APPENDIX F
COMMUNITY IMPACT ASSESSMENT TECHNICAL REPORT



Community Impact Assessment

North Houston Highway Improvement Project

From US 59/I-69 at Spur 527 to I-45 at Beltway 8 North
CJS 0912-00-146
Prepared by: TxDOT Houston District
Date: March 2017

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327, and a Memorandum of Understanding dated December 16, 2014 and executed by FHWA and TxDOT.

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1 INTRODUCTION

A community impact assessment (CIA) is "a process to evaluate the effects of a transportation action on a community and its quality of life" (Federal Highway Administration [FHWA] 1996). Through this process, community considerations are incorporated into the planning and development of major transportation projects. This CIA is prepared as a background technical report to assess the social and economic effects of the proposed project, as required under the National Environmental Policy Act (NEPA), and evaluate how the proposed project would affect nearby communities.

This CIA has been prepared under the FHWA's policies and procedures in Section 771 of Title 23 of the Code of Federal Regulations; the FHWA publication *Community Impact Assessment: A Quick Reference Guide*; FHWA's Technical Advisory (TA) 6640.8A: *Guidance for Preparing and Processing Environmental and Section 4(f) Documents;* and the Texas Department of Transportation's (TxDOT) *Environmental Handbook: Community Impacts, Environmental Justice, Limited English Proficiency and Title VI Compliance* (January 2015).

1.1 Project Background

From 2002 to 2003, the Metropolitan Transit Authority of Harris County (METRO), TxDOT, and the Houston-Galveston Area Council (H-GAC) conducted an Alternatives Analysis to evaluate transit and highway improvement alternatives for a corridor from Downtown Houston to State Highway (SH) 242, principally in the area between Interstate Highway (I-) 45 and the Hardy Toll Road in Harris County, Texas. The North Hardy Corridor Alternatives Analysis Report was completed in 2003, and recommended that the transit alternatives be examined prior to detailed evaluation of highway alternatives. The assessment of transit alternatives was completed in February 2004. The Alternatives Analysis determined that even with parallel high-capacity transit and the extension of the Hardy Toll Road to Downtown Houston, additional capacity would be needed on I-45. The assessment of highway alternatives was completed in November 2005, and the study concluded that I-45 should be widened from Downtown Houston to Beltway 8, to include eight general purpose traffic lanes and four managed lanes. Managed lanes are designed to more efficiently handle traffic by using tolls or regulations based on the number of occupants per vehicle (TxDOT 2016). The proposed managed lanes on I-45 are referred to as Managed Express (MaX) lanes. The proposed MaX lanes would include High-Occupancy Vehicle (HOV) lanes and toll lanes. Express lanes are designed to relieve congestion; these lanes are barrier separated from the main lanes with fewer entrances and exits.

TxDOT is now proposing to modify I-45 (the "North Freeway") between Beltway 8 (the Sam Houston Parkway) and United States Highway (US) 59/I-69 (the Southwest Freeway) in Harris County, Texas. For some alternatives, the proposed project involves modifications to portions of I-10 and US 59/I-69. The project is referred to as the North Houston Highway Improvement Project (NHHIP) and is divided into three segments as shown in Figure 1.

Project study segments generally include:

- Segment 1: I-45 between Beltway 8 and I-610
- Segment 2: I-45 between I-610 and I-10
- Segment 3: I-45 between I-10 and US 59/I-69, I-10 from I-45 to US 59/I-69, US 59/I-69 from I-10 to I-45 (Downtown Loop System), and US 59/I-69 to Spur 527.



Figure 1: NHHIP Corridor and Project Segments

The proposed project begins at the interchange of Interstate Highway 45 (I-45) and Beltway 8 North and continues south along I-45 to Downtown Houston where it terminates at the interchange of United States Highway (US) 59/I-69 and Spur 527 south of Downtown Houston. The proposed project area includes portions of I-10 and US 59/I-69 near the Downtown Houston area. The proposed project is composed of three segments, Segments 1, 2, and 3, for which reasonable alternatives are evaluated in the Draft Environmental Impact Statement (EIS). The proposed improvements for each segment alternative are described in Section 2.

1.2 Agency and Public Involvement

In 2011, TxDOT began the EIS process to evaluate alternatives to meet the project's goals in the I-45 and Hardy Toll Road corridors. A notice of intent was published in the State and Federal Registers in October 2011. Agency and public involvement since that time includes scoping meetings, public meetings, and stakeholder meetings. The scoping meetings were held to discuss project goals and objectives, define the project need and purpose, identify potential issues of concern, and present the alternatives screening process and initial project alternatives. The public meetings were held to present and solicit comments on the alternatives evaluation and the Reasonable Alternatives, including the Proposed Recommended Alterative. Stakeholder meetings focused on design, operation, and other issues pertaining to the proposed project. The scoping, public, and stakeholder meetings are described below.

1.2.1 Scoping and Public Meetings

Scoping Meeting 1

- TxDOT held agency and public scoping meetings in November 2011 to discuss the project goals, the extent of impact analyses, agency coordination and public involvement. The public scoping meeting was held at two different locations to help define the study area, project need and purpose, and goals and objectives, and to identify issues to be studied. The meeting was held at Jefferson Davis High School (November 15, 2011) and at Aldine Senior High School (November 17, 2011). Three agencies attended the agency meetings, and a total of 312 people attended the public meeting.
- Public and agency comments were analyzed to determine the issues of interest, and alternatives evaluation criteria and Preliminary Alternatives were developed.

Scoping Meeting 2

- In October 2012, TxDOT held a second round of agency and public scoping meetings to present and solicit input on the Alternatives Evaluation Screening Process and the six Preliminary Alternatives selected per study segment. The public scoping meeting was held at Jefferson Davis High School (October 9, 2012) and at Aldine Ninth Grade

School (October 9, 2012). Seven agencies attended the agency meetings, and a total of 235 people attended the public meeting.

- Public and agency comments were analyzed to determine the issues of interest. Based on this feedback and further engineering and environmental studies, the study team evaluated each Preliminary Alternative to identify three Reasonable Alternatives per segment.

Public Meeting 3

- The third round of agency and public meetings was held in November 2013 to present and gather public comments on the Reasonable Alternatives. The public meeting was held at Aldine Senior High School (November 14, 2013) and at Jefferson Davis High School (November 19, 2013). Nine agencies attended the agency meetings, and a total of 322 people attended the public meeting.
- Public and agency comments were analyzed to determine the issues of interest. Based on this feedback and further engineering and environmental studies, the study team evaluated each Reasonable Alternative to identify one Proposed Recommended Alternative per segment.

Public Meeting 4

- The fourth agency and public meetings were held in April 2015 to present more detailed evaluations of the Reasonable Alternatives and identify the Proposed Recommended Alternative. The public meeting was held at Aldine Ninth Grade School (April 23, 2015), Houston Community College Central Campus (April 28, 2015), and Jefferson Davis High School (April 30, 2015). Nine agencies attended the agency meetings, and a total of 540 people attended the public meeting.
- Public and agency comments were analyzed to determine the issues of interest. Based on this feedback and further engineering and environmental studies, the study team evaluated each Reasonable Alternative, including the Proposed Recommended Alternative, in more detail.

1.2.2 Stakeholder Meetings

Meeting with stakeholders is an important activity during the project development process. Stakeholders can identify potential issues and concerns related to the project design and operation. Information received during stakeholder meetings was taken into consideration as project alternatives were developed and refined, and was incorporated into the Proposed Recommended Alternative, to the extent possible. Between July 2013 and September 2016, TxDOT attended more than 100 stakeholder meetings. Some of the meetings were conducted with one individual, group, or organization, and others were attended by numerous groups or organizations. At most of the meetings, project information was shared in presentations, display boards, and handouts.

The stakeholders the study team met with during this referenced time period were categorized as follows:

- Management Districts, Chambers of Commerce, Civic Clubs, Redevelopment Authorities, and Cultural Districts
- Agencies
- State Senators and Representatives
- Organizations/Corporations/Associations
- Businesses/Property Owners

Table 1-1 provides a summary of the stakeholder meetings conducted from July 2013 through September 2016, including the type of stakeholder, number of meetings with each stakeholder, and whether the stakeholder is a cooperating or participating agency for the EIS process. Cooperating agencies are defined as an agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in the proposed project or project alternative (FHWA 2016). Participating agencies are defined as those with an interest in the project (FHWA 2016). The management districts listed are special districts created by the Texas legislature, and are empowered to promote, develop, encourage and maintain employment, commerce, transportation, housing, tourism, recreation, arts, entertainment, economic development, safety, and the public welfare in specific geographic areas. Table 1-1 also identifies whether the stakeholder represents low income, high-minority, or Limited English Proficiency (LEP) populations, and/or has a specific responsibility or authority in a geographic area that includes services to these populations in the project vicinity. Appendix A, Exhibits A-1, A-2, and A-3 show the geographic locations of high-minority, low-income, and LEP populations, the boundaries of management districts, and some neighborhoods where meeting were held.

Table 1-1: Stakeholder Meeting Summary (July 2013 through September 2016)

Stakeholder	Number of Meetings	Cooperating Agency	Participating Agency	Low Income Area	High Minority Area	LEP Area
Management Districts – Chambers – Civic Clubs – Redevelopment Authorities – Cultural Districts						
Houston Downtown Management District	27		X			
East Downtown Management District	8		X		X	
Greater Northside Management District	5		X	X	X	
Greater Southeast Management District	2		X	X	X	
Greenspoint Management District	1		X	X	X	X
East Bayou District Civic Club	1					
Houston West Chamber Organization	1					
South Main Alliance	1				X	
East End Cultural District	1		X			
Midtown Redevelopment Authority	1				X	
Independence Heights	1				X	
Lindale Park Civic Club	2				X	
Avenue Place Civic Club	1				X	
Pleasantville Civic League	1					
Agencies						
City of Houston	20		X	X	X	X
H-GAC	6		X	X	X	X
METRO	2	X	X	X	X	X
Harris County Toll Road Authority	1		X			
Harris County Flood Control District	3		X	X	X	X
Houston Parks Board	2					
Risk Management Association	1					
Tax Increment Reinvestment Zone (TIRZ) #15	1		X	X	X	
TIRZ #21	1		X	X	X	
State Senators and Representatives						
Senator Sylvia Garcia	2			X	X	X
Representative Jessica Farrar	2			X	X	X
Representative Garnet Coleman	4			X	X	X
Representative Carol Alvarado	1			X	X	X

Stakeholder	Number of Meetings	Cooperating Agency	Participating Agency	Low Income Area	High Minority Area	LEP Area
Organizations/Corporations/Associations						
North Houston Association	1					
University of Houston Downtown	2					
Houston First	3					
Gulf Coast Rail District	3					
Union Pacific Railroad	1					
Houston Astros	1					
Houston Dynamo	1					
American Institute of Architects	1					
I-45 Coalition	1					
George R. Brown Convention Center	1					
Rice Design Alliance	1					
Kinder Foundation	1					
Greater Eastwood Super Neighborhood*	1				X	
Associated General Contractors	1					
Businesses and Property Owners						
City View Terrace	1					
Ecclesia Church	1					
United Methodist Church	1					
Reader's Warehouse	1					
Sports Authority	1					
Warehouse Property Owners	1					
Cheek Neal Coffee Building	1					
Gallery Furniture	1					
Northline Commons Mall	1					
Macey Family Properties	1					
Commercial Developer – Downtown Post Office	1					
Other Stakeholders						
Individuals	6					

Source: NHHIP Study Team 2016

Note: * The communities assessed along the project corridor are referred to as "super neighborhoods", which are geographically designated areas that are divided by major physical features and share common characteristics. Super neighborhoods are discussed in Section 5.2.

TxDOT met most frequently with Houston Downtown Management District (27 meetings), City of Houston (20 meetings), East Downtown Management District (8 meetings), H-GAC (6 meetings), and Greater Northside Management District (5 meetings). City of Houston and Houston Downtown Management District are participating agencies and primarily provided input related to the Segment 3 alternatives. In February 2016, the study team briefed the City of Houston Mayor Sylvester Turner's Transition Team on the status of this project.

1.2.2.1 Stakeholder Meeting Topics

Topics discussed at the stakeholder meetings varied considerably and included, but were not limited to the following:

- Project status and next steps
- Changes to design alternatives
- Consideration of light rail
- Traffic modeling considerations
- Traffic impacts of the proposed recommended alternative on the Downtown street system
- Various street closings
- Impacts of the proposed project on the City of Houston Bicycle Master Plan
- Coordination with METRO
- Optimal connections to other roadways
- Coordination with rail lines
- Reestablishment of local street grid where I-10 would be removed in the area of University of Houston Downtown
- Increased width of bike lanes
- Managed lane access
- Managed lane considerations
- Connectors at the I-45/I-610 and I-45/Beltway 8 interchanges
- Other ramp connectors
- Commercial and residential relocations and displacements
- Roadways near the George R. Brown Convention Center
- Potential project impacts on future City of Houston projects

1.2.3 Other Stakeholder Involvement

The Houston Housing Authority (HHA) wrote to TxDOT regarding the potential relocation of Clayton Homes, which is a public housing development funded through the federal Low-Rent Public Housing Program administered through the HHA (Appendix A, Exhibit A-4). The HHA is aware of the potential impacts to Clayton Homes (Alternatives 11 and 12) and some buildings at Kelly Village (all build alternatives). TxDOT is coordinating with the HHA regarding potential impacts to these facilities. The HHA plans to meet with residents at both housing areas to discuss potential project impacts and the relocation process. The HHA plans to build new subsidized housing in the general area of the existing facilities, and is beginning to identify potential properties. TxDOT is coordinating with HHA and representatives of other community facilities, housing, and businesses utilized by Environmental Justice (EJ), and other sensitive populations, to discuss the proposed project and potential impacts and mitigation (Appendix A, Table A-1).

1.2.4 LEP Outreach

TxDOT has made accommodations for individuals speaking Spanish (the dominant language of LEP individuals in the project area) during project development, to ensure that opportunities for community input in the NEPA process have been and would continue to be provided. For the public meetings, public notices were published in English and Spanish in local newspapers including the Houston Chronicle, Defender, and La Voz (a Spanish language newspaper). Meeting notices were provided in English and Spanish and mailed to adjacent landowners, community organizations, elected officials, government officials, civic groups, and published on the project website. The project team had staff available to provide translations during public meeting as needed, and the meeting presentations, handouts, comment forms, and some exhibits boards were translated into Spanish and posted to the project website. Several informational pamphlets related to right-of-way acquisition and relocation assistance were also provided at meetings and are posted on the project website. Materials were posted on the project website prior to the public meetings, and all materials remain on the website. The mailed notices and newspaper announcements provided information on how citizens could request language interpreters. Although no advance requests for interpreters were received, some meeting attendees preferred speaking Spanish and they were directed to and assisted by the team members who were fluent in Spanish.

2 DESCRIPTION OF ALTERNATIVES

This CIA evaluates three alternative actions for each of the three project segments, including one Proposed Recommended Alternative for each segment. Plan views and cross-sections of each alternative are provided in Appendix B. A complete set of schematic plans is available on the NHHIP project website (http://www.ih45northandmore.com/).

2.1 Existing Facilities

2.1.1 Segment 1: I-45 from Beltway 8 North to north of I-610 (North Loop)

I-45 within this segment consists of eight general purpose lanes (i.e., mainlanes; four lanes in each direction), four frontage road lanes (two lanes in each direction), and a reversible high occupancy vehicle (HOV) lane in the middle, all within a variable right-of-way of 250 to 300 feet. The existing posted speed limit along the general purpose lanes and reversible HOV lane is 60 miles per hour (mph). The existing posted speed limit for the frontage roads is 45 mph. The length of Segment 1 is approximately 8.8 miles, and the area of the existing right-of-way is approximately 347 acres.

2.1.2 Segment 2: I-45 from North of I-610 (North Loop) to I-10 (including the interchange with I-610)

I-45 within this segment primarily consists of eight at-grade general purpose lanes (four lanes in each direction), six frontage road lanes (three lanes in each direction), and a reversible HOV lane in the middle, all within a variable right-of-way of 300 to 325 feet. Segment 2 also includes a depressed section that consists of eight general purpose lanes (four lanes in each direction) and a reversible HOV lane in the middle, all below grade, within a 245-foot right-of-way. The six frontage road lanes associated with the depressed section (three lanes in each direction) are located at-grade. The existing posted speed limit is 60 mph along the general purpose lanes, 55 mph along the reversible HOV lane, and 40 mph along the frontage road lanes. The I-45 and I-610 frontage roads are discontinuous at the I-45/I-610 interchange. The length of Segment 2 is approximately 4.5 miles, and the area of the existing right-of-way is approximately 220 acres.

2.1.3 Segment 3: Downtown Loop System (I-45, US 59/I-69, and I-10)

The Downtown Loop System consists of three interstate highways that create a loop around Downtown Houston. I-45 forms the western and southern boundaries of the loop and is known locally as the Pierce Elevated because it partially follows the alignment of Pierce Street. I-10 forms the northern boundary of the loop, and US 59/I-69 forms the eastern boundary of the loop. The loop includes three major interchanges: I-45 and I-10, I-10 and US 59/I-69, and US 59/I-69 and I-45. The interchange of US 59/I-69 and Spur 527 is located south of Downtown Houston.

I-45 along the west side of Downtown Houston consists of six elevated general purpose lanes (three lanes in each direction) within an existing right-of-way of 205 feet. I-45 along the south side of Downtown Houston (the Pierce Elevated) consists of six elevated general purpose lanes (three lanes in each direction). I-10 north of Downtown Houston, between I-45 and US 59/I-69, consists of 10 general purpose lanes (five lanes in each direction) within an existing right-of-way of 420 feet. US 59/I-69 along the east side of Downtown Houston consists of six general purpose lanes (three lanes in each direction) within an existing right-of-way of 225 feet. Generally, local streets serve as one-way frontage roads within Segment 3, except near the I-10 and US 59/I-69 interchange, where the frontage roads are discontinuous. The length of Segment 3, which includes the Downtown Loop System, is approximately 7.1 miles, and the existing right-of-way area is approximately 637 acres.

2.2 Proposed Alternatives

2.2.1 Segment 1: I-45 from Beltway 8 to I-610

2.2.1.1 Segment 1 Alternative 4: Widen I-45 Mostly to West (Proposed Recommended)

Alternative 4 would widen the existing I-45 on the west side of the roadway to accommodate four managed express (MaX) lanes. The proposed typical section would include eight general purpose lanes (four lanes in each direction), four MaX lanes (two lanes in each direction), and six frontage road lanes (three lanes in each direction), all at-grade. Alternative 4 would require approximately 200 to 225 feet of new right-of-way to the west of the existing I-45. This alternative would require small amounts of land to the east of the existing I-45 right-of-way at major intersections and between Crosstimbers Street and I-610. Approximately 212 acres of new right-of-way would be required for this alternative. The length of this alternative would be approximately 8.8 miles. Plan views and cross-sections, also known as typical sections, for Segment 1, Alternative 4 are provided in Appendix B, pages 2, 4, 6, 8, and 15.

2.2.1.2 Segment 1 Alternative 5: Widen I-45 Mostly to the East

Alternative 5 would widen the existing I-45 along the east side of the roadway to accommodate four MaX lanes. The proposed typical section would include eight general purpose lanes (four lanes in each direction), four MaX lanes (two lanes in each direction), and six frontage road lanes (three lanes in each direction), all at-grade. Alternative 5 would require approximately 200 to 225 feet of new right-of-way to the east of the existing I-45. This alternative would require small amounts of land to the west of the existing I-45 right-of-way at major intersections. Approximately 239 acres of new right-of-way would be required for this alternative. The length of this alternative would be approximately 8.8 miles. Plan views and cross-sections for Segment 1, Alternative 5 are provided in Appendix B, pages 1, 3, 5, 7, and 15.

2.2.1.3 Segment 1 Alternative 7: Widen I-45 on Both Sides

Alternative 7 would widen the existing I-45 along both the east and west sides of the roadway to accommodate four elevated MaX lanes. The proposed typical section would include eight general purpose lanes (four lanes in each direction) at-grade, four elevated MaX lanes (two lanes in each direction) on a single structure constructed along the center of the roadway, and six frontage road lanes (three lanes in each direction) at-grade. Alternative 7 would require approximately 45 to 80 feet of new right-of-way along both sides of the existing I-45. Approximately 120 acres of new right-of-way would be required for this alternative. The length of this alternative would be approximately 8.8 miles. Plan views and cross-sections for Segment 1, Alternative 7 are provided in Appendix B, pages 1, 3, 5, 7, and 15.

2.2.2 Segment 2: I-45 from I-610 to I-10

2.2.2.1 Segment 2 Alternative 10: Add Four MaX Lanes to I-45 (Proposed Recommended)

Alternative 10 would widen the existing I-45 to accommodate four MaX lanes. Within the at-grade section of I-45, the proposed typical section would include eight general purpose lanes (four lanes in each direction), four MaX lanes (two lanes in each direction), and four frontage road lanes (two lanes in each direction), all at-grade. For this alternative, I-45 would be depressed from north of Cottage Street to Norma Street, a distance of approximately 1,800 feet. Within the depressed section of I-45, the proposed typical section would include eight below-grade general purpose lanes (four lanes in each direction), and four below-grade MaX lanes (two lanes in each direction), while the four frontage road lanes (two lanes in each direction) would be at-grade. The proposed I-45 and I-610 frontage roads would be continuous through the I-45/I-610 interchange. Alternative 10 would require new right-of-way for the at-grade section between I-610 and Cottage Street, and between Little White Oak Bayou and Norma Street. Approximately 19 acres of new right-of-way would be required for this alternative. The length of this alternative, including interchange improvements, would be approximately 4.5 miles.

This alternative provides an opportunity to include a structural "cap" over a portion of the depressed lanes of I-45 from north of Cottage Street to south of N. Main Street. This area could be used as open space. The open space option is conceptual only and would be separate from TxDOT's roadway project. Any open space would require development and funding by parties other than TxDOT. Plan views and cross-sections for Segment 2, Alternative 10 are provided in Appendix B, pages 10, 11, and 16.

2.2.2.2 Segment 2 Alternative 11: Add Four Elevated MaX Lanes in the Center of I-45

Alternative 11 would widen the existing I-45 and add four elevated MaX lanes. Within the at-grade section of I-45, the proposed typical section would include eight general purpose lanes (four lanes in each direction) and four frontage road lanes (two lanes in each direction), all at-grade, while the four MaX lanes (two lanes in each direction) would be elevated on a single structure at the center of the roadway. Within the depressed section of I-45, the proposed typical section would include eight general purpose lanes (four lanes in each direction) below grade, four MaX lanes (two lanes in each direction) elevated on a single structure at the center of the roadway, and four frontage road lanes (two lanes in each direction) at-grade. The proposed I-45 and I-610 frontage roads would be continuous through the I-45/I-610 interchange. New right-of-way would be required for the at-grade section between I-610 and Cavalcade Street to accommodate the proposed improvements at the I-45/I-610 interchange. No new right-of-way would be required for the depressed section. Approximately 10 acres of new right-of-way would be required for this alternative. The length of this alternative, including interchange improvements, would be approximately 4.5 miles. Plan views and cross-sections for Segment 2, Alternative 11 are provided in Appendix B, pages 9 and 17.

2.2.2.3 Segment 2 Alternative 12: Add Four MaX Lanes (Two Elevated) in the Center of I-45

Alternative 12 would widen the existing I-45 and add two elevated and two at-grade MaX lanes. Within the at-grade section of I-45, the proposed typical section would include eight general purpose lanes (four lanes in each direction) and four frontage road lanes (two lanes in each direction), all at-grade, while the four MaX lanes (two lanes in each direction) would be stacked (the two northbound MaX lanes would be at-grade and the two southbound MaX lanes would be elevated on a single structure along the center of the roadway). Within the depressed section of I-45, the proposed typical section would include eight general purpose lanes (four lanes in each direction) below grade, four MaX lanes (two lanes in each direction) that would be stacked (the two northbound MaX lanes would be below grade and the two southbound MaX lanes would be elevated on a single structure along the center of the roadway), and four frontage road lanes (two lanes in each direction) that would be at-grade. The proposed I-45 and I-610 frontage roads would be continuous through the I-45/I-610 interchange. New right-of-way would be required for the at-grade section between I-610 and Cavalcade Street to accommodate the proposed improvements at the I-45/I-610 interchange. No new right-of-way would be required for the depressed section.

Approximately 12 acres of new right-of-way would be required for this alternative. The length of this alternative, including interchange improvements, would be approximately 4.5 miles. Plan views and cross-sections for Segment 2, Alternative 12 are provided in Appendix B, pages 9 and 18.

