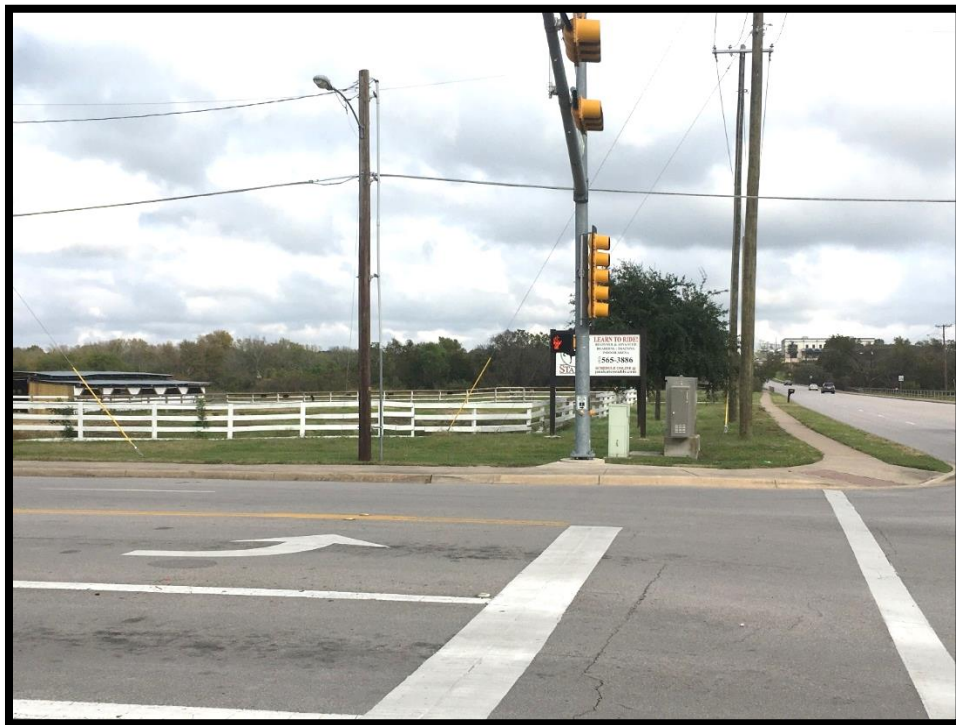


**Photo 14:** Facing north toward Round Rock Ranch Boulevard roadway and the Round Rock Ranch subdivision.





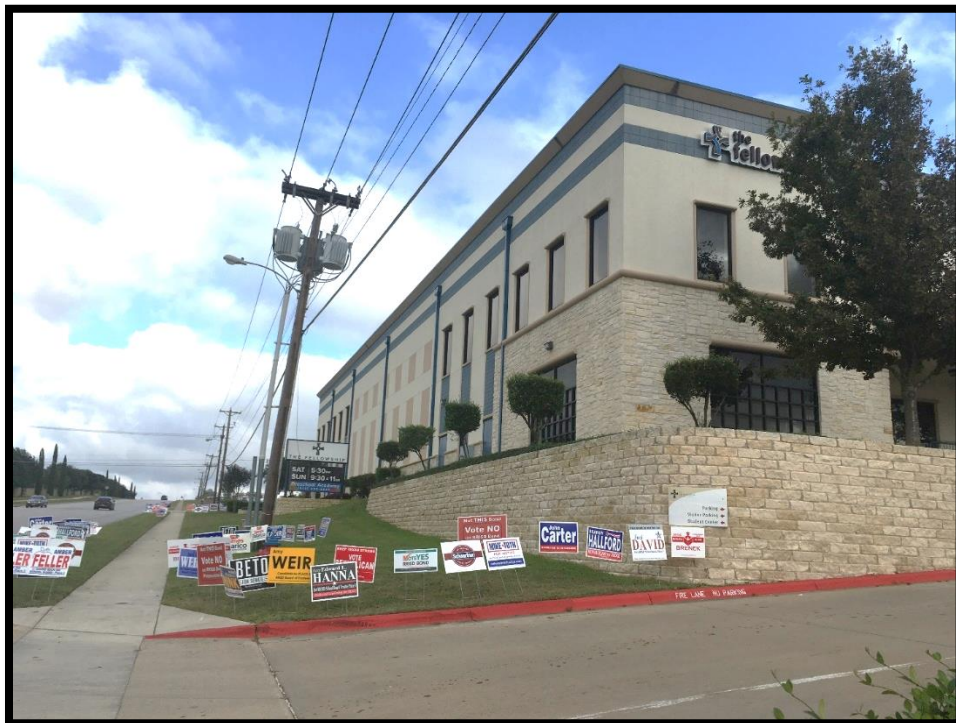
**Photo 15:** Facing southeast toward intersection of Gattis School Road and Meister Lane.