2.2.3 Segment 3: Downtown Loop System

2.2.3.1 Segment 3 Alternative 10: Widen I-45 to Ten Lanes

Alternative 10 is an "improve existing" alternative, with the existing interstate highways around Downtown Houston remaining in their current configuration. Alternative 10 would widen the existing I-45 within its existing footprint along the west and south sides of Downtown Houston. The elevated portion of I-45 west and south of Downtown would be reconstructed. The proposed typical section of the widened I-45 would include 10 elevated general purpose lanes; however, the lane configuration would be altered to have six northbound lanes and four southbound lanes. The I-45 MaX lanes proposed in Segments 1 and 2 would terminate in the Downtown area in Segment 3. The I-45 MaX lanes would be parallel to I-10 in the vicinity of the I-45/I-10 interchange and would terminate/begin at Milam Street/Travis Street, respectively. I-10 along the north side of Downtown, between I-45 and US 59/I-69, would be slightly realigned to accommodate four elevated I-10 express lanes (two lanes in each direction) on this segment of I-10. The I-10 express lanes would generally be parallel to I-10, and located on the north side of White Oak Bayou. West of the I-45/I-10 interchange, the I-10 express lanes would connect to the existing I-10 HOV lanes. US 59/I-69 along the east side of Downtown would generally remain in its current configuration. Alternative 10 would require new right-of-way along I-45 from I-10 to Houston Avenue and from Brazos Street to US 59/I-69. Alternative 10 would require approximately 76 acres of new right-of-way. The length of this alternative, including interchange improvements, would be approximately 4.4 miles. Plan views and cross-sections for Segment 3, Alternative 10 are provided in Appendix B, pages 12 and 19.

2.2.3.2 Segment 3 Alternative 11: Realign I-45 along I-10 and US 59/I-69 (Proposed Recommended)

Alternative 11 would reroute I-45 to be coincident with US 59/I-69 on the east side of Downtown Houston. The existing elevated I-45 roadway along the west and south sides of Downtown would be removed and relocated to be parallel to I-10 on the north side of Downtown and parallel to US 59/I-69 on the east side of Downtown. Access to the west side of Downtown would be provided via "Downtown Connectors," which would provide access to and from various Downtown streets. To improve safety and traffic flow in the north and east portions of the proposed project area, both I-10 and US 59/I-69 would be realigned to eliminate the current roadway curvature. I-45 and US 59/I-69 would be depressed along a portion of the alignment east of Downtown. South of the George R. Brown Convention Center, I-45 would begin to elevate to the interchange of I-45 and US 59/I-69 southeast of Downtown, while US 59/I-69 would remain depressed as it continues southwest toward Spur 527. The four proposed I-45 MaX lanes in Segments 1 and 2 would terminate/begin in Segment 3 at Milam Street/Travis Street, respectively. I-10 express lanes (two lanes in each direction) would be located generally in the center of the general purpose lanes within the proposed coincidental alignment of I-10 and I-45 on the north side of Downtown. The I-10 express lanes would vary between being elevated and at-grade. Approximately 190 feet of new right-of-way to the east of the existing US 59/I-69 along the east side of Downtown would be required to accommodate the proposed realigned I-45. The existing Hamilton Street would be realigned to be adjacent to US 59/I-69 to serve as the southbound frontage road, and the existing St. Emanuel Street would serve as the northbound frontage road. Alternative 11 would require approximately 160 acres of new right-of-way, the majority of which would be for the I-10 and US 59/I-69 realignments, and to construct the proposed I-45 lanes adjacent to US 59/I-69 along the east side of Downtown. The length of this alternative, including roadway realignments and interchange improvements, would be approximately 12.0 miles.



Figure 2: Segment 3 Alternative 11 Traffic Flow Diagram

This alternative provides an opportunity to include a structural "cap" over the proposed depressed lanes of I-45 and US 59/I-69 from approximately Commerce Street to Lamar Street. This area could be used as open space. The open space option is conceptual only and would be separate from TxDOT's roadway project. Any open space project would require

development and funding by parties other than TxDOT. Plan views and cross-sections for Segment 3, Alternative 11 are provided in Appendix B, page 13.

2.2.3.3 Segment 3 Alternative 12: Realign Northbound I-45 along 1-10 and US 59/I-69

Alternative 12 would reroute northbound I-45 to be coincident with US 59/I-69 on the east side of Downtown Houston. An elevated structure would be constructed to accommodate four I-45 northbound general purpose lanes that would be located east of the existing US 59/I-69 general purpose lanes. Northbound I-45 traffic would continue on elevated lanes constructed between the I-10 general purpose lanes, then would move northward into Segment 2. Southbound I-45 traffic at the I-45/I-10 interchange northwest of Downtown would be directed onto one-way general purpose lanes along the west and south sides of Downtown, following the existing Pierce Elevated footprint. The four proposed I-45 MaX lanes in Segments 1 and 2 would terminate/begin in Segment 3 at Milam Street/Travis Street, respectively. I-10 express lanes (two lanes in each direction) are proposed to be located along the portion of the existing I-10 north of Downtown between the interchanges of I-10 and I-45, and I-10 and US 59/I-69. Near the US 59/I-69 interchange, the I-10 express lanes would be located at-grade in the center of the general purpose lanes, then would shift to become elevated and generally parallel to I-10, but located on the north side of White Oak Bayou. West of the I-45/I-10 interchange, the I-10 express lanes would connect to the existing I-10 HOV lanes. US 59/I-69 along the east side of Downtown would generally remain in its current configuration, with the I-45 one-way northbound lanes being immediately adjacent to this segment of US 59/I-69. Alternative 12 would require approximately 109 acres of new right-of-way. The length of this alternative, including interchange improvements, would be approximately 9.8 miles. Plan views and cross-sections for Segment 3, Alternative 12 are provided in Appendix B, pages 14, 20, and 21.

3 METHODOLOGY OF ASSESSMENT

The methodology describes basic approaches to assessing community impacts. This section defines the study area for each technical analysis and identifies the factors considered in the analysis. This assessment is based on information collected from local, state, and federal databases, participating and cooperating agencies, field surveys, and public input.

This Community Impact Assessment was prepared in consideration of agency and public comments to evaluate issues frequently raised by residents, business owners, other property owners, and other individuals and groups in the project corridor area. Issues raised include community cohesion, quality of life, access to essential services, access to transportation facilities, safety, economic well-being, and disproportionate impacts to minorities and low-income households.

3.1 Community Profile

The community profile includes population, demographics, economic, and social characteristics of communities that are located along the project corridor. Sensitive or protected populations, such as limited English proficient (LEP) persons, children, elderly, and disabled persons are identified in the community profile in accordance with the FHWA guidelines.

3.1.1 Demographics and Population

The United States (U.S.) Census Bureau has identified a framework of statistical areas to present demographic and socioeconomic data for specific geographic areas of interest. The data subdivides counties into census tracts, and census tracts into block groups. Block groups are further subdivided into blocks within the same census tract. The 2010 U.S. Census provides population, racial and ethnic distribution data down to the census block level. Community profile data was collected for census tracts, block groups, and blocks that intersect or that are adjacent to the proposed right-of-way of the project alternatives. Collectively, this Census profile area includes 42 census tracts, 69 block groups, and 1,046 blocks. H-GAC's 2040 *Regional Growth Forecast* projections were used to determine population growth rates. Appendix C includes detailed tables of population estimates, race, and ethnicity characteristics for census tracts, block groups, and blocks in the Census profile area. Median household income data at the census tract and block group level is presented in Appendix C.

The U.S. Census Bureau conducts the American Community Survey (ACS), which is an annual survey based on a statistical sample of Americans that provides information about social and economic characteristics. Data in the ACS includes median household income, per capita income, families below the poverty guidelines as defined by the U.S. Department of Health and Human Services (HHS) (HHS 2016), age distribution and disabled population

estimates, and LEP populations. In this CIA, the ACS data referenced is from the 2009-2013 ACS 5-year survey, which is presented primarily at the Census block group level.

3.1.1.1 Children, Elderly, and Disabled Populations

Other protected populations considered in this CIA include children (persons 0 to 19 years of age), elderly (65 years of age and older), and civilian non-institutionalized disabled persons. The U.S. Census Bureau defines a civilian non-institutionalized population as all civilians not residing in institutional group quarters facilities such as correctional institutions, juvenile facilities, skilled nursing facilities, and other long-term care living arrangements. Age distribution data was obtained at the Census tract level. Population data for disabled persons was obtained at the Census tract level, which is the lowest Census geographic area with available data for disabled persons of all ages.

3.1.1.2 Limited English Proficiency Populations

Executive Order (EO) 13166, *Improving Access to Services for Persons with Limited English Proficiency*, requires federal agencies to examine the services they provide, identify needs for services to LEP persons, and develop and implement a system to provide LEP persons with meaningful access to those services (LEP 2015). EO 13166 requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries (LEP 2015).

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or LEP (LEP 2015). The 2009-2013 ACS provides data on LEP populations at the Census block group level. Field observations were used to identify areas of LEP populations. Evidence of LEP populations includes businesses, places of worship, and signs in languages other than English.

3.2 Land Use

The land use assessment evaluates how the proposed project would affect existing land use patterns, proposed developments, and development trends. Land uses are identified within a one-half mile buffer of the existing project corridor roadways, and direct impacts are estimated in the proposed right-of-way of each segment alternative. Direct impacts include the permanent conversion of existing uses or restricted use of land as a result of the proposed project. Other impacts may include shifts in development patterns and inconsistency with local and regional development plans.

Existing land use data is based on Geographic Information System (GIS) data provided by H-GAC (H-GAC 2015a). Land uses were further verified with desktop research and field investigations, and revised as needed. Information on future land uses or proposed development was obtained from meetings with various management districts and local agencies.

Land uses in the project corridor area are categorized as follows:

- Residential: single-family homes, multi-family units (apartments and duplexes), and mobile homes
- Commercial: shopping centers, hotels/motels, restaurants, retail stores, and professional office buildings
- Industrial: manufacturing and production services, warehouses
- Multiple Use: areas of mixed commercial, residential, or public uses
- Public Use/Institutional: government services, schools and universities, medical facilities and offices, places of worship or fraternal use, public service centers, public arenas or stadiums, and community centers
- Parks and Open Space: parks, recreational facilities, golf courses, green space and cemeteries
- Transportation/Utility: transportation and utility right-of-way
- Vacant: vacant land that is developable, including farm land
- Undevelopable: open area owned by the city or county, drainage and storm water detention areas, bayous, and waterbodies

3.3 Neighborhoods and Community Cohesion

Communities may be defined by geographic boundaries, and by individuals or groups of individuals with common characteristics or interests such as a religion, ethnicity, or income level (FHWA 1996). Cohesion represents the ability of individuals to interact with each other and to be recognized as one common group. Residents may develop a sense of community cohesion through social interaction, use of community facilities, or participation in neighborhood organizations. Community facilities such as schools, hospitals, places of worship, public parks, and activity centers provide common resources that help sustain community cohesion. Transportation and land use planning decisions can affect community cohesion by introducing barriers or limiting access to parts of a community, thus dividing the community or, conversely, by facilitating access to connect communities.

The community cohesion status for each segment study area is based on field observations and input from residents and local business owners. Field surveys included observation of pedestrian activity, conditions of houses and buildings, number and type of community facilities, local businesses, and accessibility to community facilities and services. Additionally, comments collected during the public meetings and other meetings were used to identify specific community values and concerns from residents and local business owners.

Community facilities were identified within one-half mile of the existing project corridor roadways, and specific impacts to community cohesion were evaluated for facilities in the proposed right-of-way of each segment. Potential impacts to community cohesion include

displacement of residences and businesses, loss of community facilities, isolation of neighborhoods, and increased noise and visual impacts. Conversely, the proposed action may have positive effects that reduce noise and visual barriers. Neighborhood facilities data was obtained from the city of Houston GIS files (City of Houston 2014), Texas Education Agency GIS files (Texas Education Agency 2012), and H-GAC GIS files (H-GAC 2007), and verified through additional field surveys.

3.3.1 Mobility

The mobility assessment evaluates how the proposed project would enhance or impede access and circulation throughout communities. Factors considered include potential changes in travel patterns, accessibility, and congestion. Direct impacts to mobility may include restricted access to community facilities and businesses, increased cut-through traffic in residential areas, restricted access to pedestrian and bicycle routes, and reduction of transit services. Beneficial impacts can include improved connectivity and access to neighborhoods, relieved congestion, and reduced travel time.

Transportation facilities in the project corridor include roadways, bicycle routes, bus and light-rail train routes, bus stops, rail stations, transit centers, Park & Ride lots, and pedestrian sidewalks and trails. Data was obtained from the METRO GIS files (METRO 2013), the city of Houston's Bikeway Plan (City of Houston 2015a), and city of Houston's Bikeway Mapviewer (City of Houston 2015b).

3.3.2 Safety

The community safety assessment considers how the proposed project would adversely impact or benefit emergency responders such as fire and police services, bicycle and pedestrian safety, and neighborhood crime activity. Direct impacts include conflicts with pedestrian and bicycle routes, school crossings, and emergency service routes; design features that could separate or connect neighborhood facilities and high pedestrian locations; and increased vehicle traffic through residential areas. Public safety information was obtained from community profile data, field observations of neighborhood activity, and public comments.

3.4 Displacements

The displacement analysis identifies single-family homes and multi-family units, businesses, places of worship, schools, and other structures that are within the proposed right-of-way for each alternative. Each apartment is counted as one multi-family unit. If an apartment building would be impacted by a displacement, all units would be considered displaced in that building. Townhomes are considered single-family residential homes. In addition, for properties where right-of-way would be required for an alternative, businesses, single-family homes, multi-family units, and other structures within 25 feet of the proposed right-of-way were also counted as displacements. Parcel and property ownership information were

obtained from the 2015 Harris County Appraisal District (HCAD) GIS database. Some potential displacements were verified with 2014 aerial photographs, 2015 Google Earth imagery, and field surveys in May and October 2015, to determine if structures identified were still present.

Buildings or structures within 25 feet of the proposed right-of-way of each alternative were assumed to be displaced if a portion of the parcel was within the proposed right-of-way, based on the following conditions:

- Any part of a single-family residence is within 25 feet of the proposed right-of-way;
- Any part of a multi-family residential building is within 25 feet of the proposed right-of-way;
- Any part of a multi-story building or shopping center is within 25 feet of the proposed right-of-way; and,
- The number of lost parking spaces or area for equipment storage within 25 feet of the proposed right-of-way could render the current use of the business impractical.

Residential Displacements

A parcel's occupancy type (occupied by the owner or by a tenant) was determined by comparing the owner's property address in the HCAD database with the owner's mailing address. If the parcel's owner uses the property address as their mailing address, the property was assumed to be occupied by the owner; otherwise, the property was assumed to be rented by a tenant. If a parcel had a Post Office (P.O.) Box or unknown mailing address, it was listed as 'occupancy unknown'. Apartment complexes were considered to be renter-occupied and are identified as multi-family residential unit displacements.

Business Displacements

The number of employees that would be impacted by commercial and industrial business displacements was estimated using an 'employee per buildable acre' ratio to calculate an estimated number of employees by business type based on the total area (square feet) of a business. The employee estimates per business types applied in this CIA were derived from studies by the Institute of Transportation Engineers (Institute of Transportation Engineers 2008) and by Snohomish County, Washington (Snohomish County 2007). The applied employee rates by business types are provide in Appendix F, Table F-6.

Displacements were not counted for individual businesses within multi-story office buildings due to the fluctuation of occupancy.

Availability of Residential and Business Spaces

The Houston Association of Realtors (HAR) Multiple Listing Service (HAR 2015a) and the HAR Commercial Gateway (HAR 2015b) websites were used to identify comparable, nearby replacement housing and business spaces. Replacement residential properties were

searched in the same zip codes areas as the displaced residences. Replacement single-family houses for sale were searched based on comparable appraised property values, and replacement single-family houses for rent were searched based on monthly lease prices ranging between $500 and $2,500 dollars.

Available replacement multi-family units were identified from Harris County Appraisal District (HCAD) records for apartment buildings with at least five units. In accordance with the *2016 Houston, Texas Multifamily Market Report,* a 6.3 percent vacancy rate was applied to estimate the number of apartment units available (Texas Real Estate Center 2016). Replacement multi-family units were searched in the same zip codes areas as the displaced units.

Available land and commercial or industrial business spaces for rent or lease were searched within 400 feet of the existing right-of-way of I-45 from Farm-to-Market Road (FM) 1960 to US 59/I-69, within 400 feet of the existing right-of-way of I-10 from I-45 to US 59/I-69, and within 400 feet of the existing right-of-way of US 59/I-69 from I-10 to Spur 527. Replacement business locations were assumed to be suitable if the property had comparable land area and building area (square feet) as the displaced businesses.

3.5 Tax Revenue and Economic Impacts

The economic impact analysis considers the potential effects of the loss of tax revenue due to right-of-way acquisition as a result of the proposed project. Economic factors considered include changes in tax revenue, property values, income, and employment. Conversion of a portion of taxable property to roadway right-of-way and displacements of businesses that are significant sources of sales tax revenue would have a negative impact on the local economy.

Loss of property and sales tax for local jurisdictions was calculated for properties counted as displacements. If only a portion of the property would be acquired and no businesses or homes would be displaced, the property tax loss was based on the percentage of the property that would be acquired for the proposed project. The impacts of potential tax revenue losses to the City of Houston, Harris County and other local taxing districts were evaluated. Property values, ownership, and tax information was obtained from the 2015 HCAD GIS database.

3.5.1 Property Tax

The procedures to determine the potential loss of property tax revenues are as follows:

- Identify properties to be acquired for each alternative based on HCAD records (March 2015);
- Obtain the property ownership, property value data, and property tax rates from HCAD records (September 2015); and,
- Calculate property tax loss by parcel based on the current taxable property value and tax rates.

For properties where only a portion of the parcel would be acquired, and no business or residential displacements would occur, the property taxes losses were estimated based on the land value, percentage of property (parcel) that would be acquired, and current property tax rates.

3.5.2 Sales Tax

The state sales tax rate in Texas is 6.25 percent for most retail purchases (Texas Comptroller of Public Accounts 2015a). Local taxing jurisdictions are allowed to impose an additional two percent in sales and use taxes. Both the city of Houston and METRO impose a sales tax of one percent. All retail businesses in the project area collect 8.25 percent total sales taxes for Texas, the city of Houston, and METRO.

Local taxing jurisdictions collect occupancy tax revenues from hotels and motels. In total, the hotel occupancy tax rate is 17 percent. The hotel tax rate is the sum of six percent for Texas, seven percent for Houston, two percent for Harris County, and two percent for the Harris County Sports Authority (Texas Comptroller of Public Accounts 2015b).

The procedures to determine the potential loss of sales tax revenues are as follows:

- Estimate annual sales for each displaced business based on the 2012 average sales per square foot for business types as listed in U.S. Business Reporter (U.S. Business Reporter 2012); and,
- Estimate the loss of sales tax revenue due to displaced businesses for each alternative.

Businesses that would be completely displaced are assumed to lose all sales, resulting in loss of sales tax revenue. If the proposed alternative would displace a portion of a building, the entire business or shopping center within the building was counted as a displacement.

The methodology assumption is that displaced businesses would be able to relocate elsewhere in Texas; therefore, the state sales tax revenue would not be affected by business displacements. Based on the type of business, limited assumptions were made on whether these businesses would relocate within or outside the local taxing jurisdictions, such as the City of Houston.

3.6 Environmental Justice

Executive Order (EO) 12898-*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires federal agencies to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations" (Office of the President 1994). EO 12898 also directs agencies to develop a strategy for implementing environmental justice.

Demographic data from the 2010 U.S. Census Bureau and median household income data from the 2009 to 2013 ACS 5-year survey was used to identify potentially affected minority and low-income population areas. Data for minority populations is provided at the Census block level, and data for low-income populations is provided at the Census block group level. Minority persons include Black (or African-American), Hispanic, American Indian, Alaska Native, Pacific Islander, and Asian-American persons (Council on Environmental Quality [CEQ] 1997). Minority populations, a group of minority persons who live in geographic proximity, were identified where the minority population of the affected area exceeds 50 percent (CEQ 1997). Low-income is defined as a person whose median household income is at or below the HHS poverty guidelines (FHWA 2012). Poverty guidelines are categorized by the number of persons living in a household. The poverty guidelines for a family of four people in 2016 (in the 48 contiguous states), as defined by the HHS, is a total annual household income of $24,300 (HHS 2016).

Field investigation and HCAD parcel data were used to verify low-income housing areas, shelters or businesses for homeless people or low-income families, and other community facilities that could be affected by the proposed project.

Disproportionately high and adverse impacts on minority or low-income populations were determined if the proposed project would have greater adverse human health and environmental effects, including social and economic effects, on minority or low-income populations as compared to the general population. Furthermore, in accordance with EO 12898 Section 2-2, a project would have a disproportionate negative impact on minority or low-income populations if it would result in denial, reduction, or substantial delay in the receipt of benefits by these populations or if these populations cannot participate fully and fairly in the transportation decision-making process.

4 COMMUNITY PROFILE

This community profile provides a summary of existing demographics and socio-economic conditions and projected growth trends throughout the project area. Demographic characteristics include existing and projected population estimates, age distribution, race and ethnicity, and special populations such as elderly, persons with disabilities, and minority or low-income populations. Economic characteristics include median household incomes, median household incomes below the 2016 HHS poverty guidelines, employment rates, and major industry and employers. This data is used to determine how the proposed project may affect populations, growth, and the local or regional economies.

Demographic data is provided at a regional level (county and city) and at a local level (Census tracts, block groups, and blocks) to identify geographic areas of specific population groups. The Census profile areas utilized for this community impact analysis encompass communities and individuals that would be impacted by the proposed project. Exhibits showing the Census tracts and block groups in the Census profile area and high-minority populations at the Census block level (Census blocks with a minority population of 50 percent or greater) are provided in Appendix C.

The 2010 household population and 2040 projections were used to determine potential areas of growth along the project corridor in comparison to the regional growth forecasts. In the Houston-Galveston region, the population in households is expected to grow from 5.8 million in 2010 to 9.6 million by 2040 (H-GAC 2015b). The 42-Census tract area's (the study area that includes Census tracts within or adjacent to the proposed right-of-way) population in households is expected to increase approximately 28 percent from 2010 to 2040. The 2010 population in households and projections for the 42-Census tract area, the city of Houston, and Harris County are shown in Table 4-1.

Table 4-1: Population Estimates and Projections

	2010 Household Population	2040 Projected Household Population	Projected Percent Change (2010-2040)	Average Annual Growth Rate (Percent) (2010-2040)
42-Census Tract Area	174,586	224,202	28.4	0.09
City of Houston	2,060,020	2,939,131	42.6	1.4
Harris County	4,044,783	5,884,011	45.5	1.6

Source: H-GAC 2015b

4.1 Segment 1: I-45 from Beltway 8 to I-610

4.1.1 Demographics and Population

The Segment 1 Census profile area consists of 16 Census tracts, 26 block groups, and 288 blocks (Note: two Census tracts and three block groups are located in both Segments 1 and 2). The total population of the Segment 1 Census profile area at the Census block level is 12,743 (U.S. Census Bureau 2010). Approximately 92 percent of the Segment 1 Census block area is a minority population, of which the largest minority populations are Hispanic (68.4 percent) and Black (22.2 percent). Hispanic populations are located throughout the Segment 1 Census profile area. According to the 2010 Census, predominantly Hispanic communities are located east of I-45, between East Little York Road and I-610; and between West Road and Beltway 8. Predominantly Black communities are located on the east side of I-45 near the intersection of Airline Road at Buress Street, and between Aldine Bender Road and Greenspoint Drive; and on the west side of I-45 between East Tidwell Road and Crosstimbers Street, and west of I-45 near the I-45 frontage road at Riggs Road, which is the location of the single-room occupancy (SRO) low-income housing community.

Table 4-2 summarizes the population and demographic composition of the Segment 1 Census profile area, which includes all Census tracts, block groups, and blocks within or adjacent to the proposed right-of-way of the alternatives.

Table 4-2: Population and Demographic Distribution in Segment 1 Census Profile Area

Race/Ethnicity	Adjacent Blocks		Adjacent Block Groups		Adjacent Census Tracts	
	Number	Percent	Number	Percent	Number	Percent
Total Population	12,743		48,470		83,462	
White	1,023	8.0	3,954	8.2	6,313	7.6
Black	2,833	22.2	8,065	16.6	16,418	19.7
American Indian or Alaskan Native	4	0.03	43	0.1	77	0.1
Asian	101	0.8	418	0.9	881	1.1
Native Hawaiian and Other Pacific Islander	1	<0.1	7	<0.1	9	<0.1
Some Other Race	16	0.1	48	0.1	90	0.1
Two or More Races	55	0.4	159	0.3	331	0.4
Ethnicity: Hispanic*	8,710	68.4	35,776	73.8	59,343	71.1
Minority: Non-white or Hispanic	11,720	92.0	44,516	91.8	77,149	92.4

Source: U.S. Census Bureau 2010

*Hispanic includes all respondents that have identified Hispanic ethnicity, regardless of race.

4.1.1.1 Limited English Proficiency Population

Appendix C, Table C-2 provides the LEP population totals for city of Houston, Harris County, and census block groups, and the composition of LEP populations by languages. Approximately 45.4 percent of the total population in the Segment 1 Census block group area speaks English less than "very well," which the Census Bureau defines as LEP. The LEP language distribution is 98.3 percent Spanish, 0.4 percent Indo-European, 1.1 percent Asian and Pacific Islander, and 0.2 percent Other (U.S. Census Bureau 2013a). Spanish is the dominant language of the LEP populations.

Twelve of the 26 Census block groups in the Segment 1 block group area have a 50 percent or greater LEP population. Areas with a 50 percent or greater LEP population are primarily located on the east side of I-45 between Beltway 8 and East Tidwell Road, and on the west side of I-45 between West Parker Road and East Tidwell Road and between West Road and West Mount Houston Road. During the field investigation, several signs in Spanish were observed in these areas at places of worship and businesses.

4.1.1.2 Children, Elderly, and Disabled Populations

Environmental impacts, such as declining air quality and increases in noise, can impact people at any age, but some populations could be at greater risk for health impacts. According to the Environmental Protection Agency's (EPA) Air Quality Index, A Guide to Air Quality and Your Health Report, during the normal aging process, older adults experience health risks from exposure to unhealthy air (EPA 2014).

Populations of children, elderly, and disabled persons were obtained at the Census tract level. In the Segment 1 Census tract area, approximately 40.8 percent are children, in comparison to the city of Houston (28.1 percent) and Harris County (30.5 percent). The percentage of children in the Segment 1 Census tract area is higher than the percentage of children in the city of Houston and Harris County. In the Segment 1 Census tract area, approximately 13.0 percent are elderly, in comparison to the City of Houston (9.3 percent) and Harris County (8.5 percent) (U.S. Census Bureau 2013b). The percentage of elderly persons in the Segment 1 Census tract area is higher than the percentage of elderly persons in the city of Houston and Harris County. Two senior living facilities, Pecan Grove Manor and Woodland Christian Towers, are located on the east side I-45 within the Segment 1 Census tract area. The Woodland Christian Towers and Pecan Grove Manor provide housing for low to very-low income seniors and persons with disabilities (Christian Church Homes 2015).

The population of persons with disabilities accounts for 9.8 percent of the total population in the Segment 1 Census tract area, in comparison to the city of Houston (9.1 percent) and Harris County (9.9 percent) (U.S. Census Bureau 2013c). The percentage of disabled persons in the Segment 1 Census Tract area is generally consistent with the percentage of disabled persons in the city of Houston and Harris County.

Table 4-3 summarizes the numbers of children, elderly, and disabled persons in the Segment 1 Census tract area.

Table 4-3: Children, Elderly, and Disabled Populations in Segment 1 Census Tract Area

	16-Census Tract Area		City of Houston		Harris County	
	Number	Percent	Number	Percent	Number	Percent
Age Distribution						
Total Population[a]	50,457*		2,134,707		4,182,285	
Under 5 Years Old	163	0.3	169,938	8.0	338,606	8.1
Population 5 to 14 years old	16,224	32.2	291,022	13.6	637,655	15.2
Population 15 to 19 years old	7,032	8.3	139,308	6.5	299,629	7.2
Population 65 years and older	6,550	13.0	198,661	9.3	353,752	8.5
Disabled Population						
Total Population[b]	87,550*		2,120,068		4,160,730	
Disabled Population	8,643	9.8	209,434	9.9	380,538	9.1

Source: U.S. Census Bureau 2013b[a] and 2013c[b]

Note: * Population totals in Table 4-3 are from the ACS and may differ from the 2010 Census population estimates.

4.1.2 Socio-Economic Conditions

Table 4-4 presents data for the civilian labor force (persons over 16 years of age), percent employed, percent unemployed, percent of workers in the Armed Forces, and percent of workers not in the labor force for the Segment 1 Census tract area.

The Segment 1 Census tract area unemployment rate is 10.2 percent, which is higher than the unemployment rate in the city of Houston (9.3 percent) and Harris County (8.6 percent). The percent of the population that is not in the labor force (37.2 percent) is higher than Houston (31.9 percent) and Harris County (31.4 percent).

The three leading occupational categories in the Segment 1 Census tract area are construction; retail trade; and education, health care and social services (U.S. Census Bureau 2013d). The largest employer in the Segment 1 Census tract area is Gallery Furniture.

Table 4-4: Labor Force, Total Employment, and Unemployment Rate in Segment 1 Census Tract Area

Socio-Economic Characteristics	16-Census Tract Area		City of Houston		Harris County	
	Number	Percent	Number	Percent	Number	Percent
Population 16 years and older (Labor Force)	37,085		1,647,341		3,145,900	
Civilian Labor force	23,262	62.7	1,121,400	68.1	2,155,040	68.5
*Employed**	*20,897*	*89.8*	*1,016,880*	*90.7*	*1,970,541*	*91.4*
*Unemployed**	*2,365*	*10.2*	*104,520*	*9.3*	*184,499*	*8.6*
Armed Forces	30	0.1	706	<0.1	1,558	<0.1
Not in Labor Force	13,793	37.2	525,235	31.9	989,302	31.4

Source: U.S. Census Bureau 2013d

*Note: Percent is percentage of Civilian Labor Force.

Income

Median household income is defined as the income of householders and all other individuals 15 years or older (U.S. Census Bureau 2014). The definition for per capita income is defined as income per person, or the mean income received per person in a geographic area (ages 15 years and older) divided by the total population in that area (U.S. Census 2014). The average median household income for the Segment 1 Census block group area is $28,902 compared to Harris County and City of Houston at $53,137 and $63,709, respectively (U.S. Census Bureau 2013e). The average per capita income for the Segment 1 Census block group area is $12,273 compared to Harris County and City of Houston at $27,899 and $27,305, respectively (U.S. Census Bureau 2013f). Low-income populations were identified if the median household income at the Census block group level was at or below $24,300, the 2016 HHS poverty guideline. Potential impacts to low-income areas were evaluated by alternative and are discussed in Section 5.7.1.

4.2 Segment 2: I-45 from I-610 to I-10

4.2.1 Demographics and Population

The Segment 2 Census profile area consists of 10 Census tracts, 16 block groups, and 156 blocks. (Note: two Census tracts and three block groups are located in both Segments 1 and 2; one Census tract and block group is located in both Segment 2 and 3). The population within the Segment 2 Census block area is 84.8 percent minority, of which 74.9 percent is Hispanic. Predominantly Hispanic communities are located throughout the Segment 2 Census profile area. Predominantly Hispanic communities are located east and west of I-45. All Census blocks with a greater than zero population within the Segment 2 Census block

area are more than 50 percent Hispanic, except for a predominantly Black community north of I-610 between McCombs Street and I-45.

Table 4-5 summarizes the population and the demographic composition of the Segment 2 Census profile area, which includes all Census tracts, block groups, and blocks within or adjacent to the proposed right-of-way of the alternatives.

Table 4-5: Population and Demographic Distribution in Segment 2 Census Profile Area

Race/Ethnicity	Adjacent Blocks		Adjacent Block Groups		Adjacent Census Tracts	
	Number	Percent	Number	Percent	Number	Percent
Total Population	2,343		20,308		17,281	
White	357	15.2	4,059	20.0	9,912	22.3
Black	194	8.3	2,264	11.1	5,414	12.2
American Indian or Alaskan Native	14	0.6	38	0.2	77	0.2
Asian	15	0.6	186	0.9	385	0.9
Native Hawaiian and Other Pacific Islander	0	0	8	0.1	13	0.03
Some Other Race	1	0.1	30	0.1	61	0.07
Two or More Races	6	0.3	124	0.6	316	0.7
Ethnicity: Hispanic*	1,756	74.9	13,559	67.0	1,103	63.6
Minority: Non-white or Hispanic	1,986	84.8	16,249	80.0	7,369	77.7

Source: U.S. Census Bureau 2010

*Hispanic includes all respondents that have identified Hispanic ethnicity, regardless of race.

4.2.1.1 Limited English Proficiency Population

Appendix C, Table C-2 provides the LEP population totals for Segment 2 block group area, city of Houston, and Harris County, and the composition of LEP populations by languages. Approximately 27.5 percent of the total population in the Segment 2 Census block group area speaks English less than "very well," which the Census Bureau defines as LEP. The LEP language distribution is 96.7 percent Spanish, 0 percent Indo-European, 3 percent Asian and Pacific Islander, and 0.1 percent Other.

Spanish is the dominant language of the LEP populations. The percent of the LEP population in one Census block group (41.4 percent) is almost double the percent LEP population of City of Houston (20.4) and Harris County (20.4). This LEP population is located west of I-45, between Matthis Road and West Patton Street. During the field investigation, non-English signs were not observed in the Segment 2 Census profile area.

4.2.1.2 Children, Elderly, and Disabled Populations

Population estimates of children, elderly, and disabled persons were obtained at the Census tract level. Table 4-6 provides the number and percent of children and elderly and disabled populations for the Segment 2 Census tract area. In the Segment 2 Census tract area, approximately 25.6 percent of the population is children, in comparison to Houston (28.1 percent) and Harris County (30.5 percent). The percentage of children in the Segment 2 Census tract area is lower than the percentage children in the city of Houston and Harris County. In the Segment 2 Census tract area, approximately 1.5 percent is elderly, in comparison to the Houston (9.3 percent) and Harris County (8.5 percent). The percentage of elderly persons in the Segment 2 Census Tract area is lower than the percentage of elderly persons in the city of Houston and lower than Harris County.

Disabled Populations

The disabled population accounts for 14.9 percent of the total population in the Segment 2 Census tract area, in comparison to Houston (9.1 percent) and Harris County (9.9 percent) (U.S. Census Bureau 2013c). The percentage of disabled persons in the Segment 2 Census Tract area is higher than the percentage of disabled persons in the city of Houston and Harris County. No specific group quarters housing facilities for disabled populations were identified in the Segment 2 Census tract area. Table 4-6 summarizes the numbers of children, elderly, and disabled persons in the Segment 2 Census tract area.

Table 4-6: Children, Elderly, and Disabled Populations in Segment 2 Census Tract Area

	10-Census Tract Area		City of Houston		Harris County	
	Number	Percent	Number	Percent	Number	Percent
Age Distribution						
Total Population[a]	44,729*		2,134,707		4,182,285	
Under 5 Years Old	3,321	7.4	169,938	8.0	338,606	8.1
Population 5 to 14 years old	5,554	12.4	291,022	13.6	637,655	15.2
Population 15 to 19 years old	2,618	5.8	139,308	6.5	299,629	7.2
Population 65 years and older	652	1.5	198,661	9.3	353,752	8.5
Disabled Population						
Total Population[b]	44,626*		2,120,068		4,160,730	
Disabled Population	6,673	14.9	209,434	9.1	380,538	9.9

Source: U.S. Census Bureau 2013b[a] and 2013c[b]

Note: * Total populations in this table are from the ACS, and are sample populations which may differ from the 2010 U.S. Census population. The sample populations can vary by Census table.

4.2.2 Socio-Economic Conditions

Table 4-7 contains data for the civilian labor force (over 16 years old), percent employed, percent unemployed, percent of workers in the Armed Forces, and percent of workers not in the labor force for the Segment 2 Census tract area.

The Segment 2 Census tract area unemployment rate is 8.5 percent, which is slightly lower than the city of Houston (9.3 percent) and Harris County (8.6 percent). The percent of the population not in the labor force is 34.8 percent, which is higher than city of Houston (31.9 percent) and Harris County (31.4 percent).

The three leading occupational categories in the Segment 2 Census tract area are education, health care, and social services; construction; and professional, scientific, management, administrative, and waste management services (U.S. Census Bureau 2013d).

Table 4-7: Labor Force, Total Employment, and Unemployment Rate in Segment 2 Census Tract Area

Socio-Economic Characteristics	10-Census Tract Area		City of Houston		Harris County	
	Number	Percent	Number	Percent	Number	Percent
Population 16 years and older	35,407		1,647,341		3,145,900	
Civilian Labor force	23,063	65.1	1,121,400	68.1	2,155,040	68.5
*Employed**	*21,110*	*91.5*	*1,016,880*	*90.7*	*1,970,541*	*91.4*
*Unemployed**	*1,953*	*8.5*	*104,520*	*9.3*	*184,499*	*8.6*
Armed Forces	40	<0.1	706	<0.1	1,558	<0.1
Not in Labor Force	12,304	34.8	525,235	31.9	989,302	31.4

Source: U.S. Census Bureau 2013d

*Note: Percent is percentage of Civilian Labor Force.

Income

The average median household income for the Segment 2 Census block group area was $39,852 compared to Harris County and City of Houston at $53,137 and $63,709, respectively (U.S. Census Bureau 2013e). The average per capita income for the Segment 2 Census block group area is $24,029 compared to Harris County and City of Houston at $27,899 and $27,305, respectively (U.S. Census Bureau 2013f). Low-income populations were identified if the median household income at the Census block group level was at or below $24,300, the 2016 HHS poverty guideline. Potential impacts to low-income areas were evaluated by alternative and are discussed in Section 5.7.2.

4.3 Segment 3: Downtown Loop

4.3.1 Demographics and Population

The Segment 3 Census profile area consists of 21 Census tracts, 33 block groups, and 602 blocks. (Note: one Census tract and one block group are located in both Segments 2 and 3). The population within the Segment 3 Census profile area is 67.3 percent minority, of which 39.1 percent is Black and 22.6 percent is Hispanic. Predominately Hispanic communities are located east of I-45 between North Main Street and Quitman Street which span Segments 2 and 3. Additional predominantly Hispanic communities are located at Nance Street south of I-10 near the US 59/I-69 interchange, north of Cleburne Street, and south of the SH 288 and US 59/I-69 interchange. Minority populations that are predominately Black are located west of US 59/I-69 between Runnels Street and Ruiz Street; north of I-10 from US 59/I-69 to Waco Street; south of Chartres Street between Franklin Street and Congress Street; and south of Downtown on the southwest corner of the I-45 and US 59/I-69 interchange.

Table 4-8 summarizes the population estimates and the demographic composition of the Segment 3 Census profile area, which includes all Census tracts, block groups, and blocks in or adjacent to the proposed alternative right-of-way.

Table 4-8: Population and Demographic Distribution in Segment 3 Census Profile Area

Race/Ethnicity	Adjacent Blocks		Adjacent Block Groups		Adjacent Tracts	
	Number	Percent	Number	Percent	Number	Percent
Total Population	5,603		53,106		86,209	
White	1,833	32.7	18,246	34.4	29,767	34.5
Black	2,193	39.1	16,546	31.2	25,370	29.4
American Indian or Alaskan Native	14	0.25	109	0.0	176	0.2
Asian	220	3.9	1807	3.4	3,115	3.6
Native Hawaiian and Other Pacific Islander	2	0.05	13	0.02	31	0.1
Some Other Race	10	0.2	369	0.7	432	0.5
Two or More Races	67	1.2	602	1.1	1,015	1.2
Ethnicity: Hispanic*	1,264	22.6	15,414	29.0	26,303	30.5
Minority: Non-white or Hispanic	3,770	67.3	34,860	65.6	56,442	65.5

Source: U.S. Census Bureau 2010.

*Hispanic includes all respondents that have identified Hispanic ethnicity, regardless of race.

4.3.1.1 Limited English Proficiency

Approximately 13.6 percent of the total population in the Segment 3 Census block group area speaks English less than "very well," which the Census bureau defines as LEP. The LEP language distribution is 82.2 percent Spanish, 3.1 percent Indo-European, 7.8 percent Asian and Pacific Islander, and 6. 9 percent Other.

Appendix C, Table C-2 provides the LEP population totals for Census block groups, city of Houston, and Harris County and the composition of LEP population by language. Spanish is the dominant language of the LEP population. Vietnamese business signs were also observed in neighborhoods east of Downtown near St. Emanuel Street. Two Census block groups have LEP populations almost double the percent (46.1 and 49.1 percent) LEP population compared to the city of Houston (23.4 percent) and Harris County (20.4 percent). These Census block groups are located north of I-10 and east of I-45, directly north of Downtown Houston, and north of Cleburne Street and south of the SH 288 at the US 59/I-69 interchange.

LEP accommodations provided during the public involvement process are discussed in detail in Section 1.2.4.

4.3.1.2 Children, Elderly, and Disabled Populations

Populations of children, elderly, and disabled populations were examined at the Census tract level. In the Segment 3 Census tract area, approximately 19.2 percent are children, in comparison to the City of Houston (28.1 percent) and Harris County (30.5 percent). The percentage of children in the Segment 3 Census tract area is lower than the percentage of children in the city of Houston and Harris County. In the Segment 3 Census tract area, approximately 8.4 percent are elderly, in comparison to the city of Houston (9.3 percent) and Harris County (8.5 percent) (U.S. Census Bureau 2013b). The percentage of elderly persons is lower in the Segment 3 Census Tract area than the percentage of elderly persons in the city of Houston and consistent with the percentage of elderly persons in than Harris County.

Disabled Populations

The disabled population accounts for 12.4 percent of the total population in the Segment 3 Census tract area, in comparison to the city of Houston (9.1 percent) and Harris County (9.9 percent) (U.S. Census Bureau 2013c). The percentage of disabled persons is higher in the Segment 3 Census Tract area than the percentage of disabled persons in the city of Houston and Harris County. No specific group quarters housing facilities for disabled populations were identified in the Segment 3 Census tract area. Table 4-9 summarizes the numbers of children, elderly, and disabled persons in the Segment 3 Census tract area.

Table 4-9: Children, Elderly, and Disabled Populations in Segment 3 Census Tract Area

	21-Census Tract Area		City of Houston		Harris County	
	Number	Percent	Number	Percent	Number	Percent
Age Distribution						
Total Population[a]	82,463*		2,134,707		4,182,285	
Under 5 Years Old	5,234	6.3	169,938	8.0	338,606	8.1
Population 5 to 14 years old	6,902	8.3	291,022	13.6	637,655	15.2
Population 15 to 19 years old	3,788	4.6	139,308	6.5	299,629	7.2
Population 65 years and older	6,919	8.4	198,661	9.3	353,752	8.5
Disabled Population						
Total Population [b]	75,315*		2,120,068		4,160,730	
Disable Population	9,315	12.4	209,434	9.1	380,538	9.9

Source: U.S. Census Bureau 2013b[a] and 2013c [b]

Note:* Total populations in this table are from the ACS, and are sample populations which may differ from the 2010 U.S. Census population. The sample populations can vary by Census table.

4.3.2 Socio-Economic Conditions

Table 4-10 contains data for the civilian labor force (over 16 years old), percent employed, percent unemployed, percent of workers in the Armed Forces, and percent of workers not in the labor force for the Segment 3 Census tract area.

In the Segment 3 Census tract area, the unemployment rate is 7.8 percent, which is slightly lower than city of Houston (9.3 percent) and Harris County (8.6 percent). The percent of the population not in the labor force is 36.3 percent, which is higher than the city of Houston (31.9 percent) and Harris County (31.4 percent).

The three leading occupational categories in the Segment 3 Census profile area are education, health care and social services; professional, scientific, management, administrative and waste management services; and manufacturing (U.S. Census Bureau 2013d). Two large employers in the Segment 3 Census profile area are George R. Brown Convention Center, and University of Houston Downtown. Downtown Houston is considered a major employment center in the Houston area, with many employers.

Table 4-10: Labor Force, Total Employment, and Unemployment Rate in Segment 3 Census Tract Area

Socio-Economic Characteristics	21-Census Tract Area		City of Houston		Harris County	
	Number	Percent	Number	Percent	Number	Percent
Population 16 years and older	69,907		1,647,341		3,145,900	
Civilian Labor force	44,465	63.6	1,121,400	68.1	2,155,040	68.5
*Employed**	*41,016*	*92.2*	*1,016,880*	*90.7*	*1,970,541*	*91.4*
*Unemployed**	*3,449*	*7.8*	*104,520*	*9.3*	*184,499*	*8.6*
Armed Forces	35	0.1	706	<0.1	1,558	<0.1
Not in Labor Force	25,407	36.3	525,235	31.9	989,302	31.4

Source: U.S. Census Bureau 2013d

*Note: Percent is percentage of Civilian Labor Force.

Income

The average median household income for Segment 3 Census block group area is $60,813 compared to Harris County and City of Houston at $53,137 and $63,709, respectively (U.S. Census Bureau 2013e). The average per capita income for the Segment 3 Census block group area is $40,414 compared to Harris County and City of Houston at $27,899 and $27,305, respectively (U.S. Census Bureau 2013f). Low-income populations were identified if the median household income at the Census block group level was at or below $24,300, the 2016 HHS poverty guideline. Potential impacts to low-income areas were evaluated by alternative and are discussed in Section 5.7.3.

5 IMPACTS

5.1 Land Use

The city of Houston was founded in 1836 on 147 acres at the confluence of Buffalo and White Oak Bayous (City of Houston n.d.). The city began to grow through decades of annexations starting in the 1900s with the ship channel annexation and the Heights residential area annexation. The northern portion of the project corridor, Segment 1, started to develop in the 1970s and is the least densely developed segment along the project corridor. The areas surrounding Segment 2 (which developed from the 1940s to the 1970s) and Segment 3 (which developed shortly after the founding of Houston in 1836) are among the most densely populated areas in the city. The Downtown Houston area and the surrounding neighborhoods in the I-610 Loop have experienced significant redevelopment and densification over the past decades. Development patterns and population forecasts indicate continuing growth along the I-45 corridor in north Houston and in the Downtown area.

The NHHIP crosses through urban and developing areas. The majority of the project is located in the city limits of Houston, but two of the alternatives for Segment 1 (Alternatives 4 and 7) would cross a portion of the Harris County Municipal Utility District (MUD) 321 and Fallbrook Utility District boundaries (Figure 3). MUD 321 and Fallbrook Utility District, located west of I-45 between Fallbrook Drive and West Mount Houston Road, are part of the city's extra territorial jurisdiction (ETJ). This is a limited purpose annexation area in which the city of Houston provides a limited array of services such as water and sewer service; however, these properties are not assessed for city taxation purposes. More information on property tax revenue is provided in Section 5.6.



Figure 3: Utility Districts along Project Corridor

The land use study area (herein after referred to as the "study area" in Section 5.1) for each segment is comprised of a one-half mile buffer from the existing project corridor right-of-way. Exhibits showing land uses along the project corridor are provided in Appendix C.

5.1.1 Segment 1: I-45 from Beltway 8 to I-610

5.1.1.1 Land Uses in Segment 1 Study Area

The Segment 1 study area is primarily comprised of residential and commercial land uses. Commercial development is concentrated along the frontage roads of I-45, and residential areas are located along both sides of the I-45 corridor. A few residential areas front the freeway on the east and west side. Industrial and public/institutional land uses are located along the frontage roads and throughout the entire Segment 1 study area. The total acres of land uses in the Segment 1 study area are provided in Table 5-1.

Table 5-1: Land Uses in Segment 1 Study Area

Land Use	Acres	Percent*
Residential	1,971	27
Commercial	1,662	23
Industrial	468	6
Multiple Use	265	4
Public Use/Institutional	413	6
Parks/Open Spaces	41	1
Transportation/Utility[1]	1,379	19
Vacant	933	13
Undevelopable	233	3
Total	**7,365**	

Source: H-GAC 2015a

Note: Land use data from H-GAC was revised based on field observations.

*Percentages in the table may not total 100 percent due to rounding.

The Segment 1 study area is mostly developed, and approximately 13 percent of property in the study area is vacant developable land. The largest tract of vacant land, which is located in the northern portion of Segment 1, is the future site of the Pinto Business Park. The Pinto Business Park is a proposed 971-acre "build-to-suit" industrial park located on the west side of I-45 between Beltway 8 and West Road (Hines 2015). No other planned developments are proposed in the study area.

Parks and open space account for approximately one percent of the total land uses in the Segment 1 study area. The Adath Israel Cemetery, located on Airline Drive between Tidwell Road and Crosstimbers Street, is classified as open space. A few channels and streams cross I-45. Halls Bayou crosses Segment 1 just north of Mount Houston Road, and Little White Oak Bayou runs along the west side of I-45 between Tidwell Road and I-610 but does not cross the freeway in the Segment 1 corridor. The city's long-term bikeway vision plan includes future bike paths along Halls Bayou and Little White Oak Bayou (City of Houston 2016). Long-term vision bikeway projects support the city's goal of providing citywide access; however, these projects do not have dedicated funding or an established implementation schedule. Long-term projects are likely to be capital-intensive or require street reconstruction.