**Photo 16:** Facing east toward horse stables at the corner of Round Rock Ranch Boulevard and Gattis School Road.



**Photo 17:** Facing southeast toward typical roadway at Gattis School Road.

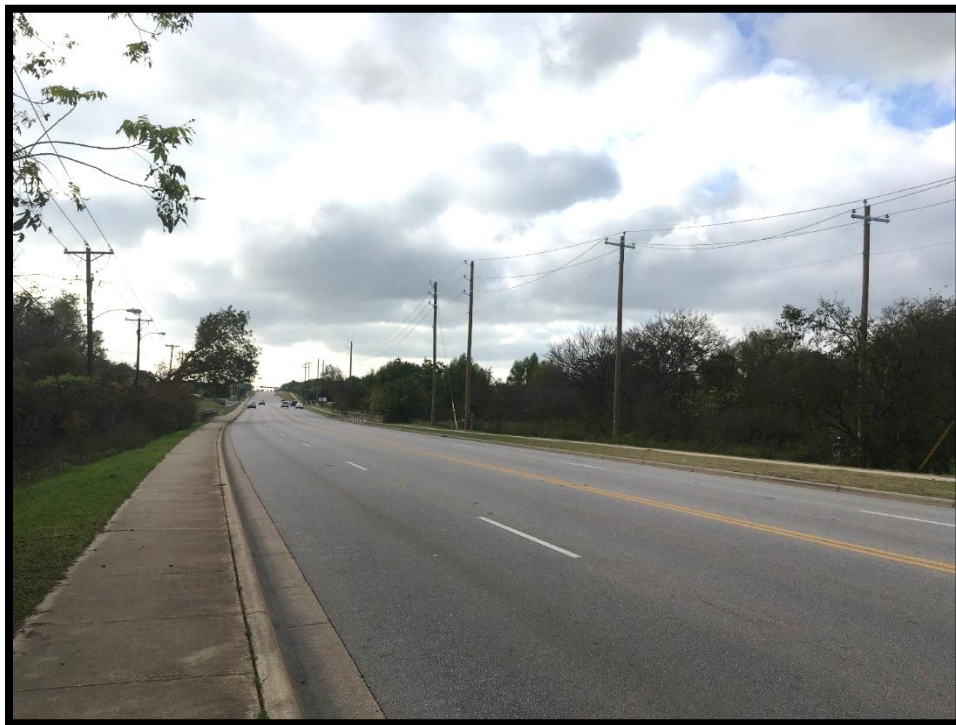


**Photo 18:** Facing east toward The Fellowship Church and preschool.





**Photo 19:** Facing northwest toward the proposed project area from Gattis School Road.



**Photo 20:** Facing west toward the proposed project area at Gattis School Road.



**Photo 21:** Facing east toward the proposed project area at Gattis School Road.



**Photo 22:** Facing southwest toward the proposed project area at Gattis School Road.





**Photo 23:** Facing northwest toward typical roadway (Gattis School Road).



**Photo 24:** Facing east toward Bradford Park.



**Photo 25:** Facing north toward Bradford Park and trails.



**Photo 26:** Facing east toward intersection of Gattis School Road and High Country Boulevard.





**Photo 27:** Facing southwest toward Gattis School Road from Sonoma Trail.



**Photo 28:** Facing north toward Blackland Prairie Elementary School.



**Photo 29:** Facing southwest toward single-family housing south of Ridgeview Middle school in the Sonoma South subdivision.