[1] Total acreage includes existing roadway right-of-way within the project corridor.

5.1.1.2 Land Uses in Proposed Right-of-Way of Segment 1 Alternatives

All land uses that would be directly impacted by the NHHIP would be permanently converted to transportation use. All of the Segment 1 alternatives would have a greater impact on commercial development in comparison to other land uses. Table 5-2 summarizes the total acres of land uses in the proposed new right-of-way of Segment 1 alternatives.

Table 5-2: Land Uses in Proposed New Right-of-Way of Segment 1 Alternatives

Land Use	Alternative 4 (Proposed Recommended)		Alternative 5		Alternative 7	
	Acres	Percent*	Acres	Percent*	Acres	Percent*
Residential	12.05	6	12.45	5	5.55	5
Commercial	137.06	65	134.40	56	73.05	61
Industrial	10.03	5	18.36	8	6.28	5
Multiple Use	6.07	3	4.43	2	2.90	2
Public Use/Institutional	7.64	4	13.83	6	3.88	3
Parks/Open Spaces	0.00	0	0.08	<1	0.00	0
Transportation/Utility	24.92	12	41.00	17	20.47	17
Vacant Developable	11.26	5	6.39	3	4.28	4
Undevelopable	3.04	1	8.03	3	3.31	3
Total	**212.06**		**238.97**		**119.72**	

Source: H-GAC 2015a

Note: Land use data from H-GAC was revised based on field observations.

*Percentages in the table may not total 100 percent due to rounding.

Alternative 4 (Proposed Recommended)

Alternative 4 would require acquisition of approximately 212 acres of land. Approximately 65 percent of the land use in the proposed right-of-way is commercial. On the west side of I-45, existing land use in the proposed right-of-way is mostly commercial development from Beltway 8 to Airline Drive, and there is a mix of commercial, residential, and industrial land uses from Airline Drive to Riggs Road. On the east side of I-45, the proposed right-of-way is currently a mix of industrial, commercial, residential, and public/institutional land uses. A total of 12 acres of residential land use (including single-family and multi-family units) are located in the proposed right-of-way between:

- Parker Road and Crosstimbers Street (west side of I-45)
- Crosstimbers Street and the Houston Belt and Terminal (HB&T) Railroad (east side of I-45)

Alternative 4 would affect more vacant developable land in comparison to Alternatives 5 and 7. No parks or open space land use is located in the proposed right-of-way of Alternative 4.

The John Deere Dealership (Doggett Heavy Machinery Services), located at 9111 North Freeway, is a recently constructed commercial development and is partially in the proposed right-of-way of Alternative 4. Alternative 4 would displace this new business. Parcels in the proposed Pinto Business Park that front the I-45 frontage road are situated in the proposed right-of-way of Alternative 4. As of August 2015, these parcels are vacant and are not sold or under contract.

Alternative 5

Alternative 5 would require acquisition of approximately 239 acres of land. The majority of existing land use in the proposed right-of-way is commercial development. Alternative 5 would have the greatest impact to industrial property (18 acres) in comparison to the other Segment 1 alternatives. A total of approximately 12 acres of residential land use (including single-family and multi-family units) are located in the proposed right-of-way between:

- West Little York Road and Tidwell Road (east side of I-45)
- Crosstimbers Street and the HB&T Railroad (east side of I-45)

Less than one acre of the Adath Israel Cemetery property (classified as open space land use) is in the proposed right-of-way. Alternative 5 would have the greatest impact to public/institutional land uses in comparison to Alternatives 4 and 7. More information on community facilities such as schools, places of worship, and medical facilities is provided in Section 5.2.

No planned developments were identified in the proposed right-of-way of Alternative 5.

Alternative 7

Alternative 7 would require acquisition of approximately 120 acres of land. Existing land use in the proposed right-of-way is primarily commercial land use. A total of approximately six acres of residential land use (including single-family and multi-family units) are located in the proposed right-of-way between:

- Parker Road and Crosstimbers Street (west side of I-45)
- West Little York Road and Tidwell Road (east side of I-45)
- Crosstimbers Street and the HB&T Railroad (east side of I-45)

No parks or open space land use is located in the proposed right-of-way of Alternative 7. Overall, Alternative 7 would have the least direct impact to land use in comparison to the other Segment 1 alternatives.

A small portion of the recently constructed John Deere Dealership (Doggett Heavy Machinery Services) on the west side of I-45 is located in the proposed right-of-way of Alternative 7; however, the building would likely not be impacted. Small portions of parcels in the proposed Pinto Business Park property are located in the proposed right-of-way of

Alternative 7. As of August 2015, these parcels are vacant and are not sold or under contract.

Summary

Segment 1 alternatives would affect land use patterns along the I-45 frontage roads. The displacement of commercial land use along both sides of the frontage roadway would bring the freeway closer to single-family residences. Over time, these areas may redevelop to commercial or high density uses, shifting residential growth further north towards vacant developable areas or encouraging increased medium to high density residential development in the study area. Improved freeway facilities may encourage industrial and commercial growth by providing better access to businesses along the project corridor.

5.1.2 Segment 2: I-45 from I-610 to I-10

5.1.2.1 Land Uses in Segment 2 Study Area

The Segment 2 study area is comprised mostly of residential land use. Residential development is located east and west of the existing I-45 right-of-way, and some residential areas are adjacent to the freeway. Commercial development occurs primarily along I-45, Airline Drive, North Main Street, and Fulton Street. Larger areas of commercial uses include various retail establishments located southwest of the I-45/I-610 interchange and the Love's Truck Stop east of I-45 near Patton Street. Public/institutional uses, industrial uses, and undevelopable lands are dispersed throughout the segment study area. The total acres of land uses in the Segment 2 study area are provided in Table 5-3.

Table 5-3: Land Uses in Segment 2 Study Area

Land Use	Acres	Percent*
Residential	1,133	42
Commercial	167	6
Industrial	66	2
Multiple Use	46	2
Public Use/Institutional	56	2
Parks/Open Spaces	142	5
Transportation/Utility[2]	845	31
Vacant	99	4
Undevelopable	160	6
Total	**2,714**	

Source: H-GAC 2015a

Note: Land use data from H-GAC was revised based on field observations.

*Percentages in the table may not total 100 percent due to rounding.

Parks and open space account for approximately five percent of the total land uses in the Segment 2 study area. Montie Beach Park and Woodland Park are located on west side of I-45, and Moody Park is located on the east side of I-45. Little White Oak Bayou runs generally parallel to the I-45 corridor and passes under freeway between Patton Street and Quitman Street. Existing bike paths are located west of I-45 along Little White Oak Bayou between Link Road and Cavalcade Street, and the city's long-term bikeway vision plan includes future bike paths and trails along Little White Oak Bayou and through Moody Park on the east side of I-45 (City of Houston 2016). Little White Oak Bayou has historically limited development adjacent to I-45 in this area. The Historic Hollywood and Holy Cross Catholic cemeteries are located between I-45 and the Little White Oak Bayou curves around the Near Northside neighborhood (see Appendix D, Exhibit D). The White Oak Music Hall, which opened in the Spring of 2016, is located on five acres in the Near Northside subdivision at the intersection of North Main Street and North Street (White Oak Music Hall 2015).

The Segment 2 study area is largely built-out and only four percent of property in the study area is developable vacant land. No planned developments were identified in the Segment 2 study area.

[2] Total acreage includes existing roadway right-of-way within the project corridor.

5.1.2.2 Land Uses in Proposed Right-of-Way of Segment 2 Alternatives

Alternatives 10, 11, and 12 would require additional acres of right-of-way. The alternatives would convert between 10 and 19 acres of existing land uses to transportation use. Land uses in the footprint of an elevated portion of the roadway may not be permanently impacted. Table 5-4 summarizes the total acres of land uses in the proposed new right-of-way of the Segment 2 alternatives.

Table 5-4: Land Uses in Proposed New Right-of-Way of Segment 2 Alternatives

Land Use	Alternative 10 (Proposed Recommended)		Alternative 11		Alternative 12	
	Acres	Percent*	Acres	Percent*	Acres	Percent*
Residential	4.07	21	1.39	14	1.40	12
Commercial	2.24	12	1.56	16	1.56	14
Industrial	1.30	7	0.66	7	0.72	6
Multiple Use	2.83	15	2.45	25	2.53	22
Public Use/Institutional	0.36	2	0.00	0	0.00	0
Parks/Open Spaces	0.00	0	0.01	<1	<0.01	0
Transportation/Utility	4.09	21	2.35	24	3.17	27
Vacant Developable	2.32	12	1.20	12	1.29	11
Undevelopable	1.86	10	0.36	4	0.82	8
Total	**19.07**		**9.98**		**11.56**	

Source: H-GAC 2015a

Note: Land use data from H-GAC was revised based on field observations.

*Percentages in the table may not total 100 percent due to rounding.

Summary

Segment 2 alternatives would have similar right-of-way acquisition requirements and would have similar impacts to existing land uses. Alternative 10 (Proposed Recommended) would impact more land and would have the greatest effect on residential and undevelopable land uses in comparison to Alternatives 11 and 12. All alternatives would directly affect less than five acres of residential land use. Each alternative would impact between 0.66 and 2.24 acres of industrial and commercial land use. No open spaces or parks are located in the proposed right-of-way of Alternative 10, and less than one acre of park land in Woodland Park would be impacted by Alternatives 11 and 12.

5.1.3 Segment 3: Downtown Loop System

5.1.3.1 Land Uses in Segment 3 Study Area

The Segment 3 study area is a densely developed area that is comprised primarily of residential, commercial, and existing transportation/utility land uses. Seven percent of the Segment 3 study area is considered undevelopable land use, which includes storm water detention areas, drainage channels, bayous, and waterbodies. Commercial and multiple purpose land uses are concentrated in the central portion of the Segment 3 study area, and residential land use is located primarily outside of the Downtown loop. Industrial land use is located east of Downtown and along I-10. The total acres of land uses in Segment 3 study area is provided in Table 5-5.

Table 5-5: Land Uses in Segment 3 Study Area

Land Use	Acres	Percent*
Residential	1,416	21
Commercial	755	11
Industrial	416	6
Multiple Use	216	3
Public Use/Institutional	481	7
Parks/Open Spaces	180	3
Transportation/Utility[3]	2,549	37
Vacant Developable	359	5
Undevelopable	515	7
Total	**6,887**	

Source: H-GAC 2015a

Note: Land use data from H-GAC was revised based on field observations.

* Percentages in the table may not total 100 percent due to rounding.

The Segment 3 study area is mostly built-out and only five percent of property in the study area is developable vacant land. As the city continues to grow, Downtown and the surrounding neighborhoods are redeveloping. Several office towers, multi-family unit complexes, hotels, and mixed use developments are under construction or planned inside of the Downtown loop. Other planned developments in the vicinity include the expansion of the Memorial Hermann Hospital located south of the Downtown area. Midtown, which was originally a commercial district, is undergoing residential redevelopment but still has significant areas of commercial development. Higher density residential land use, such as townhouses and apartment buildings, and mixed use development are increasing in older neighborhoods to the west, east, and south of central Downtown. The area east of Downtown is experiencing high- to medium-density residential redevelopment, but this area is still comprised largely of industrial land use. The former Union Pacific railyard, located two blocks north of I-10 between I-45 and US 59/I-69, is proposed to be converted to a mixed use development known as the Hardy Yards. The Hardy Yards will include residential units, retail, and office space on a 50-acre site (Gonzalez 2014).

Parks/open space uses in the Segment 3 study area include White Oak Parkway, Freed Art and Nature Park, Hogg Park, and Stude Park located north of I-10 along White Oak Bayou; Tinsley/Jamail Skate Park located west of I-45 along Buffalo Bayou; and several park areas

[3] Total acreage includes existing roadway right-of-way within the project corridor.

in the Downtown loop. Public use facilities in the Segment 3 study area include libraries, government buildings, universities, stadiums, sports areas, and theaters.

5.1.3.2 Land Uses in Proposed Right-of-Way of Segment 3 Alternatives

All land uses that would be directly impacted by the NHHIP would be permanently converted to transportation use; however, land uses in the footprint of an elevated portion of the roadway may not be permanently impacted. Table 5-6 summarizes the total acres of land uses in the proposed new right-of-way of Segment 3 Alternatives.

Table 5-6: Land Uses in Proposed New Right-of-Way of Segment 3 Alternatives

Land Use	Alternative 10		Alternative 11 (Proposed Recommended)		Alternative 12	
	Acres	Percent*	Acres	Percent*	Acres	Percent*
Residential	5.12	7	28.29	18	20.59	19
Commercial	8.01	10	24.97	16	12.64	12
Industrial	6.71	9	24.36	15	8.39	8
Multiple Use	0.27	<1	1.79	1	1.29	1
Public Use/Institutional	5.47	7	14.03	9	4.99	5
Parks/Open Spaces	3.38	4	0.82	1	3.30	3
Transportation/Utility	19.84	26	29.24	18	23.01	21
Vacant Developable	1.19	2	10.82	7	3.94	4
Undevelopable	26.32	34	25.48	16	31.08	28
Total	**76.31**		**159.80**		**109.23**	

Source: H-GAC 2015a

Note: Land use data from H-GAC was revised based on field observations.

*Percentages in the table may not total 100 percent due to rounding.

Alternative 10

Alternative 10 would require acquisition of approximately 76 acres of land, which is less than Alternatives 11 and 12. Existing land use in the proposed right-of-way is primarily undevelopable and transportation/utility land use. Approximately five acres of residential land use (including single-family and multi-family units) are located in the proposed right-of-way in Near Northside, Downtown Midtown, Greater Third Ward, Greater Fifth Ward, and Museum Park neighborhoods. Approximately three acres of park land, including Freed Art and Nature Park, Hogg Park, Linear Park, and Sam Houston Park, are in the proposed right-of-way.

The Hamilton Apartments are a multi-family residential complex located at the northwest corner of the I-45 and US 59/I-69 interchange (Note: These apartments were under construction at the time of field investigation. The parcel is currently classified as commercial use on the land use exhibits in Appendix D). This property is in the proposed

right-of-way of Alternative 10, and all residential units would be displaced. Alternative 10 would not directly affect other planned developments in the area.

Alternative 11 (Proposed Recommended)

Alternative 11 would require acquisition of approximately 160 acres of land. Alternative 11 would impact the most acres of commercial, industrial, public/institutional, and residential land use in comparison to the other Segment 3 alternatives. Approximately 28 acres of residential land use (including single-family and multi-family units) are located in the proposed right-of-way in Near Northside, Downtown Midtown, Greater Third Ward, Greater Fifth Ward, Museum Park, and Second Ward neighborhoods. The proposed right-of-way would displace the Clayton Homes public housing development. The proposed right-of-way of Alternative 11 would impact more developable vacant land use than the other Segment 3 alternatives. Approximately 11 acres of vacant land are in the proposed right-of-way, of which a large tract is located on the east side of US 59/I-69 and north of Buffalo Bayou. Less than a total of one acre of park land, in Freed Art and Nature Park and Linear Park, is in the proposed right-of-way.

A future hotel site to the east of US 59/I-69 near Clay Street is in the proposed right-of-way, and the hotel would be displaced if it is constructed prior to the proposed project. The proposed right-of-way of Alternative 11 would reduce ballpark and stadium parking areas on the east side of US 59/I-69. New parking areas are proposed on the west side of US 59/I-69 near the George R. Brown Convention Center.

Alternative 12

Alternative 12 would require acquisition of approximately 109 acres of land. Existing land uses in the proposed right-of-way is primarily undevelopable, residential, commercial, and transportation/utility land uses. Approximately 21 acres of residential land use (including single-family and multi-family units) are located in the proposed right-of-way in Near Northside, Downtown Midtown, Greater Third Ward, Greater Fifth Ward, Museum Park, and Second Ward neighborhoods. The proposed right-of-way would displace the Clayton Homes public housing development. A total of approximately three acres of park land, in Freed Art and Nature Park, Hogg Park, Linear Park and Sam Houston Park, is in the proposed right-of-way.

The Hamilton Apartments, located at the northwest corner of the I-45 and US 59/I-69 interchange, are in the proposed right-of-way of Alternative 12 (Note: These apartments were under construction at the time of field investigation. The parcel is currently classified as commercial use on the land use exhibits in Appendix D). All residential units would be displaced. A planned hotel site on the east of US 59/I-69 near Clay Street is located within the proposed right-of-way, but the proposed right-of-way would not impact use of the entire property. The proposed right-of-way would reduce commercial parking areas on the east side

of US 59/I-69. New parking areas are proposed on the west of US 59/I-69 near the George R. Brown Convention Center.

Summary

All alternatives would affect existing and future land use patterns in the Segment 3 study area. Alternative 11 would impact the most acres of land, and would have the greatest direct effect on developed properties in comparison to the other segment alternatives. The proposed right-of-way for Alternative 11 and 12 both parallel US 59/I-69 and would reduce commercial land use and some medium- to high-density residential development to the east of Downtown. Land requirements for the proposed right-of-way would potentially impact future land uses and the redevelopment of transitioning neighborhoods east of Downtown. Improved freeway facilities may encourage commercial growth by providing better access to businesses along the project corridor. Several office towers are under construction in central Downtown but not in the proposed right-of-way of any alternative. No alternatives would directly impact the future Hardy Yards development.

5.2 Neighborhoods and Community Cohesion

This analysis focuses on communities along the project corridor that may be affected by the proposed alternatives. The proposed alternatives may result in displacements, loss of community facilities, isolation, reduced or enhanced connectivity, and visual and noise impacts. The communities assessed along the project corridor are referred to as "super neighborhoods", which are geographically designated areas that are divided by major physical features and share common characteristics. Each super neighborhood has an elected council and guiding by-laws that create a framework to prioritize and address issues of concern for their community. Figure 4 shows the super-neighborhoods in the NHHIP area. Exhibits showing community facilities in the NHHIP area are provided in Appendix D.

Proposed alternatives that would affect community traffic patterns, modes of transportation, and mobility in neighborhoods are discussed in Section 5.3. Community impacts related to safety are discussed in Section 5.4.

A traffic noise analysis was completed for the Draft EIS, and evaluated the potential noise impacts of the Reasonable Alternatives. The Traffic Noise Analysis Technical Report is included as an appendix to the Draft EIS. Noise levels were predicted to remain the same, increase, or decrease at representative receivers where noise levels were modeled. The noise receivers included many types of land uses, such as residential, places of worship, medical facilities, restaurants, hotels, parks, and school playgrounds. The analysis included a qualitative evaluation of potential mitigation measures (i.e., noise barriers) that may be feasible and reasonable, based on the best available information for areas impacted by traffic noise. The evaluation of Reasonable Alternatives shows that 88 to 91 percent of impacted receivers in Segment 1 may benefit from traffic noise barriers, including many residential areas. For Segment 2, 57 to 58 percent of impacted receivers may benefit from traffic noise barriers, including many residential areas. For Segment 3, 73 to 77 percent of impacted receivers may benefit from traffic noise barriers, including many residential areas. A quantitative examination of the potential mitigation measures and specific proposed mitigation details (i.e., noise barrier dimensions, cost, etc.) for the project will be determined for the preferred alternative during preparation of the Final EIS.



Figure 4: Super Neighborhoods

5.2.1 Segment 1: I-45 from Beltway 8 to I-610

Segment 1 crosses five super neighborhoods. Super neighborhoods on the east side of I-45 include Greater Greenspoint and Northside/Northline. Neighborhoods on the west side of I-45 include part of Greater Greenspoint, Hidden Valley, Acres Home, part of Northside/Northline, and Independence Heights. The neighborhoods in the northern portion of Segment 1 (Greater Greenspoint and Hidden Valley) developed in the 1960s and are characterized by single-family tract homes. Acres Home, Northside/Northline, and Independence Heights are well-established neighborhoods with single-family homes and multi-family units. Acres Home and Independence Heights developed in the late 1930s and 1940s, respectively, and development in Northside/Northline increased after the North Freeway was constructed. Some abandoned buildings are located on the west side of I-45.

Community facilities in the Segment 1 corridor include public and private schools, places of worship, medical facilities, and neighborhood parks. The northern portion of Segment 1 is in the Aldine Independent School District (ISD), and the southern portion of Segment 1 is in the Houston ISD. Medical and dental offices and special care facilities are located in commercial office buildings in the Segment 1 study area. Several parks are located in the Segment 1 study area, but no parks are in the proposed right-of-way of any of the alternatives.

5.2.1.1 Segment 1 Alternative 4: Widen I-45 to Mostly to the West (Proposed Recommended)

The proposed right-of-way of Alternative 4 is mostly west of the I-45 corridor and crosses Hidden Valley, Acres Home, Northside/Northline, and Independence Heights neighborhoods. The proposed project would not directly affect residences or access to community facilities in Hidden Valley or Acres Home, and would have little effect on community cohesion in these neighborhoods. Northside/Northline, which is divided on the east and west side of I-45, is mostly comprised of single-family homes with a few large apartment complexes. Businesses on the west side of Northside/Northline and along the I-45 frontage road include automobile dealerships, restaurants, retail stores, motels, and storage facilities. Several abandoned buildings are located along the frontage road. Minimal pedestrian activity was observed on the west side of I-45 in Northside/Northline. Independence Heights is a historical community on the west side of I-45 between Tidwell Road and I-610. The area consists primarily of single-family residences. This neighborhood has several community facilities and parks and a high level of pedestrian activity.

Residences and Neighborhoods

The proposed right-of-way of Alternative 4 would displace approximately 58 single-family residences and 160 multi-family units. Some of the single-family residences that front I-45 are used for commercial business. Displacements would reduce the size of the communities. Tenants living in apartments could be relocated to another multi-family residential complex. Additional information on housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Northside/Northline (west side of I-45)

- 25 single-family residences between Parker Road and Tidwell Road
- 70 multi-family units at the Redstone Apartments (5402 Werner Street)

Northside/Northline (east side of I-45)

- 17 single-family residences between Crosstimbers Street and the HB&T railroad
- 6 multi-family units between Theron Street and Neyland Street (4212 North Freeway)

Independence Heights

- 15 single-family residences between Tidwell Road and Crosstimbers Street
- 84 multi-family units at the Ventanas Garden Apartments between Tidwell Road and Airline Drive (5135 North Freeway)

Not in a Super Neighborhood

- One single-family residence on the west side of I-45 between West Road and Bluebell Road is not in the city limits or within the boundary of a super neighborhood.

The La Vista Villa apartments on the west side of I-45 between Tidwell Road and Airline Drive appear to be vacant or abandoned and are not included in the displacement totals.

Community Facilities

The proposed right-of-way would displace three places of worship in the Northside/Northline neighborhood:

- Centro Cristano Church (5621 North Freeway)
- Iglesia Evangelica Vida (in an office building at 4000 North Freeway)
- Faith Tabernacle Church (45 Neyland Street)

Several Christian places of worship are located in the Northside/Northline neighborhood, including places of worship with services in Spanish. Approximately 20 Christian places of worship are located within one mile of Centro Cristano Church; more than 40 Christian places of worship are within one mile of Iglesia Evangelica Vida; and more than 30 Christian places of worship are within one mile of Faith Tabernacle Church.

The proposed right-of-way would displace two schools in the Northside/Northline neighborhood:

- Alpha and Omega Christian Academy (5621 North Freeway)
- The Culinary Institute LeNotre (7070 Allensby Street)

Students at Alpha and Omega Christian Academy may attend another school if a new facility is not built. Relocation could result in increased travel distance and other schools that provide equivalent classes may not be easily accessible for students in this community. The Culinary Institute LeNotre is a specialty school that serves students throughout the city of Houston. Other culinary schools in the Houston area with similar curriculums include The Art Institute of Houston (4140 Southwest Freeway; located approximately 12 miles southwest of the Culinary Institute LeNotre) and Houston Community College (3100 Main Street; located approximately seven miles south of the Culinary Institute LeNotre).

Alternative 4 would displace the North Houston Birth Center and Medical Offices (7007 North Freeway). Several other clinics, healthcare centers, and urgent care facilities are located on the west side of I-45. Other neighborhood facilities, community centers, and parks are located on major thoroughfares away from I-45, and Alternative 4 would not affect use or access to these facilities.

5.2.1.2 Segment 1 Alternative 5: Widen I-45 to Mostly to the East

The proposed new right-of-way of Alternative 5 is mostly east of I-45 and crosses Greater Greenspoint and Northside/Northline neighborhoods. Greater Greenspoint is mostly comprised of single-family residences and apartment complexes. Commercial development in Greater Greenspoint increased in the 1960s after the opening of the International Airport. The east side of Northside/Northline has commercial businesses and some community facilities near the I-45 frontage road, with a moderate level of pedestrian activity. The Northline Commons shopping mall between Tidwell Road and Crosstimbers Street is a community attraction.

Residences and Neighborhoods

The proposed right-of-way would displace approximately 72 single-family residences and 97 multi-family units. Some residences between Crosstimbers Street and the HB&T railroad are single-family houses that are used for commercial business. Tenants living in apartments could be relocated to another multi-family residential complex. Additional information on housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Northside/Northline (east side of I-45)

- 23 single-family residences between West Little York Road and Parker Road
- 36 single-family between Parker Road and Tidwell Road

- 13 single-family residences between Crosstimbers Street and the HB&T Railroad
- 6 multi-family units between Theron Street and Neyland Street (4212 North Freeway)
- 20 multi-family units at the Villa Nueva Apartments between Parker Road and Tidwell Road (5600 North Freeway)

Northside/Northline (west side of I-45)

- 70 multi-family units at the Redstone Apartments (5402 Werner Street)

Greater Greenspoint

- 1 multi-family residential unit above a commercial business between Bluebell Road and West Mount Houston (9560 North Freeway)

Approximately two buildings of the Villa Nueva Apartment complex would be displaced, and units in the remaining building would not be displaced.

Community Facilities

The proposed right-of-way would displace three schools in the Greater Greenspoint and Northside/Northline neighborhoods:

- Aldine Ninth Grade School
- Culinary Institute LeNotre
- Houston Community College Auto Tech Training Center

In Greater Greenspoint, students at the Aldine Ninth Grade School may attend other Aldine ISD schools if a new school facility is not built. A portion of Aldine Senior High School's Smith Stadium is in the proposed right-of-way. The stadium parking area and the press box and bleacher seating on the west side of the track would be displaced, but no school buildings would be affected or displaced. The Houston Community College Auto Tech Training Center and Culinary Institute LeNotre are specialty schools that serve students throughout the city of Houston. Other culinary schools in the Houston area with similar curriculums include the Art Institutes of Houston (4110 Southwest Freeway; located approximately 12 miles southwest of the Culinary Institute LeNotre) and Houston Community College (3100 Main Street; located approximately seven miles south of the Culinary Institute LeNotre). Other automotive technical training schools in Houston include the Universal Technical Institute (721 Lockhaven Drive; located approximately 12 miles north of the Houston Community College Auto Tech Training Center) and the School of Automotive Machinists (1911 Antoine Drive; located approximately nine miles west of the Houston Community College Auto Tech Training Center). Relocation could result in increased travel distance, and other schools that provide equivalent classes may not be easily accessible for students in these communities. The proposed right-of-way would displace five places of worship in the Greater Greenspoint and Northside/Northline neighborhoods:

- Berean Baptist Church (10250 North Freeway)
- Neighborhood Bible Study Ministry Rivers of Water Church (607 East Rogers Street)
- Iglesia Cristian La Senda Antigua (9600 North Freeway)
- Iglesia Evangelica Vida (4000 North Freeway)
- Faith Tabernacle Church (45 Neyland Street)

Several Christian places of worship are located in the Greater Greenspoint and Northside/Northline neighborhoods, including places of worship with services in Spanish. Approximately 15 Christian places of worship are located within one mile of Berean Baptist Church; 20 Christian places of worship are located within one mile of Neighborhood Bible Study Ministry Rivers of Water Church; 20 Christian places of worship are within one mile of Iglesia Cristian La Senda Antigua; more than 40 Christian places of worship are within one mile of Iglesia Evangelica Vida; and more than 30 Christian places of worship are within one mile of Faith Tabernacle Church. The proposed project would require new right-of-way from the Adath Israel Cemetery property, located on Airline Drive between East Tidwell Road and Crosstimbers Street, which is an Orthodox Jewish cemetery.

Medical care offices located in the retail center at the intersection of I-45 and Parker Road (6500 North Freeway) are in the proposed right-of-way of Alternative 5. These medical care facilities are located in low-income and high-minority census profile areas. The loss of local medical facilities and pharmacies within walking distance would affect individuals and families without automobiles and could hinder the ability of community members from receiving necessary medical care and medications. Two senior living facilities, Pecan Grove Manor (611 Rogers Street) and Woodland Christian Towers (600 East Tidwell), are located between Tidwell Road and Rogers Street. These properties are adjacent to, but not directly in, the proposed right-of-way.

Several shopping centers are located in the proposed right-of-way of Alternative 5. The Northline Commons is a major retail destination in the area, and a portion of the retail stores and parking area would be displaced under the proposed alternative. The proposed right-of-way would impact grocery stores including Fiesta Food Mart (4711 Airline Drive), the parking area for La Michoacana Meat Market (11120 North Freeway), and part of the Food Town (442 West Little York Road) parking area. Another Food Town is located approximately one mile east of the West Little York Road location, and Fiesta Food Marts are located approximately three miles east and five miles north of the location on Airline Drive. Several Michoacana Meat Markets are located in the study area. Other neighborhood services, community centers, and parks are located on thoroughfares away from I-45, and Alternative 5 would not affect use or access to these facilities.

5.2.1.3 Segment 1 Alternative 7: Widen I-45 on Both Sides

Alternative 7 crosses Greater Greenspoint, Northside/Northline, Hidden Valley, Acres Home, and Independence Heights neighborhoods. The proposed right-of-way would affect communities on both the east and west sides of I-45 and would have similar impacts on neighborhoods and community cohesion as Alternatives 4 and 5; however, the proposed right-of-way of Alternative 7 would result in fewer displacements.

Residences and Neighborhoods

The proposed right-of-way of Alternative 7 would displace approximately 37 single-family residences and 26 multi-family units. Some of the single-family residences that front I-45 are used for commercial business. Displacements would reduce the size of the communities. Tenants living in apartments could be relocated to another multi-family residential complex. Additional information on housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Northside/Northline (west side of I-45)

- 7 single-family residences between Parker Road and Tidwell Road

Northside/Northline (east side of I-45)

- 2 single-family residences between Crosstimbers Street and the HB&T railroad
- 16 single-family residences between Parker Road and Tidwell Road
- 6 multi-family units between Theron Street and Neyland Street (4212 North Freeway)

Independence Heights

- 12 single-family residences between Tidwell Road and Crosstimbers Street
- 20 multi-family units at the Ventanas Garden Apartments between Tidwell Road and Airline Drive (5135 North Freeway)

Approximately two buildings of the Ventanas Apartment complex would be displaced, and units in the remaining building would not be displaced. The La Vista Villa apartments on the west side of I-45 between Tidwell Road and Airline Drive appear to be vacant or abandoned and, therefore, are not included in the displacement totals.

Community Facilities

The proposed right-of-way of Alternative 7 would displace three places of worship in the Greater Greenspoint and Northside/Northline neighborhoods:

- Centro Cristano Church (5621 North Freeway)
- Iglesia Cristian La Senda Antigua (9600 North Freeway)
- Iglesia Evangelica Vida (4000 North Freeway)

Several Christian places of worship are located within the Greater Greenspoint and Northside/Northline neighborhoods, including places of worship with services in Spanish. Approximately 20 Christian places of worship are located within one mile of Centro Cristano Church; 20 Christian places of worship are within one mile of Iglesia Cristian La Senda Antigua; and more than 40 Christian places of worship are within one mile of Iglesia Evangelica Vida. Alternative 7 would require acquisition of new right-of-way on the Berean Baptist Church property, but no buildings would be impacted.

The proposed right-of-way would displace the Alpha and Omega Christian Academy. Students may attend other Christian schools if a new facility is not built. Alternative 7 would require new right-of-way from the Aldine Ninth Grade parking area and grassy area adjacent to I-45 and from the Aldine Senior High School's Smith Stadium parking area, but school buildings would not be displaced. The parking area of the Houston Community College Auto Tech Training Center campus is in the proposed right-of-way of Alternative 7, but no buildings would be displaced and the school would likely remain.

Other neighborhood facilities, including community centers and parks, are located on thoroughfares away from I-45 and would not be affected, nor would the project affect access to these facilities.

5.2.2 Segment 2: I-45 from I-610 to I-10

Segment 2 crosses Near Northside neighborhood on the east side of I-45 and Independence Heights and Greater Heights neighborhoods on the west side of I-45. These super neighborhoods are predominantly residential and well-established communities dating back to the late 1800s/early 1900s. The individual residential communities in the Segment 2 study area have a significant historical character and a strong sense of community cohesion.

Community facilities in the Segment 2 study area include public and private schools, places of worship, community centers, and neighborhood parks. Recreational facilities in the Segment 2 study area include Montie Beach Park and Community Center, Woodland Park, Woodland Community Center, and Moody Park. Three cemeteries are located in the Segment 2 study area but not in the proposed right-of-way of the alternatives. The Adath Emeth Orthodox Jewish cemetery is located south of I-610 in Greater Heights, and the Holy Cross and Historic Hollywood cemeteries are located on the east side of I-45 in Near Northside neighborhood.

5.2.2.1 Segment 2 Alternative 10: Add Four MaX Lanes to I-45 (Proposed Recommended)

Residences and Neighborhoods

The proposed right-of-way of Alternative 10 would displace approximately 63 single-family residences and 38 multi-family units. Tenants living in apartments could be relocated to another multi-family residential complex. Additional information on housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Near Northside

- 10 single-family residences northeast of the I-45/I-610 interchange
- 28 single-family residences southeast of the I-45/I-610 interchange
- 38 multi-family units southeast of the I-45/I-610 interchange

Independence Heights

- 18 single-family residences northwest of the I-45/I-610 interchange

Greater Heights

- 7 single-family residences southwest of the I-45/I-610 interchange

Community Facilities

The proposed right-of-way of Alternative 10 would displace the Greater Mount Olive Baptist Missionary Church located north of I-610 (1317 North Loop). Several Baptist places of worship, including other Mount Olive Baptist churches, are located within a few miles of this location. No schools or other places of worship would be directly impacted by Alternative 10.

Alternative 10 does not include elevated structures that would create new physical barriers or affect the existing visual conditions of the communities. The frontage roads would be constructed on bents over the depressed section of I-45. This alternative provides an opportunity to include a structural "cap" over the proposed depressed lanes of I-45. This area could be used as open space. The open space option is conceptual only and would be separate from TxDOT's roadway project. Any open space project would require development and funding by parties other than TxDOT. This configuration would create the opportunity for improved connectivity in the area of the depressed section of the freeway between the Near Northside and the Greater Heights neighborhoods.

5.2.2.2 Segment 2 Alternative 11: Add Four Elevated MaX Lanes in Center of I-45

Residences and Neighborhoods

The proposed right-of-way of Alternative 11 would displace approximately 26 single-family residences and 18 multi-family units. Tenants living in apartments could be relocated to another multi-family residential complex. Additional information on housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Near Northside

- 6 single-family residences northeast of the I-45/I-610 interchange
- 9 single-family residences southeast of the I-45/I-610 interchange
- 18 multi-family units southeast of the I-45/I-610 interchange

Independence Heights

- 4 single-family residences northwest of the I-45/I-610 interchange

Greater Heights

- 7 single-family residences southwest of the I-45/I-610 interchange

Community Facilities

Alternative 11 would not directly impact schools or places of worship. The proposed right-of-way would require less than one acre of land in Woodland Park; however, use of park facilities and the Woodland Community Center would not be affected. Land in the proposed right-of-way is grassy area along the edge of the park.

The proposed elevated lanes in the median of I-45 would alter the existing visual conditions of the area. The elevated lanes would create a barrier between neighborhoods, reducing connectivity between the east and west sides of I-45. Community residents, especially residents from the Germantown Historic District, have expressed concerns about potential noise and visual impacts from the elevated MaX Lanes and increased traffic, the removal of vegetation that provides a perceived natural noise and visual shielding, and implementation of potential noise mitigation walls. Residents in Near Northside are concerned that visual and noise impacts could hinder the revitalization of their neighborhood.

5.2.2.3 Segment 2 Alternative 12: Add Four MaX Lanes (Two Elevated) in Center of I-45

Residences and Neighborhoods

The proposed right-of-way of Alternative 12 would displace approximately 26 single-family residences and 18 multi-family units. Tenants living in apartments could be relocated to another multi-family residential complex. Additional information on housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Near Northside

- 6 single-family residences northeast of the I-45/I-610 interchange
- 9 single-family residences southeast of the I-45/I-610 interchange
- 18 multi-family units southeast of the I-45/I-610 interchange

Independence Heights

- 4 single-family residences northwest of the I-45/I-610 interchange

Greater Heights

- 7 single-family residences southwest of the I-45/I-610 interchange

Community Facilities

Alternative 12 would not directly affect schools, places of worship, or community centers. The proposed right-of-way would require less than 0.01 acre of land in Woodland Park; however, use of park facilities and the Woodland Community Center would not be affected. Land in the proposed right-of-way is grassy area along the edge of the park. The elevated MaX lanes in the median would be approximately at the same height as the cantilevered frontage road lanes and would not significantly affect the existing visual conditions.

5.2.3 Segment 3: Downtown Loop System

Segment 3 crosses nine super neighborhoods including Near Northside, Downtown, Second Ward, Greater Third Ward, Fourth Ward, Greater Fifth Ward, Midtown, Museum Park, and Washington Avenue Coalition/Memorial Heights. These super neighborhoods are among some of the original and most historic communities in Houston, dating back to the mid-1800s. Downtown is the city of Houston's central business district. The east side of Downtown has historically been an industrial area, but much of the area started to redevelop in the 1990s and 2000s with residential and commercial growth. Some warehouse buildings have been redeveloped as lofts, offices, studio, and retail spaces. Fourth Ward, Midtown, and Third Ward, located west and south of Downtown, have also experienced significant residential redevelopment. Museum Park is located farther south of Downtown and is home to several well-establish residential communities and cultural institutions. Community centers, museums, parks, places of worship, schools, and historic buildings are located throughout the Segment 3 study area.

5.2.3.1 Segment 3 Alternative 10: Widen I-45 to Ten Lanes

Residences and Neighborhoods

The proposed right-of-way of Alternative 10 would displace approximately 35 single-family residences and 390 multi-family units. Tenants living in apartments could be relocated to another multi-family residential complex. Displaced multi-family units in the Greater Fifth Ward would include a portion of the Kelly Village public housing development (approximately 72 units). The Kelly Village complex has 333 units, and displaced tenants could stay in the housing development if units are available. Additional information on public housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Near Northside

- 3 single-family residences

Downtown

- 2 single-family residences
- 186 multi-family units (includes the Hamilton Apartments that were under construction at the time of field investigations))

Greater Fifth Ward

- 15 single-family residences
- 78 multi-family units

Greater Third Ward

- 1 single-family residence
- 60 multi-family units

Midtown

- 8 single-family residences
- 60 multi-family units

Museum Park

- 6 single-family residences
- 6 multi-family units

Community Facilities

A portion of the University of Houston Downtown Student Life Center building to the south of I-10 and a portion of campus parking area to the north of I-10 are in the proposed right-of-way of Alternative 10. No other schools would be directly impacted. In Downtown, a portion of St. Joseph's Hospital property, including a small garden and equipment area to the north of I-45, is located in the proposed right-of-way. The proposed right-of-way would not affect the use or access to any hospital facilities. Alternative 10 would not directly impact any places of worship.

The proposed right-of-way of Alternative 10 would displace the Helping Hands Charity (3108 Nance Street) in the Greater Fifth Ward and the Harmony House (602 Girard Street) in Downtown, south of the I-45/I-10 interchange. These facilities provide food, medical care, and/or housing for low-income and homeless populations. A limited number of facilities offer similar services in the area, and these populations may not have resources for food, shelter, and medical care if the facilities were displaced. Alternative 10 would not directly affect other community centers or places of worship.

Alternative 10 would impact use of existing parks and hike and bike trails along White Oak Bayou and Buffalo Bayou and throughout the Downtown area and adjacent neighborhoods. The proposed right-of-way would require open space land (a total of approximately three acres) from Freed Art and Nature Park, Hogg Park, Linear Park, and Sam Houston Park. Right-of-way requirements would acquire land from pathways that connect neighborhoods. The Castillo Community Center, located on the east side of I-45 in Hogg Park, is outside of the proposed right-of-way, and the facility would not be impacted. Impacts to hike and bike trails would be temporary during construction, but the proposed alternative would not impact the long-term use of facilities.

The widening of the Pierce Elevated from US 59/I-69 to Brazos Street and the proposed elevated structure along I-45 would create a greater visual barrier between Downtown and Midtown, and between Downtown and Fourth Ward neighborhoods. The proposed elevated I-10 express lanes would create a visual barrier between Near Northside and Downtown neighborhoods, disconnecting Near Northside and the future Hardy Yards development from Houston's central business district.

5.2.3.2 Segment 3 Alternative 11: Realign I-45 along I-10 and US 59/I-69 (Proposed Recommended)

Residences and Neighborhoods

The proposed right-of-way of Alternative 11 would displace approximately 47 single-family residences and 869 multi-family units. Tenants living in apartments could be relocated to another multi-family residential complex. Displaced multi-family units in the Greater Fifth Ward would include a portion of the Kelly Village public housing development (approximately 72 units). Kelly Village has a total of 333 units, and displaced tenants could stay in the housing development if units are available. The displaced multi-family units in the Second Ward are part of the Clayton Homes public housing development (296 units). Additional information on public housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Washington Avenue Coalition/Memorial Heights

- 1 single-family residence

Downtown

- 3 single-family residences
- 375 multi-family units

Greater Fifth Ward

- 22 single-family residences
- 72 multi-family units

Greater Third Ward

- 9 single-family residences
- 60 multi-family units

Midtown

- 7 single-family residences
- 60 multi-family units

Museum Park

- 5 single-family residences
- 6 multi-family units

Second Ward

- 296 multi-family units

Community Facilities

The realignment of I-45 to parallel I-10 north of Downtown would cross over the University of Houston Downtown on the north side of Buffalo Bayou. During construction, some parking areas would not be available. The elevated highways would be north of the campus and would remove the existing visual barrier (the existing elevated highway) between the University's business school and main building.

The proposed right-of-way of Alternative 11 would displace the Helping Hands Charity (3108 Nance Street) in the Greater Fifth Ward and the Loaves and Fishes Magnificat House Ministries (2009 Congress Avenue) east of Downtown, which provide food, medical care, and/or housing for low-income and homeless populations. A limited number of facilities offer similar services in the area, and these populations may not have resources for food, shelter, and medical care if the facilities were displaced. Alternative 11 would not affect other community centers or places of worship.

Alternative 11 would have the least impact to park area in comparison to the other Segment 3 alternatives. Portions of open space in Freed Art and Nature Park and Linear Park are located in the proposed right-of-way, but park facilities would not be impacted. Right-of-way requirements would acquire land from hike and bike trails along White Oak and in the Downtown area and pathways that connect neighborhoods. Impacts to hike and bike trails would be temporary during construction, but the proposed alternative would not impact the long-term use of facilities.

The widening of freeways and the changes in roadway elevation can create or remove visual and physical barriers that affect connectivity and cohesion. The removal of the Pierce Elevated, between approximately West Dallas Street and US 59/I-69, would eliminate a visual barrier between Downtown and Midtown communities, and the proposed street-level boulevard would enhance connectivity between these communities. The proposed elevated lanes along the realignment of I-10 would increase the visual barrier between Near Northside and Downtown neighborhoods, disconnecting Near Northside and the future Hardy Yards development from Houston's central business district. US 59/I-69 would be depressed from Commerce Street to Spur 527. This alternative provides an opportunity to include a structural "cap" over the proposed depressed lanes of I-45 and US 59/I-69 from approximately Commerce Street to Lamar Street. This area could be used as open space. The open space option is conceptual only and would be separate from TxDOT's roadway project. Any open space project would require development and funding by parties other than TxDOT. This configuration would create the opportunity for improved connectivity in the area of the depressed section of the freeway between east Downtown and central Downtown.

5.2.3.3 Segment 3 Alternative 12: Realign Northbound I-45 along 1-10 and US 59/I-69

Residences and Neighborhoods

The proposed right-of-way of Alternative 12 would displace approximately 36 single-family residences and 1,021 multi-family units. Tenants living in apartments could be relocated to another multi-family residential complex. Displaced multi-family units in the Greater Fifth Ward would include a portion of the Kelly Village public housing development (approximately 72 units). Kelly Village has a total of 333 units, and displaced tenants could stay in the housing development if units are available. The displaced multi-family units in the Second Ward are part of the Clayton Homes public housing development (296 units). Additional information on public housing relocation is discussed in Section 5.5.

The estimated number of displaced residences in each super neighborhood includes:

Near Northside

- 2 single-family residences

Downtown

- 4 single-family residences
- 523 multi-family units (includes the Hamilton Apartments that were under construction at the time of field investigations)

Greater Fifth Ward

- 13 single-family residences
- 72 multi-family units

Greater Third Ward

- 1 single-family residence
- 64 multi-family units

Midtown

- 10 single-family residences
- 60 multi-family units

Museum Park

- 6 single-family residences
- 6 multi-family units

Second Ward

- 296 multi-family units

Community Facilities

Alternative 12 would not directly affect places of worship, schools, or hospital facilities. A portion of the University of Houston Downtown campus parking area to the north of I-10 is in the proposed right-of-way of Alternative 12; however, no buildings would be displaced. The proposed right-of-way would displace the Helping Hands Charity facility (3108 Nance Street) in the Greater Fifth Ward and the Loaves and Fishes Magnificat House Ministries (2009 Congress Avenue) east of Downtown. These facilities provide food, medical care, and/or housing for low-income and homeless populations. A limited number of facilities offer similar services in the area, and these populations may not have resources for food, shelter, and medical care if the facilities were displaced.

Alternative 12 would impact use of existing parks, hike and bike trails paths along White Oak Bayou and Buffalo Bayou, and pathways throughout the Downtown area and adjacent neighborhoods. The proposed right-of-way would acquire open space land (a total of approximately three acres) from Freed Art and Nature Park, Hogg Park, Linear Park, and Sam Houston Park. Right-of-way requirements would require land from pathways that connect neighborhoods. Impacts to hike and bike trails would be temporary during construction, but the proposed alternative would not impact the long-term use of facilities.

Alternative 12 includes four additional northbound lanes on the east side of US 59/I-69. Widening the separation between central Downtown and east Downtown could further isolate communities to the east that are experiencing residential and commercial redevelopment. The proposed elevated lanes along the realignment of I-45 would create a barrier between Near Northside and Downtown neighborhoods, disconnecting Near Northside and the future Hardy Yards development from Houston's central business district. I-45 to the west of Downtown and along the Pierced Elevated would not be widened and would not change visual impacts to the Fourth Ward and Midtown communities.

5.3 Mobility

Modes of transportation in the project study area include automobiles, light rail trains, buses, bicycles, and walking. Pedestrian sidewalks are available along most major thoroughfares. METRO facilities include bus routes throughout the project study area with several stops and transit centers where bus routes and/or rail converge. METRO Light Rail Transit (LRT) lines run north/south through Downtown to the Northline Transit Center and east/west across Downtown and through east Downtown. Bicycle and pedestrian facilities in the project corridor include hike and bike trails through residential and recreational areas and designated bike lanes along roadways. The city of Houston is updating their Comprehensive Bikeway Plan to develop long-term goals for a citywide bicycle network and improvements in transportation choices (City of Houston 2015a).

Bus routes, bus stops, Park & Ride lots and transit centers, rail lines, and designated bicycle routes in the project study area are illustrated in the exhibits in Appendix E.

5.3.1 Segment 1: I-45 from Beltway 8 to I-610

Transit centers are important access nodes that support high levels of service to a variety of destinations. The Greenspoint Transit Center (12455 Greenspoint Drive), Acres Home Transit Center (1220 West Little York Road), and the Northline Transit Center (7705 Fulton Street) are located within one mile of the I-45 corridor in Segment 1. The Northline Transit Center is the terminus of the North Line LRT. The METRO North Shepherd Park & Ride, located west of I-45 and North Shepherd Drive, has a direct connection with the I-45 HOV lane and provides service to the central Downtown business district and other transit centers. Segment 1 alternatives would not affect access to transit centers or reduce Park & Ride and LRT services.

Thirteen METRO bus routes cross or parallel I-45 within one mile of the Segment 1 corridor. The proposed alternatives would not affect existing public bus service routes; however, bus stops along I-45 that are in the proposed right-of-way would be displaced. Relocation of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation. TxDOT will coordinate with METRO for the temporary and permanent relocation of affected bus stops. The existing I-45 from Beltway 8 to Downtown Houston has one reversible HOV lane, which limits the timeframe and direction for bus service operations from north Houston to Downtown. The proposed alternatives include four MaX lanes (two lanes in each direction) that would provide the opportunity to expand bus service in the corridor.