**Photo 30:** Facing northwest in the Sonoma subdivision from Sonoma Trail.





**Photo 31:** Facing northwest toward Sonoma HOA pool and park.



**Photo 32:** Facing northeast toward Palm Valley Lutheran Church.





**Photo 33:** Facing east toward Palm Valley Cemetery.



**Photo 34:** Facing east toward Palm Valley Lutheran Church ministry center and Senior Access.





**Photo 35:** Facing southeast toward Historical markers located adjacent to US 79.



**Photo 36:** Facing east toward Legends Village offices.



**Photo 37:** Facing east toward the project's northern limits at the Intersection of Forest Creek Drive and Kenney Fort Boulevard.



**Photo 38:** Facing east toward the project's northern limits at Kenney Fort Boulevard southern terminus.





**Photo 39:** Facing north toward the project's northern limits at the intersection of Forest Creek Drive and Kenney Fort Boulevard.



**Photo 40:** Facing south toward undeveloped land and single-family homes adjacent to proposed project.



**Photo 41:** Facing southwest toward Sundara Senior Living at corner of Rusk Road and Forest Creek Drive.

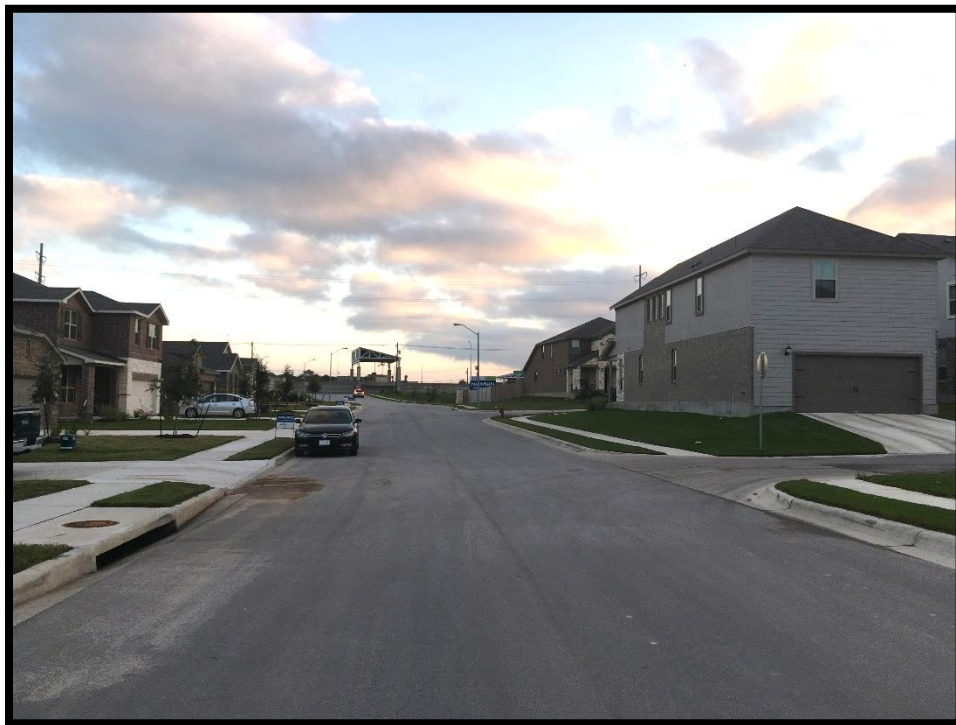


**Photo 42:** Facing southeast toward Round Rock OBGYN.





**Photo 43:** Facing southeast toward Gattis School Business Park.



**Photo 44:** Facing south toward Northfields subdivision with US 45 toll in background.



**Photo 45:** Facing northeast toward undeveloped land adjacent to proposed project from Northfields subdivision.



**Photo 46:** Facing northeast toward southern project limits.





**Photo 47:** Facing east toward southern project limits.



**Photo 48:** Facing east toward SH 45 frontage road with signage located adjacent to the roadway.