Existing bike routes on Crosstimbers Street and Stokes Street are located in the proposed right-of-way of all Segment 1 alternatives. The city of Houston is planning to construct two cycle track bikeways, which are on-street bike lanes that are physically separated from motor vehicles and sidewalks, on South Victory Drive and Tidwell Road (METRO 2014, City of Houston 2015b). During construction, access to bike routes could be limited or redirected;

however, impacts would be minimized as much as possible. TxDOT will coordinate with the city of Houston and METRO during project design to minimize the temporary and permanent impacts to bicycle facilities.

All Segment 1 alternatives would cause minor changes in access to I-45; however, these changes would not likely affect existing traffic patterns in neighborhoods or affect circulation and access to other cross streets. Proposed alternatives would not change access across the project corridor or restrict access to properties and amenities in the communities. Sidewalks would not be eliminated, and new pedestrian crossings would be added along I-45 and at the major intersections and designed in accordance with the Americans with Disabilities Act requirements. Proposed alternatives would provide continuity of sidewalks and shared use lanes along the frontage road by adding sidewalks and pathways in areas as needed.

5.3.2 Segment 2: I-45 from I-610 to I-10

Eleven METRO bus routes cross or parallel I-45 within one mile of the Segment 2 corridor. The Segment 2 alternatives would not affect existing public bus service routes. Bus stops in the proposed right-of-way would be displaced. Relocation of bus stops would affect populations that do not have access to automobiles or that are dependent on public transportation. TxDOT will coordinate with METRO for the temporary and permanent relocation of affected bus stops. The Burnet Transit Center (Burnett Street and Everett Street) is located approximately one-half mile east of I-45, and no Park & Ride facilities are located in the Segment 2 study area. The proposed alternatives would not directly affect public transit services.

The North Line LRT runs along Fulton Street, which has one lane of traffic on each side of the rail line. Access to the I-45/I-610 interchange from the east side is often delayed due traffic on Fulton Street and at the intersection of Fulton and I-610. Segment 2 alternatives would add frontage roads through the I-610/I-45 interchange, which would improve connectivity and access to the freeways. Improving connectivity and access to the freeways would reduce cut-through traffic on local streets. Alternatives 11 and 12 would not change access across the project corridor or restrict access to properties and amenities in the communities; however, Alternative 10 (Proposed Recommended) would eliminate the North Street bridge that currently provides access across I-45 from Glen Park subdivision to Greater Heights.

All Segment 2 alternatives would require new right-of-way in existing bicycle routes on Cavalcade Street and Stokes Street and hike and bike trails along White Oak Bayou. The city of Houston is planning to add new on-street bikeways along Quitman Street and South Street to connect the White Oak Bayou Bike Trail to the Fulton Street bike lanes, as well as new shared use paths from Woodland Park to the Heights Hike and Bike Trail (City of Houston 2015b). Right-of-way acquisition in bike routes may limit pathways that connect to neighborhoods and other bike routes. During construction, access to trails could be limited;

however, impacts would be minimized as much as possible. TxDOT will coordinate with the city of Houston Parks Board to provide the same level of connectivity as the existing conditions.

5.3.3 Segment 3: Downtown Loop System

Eighty-five bus routes and three LRT lines (Main Street, East End, and Southeast) cross or parallel Segment 3. The Downtown Transit Center (1900 Main Street) and the Wheeler Transit Center (4500 ½ Main Street) are located in the study area. TxDOT will coordinate with METRO for the temporary and permanent relocation of affected bus stops. A portion of the Wheeler Transit Center property is located in the proposed right-of-way of all Segment 3 alternatives; however, access to the transit center and rail services would not be impacted. US 59/I-69 would be depressed in that area, and the rail lines would be above the freeway. Segment 3 alternatives would not affect access to any other transit centers or rail services.

Several existing pedestrian and bicycle routes are located along White Oak and Buffalo Bayous and through Downtown and adjacent neighborhoods in the Segment 3 corridor. Bike trails along White Oak Bayou and on Buffalo Bayou between Memorial Drive and Allen Parkway are located within the proposed right-of-way of Alternative 10 and 12. Farther south, bike routes along Caroline Street between Eagle Street and Blodgett Street are located within the proposed right-of-way of all alternatives. On the east side of US 59/I-69, bike routes along Runnels/Navigation Boulevard, Commerce Street, Polk Street, and Leeland Street are located in the proposed right-of-way of Alternatives 11 and 12. During construction, impacts to bike routes may limit mobility between neighborhoods. TxDOT will coordinate with the city of Houston to provide the same level of connectivity as the existing conditions.

All Segment 3 alternatives include changes in freeway access on I-45, I-10, and US 59/I-69 that would likely affect existing traffic patterns in neighborhoods. Alternative 10 would have the least effect on vehicular access to Downtown. Alternatives 11 (Proposed Recommended) and 12 would improve access to Downtown. Alternative 11 would segregate local traffic from freeway traffic, improving mobility and circulation on local streets in the Downtown area. The removal of the Pierce Elevated, between approximately West Dallas Street and US 59/I-69, would improve connectivity between Downtown and Midtown, and the proposed boulevard along Pierce Street would improve access to south Downtown streets from I-45. Widening and depressing US 59/I-69 would remove barriers between central Downtown and east Downtown and improve connectivity.

Changes in access for Alternative 10 include:

- I-45 southbound entrance ramp from Memorial Drive/Houston Street would be eliminated with no new access provided.
- US 59/I-69 southbound exit ramp to McGowen Street would be eliminated with no new access provided.

Changes in access for Alternative 11 (Proposed Recommended):

- I-45 northbound exit ramp from Memorial Drive/Houston Street would be eliminated with no new access provided.
- I-45 southbound entrance ramp from Memorial Drive/Houston Street would be eliminated with no new access provided.
- I-45 northbound exit ramp from Allen Parkway would be eliminated with no new access provided.
- I-45 northbound entrance ramp from Allen Parkway would be eliminated with no new access provided.
- Access from the north and south sides of US 59/I-69 between SH 288 and Spur 527 would be revised with bridges in some locations where the proposed roadway would be depressed. Austin Street, Caroline Street, and Eagle Street would no longer cross under US 59/I-69. Bridges that would cross US 59/I-69 would be constructed at Fannin Street, San Jacinto Street (one block [approximately 330 feet] west of Caroline Street), La Branch Street (one block [approximately 325 feet] east of Austin Street), Wheeler Street, and Almeda Road. The Wheeler Street bridge would connect directly to Austin Street on the south side of US 59/I-69.
- Runnels Street and Canal Street would no longer cross under US 59/I-69. Bridges would be constructed across I-45 and US 59/I-69 at numerous locations between I-10 and I-45, including Commerce Street (one block [approximately 600 feet] south of Canal Street), Franklin Street, Congress Street, Preston Street, Texas Avenue, Capitol Street, Rusk Street, Walker Street, and McKinney Street.
- St. Emanuel Street would no longer cross under I-45. Access from the north side to the south side of I-45 would remain at Hutchins Street, which is one block (approximately 310 feet) east of St. Emanuel Street.

Changes in access for Alternative 12:

- I-45 northbound exit ramp from Allen Parkway would be eliminated with no new access provided.
- I-45 northbound entrance ramp from Allen Parkway would be eliminated. Entrance access to I-45 would be provided via the West Dallas Street connection to the new northbound connector.
- I-45 northbound exit ramp from Memorial Drive/Houston Street would be eliminated with no new access provided.
- I-45 southbound entrance ramp from Memorial Drive/Houston Street would be eliminated with no new access provided.
- US 59/I-69 southbound exit ramp to McGowen Street would be eliminated with no new access provided.

5.4 Safety

Houston Fire and Police Departments provide protection, ambulance, rescue, and emergency response in their respective jurisdictions throughout the city. The Houston Police Department Headquarters and the Special Operations Division are located Downtown. Neighborhood police substations/storefronts are located in Greater Greenspoint, Northside/Northline, Near Northside, Independence Heights, Acres Home, Third Ward, and Greater Heights neighborhoods. The Houston Fire Department Administration Building is located Downtown, and neighborhood fire stations are located in Greater Greenspoint, Northside/Northline, Near Northside, Independence Heights, Acres Home, Greater Heights, Downtown, Midtown, Fifth Ward, Third Ward, and Second Ward. Police and fire stations are shown on exhibits in Appendix D.

All Segment alternatives would enhance safety by upgrading roadway facilities to meet current design standards and providing improved capacity for existing and future traffic.

5.4.1 Segment 1: I-45 from Beltway 8 to I-610

Four fire stations and one volunteer fire station service communities are located within one mile of the existing right-of-way. The North Division Police Station and several police substations/storefronts are located within one mile of the existing right-of-way. No fire stations or police stations and substations are located in the proposed right-of-way of the Segment 1 alternatives. Segment 1 alternatives are not anticipated to change access or impact use of local roads that may serve as emergency response routes to neighborhoods. TxDOT will coordinate with city and county officials to assess emergency response routes in the project area prior to construction. Segment 1 alternatives would not affect public safety in neighborhoods.

5.4.2 Segment 2: I-45 from I-610 to I-10

Two fire stations and three police substations/storefronts service communities are located within one mile of the existing right-of-way. No fire stations or police stations and substations are located in the proposed right-of-way of the Segment 2 alternatives. Houston Fire Station 30 is located in Near Northside at 6702 Irvington Boulevard, east of the I-610/I-45 interchange. The proposed alternatives are not anticipated to impact access or use of local roads that may serve as emergency response routes to neighborhoods. TxDOT will coordinate with city and county officials to assess emergency response routes in the project area prior to construction.

Currently, due to lack of frontage roads in the area of the I-45/610 interchange, traffic may cut through nearby residential areas to access I-45, I-610, and other destinations. Increased traffic in areas with significant bicycle and pedestrian activity raises safety risks for adults and children walking along local streets to community centers, parks, and schools. Segment 2 alternatives would improve connectivity and access to I-45 and I-610, which

would help reduce cut-through traffic in residential areas and near neighborhood parks and schools.

The North Street bridge that currently provides direct access across I-45 from Glen Park subdivision to Greater Heights would be removed under Alternative 10 (Proposed Recommended). Glen Park subdivision is located on the east side of I-45, and children in this subdivision are zoned to attend Travis Elementary School that is located on the west side of I-45. The North Main Street bridge would be another option across the highway; however, this bridge is approximately 0.25 mile to 0.5 mile farther from some areas of Glen Park subdivision than the North Street bridge. Sidewalks are available on streets along this route between the subdivision and Travis Elementary school. The North Street bridge is a two-lane roadway, while the North Main Street bridge has four lanes.

5.4.3 Segment 3: Downtown Loop System

Seven fire stations and several police substations/storefronts are located within one mile of the existing right-of-way. The South Central Police Station at the southeast corner of the I-45 and US 59/I-69 interchange (2202 St. Emanuel Street) is in the proposed right-of-way of Alternative 11 (Proposed Recommended) and would be displaced. No fire stations are located in the proposed right-of-way of any alternatives. The proposed alternatives are not anticipated to change access or impact use of local roads that may serve as emergency response routes to neighborhoods. TxDOT will coordinate with city and county officials to assess emergency response routes in the project area prior to construction.

Elevating or widening freeways can create barriers that isolate communities from other neighborhoods or areas of development and growth. Isolating neighborhoods can prevent growth and redevelopment, lower housing values, and eventually lead to residential turnover and increased crime (Florida Department of Transportation 2000). All alternatives include elevated lanes that would create a visual barrier and further isolate Near Northside from the Downtown neighborhoods. Alternative 12 would move northbound I-45 to east of US 59/I-69 and would increase the separation between central Downtown and east Downtown, isolating communities to the east. Alternative 11 would depress US 59/I-69 from Commerce Street to Spur 527, which would remove the existing visual barrier (the elevated US 59/I-69) and help connect east Downtown to central Downtown. Bridges would be constructed across I-45 and US 59/I-69 at Commerce Street, Franklin Street, Congress Street, Preston Street, Texas Avenue, Capitol Street, Rusk Street, Walker Street, and McKinney Street. Near Northside and neighborhoods east of Downtown have been revitalizing over the past several years, and proposed alternatives that isolate these areas from the central business district and other communities could impair growth. The I-45 Pierce Elevated creates a barrier that separates Midtown from the central Downtown business district. Alternative 10 would widen the Pierce Elevated and rebuild the segment of I-45 from Brazos Street to I-10 as a completely elevated roadway, which would enhance existing physical barriers. Alternative 11 would remove the Pierce Elevated and improve connectivity between the two areas.

5.5 Displacements

The project alternatives would require new right-of-way, which would displace homes, schools, places of worship, businesses, billboards, and other uses. This section summarizes the displacement impacts for each alternative within each segment, using the methods and assumptions described in Section 3. Billboards are considered as a specific type of business and counted as separate displacements. Sheds, garages, or covered parking structures are not included in the displacement count. Displacements classified as "other" include establishments that are not residential uses, businesses, or community facilities.

Exhibits and detailed lists of displacements for each project alternative are provided in Appendix F. Displacements listed in Appendix F, Tables F-1, F-2, and F-3 include a unique map identification number (Map ID No.) that corresponds to the Map ID No. labels for each parcel shown in the exhibits. Additionally, Tables F-1, F-2, and F-3 include HCAD property identification numbers, type of displacement, address (if available), and the alternatives that would displace the listed structures. Displaced billboards are not shown in Appendix F exhibits because they are likely located on existing business or residential properties. If the proposed right-of-way crosses a portion of a property but would not displace any buildings, it is not shown in the exhibits in Appendix F.

5.5.1 Segment 1: I-45 from Beltway 8 to I-610

Table 5-7 shows the estimated number of single-family residences, multi-family residential units, schools, businesses, billboards, places of worship, and other buildings that would be displaced by Segment 1 alternatives. The number of single-family residences and multi-family residential units located in each super neighborhood is discussed in Section 5.2.

Table 5-7: Potential Displacements for Segment 1 Alternatives

	Single-Family Residential	Multi-Family Residential*	Business	Billboard	Place of Worship	School	Other**
Alternative 4 (Proposed Recommended)	58	160	242	24	3	2	2
Alternative 5	72	97	354	27	5	3	1
Alternative 7	37	26	258	48	3	1	1

Note: NHHIP Study Team based displacement counts on HCAD 2015 property records, 2015 Google Earth aerial imagery files, 2014 H-GAC aerial imagery files, and field investigations.

*Multi-family residential units are located within apartment communities.

** Alternative 4 - Other displacement includes CenterPoint Energy infrastructure (Appendix F, Sheet 1, Map ID No. 1), and Texas Health and Human Services Office (Appendix F, Sheet 9, Map ID No. 417).

** Alternative 5 - Other displacement includes the Texas Health and Human Services Office.

** Alternative 7 - Other displacement includes the Texas Health and Human Services Office.

Residential Displacements

Table 5-8 shows the total estimated number of housing units displaced per alternative, including single-family homes and multi-family units, renter and owner occupied housing units, and housing units with an unknown occupancy type. Multi-family residential units are assumed to be occupied by renters. Alternative 4 would displace more total housing units than Alternatives 5 and 7; however, Alternative 5 would displace the most single-family homes. For all Segment 1 alternatives, the majority of displaced housing units are occupied by renters.

Table 5-8: Multi-family, Single-family, and Occupancy Type for Residential Displacements in the Segment 1 Project Area

Displacements	Alternative 4 (Proposed Recommended)		Alternative 5		Alternative 7	
	Number	Percent	Number	Percent	Number	Percent
Single-Family Units	58	27	72	42	37	59
Multi-Family Units*	160	73	97	57	26	41
Total Displaced Housing Units	218		169		63	
Owner Occupied Units	34	16	28	17	20	32
Rented Units	181	83	137	81	40	63
Occupancy Type Unknown	3	1	4	2	3	5
Total Displaced Housing Units	218		169		63	

Note: NHHIP Study Team based displacement counts on HCAD 2015 property records, 2015 Google Earth aerial imagery files, 2014 H-GAC aerial imagery files, and field investigations.

*Multi-family residential units are located within apartment communities.

Business Displacements

Commercial or industrial properties can be impacted by partial right-of-way acquisition. If a business's building, substantial amount of parking, or equipment areas would not be impacted by the proposed project, the business was not counted as displaced. Alternative 5 would displace the most businesses. Alternative 4 would displace the fewest businesses and employees. Alternative 7 would impact the most billboards and displace the most employees. Table 5-9 summarizes the estimated numbers of displaced businesses, billboards, and employees for Segment 1 alternatives. As discussed in Section 3.4, for the analysis of the business displacements, if any part of the building was within 25 feet of the proposed project alternative right-of-way, it was counted as a displacement. Some of the business displacements in Segment 1 include buildings with large square footage like auto dealerships, Northline Mall, furniture stores, and grocery stores. Based on the methodology for estimating employment by square foot of building and business type, some business displacements could affect several thousand employees. Appendix F, Table F-1 lists the

HCAD identification number, address, and estimated number of employees per business that would be displaced.

Table 5-9: Business and Employee Displacements in Segment 1 Project Area

Displacements	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
	Number	Number	Number
Businesses	242	354	258
Billboards	24	27	48
Employees	23,066	21,232	23,260

Note: NHHIP Study Team based business displacements counts on 2015 HCAD data, 2015 Google Earth aerial imagery, 2014 H-GAC aerial imagery, and field investigations.

Parking lot displacements are not included in the table.

Types of Businesses Displaced

The types of businesses which would be displaced by Segment 1 alternatives are listed in Table 5-10. HCAD land use types were used to provide a description for the types of businesses that would be displaced. Business types with a similar land use category were combined in one category. The predominant types of businesses that would be potentially displaced by the Segment 1 alternatives are classified as commercial, shopping center, and warehouse.

Table 5-10: Business Displacements in Segment 1 Project Area

Types of Business Displacements	Alternative 4 (Proposed Recommended)		Alternative 5		Alternative 7	
	Number	Percent	Number	Percent	Number	Percent
Auto Dealer Full Service	11	4.5	6	1.7	8	3.1
Auto Service Garage	2	0.8	6	1.7	5	1.9
Auxiliary Improvements	6	2.5	5	1.4	2	0.8
Bank or Drive Through Bank	2	0.8	2	0.6	2	0.8
Bar or Lounge	3	1.2	1	0.3	2	0.8
Car Wash (Manual)	1	0.4	0	0.0	0	0.0
Commercial Building – Mixed Residential	1	0.4	3	0.8	2	0.8
Commercial Miscellaneous	7	2.9	17	4.8	32	12.1
Convenience Center with Food Market or Gas Pump	2	0.8	1	0.3	0	0.0

Types of Business Displacements	Alternative 4 (Proposed Recommended)		Alternative 5		Alternative 7	
	Number	Percent	Number	Percent	Number	Percent
Drugstore	2	0.8	2	0.6	2	0.8
Funeral Home	0	0.0	1	0.3	1	0.4
Hotel or Motel	15	6.2	7	0.3	16	1.2
Medical Offices	4	1.7	1	2.8	3	5.0
Office Buildings Low-Rise (1 to 4 Stories)	16	6.6	10	0.3	13	0.0
Office Buildings High-Rise (5+ Stories)	0	0.0	1	0.0	0	1.6
Parking Miscellaneous	0	0.0	0	0.3	4	0.0
Petroleum Refining or Industry	0	0.0	1	0.6	0	0.4
Residential Structure or Conversion*	0	0.0	2	2.8	1	0.8
Residential Improvement Table Value*	7	2.9	10	4.0	2	6.6
Restaurants or Fast Food	17	7.0	14	1.7	17	2.3
Retail Miscellaneous	11	4.5	7	2.0	6	3.5
Retail Multi-Occupancy	5	2.1	24	6.8	9	9.7
Retail Single-Occupancy	18	7.4	26	7.3	25	4.7
Service Station (Full or Self)	8	3.3	8	2.3	12	22.9
Shopping Center	56	23.1	111	31.1	59	1.6
Specialized Auto Use or Used Car Lot	4	1.7	5	1.4	4	0.0
Supermarket	0	0.0	1	0.3	0	0.4
Truck Stop	0	0.0	1	0.3	1	11.6
Warehouse Miscellaneous	44	18.4	81	22.9	30	3.1

Note: * Businesses located on properties which are also used for residential purposes or are classified by HCAD as a residential land use type are counted as business displacements.

5.5.2 Segment 2: I-45 from I-610 to I-10

Table 5-11 shows the estimated number of single-family residences, multi-family residential units, schools, businesses, billboards, places of worship, and other buildings that would be displaced by Segment 2 alternatives. The number of single-family residences and multi-family residential units in each super neighborhood is discussed in Section 5.2.

Table 5-11: Potential Displacements for Segment 2 Alternatives

	Single-Family Residential	Multi-Family Residential*	Business	Billboard	Place of Worship	School	Other
Alternative 10 (Proposed Recommended)	63	38	22	10	1	0	0
Alternative 11	26	18	12	5	0	0	0
Alternative 12	26	18	11	6	0	0	0

Note: NHHIP Study Team based displacement counts on HCAD 2015 property records, 2015 Google Earth aerial imagery files, 2014 H-GAC aerial imagery files, and field investigations.

*Multi-family residential units are located within apartment communities.

Residential Displacements

Table 5-12 shows the total number of housing units displaced per alternative, including single-family homes and multi-family units, renter and owner occupied housing units, and the number of unknown occupancy type housing units. Multi-family residential units are assumed to be occupied by renters. Alternative 10 would displace more total housing units than Alternatives 11 and 12. For all Segment 2 alternatives, the majority of displaced housing units are occupied by renters.

Table 5-12: Multi-family, Single-family, and Occupancy Type for Residential Displacements in the Segment 2 Project Area

Displacements	Alternative 10 (Proposed Recommended)		Alternative 11		Alternative 12	
	Number	Percent	Number	Percent	Number	Percent
Single-Family Units	63	62	26	59	26	59
Multi-Family Units*	38	38	18	41	18	41
Total Displaced Housing Units	101		44		44	
Owner Occupied Units	17	17	13	30	13	30
Rented Units	78	77	27	61	27	61
Occupancy Type Unknown	6	6	4	9	4	9
Total Displaced Housing Units	101		44		44	

Note: NHHIP Study Team 2015 based residential displacement counts on HCAD 2015 data.

*Multi-family residential units are located within apartment communities.

Business Displacements

Table 5-13 summarizes the estimated number of displaced businesses, billboards, and employees for each Segment 2 alternative. Alternative 10 would displace the most businesses, billboards, and employees. Appendix F, Table F-2 lists the HCAD identification number, address, and estimated number of employees per business that would be displaced.

Table 5-13: Business and Employee Displacements in Segment 2 Project Area

Displacements	Alternative 10 (Proposed Recommended)	Alternative 11	Alternative 12
	Number	Number	Number
Business	22	12	11
Billboards	11	5	6
Employees	367	292	292

Note: NHHIP Study Team based business displacements counts on 2015 HCAD data, 2015 Google Earth aerial imagery, 2014 H-GAC aerial imagery, and field investigations.

Parking lot displacements are not included in the table.

Types of Businesses Displaced

The types of businesses which would be displaced by Segment 2 alternatives are listed in Table 5-14. Business types were determined by HCAD land use types. Business types with a similar land use category were combined in one category. The predominant types of businesses that would be displaced by the Segment 2 alternatives are classified as commercial office, retail, and warehouse.

Table 5-14: Business Displacements in Segment 2 Project Area

Types of Business Displacements	Alternative 10 (Proposed Recommended)		Alternative 11		Alternative 12	
	Number	Percent	Number	Percent	Number	Percent
Commercial Land with Residential Improvements	1	4.5	0	0.0	0	0.0
Commercial Office Land	2	9.1	4	33.3	2	18.2
Commercial Retail Land	6	27.3	0	0.0	2	18.2
Commercial Vacant Land	2	9.1	2	16.8	2	18.2
Commercial Warehouse Land	5	22.7	4	33.3	4	36.4
Residential Improved*	4	18.3	1	8.3	0	0.0
Manufacturing/Processing	1	4.5	0	0.0	0	0.0
Warehouse	1	4.5	1	8.3	1	9.0

Note: * Businesses located on properties which are also used for residential purposes or are classified by HCAD as a residential land use type are counted as business displacements.

5.5.3 Segment 3: Downtown Loop System

Table 5-15 shows the estimated number of single-family residences, multi-family residential units, schools, businesses, billboards, places of worship, and other buildings that would be displaced. The number of single-family residences and multi-family residential units located in each super neighborhood is discussed in Section 5.2.

The Segment 3 alternatives cross high-density development areas and would impact hospitals, colleges, and other existing facilities. Several paid parking lots located in the Downtown area provide parking for large public gatherings at stadiums, arenas, and special events. These parking lots are included in the displacement totals and are classified as a separate displacement category.

Table 5-15: Potential Displacements for Segment 3 Alternatives

	Single-Family Residential	Multi-Family Residential*	Business	Place of Worship	School	Other**	Parking Business
Alternative 10	35	390	26	0	1	7	1
Alternative 11 (Proposed Recommended)	47	869	67	0	1	6	4
Alternative 12	36	1,021	44	0	0	4	3

Note: NHHIP Study Team based displacement counts on HCAD 2015 property records, 2015 Google Earth aerial imagery files, 2014 H-GAC aerial imagery files, and field investigations.

*Multi-family residential units are located within apartment communities.

** Alternative 10 - Other displacements include the St. Joseph's Hospital garden area and major equipment area adjacent to the hospital (Appendix F, Sheet 18, Map ID Nos. 656 and 658), University of Houston parking area (Appendix F, Sheet 14, Map ID No. 507), Helping Hands Charity (Appendix F, Sheet 13, Map ID No. 543), Harmony House (Appendix F, Sheet 13, Map ID No. 506), Mexican Consulate (Appendix F, Sheet 13, Map ID No. 646), and METRO rail line facilities (Appendix F, Sheet 19, Map ID No. 647).

** Alternative 11 - Other displacements Mexican Consulate, Search Homeless Services Office (Appendix F, Sheet 17, Map ID No. 568), Loaves and Fishes Magnificat House Ministries (Appendix F, Sheet 17, Map ID No. 569), Helping Hands Charity, METRO rail line facilities, and South Central Police Station (Appendix F, Sheet 17, Map ID No. 606).

** Alternative 12 - Other displacements include the Mexican Consulate, Helping Hands Charity, Loaves and Fishes Magnificat House Ministries, and METRO rail line facilities.

Residential Displacements

Table 5-16 shows the total number of housing units displaced per alternative, including single-family homes and multi-family units, renter and owner occupied housing units, and numbers of housing units with an unknown occupancy housing type. Multi-family residential units are assumed to be occupied by renters. Alternative 12 would displacement the most housing units, and Alternative 11 would displace the most single-family units.

Table 5-16: Multi-family, Single-family, and Occupancy Type for Residential Displacements in the Segment 3 Project Area

Displacements	Alternative 10		Alternative 11 (Proposed Recommended)		Alternative 12	
	Number	Percent	Number	Percent	Number	Percent
Single-Family Units	35	8	47	5	36	3
Multi-Family Units*	390	92	869	95	1,021	97
Total Displaced Housing Units	425		916		1,057	
Owner Occupied Units	17	4	12	1	19	2
Rented Units	406	96	898	98	1,036	98
Occupancy Type Unknown	2	<1	6	1	2	<1
Total Displaced Housing Units	425		916		1,057	

Note: NHHIP Study Team 2015 based residential displacement counts on HCAD 2015 data.

*Multi-family residential units are located within apartment communities.

Business Displacements

Table 5-17 presents the estimated number of displaced businesses, billboards, and employees for Segment 3 alternatives. Alternative 11 would displace the greatest number of businesses and employees, and Alternative 10 would displace the fewest businesses and employees. Appendix F, Table F-3 lists the HCAD identification number, address, and estimated number of employees per business that would be displaced.

Table 5-17: Business and Employee Displacements in Segment 3 Project Area

Displacements	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12
	Number	Number	Number
Business	26	68	44
Billboards	9	9	12
Displaced Employees	811	1,440	1,205

Note: NHHIP Study Team based business displacements counts on 2015 HCAD data, 2015 Google Earth aerial imagery, 2014 H-GAC aerial imagery, and field investigations.

Parking lot displacements are not included in the table.

Types of Businesses Displaced

The types of businesses which would be displaced by Segment 3 alternatives are listed in Table 5-18. Business types were determined by HCAD land use types. Business types with a similar land use category were combined in one category. The predominate types of businesses potentially displaced by the Segment 3 alternatives are classified as commercial retail and warehouse.

Table 5-18: Business Displacements in Segment 3 Project Area

Types of Business Displacements	Alternative 10		Alternative 11 (Proposed Recommended)		Alternative 12	
	Number	Percent	Number	Percent	Number	Percent
Commercial Apartment Land	1	3.8	1	1.5	0	0.0
Commercial Office Land	2	7.7	2	3.0	2	4.5
Commercial Retail Land	9	34.6	27	40.3	12	27.3
Commercial Land with Residential Improvements	0	0.0	1	1.5	1	2.3
Commercial Specialized Land	0	0.0	2	3.0	2	4.5
Commercial Vacant Land	0	0.0	1	1.5	0	0.0
Commercial Warehouse Land	3	11.5	15	22.4	6	13.6
General Commercial Vacant	0	0.0	1	1.5	1	2.3
Office Buildings Low-Rise (1 to 4 Stories)	2	7.7	0	0.0	4	9.1
Residential Improvement *	3	11.5	4	6.0	0	0.0
Retail Multi-Occupancy	0	0.0	3	4.5	3	6.8
Retail Single-Occupancy	1	3.8	0	0.0	1	2.3
Service Station (Full)	0	0.0	0	0.0	2	4.5
Warehouse	5	19.4	10	14.8	10	22.8

Note: * Businesses located on properties which are also used for residential purposes or are classified by HCAD as a residential land use type are counted as business displacements.

5.5.4 Replacements and Relocations

5.5.4.1 Uniform Relocation and Real Property Acquisition Policies Act of 1970

TxDOT's acquisition and relocation assistance program would provide assistance to residents and businesses that are required to relocate. The relocation assistance program is conducted in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available without discrimination to all residents and businesses required to relocate as a result of implementation of the proposed project. No person would be displaced by the proposed project unless and until adequate replacement housing has already been provided or is in place. Replacement housing would be fair housing and would be offered to all displaced persons regardless of race, color, religion, sex, or national origin. All replacement housing would be decent, safe, and sanitary, without causing undue financial hardship. An adequate supply of housing is anticipated through existing homes for sale or lease in the project area. For the anticipated business displacements, a comparable area (square feet) of either vacant land or commercial or industrial land for sale or lease is currently available in the project area.

5.5.4.2 Residential Property Replacement

Single-Family Homes

Replacement housing is available in each segment of the project, as shown in Table 5-19. Single-family houses for sale or lease are available within the same zip code areas as displaced residences. The price ranges for single-family replacement housing were based on comparable appraised property values of the potentially displaced homes. Single-family replacement homes for lease were searched within the same zip code areas as the potentially displaced residences by using search criteria of a minimum of two bedrooms and one bathroom with rent prices ranging from $500 to $2,500 per month.

Table 5-19: Available Residential Property for Sale, Rent, or Lease

Zip Code	Single-Family (Sale)	Single-Family (Lease)
	Number	Number
Segment 1		
77022	36	12
77037	12	0
77038	40	10
77076	26	2
Total Single Family Homes	114	24
Segment 2		
77009	120+	45
77022	35	12
Total Single Family Homes	155+	57
Segment 3		
77002	24	3
77003	120+	15
77004	120+	41
77007	120+	0
77009	120+	45
77020	55	11
Total Single Family Homes	559+	115

Source: HAR 2015a and HAR 2015b

Note: + means more than number of houses listed.

Multi-family Units (Apartment Community)

The estimated number of available multi-family residential units (apartment communities) for relocation is included in Table 5-20. Available replacement multi-family units were identified from HCAD records for apartment buildings with at least five units. In accordance

with the *2016 Houston, Texas Multifamily Market Report,* a 6.3 percent vacancy rate was applied to estimate the number of apartment units that are available (Texas Real Estate Center 2016). Replacement multi-family units were searched in the same zip codes areas as the displaced units.

The number of available multi-family units for lease is tabulated by Segment and zip code, not per each alternative. Sufficient data was not available to provide a comparison of the number of bedrooms and cost. Within Segment 3, two public housing multi-family apartment communities and one homeless veterans housing community would be impacted. Relocation of these facilities would require further planning with the HHA. Available multi-family units were considered for all zip code areas located in or adjacent to the project area, even if those zip code areas had no potential multi-family unit displacements.

Table 5-20: Available Multi-Family Units for Rent or Lease

Zip Codes Located within Segment	Displaced Multi-Family Units	Total Multi-Family Units	Available Multi-Family Units
	Number	Number	Number
Segment 1			
77022	160	2,105	133
77037	None displaced	518	33
77038	None displaced	1,722	108
77076	20	2,469	156
Total Units Potentially Displaced or Available	180	6,814	430
Segment 2			
77009	38	1,662	105
77022	None displaced	2,105	133
Total Units Potentially Displaced or Available	38	3,727	238
Segment 3			
77002	98*	6,216	392
77003	523**	1,317	83
77004	60	6,285	396
77007	None displaced	9,571	603
77009	None displaced	1,662	105
77020**	374***	1,322	83
Total Units Potentially Displaced or Available	1,055	26,373	1,662

Source: HCAD 2016

*60 of the multi-family (apartment) residential units are located at Midtown Terrace Suites that are used for homeless veteran housing.

**386 of the multi-family (apartment) residential units are located at apartment communities owned and operated by HHA.

***72 of the multi-family (apartment) residential units are located at Kelly Village are owned and operated by HHA.

According the data presented in Table 5-20, there is currently an adequate supply of multi-family housing available; however, further and planning would be needed to relocate residents in public housing and specialty housing for veterans.

Public Housing

All Alternatives would displace all or portions of two federally-funded public housing communities. Segment 3 Alternatives 11 and 12 would impact a total of 296 housing units at Clayton Homes and 72 units at Kelly Village, which are owned and managed by the HHA. Segment 3 Alternative 10 would impact 72 units at Kelly Village. The HHA does not have sufficient housing supply to meet the current demand for public housing units. The average wait period for public housing (public housing that is not specifically for elderly or disabled persons) is 18 months to two years. For one-bedroom apartments, the wait period is typically longer than two years. The average wait period for senior living communities is six to nine months (HHA 2016). The HHA communicated to TxDOT regarding potential impacts to Clayton Homes (Appendix A, Exhibit A-4). TxDOT is coordinating with the HHA regarding potential impacts to these facilities. The HHA plans to meet with residents at both housing areas to discuss potential project impacts and the relocation process. The HHA plans to build new subsidized housing in the general area of the existing facilities, and is beginning to identify potential properties.

Displaced residents will receive assistance in finding new residential units that are comparable replacement homes. A comparable home is:

- Decent, safe, and sanitary
- Functionally equivalent to (and equal or better than) present home
- Actually available for rent
- Affordable
- Reasonably accessible to place of employment
- Generally the same distance to public and commercial facilities, such as schools and shopping, as present home
- Not subject to unreasonable adverse environmental conditions
- Available to all persons regardless of race, color, religion, sex, or national origin (United States Department of Housing and Urban Development [HUD] 2017a)

Relocation assistance and payment for reasonable moving and related expenses would be included for residents required to relocate. TxDOT will work with the HHA to follow all HUD and FHWA requirements for relocation of Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to tenants displaced from their homes. TxDOT will continue coordinating with the HHA and representatives of other community facilities,

housing, and businesses utilized by environmental justice, and other sensitive populations, to discuss the proposed project and potential impacts and mitigation.

If public housing is not available to all residents, the displaced residents of Clayton Homes or Kelly Village would receive housing choice vouchers. The housing choice voucher program is the federal government's major program for assisting low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing. Since housing assistance is provided on behalf of the family or individual, participants are able to find their own housing, including single-family homes, townhouses and apartments. The participant is free to choose any housing that meets the requirements of the program and is not limited to units located in subsidized housing projects (HUD 2017b).

The Midtown Terrace Suites, located in Segment 3, provide transitional and long-term housing and support services for veterans. The Midtown Terrace Suites has 286 units. The proposed project would impact one of the buildings, which has approximately 60 multi-family residential units. Displaced tenants would be adversely impacted if accommodations were not available within the same complex or if other transitional housing was not available in the Houston area.

Business Property

Replacement commercial and industrial space is available along the project corridor. Available replacement business properties were searched within 400 feet of I-45 from the Farm to Market (FM) 1960 to Beltway 8, Beltway 8 to I-610, and I-610 to I-10, within 400 feet of I-10 from I-45 to US 59/I-69; and within 400 feet of US 59/I-69 from I-10 to Spur 527. As shown in Table 5-21, there are over 2.3 million square feet of available building space and 3.3 million square feet of vacant land in the project area. If the search area is extended north of Beltway 8 to FM 1960, the total is over 2.4 million square feet of available building space and 5.4 million square feet of developable land. For the anticipated business displacements, a comparable area (square feet) of either vacant land or commercial or industrial land for sale or lease is currently available in the project area.

Table 5-21: Available Commercial and Industrial Property

Type of Space Available	I-45 from FM 1960 to Beltway 8	I-45 from Beltway 8 to I-610	I-45 from I-610 to I-10	I-10 from I- 45 to US 59/I69)	US 59/I-69 from I-10 to Spur 527
	Square feet	Square feet	Square feet	Square feet	Square feet
Total Developed Commercial and Industrial Building Space	111,300	221,000	138,000	1,865,700	110,800
Office	30,500	135,300	11,200	1,760,200	107,700
Retail	25,900	19,200	0	34,400	3,100
Industrial	46,100	5,800	125,200	71,100	0
Other Commercial	8,800	60,700	1,600	0	0
Vacant Land for Commercial/Industrial Use	2,118,300	1,874,500	77,000	1,358,100	11,300

Source: HAR 2015b

5.6 Tax Revenue

Right-of-way acquisition for the proposed project would result in loss of property and sales tax revenues for local jurisdictions. The city of Houston, Houston and Aldine Independent School Districts, Harris County (and associated authorities), and municipal utility districts (MUD) collect property taxes from landowners in the project area. Sales taxes generated by businesses are collected by the State of Texas, the city of Houston, and METRO. Conversion of land to roadway right-of-way and displacements of businesses that provide sales tax revenue would have a negative impact on the local economy as current tax generating properties would no longer be on the tax rolls, and displaced businesses may stop operations or relocate outside the taxing jurisdictions. Tax revenue losses may be temporary if displaced businesses and residents relocate within the same taxing jurisdiction. The proposed project may encourage growth, including redevelopment, and result in beneficial impacts such as an increase in jobs, sales, and property tax revenue for the community.

The existing I-45 right-of-way is within the city of Houston and the METRO taxing boundaries. Some properties west of I-45 between Fallbrook Drive and West Mount Houston Road, that would potentially be acquired for Alternatives 4 and 7, are located outside of the city limits and within the MUD 321 or Fallbrook Utility District jurisdictional boundaries. Alternative 5 in Segment 1 would affect only three parcels within the limited-purpose annexation areas. These are limited purpose annexation areas in which the city of Houston has a strategic partnership agreement with the MUDs to provide some services and, in return, collect a portion of the commercial sales taxes. The city does not collect property taxes in the limited purpose annexation areas. Instead, property taxes are paid to either the Fallbrook Utility District or MUD 321.

5.6.1 Segment 1: I-45 from Beltway 8 to I-610

Alternative 4 (Proposed Recommended) would displace many retail businesses on the west side of I-45. Most of the displaced businesses could relocate within the Houston city limits and would continue to generate sales taxes for the city. Some businesses within the limited purpose annexation area have a regional draw (i.e., Fry's Electronics), and if displaced, these businesses may not relocate in the same area. The proposed right-of-way for Alternatives 4 and 7 would acquire a portion or all of 30 parcels located within the limited purpose annexation areas. Alternative 5 would require right-of-way from three parcels within the limited-purpose annexation areas. For alternatives with either loss of a business or land, the city of Houston could lose sales tax revenue and collection of property tax revenue would be reduced for MUD 321 and the Fallbrook Utility District.

Potentially displaced office buildings may not relocate in Houston. The three alternatives would displace between 13 and 16 office buildings. The loss of these businesses would reduce property and sales tax revenues for the city of Houston and all affected taxing authorities. If new office buildings were built in the city, the sales tax loss could be offset.

Alternative 5 would displace mostly commercial businesses on the east side of I-45 that could relocate within the Houston city limits, resulting in only temporary loss of sales and property tax revenue.

Table 5-22 shows the estimated annual property and sales tax losses for the Segment 1 alternatives, Alternative 4 would have the least total tax revenue loss ($125 million), in comparison to Alternatives 5 and 7. Alternative 7 would have the greatest total tax revenue loss. A list of property and sales tax losses for residential and business displacements is provided in Appendix F, Tables F-4 and F-5.

Table 5-22: Property and Sales Tax Loss Impacts, Segment 1 Alternatives

Impact	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
	$ Annual Amount	$ Annual Amount	$ Annual Amount
Residential Property Tax Loss[1]	$193,000	$266,000	$138,000
Business Property Tax Loss[1]	$6.0 M	$12.9 M	$7.4 M
Other Property Tax Loss [2]	$298,000	$247,000	$179,000
Business Sales Tax Loss	$118.1 M	$142.4 M	$149.0 M
Total	$125 M	$156 M	$157 M

Source: NHHIP Study Team

Notes: Annual amounts were rounded to nearest $100,000.

[1] For properties where the entire parcel would be acquired.

[2] For properties where only a portion of the parcel would be acquired, and no business or residential displacements would occur.

Key: M= million

5.6.2 Segment 2: I-45 from I-610 to I-10

Table 5-23 shows the estimated annual property and sales tax losses for Segment 2 alternatives. Alternative 10 (Proposed Recommended), which would result in $1.1 million in lost taxes, would have a greater economic impact than Alternatives 11 and 12. The taxing authorities for Segment 2 are the state of Texas, the city of Houston, Harris County, Houston Independent School District, and METRO. It is possible that many displaced businesses would relocate within the jurisdiction of these taxing entities. A list of potential property and sales tax losses for business and residential displacements is provided in Appendix F, Tables F-4 and F-5.

Table 5-23: Property and Sales Tax Loss Impacts, Segment 2 Alternatives

Impact	Alternative 10 (Proposed Recommended)	Alternative 11	Alternative 12
	$ Annual Amount	$ Annual Amount	$ Annual Amount
Residential Property Tax Loss[1]	$183,000	$96,000	$98,000
Business Property Tax Loss [1]	$263,000	$126,000	$126,000
Other Property Tax Loss [2]	$54,000	$25,000	$28,000
Business Sales Tax Loss	$550,000	$175,000	$175,000
Total	$1.1 M	$422,000	$427,000

Source: NHHIP Study Team

Note: Annual amounts were rounded to nearest $100,000.

[1] For properties where the entire parcel would be acquired.
[2] For properties where only a portion of the parcel would be acquired, and no business or residential displacements would occur.
Key: M= million

5.6.3 Segment 3: Downtown Loop System

Downtown Houston includes valuable real estate and is a major employment center; therefore, displacements resulting from proposed alternatives would cause greater losses of property tax revenues per acre than for other segments. Estimated sales tax revenue losses are relatively small compared to property tax losses.

Table 5-24 shows the estimated annual property and sales tax losses for the Segment 3 alternatives. Alternative 11 (Proposed Recommended) would cause the highest estimated tax revenue loss ($8.3 million) and Alternative 10 would cause lowest estimated tax revenue loss ($4.4 million). The taxing authorities include the state of Texas, the city of Houston, Harris County, Houston Independent School District and METRO. The distance from Segment 3 to the boundaries of these taxing districts is relatively large, and it is likely that displaced businesses could relocate within these taxing entities. A list of property and sales tax losses for business and residential displacements is listed in Appendix F, Tables F-4 and F-5.

Table 5-24: Property and Sales Tax Loss Impacts, Segment 3 Alternatives

Impact	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12
	$ Annual Amount	$ Annual Amount	$ Annual Amount
Residential Property Tax Loss[1]	$532,000	$789,000	$1.0 M
Business Property Tax Loss[1]	$1.1 M	$1.2 M	$1.1 M
Other Property Tax Loss [2]	$241,000	$1.0 M	$397,000
Business Sales Tax Loss	$2.5 M	$5.2 M	$4.0 M
Total	$4.4 M	$8.3 M	$6.6 M

Source: NHHIP Study Team

Note: Annual amounts were rounded to nearest $100,000.

[1] For properties where the entire parcel would be acquired
[2] For properties where only a portion of the parcel would be acquired, and no business or residential displacements would occur.
Key: M= million

5.7 Environmental Justice

Potential impacts to environmental justice populations are discussed in this section; the methodology for the analysis and the definition of environmental justice populations are discussed in Section 3.6. Segments 1, 2, and 3 Census profile areas have numerous areas with high-minority populations. All segments have Census profile areas with median household incomes below the 2016 HHS poverty guidelines. Race and ethnicity demographic data for all Census tracts, block groups, and blocks in the Census profile area are presented in Appendix C, Table C-1, and Section 4 provides Census profile summaries by Segment. The exhibits in Appendix C shows Census blocks with high-minority populations and Census block groups with low-income populations in the Census tract area.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, group homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of Mobile Source Air Toxics (MSAT) could increase, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

The proposed project would have potential noise impacts in areas with high-minority and low-income populations. A traffic noise analysis was completed for the Draft EIS, and evaluated the potential noise impacts of the Reasonable Alternatives. The *Traffic Noise Analysis Technical Report* is included as an Appendix in the Draft EIS. Impacts to Environmental Justice populations related to tolling of the proposed project are discussed in the Draft EIS.

5.7.1 Segment 1: I-45 from Beltway 8 to I-610

In the Segment 1 Census profile area, 57 of the 288 Census block have high-minority populations. Nine of the 26 Census block groups in the Segment 1 Census profile area are considered low-income. Field observations confirm the presence of a significant Hispanic community, as many businesses advertise services in Spanish and numerous community facilities such as places of worship, grocery stores, and medical facilities have signs in Spanish. Table 5-25 lists some businesses and places of worship with Spanish language signs within the proposed right-of-way, including Del Angel Funerarias funeral home (Appendix F, Sheet 8, Map ID No. 327), Iglesia Cristana La Senda Antigua (Appendix F, Sheet 8 Map ID No. 70), Centro Cristano Church (Appendix F, Sheet 7, Map ID No. 296), and Iglesia Evangelica Vida (Appendix F, Sheet 9, Map ID No.411). The Alpha and Omega School is associated with the Centro Cristano Church (Appendix F, Sheet 7, Map ID No. 296).

Medical care offices at a retail center at the intersection of I-45 and Parker Road (Appendix F, Sheet 6, Map ID No. 211) are located in the proposed right-of-way of Alternative

5. All Segment 1 alternatives would displace local medical facilities and/or pharmacies that serve minority and low-income populations. Individuals who rely on these facilities and do not have vehicular transportation may have reduced options for obtaining medical care and medication.

Table 5-25 compares the number of high-minority Census blocks and low-income Census block groups by alternative. In Segment 1, Alternative 4 (Proposed Recommended) has the lowest number of high-minority Census blocks, and there is little difference in the number of low-income Census block groups between alternatives.

Table 5-25: High-Minority Census Blocks and Low-Income Census Block Groups in Segment 1 Census Profile Area

	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
	Number	Number	Number
High-Minority Census Blocks	38	49	57
Low-Income Census Block Groups	6	9	8

Source: U.S. Census Bureau 2010; U.S. Census Bureau 2013f

Community facilities, housing, and businesses that are utilized by low-income and minority populations (EJ populations) are located within the vicinity of Segment 1 Census profile area. Table 5-26 provides a listing of community facilities/businesses, descriptions of the facilities/businesses, the alternatives that would directly impact the facilities/businesses, and the potential impacts to EJ individuals or populations. Other community facilities, housing or businesses in the project corridor could also be used by EJ populations. Alternative 4 would affect fewer community facilities utilized by EJ populations than Alternatives 5 and 7.

Table 5-26: Segment 1 Community Facilities, Housing, and Businesses Utilized by EJ Populations

Facility	Description	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7	Potential Impacts
Pecan Grove Manor	Low-income multi-family residential building for seniors (62 years of age and older)		1	1	Possible increase in traffic noise, air emissions, and construction related impacts.
Woodland Christian Towers	Low-income multi-family residential building for seniors (62 years of age and older)		1	1	Possible increase in traffic noise, air emissions, and construction related impacts.
Centro Cristano Church and Alpha and Omega School	Hispanic place of worship and on-site school	2		1	Displacement of place of worship and school that serves Hispanic community

Facility	Description	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7	Potential Impacts
Iglesia Evangelica Vida	Hispanic place of worship located in shopping center	1	1	1	Displacement of place of worship that serves Hispanic community
Iglesia Cristian La Senda	Hispanic place of worship		1	1	Displacement of place of worship that serves Hispanic community
Del Angel Funerarias	Funeral home		1	1	Displacement of business that serves Hispanic community
Fiesta Grocery Store	International food grocery store		1	1	Displacement of business that serves various minority communities
Women Infants Children (WIC) Office	Low-income services for women and children		1		Displacement of government office that provides supplemental foods, health care referrals, and nutrition education for low-income women and children
La Michoacana Meat Market	Hispanic specialty grocery store, meat market, and tacqueria		1		Displacement of business that serves a minority community
Texas Department of Human and Health Services	Government office providing health and social services for seniors, disabled persons, children, and underserved individuals and families	1	1	1	Displacement of government office that offers human health, protective, and social services
Northline Single Room Occupancy (SRO)	SRO low-income housing facility			1	Loss of parking
TOTAL		4	8	9	

Source: NHHIP Study Team

EJ individuals/populations could be adversely impacted by increased traffic noise, permanent and temporary visual impacts due to roadway design, construction activities, and displacement of homes, businesses, and places of worship in their communities. Local community residents without automobiles could temporarily be impacted by the rerouting of bus routes during construction. EJ populations are located along both sides of I-45. As discussed in Table 5-26, impacts to community facilities, housing, and businesses specifically utilized by EJ populations would be adverse and vary based on the alternative chosen.

The proposed project would provide benefits such as decreased congestion and improved traffic safety on both community and regional levels. All users of local roadways, including EJ populations, would be affected by delays during construction.

Based on the above information, and considering project benefits and mitigation, the Segment 1 alternatives would cause disproportionate high and adverse impacts to minority or low-income populations. While minority and low-income individuals and community facilities in the Segment 1 project area would be adversely impacted by the proposed project, no reasonable alternatives would avoid adverse impacts or have substantially less overall adverse impacts than other alternatives.

5.7.2 Segment 2: I-45 from I-610 to I-10

In the Segment 2 Census profile area, 21 of the 156 Census blocks have high-minority populations. None of the 16 Census block groups in Segment 2 Census profile area are considered low-income. Table 5-27 shows the number of high-minority Census blocks and low-income Census block Groups, by alternative. For the Segment 2 Census profile area, Alternative 10 has the highest number of high-minority Census blocks, and there is no difference in the number of low-income Census block groups between alternatives.

Table 5-27: High-Minority Census Blocks and Low-Income Census Block Groups in Segment 2 Census Profile Area

	Alternative 10 (Proposed Recommended)	Alternative 11	Alternative 12
	Number	Number	Number
High-Minority Census Blocks	21	13	15
Low-Income Census Block Groups	0	0	0

Source: U.S. Census Bureau 2010; U.S. Census Bureau 2013f.

No community facilities, places of worship, or businesses specifically utilized by EJ individuals or populations were identified in the Segment 2 Census profile area; however, due to the high percent of minority populations in the area, it is likely that EJ populations would be adversely impacted by the displacement of single-family homes and multi-family residential units.

EJ individuals/populations would be adversely impacted by a potential increase in traffic noise, permanent and temporary visual impacts due to roadway design, and construction activities. Local community residents without automobiles could temporarily be impacted by rerouting of bus routes during construction. EJ populations are located along both sides of I-45 and there is little difference in the number of high-minority Census blocks within or adjacent to the proposed right-of-way of each alternative.

The proposed project would provide benefits such as decreased congestion and improved traffic safety on both community and regional levels. All users of local roadways, including EJ populations, would be affected by temporary delays during construction.

Based on the above information, and considering project benefits and mitigation, the Segment 2 alternatives would cause disproportionate high and adverse impacts to minority

or low-income populations. While minority and low-income individuals and community facilities in the Segment 2 project area would be adversely impacted by the proposed project, no reasonable alternatives would avoid adverse impacts or have substantially less overall adverse impacts than other alternatives.

5.7.3 Segment 3: Downtown Loop System

In the Segment 3 Census profile area, 46 of the 602 Census blocks have high-minority populations. Eleven of the 33 Census block groups in the Segment 3 Census profile area are considered low-income. Table 5-28 shows the number of high-minority Census blocks and low-income block groups by alternative. For the Segment 3 Census profile area, there is little difference in the number of high-minority Census blocks and low-income Census block groups.

Table 5-28: High-Minority Census Blocks and Low-Income Census Block Groups in Segment 3 Census Profile Area

	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12
	Number	Number	Number
High-Minority Census Blocks	34	46	42
Low-Income Census Block Groups	10	11	11

Source: U.S. Census Bureau 2010; U.S. Census Bureau 2013f.

Segment 3 has community facilities, housing, and businesses that are utilized by low-income and minority populations (EJ populations). Table 5-29 provides a list of the community facilities/businesses, descriptions of the facilities/businesses, the alternatives that would directly impact the facilities/businesses, and the potential impacts to EJ individuals or populations. As shown in Table 5-29, several Asian businesses, which are located on the east side of Downtown, including a grocery store, bakery, and restaurants, would be displaced.

Table 5-29: Segment 3 Community Facilities, Housing, and Businesses Utilized by EJ Populations

Facility	Description	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12	Potential Impacts
Kelly Village	Low-income housing	1	1	1	Displacement of 72 multi-family residential units
Clayton Homes	Low-income housing		1	1	Displacement of 296 multi-family residential units
Midtown Terrace Suites	Multi-family residential units for homeless veterans	1	1		Displacement of 60 multi-family residential units that provide shelter for homeless veterans.

Facility	Description	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12	Potential Impacts
Harmony House	Housing and medical treatment services for low-income and homeless individuals	1			Displacement of transitional housing and medical treatment facilities serving the homeless
Helping Hands Charity	Soup kitchen for low-income and homeless individuals	1	1	1	Displacement of facility that serves homeless and low-income individuals
Loaves and Fishes Magnificat House Ministries	Soup kitchen for low-income and homeless individuals		1	1	Displacement of facility that serves homeless and low-income individuals
Search Homeless Services	Non-profit organization that helps educate, employ, and house homeless individuals and families		1		Displacement of Search Homeless Services business office and adjacent vacant land
Mexican Consulate	Official government representative to assist and protect Mexican population living and traveling in United States	1	1	1	Displacement of the consulate
Huynh Vietnamese Restaurant, Kim Son Restaurant, Yen Huong Bakery, Long Sing Supermarket	Vietnamese/Asian owned businesses located near St. Emanuel Street and south of Chartres Street		4	2	Displacement of Asian (primarily Vietnamese) businesses and specialty stores in east Downtown
TOTAL		5	12	8	

Source: NHHIP Study Team

The Kelly Village and Clayton Homes developments are funded through the federal Low-Rent Public Housing Program that is administered through the HHA. The program provides quality, affordable rental housing for families, seniors, and persons with disabilities (HHA 2015). The HHA owns and manages 25 public housing and tax credit developments around the city. Alternatives 11 and 12 would remove the entire Clayton Homes development, and displace 296 multi-family residential units. Alternatives 10, 11, and 12 would impact a portion of Kelly Village, displacing approximately 72 multi-family residential units. TxDOT will work with the HHA to relocate displaced residents. If suitable replacement housing in not available, this would be an environmental justice concern. As discussed in Section 5.5.4.2, the HHA lacks sufficient housing supply to meet the demand for public housing units. The HHA is aware of the potential relocation of Clayton Homes and will cooperate with TxDOT if the

proposed project moves forward. The HHA is aware of the potential impacts to Clayton Homes and some buildings at Kelly Village. TxDOT is coordinating with the HHA regarding potential impacts to these facilities. The HHA plans to meet with residents at both housing areas to discuss potential project impacts and the relocation process. The HHA plans to build new subsidized housing in the general area of the existing facilities, and is beginning to identify potential properties. If public housing is not available to all residents, the displaced residents of Clayton Homes or Kelly Village would receive housing choice vouchers, as discussed in Section 5.5.4.2.

TxDOT is coordinating with the HHA and representatives of other community facilities, housing, and businesses utilized by EJ, LEP, and other sensitive populations, to discuss the proposed project and potential impacts and mitigation. The mailing list for the EJ and additional stakeholder outreach is included in Appendix A, Table A-1.

The Midtown Terrace Suites provide transitional and long-term housing and support services for veterans. The Midtown Terrace Suites have 286 units. This facility has direct tenant leases for formerly homeless veterans and low-income veterans at risk of homelessness. Supportive services are directly offered to each veteran resident through an on-site Veterans Affairs Community Based Outreach Clinic (Cantwell-Anderson, Inc. 2015). The proposed project would impact one of the buildings, which has approximately 60 multi-family residential units. Displaced tenants would be adversely impacted if accommodations were not available within the same complex or if other transitional housing was not available in the Houston area.

Segment 3 alternatives would impact facilities that serve homeless or low-income individuals such as soup kitchens (facilities that serve meals), housing facilities, and homeless assistance services. Helping Hands and Loaves and Fishes Magnificat House Ministries are soup kitchens for low-income and homeless populations. The limited number of facilities that offer services for low-income and homeless populations would be reduced if the facility was displaced.

EJ individuals/populations would be adversely impacted by a potential increase in traffic noise, permanent and temporary visual impacts due to roadway design, construction activities, and displacement of homes, businesses, and community facilities. Local community residents without automobiles could temporarily be impacted by rerouting of bus routes during construction. As shown in Table 5-28, impacts to community facilities, housing, and businesses utilized by EJ populations would be adverse and vary based on the alternative. However, these community facilities and businesses that serve existing EJ populations may relocate in the same communities.

The proposed project would provide benefits such as decreased congestion and improved traffic safety on both community and regional levels. All users of local roadways, including EJ populations, would be affected by temporary delays during construction.

Based on the above information, and considering project benefits and mitigation, the Segment 3 alternatives would cause disproportionate high and adverse impacts to minority or low-income populations. While minority and low-income individuals and community facilities in the Segment 3 project area would be adversely impacted by the proposed project, no reasonable alternatives would avoid adverse impacts or have substantially less overall adverse impacts than other alternatives.

6 SUMMARY AND COMPARISON OF POTENTIAL IMPACTS

Tables 6-1, 6-2, and 6-3 provide a summary of the community impacts for Segments 1, 2, and 3 alternatives, respectively.

Table 6-1: Summary of Community Impacts for Segment 1 Alternatives

Segment 1	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
Displacements	- 58 Single-family residences - 160 Multi-family residential units* - 242 Businesses - 23,066 Employees	- 72 Single-family residences - 97 Multi-family residential units* - 354 Businesses - 21,232 Employees	- 37 Single-family residences - 26 Multi-family residential units* - 258 Businesses - 23,260 Employees
Land Use	- Acquisition of 212 acres of land - Reduced commercial land use on west side of I-45; reduced commercial, residential, and industrial land uses on east side - No parks/open space land use directly impacted - Commercial development and planned industrial park in proposed right-of-way	- Acquisition of 239 acres of land - Reduced commercial and residential land uses on east side of I-45; greatest impact to industrial land use in comparison to the other alternatives - Portion of the Adath Israel Cemetery (classified as open space land use) is located in proposed right-of-way	- Acquisition of 120 acres of land - Reduced commercial and residential land uses on east and west side of I-45 - Reduced residential land use - No parks/open space land use directly impacted - Portion of commercial development and planned industrial park in proposed right-of-way - Least direct impact to land use in comparison to other alternatives
Community Cohesion	- Displacement of community facilities including 3 places of worship and 2 schools/universities - Displacement of medical care facilities - No direct impacts to parks, community centers or other neighborhood facilities	- Displacement of community facilities including 5 places of worship and 3 schools/universities - Displacement of medical care facilities, shopping centers (Northline Commons), and grocery stores - No direct impacts to parks, community centers or other neighborhood facilities	- Displacement of community facilities including 3 places of worship and 1 school/university - No direct impacts to parks, community centers or other neighborhood facilities
Mobility	- Displacement of bus stops could affect people that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycles routes during construction - Minor changes in access to I-45; however, changes would not likely affect existing traffic patterns in neighborhoods or affect circulation and access to other cross streets	- Displacement of bus stops could affect people that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycles routes during construction - Minor changes in access to I-45; however, changes would not likely affect existing traffic patterns in neighborhoods or affect circulation and access to other cross streets	- Displacement of bus stops could affect people that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycles routes during construction - Minor changes in access to I-45; however, changes would not likely affect existing traffic patterns in neighborhoods or affect circulation and access to other cross streets

Segment 1	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
	- Proposed alternative would not change access across the project corridor or restrict access to properties and amenities in the communities	- Proposed alternative would not change access across the project corridor or restrict access to properties and amenities in the communities	- Proposed alternative would not change access across the project corridor or restrict access to properties and amenities in the communities
Safety	- No impact to fire stations or police stations and substations - No anticipated change to access or use of local roads that may serve as emergency response routes	- No impact to fire stations or police stations and substations - No anticipated change to access or use of local roads that may serve as emergency response routes	- No impact to fire stations or police stations and substations - No anticipated change to access or use of local roads that may serve as emergency response routes
Environmental Justice	- Displacement of medical offices and pharmacies that serve low-income and high-minority communities - Displacement of 2 places of worship and 1 school that serve Hispanics communities - Minority and/or low-income individuals/families may be affected by displacement of housing - Displacement of Texas Health and Human Services, which serves low-income communities - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of medical offices and pharmacies and 2 grocery stores that serve low-income and high-minority communities - Displacement of 2 places of worship and 1 funeral home that serve Hispanic communities - Minority and/or low-income individuals/families may be affected by displacement of housing - Displacement of Women Infants Children (WIC) office and Texas Department of Health and Human Services, which serve low-income communities - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of medical offices and pharmacies, and 1 grocery store that serve low-income and high-minority communities - Displacement of 3 places of worship and 1 funeral home that serve Hispanic communities - Minority and/or low-income individuals/families may be affected by displacement of housing - Displacement of Texas Health and Human Services, which serves low-income communities - Loss of parking area at the Single Resident Occupancy (SRO) low-income housing facility - Construction-related impacts; potential increase of traffic noise and air emissions
Sensitive Populations (Children, Elderly, Disabled, and LEP populations)	- Displacement of 2 places of worship and 1 school that serves Spanish-speaking populations - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of 2 places of worship and 1 funeral home that serves Spanish-speaking populations - Displacement of 9th Grade School - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of 3 places of worship, 1 school, and 1 funeral home that serves Spanish-speaking populations - Construction-related impacts; potential increase of traffic noise and air emissions

Segment 1	Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
Tax Revenue	- $193,000 residential property tax loss - $6.0 million business property tax loss - $298,000 other property tax loss - $118.1 million in potential sales tax loss due to displacement of businesses - Loss of property tax revenue for 30 parcels within limited-purpose annexation area	- $266,000 residential property tax loss - $12.9 million business property tax loss - $247,000 other property tax loss - $142.4 million of potential sales tax loss due to displacement of businesses - Loss of property tax revenue for 3 parcels within limited purpose annexation area	- $138,000 residential property tax loss - $7.4 million business property tax loss - $179,000 other property tax loss - $149 million of potential sales tax loss due to displacement of businesses - Loss of property tax revenue for 30 parcels within limited purpose annexation area

Note: *Multi-family units are all located within apartment communities.

Table 6-2: Summary of Community Impacts for Segment 2 Alternatives

Segment 2	Alternative 10 (Proposed Recommended)	Alternative 11	Alternative 12
Displacements	- 63 Single-family residences - 38 Multi-family residential units* - 22 Businesses - 367 Employees	- 26 Single-family residences - 18 Multi-family residential units* - 12 Businesses - 292 Employees	- 26 Single-family residences - 18 Multi-family residential units* - 11 Businesses - 292 Employees
Land Use	- Acquisition of 19 acres of land - Greatest impact on residential land use in comparison to other alternatives - No parks/open space land use directly impacted	- Acquisition of 10 acres of land - Less than one acre of land in Woodland Park is in proposed right-of-way	- Acquisition of 12 acres of land - Less than 0.01 acre of land in Woodland Park is in proposed right-of-way
Community Cohesion	- Displacement of 1 place of worship; no schools directly impacted - No direct impacts to parks, community centers or other neighborhood services and facilities	- No direct impacts to schools, places of worship, or community centers - No direct impacts to community centers or neighborhood facilities - Less than one acre of land in Woodland Park would be impacted; use of park facilities would not be affected - The elevated lanes in the center of I-45 would alter the existing visual conditions of the area	- No direct impacts to schools, places of worship, or community centers - Less than 0.01 acre of land in Woodland Park would be impacted; use of park facilities would not be affected
Mobility	- Displacement of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycle routes during construction - The North Street bridge that currently provides access across I-45 from Glen Park subdivision to Greater Heights would be removed	- Displacement of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycle routes during construction - Proposed alternative would not change access across the project corridor or restrict access to properties and amenities in the communities	- Displacement of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycle routes during construction - Proposed alternative would not change access across the project corridor or restrict access to properties and amenities in the communities

Segment 2	Alternative 10 (Proposed Recommended)	Alternative 11	Alternative 12
Safety	- No anticipated change to access or use of local roads that may serve as emergency response routes - Closing the North Street bridge would eliminate the shortest passage across the freeway from Glen Park subdivision to Travis Elementary School	- No anticipated change to access or use of local roads that may serve as emergency response routes	- No anticipated change to access or use of local roads that may serve as emergency response routes
Environmental Justice	- Construction-related impacts; potential increase of traffic noise and air emissions - Minority and/or low-income individuals/families may be affected by displacement of housing	- Construction-related impacts; potential increase of traffic noise and air emissions - Minority and/or low-income individuals/families may be affected by displacement of housing	- Construction-related impacts; potential increase of traffic noise and air emissions - Minority and/or low-income individuals/families may be affected by displacement of housing
Tax Revenue	- $183,000 residential property tax loss - $263,000 business property tax loss - $54,000 other property tax loss - $550,000 of business sales tax loss	- $96,000 residential property tax loss - $126,000 business property tax loss - $25,000 other property tax loss - $175,000 of business sales tax loss	- $98,000 residential property tax loss - $126,000 business property tax loss - $28,000 other property tax loss - $175,000 business sales tax loss

Note: *Multi-family units are all located within apartment communities.

Table 6-3: Summary of Community Impacts for Segment 3 Alternatives

Segment 3	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12
Displacements	- 35 Single-family residences - 390 Multi-family residential units* - 26 Businesses - 811 Employees	- 47 Single-family residences - 869 Multi-family residential units* - 67 Businesses - 1,440 Employees	- 36 Single-family residences - 1,021 Multi-family residential units* - 44 Businesses - 1,205 Employees
Land Use	- Acquisition of 76 acres of land - Reduced commercial and industrial land uses - Reduced residential land use including single-family and multi-family units - Three acres of parks/open space land use directly impacted	- Acquisition of 160 acres of land - Greater impact on commercial, industrial, public/institutional, and residential land use in comparison to other alternatives - Reduced residential land use including single-family and multi-family units and public housing units - Less than one acre of parks/open space land use directly impacted - Future hotel planned in the proposed right-of-way - Reduced commercial parking areas on the east side of US 59/I-69	- Acquisition of 109 acres of land - Impact on undevelopable, residential, commercial, and transportation/utility land uses - Reduced residential land use including single-family and multi-family units and public housing units - Three acres of parks/open space land use directly impacted - Future hotel planned in the proposed right-of-way - Reduced commercial parking areas on the east side of US 59/I-69
Community Cohesion	- No direct impacts to places of worship or community centers - University of Houston Downtown Student Life Center and campus parking on north side of I-10 is in proposed right-of-way - Portion of St. Joseph Hospital's property is located in the proposed right-of-way; no impact on use or access to hospital facilities - Displacement of low-income and homeless service facilities - The proposed right-of-way would acquire land from Freed Art and Nature Park, Hogg Park, Linear Park, and Sam Houston Park, and trails along White Oak and Buffalo Bayous	- No direct impacts to places of worship or community centers - May affect University of Houston Downtown campus parking during construction - Displacement of low-income and homeless service facilities - The proposed right-of-way would acquire land from Freed Art and Nature Park, Linear Park, and trails along White Oak and Buffalo Bayous; park facilities would not be impacted	- No direct impacts to places of worship or community centers - A portion of the University of Houston Downtown campus parking area to the north of I-10 is in the proposed right-of-way - Displacement of low-income and homeless service facilities - Proposed right-of-way would acquire land from Freed Art and Nature Park, Hogg Park, Linear Park, Sam Houston Park, and trails along White Oak and Buffalo Bayous - Elevated lanes would further create a barrier, disconnecting Near Northside and the future Hardy Yards development from Houston's central business district

Segment 3	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12
Community Cohesion *(continued)*	- Elevated lanes would further create a barrier, disconnecting Near Northside and the future Hardy Yards development from Houston's central business district - Widening of Pierce Elevated from US 59/I-69 to Brazos Street and the proposed elevated structure along I-45 would create a greater visual barrier between Downtown and Midtown and Downtown and Fourth Ward neighborhoods	- Elevated lanes would further create a barrier, disconnecting Near Northside and the future Hardy Yards development from Houston's central business district - Removal of Pierce Elevated would eliminate visual barrier between Downtown and Midtown and enhance connectivity between communities	- Additional lanes on the east side of US 59/I-69 would widen the separation between central Downtown and east Downtown and could further isolate communities to the east that are experiencing residential and commercial redevelopment
Mobility	- Displacement of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycles routes during construction - Changes in freeway access on I-45, I-10, and US 59/I-69 would likely affect existing traffic patterns in neighborhoods	- Displacement of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycles routes during construction - Removal of the Pierce Elevated would improve mobility on local streets between Downtown and Midtown; the proposed boulevard along Pierce Street would improve access to south Downtown streets from I-45 - Changes in freeway access on I-45, I-10, and US 59/I-69 would likely affect existing traffic patterns in neighborhoods; improve access to Downtown	- Displacement of bus stops could affect populations that do not have access to automobiles or that are dependent on public transportation; no permanent affect to existing bus service routes - Limited or redirected access to bicycles routes during construction - Changes in freeway access on I-45, I-10, and US 59/I-69 would likely affect existing traffic patterns in neighborhoods; improve access to Downtown
Safety	- No impacts to fire stations or police stations and substations - No impact to emergency response routes or access to neighborhoods - Elevated lanes would create a barrier that would further isolate Near Northside from the Downtown neighborhoods	- Displacement of South Central police station - No impact to emergency response routes or access to neighborhoods - Elevated lanes would create a barrier that would further isolate Near Northside from the Downtown neighborhoods - Removal of Pierce Elevated would eliminate barriers separating Midtown and Downtown - Depressing US 59/I-69 from Commerce Street to Spur 527 would remove existing barriers that isolate east Downtown from central Downtown business district	- No impacts to fire stations or police stations and substations - No impact to emergency response routes or access to neighborhoods - Elevated lanes would create a barrier that would further isolate Near Northside from the Downtown neighborhoods - Moving northbound I-45 to east of US 59/I-69 would increase the separation between central Downtown and east Downtown, isolating communities to east

Segment 3	Alternative 10	Alternative 11 (Proposed Recommended)	Alternative 12
Environmental Justice	- Displacement of 72 multi-family units in low-income housing communities - Displacement of facilities that provide housing, food, and medical services to homeless and low-income individuals - Displacement of Mexican Consulate - Displacement of 60 multi-family units for homeless veterans - Minority and/or low-income individuals/families may be affected by displacement of housing - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of 368 multi-family units in low-income housing communities - Displacement of facilities that provide housing, food, and medical services to homeless and low-income individuals - Displacement of Mexican Consulate - Displacement of 60 multi-family units for homeless veterans - Displacement of 4 Asian (primarily Vietnamese) businesses and specialty stores in east Downtown Houston - Minority and/or low-income individuals/families may be affected by displacement of housing - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of 368 multi-family units in low-income housing communities - Displacement of facilities that provide housing, food, and medical services to homeless and low-income individuals - Displacement of Mexican Consulate - Displacement of 2 Asian (primarily Vietnamese) businesses and specialty stores in East Downtown Houston - Minority and/or low-income individuals/families may be affected by displacement of housing - Construction-related impacts; potential increase of traffic noise and air emissions
Sensitive Populations (Children, Elderly, Disabled, and LEP populations)	- Displacement of Mexican Consulate - Construction-related impacts; potential increase of traffic noise and air emissions	- Loss of 4 Asian (primarily Vietnamese) businesses and specialty stores in east Downtown Houston - Displacement of Mexican Consulate - Construction-related impacts; potential increase of traffic noise and air emissions	- Displacement of 2 Asian (primarily Vietnamese) businesses and specialty stores in east Downtown Houston - Displacement of Mexican Consulate - Construction-related impacts; potential increase of traffic noise and air emissions
Tax Revenue	- $532,000 residential property tax loss - $1.1 million business property tax loss - $241,000 other property tax loss - $2.5 million potential sales tax loss	- $789,000 residential property tax loss - $1.2 million business property tax loss - $1.0 million other property tax loss - $5.2 million potential sales tax loss	- $1.0 million residential property tax loss - $1.1 million business property tax loss - $397,000 other property tax loss - $4.0 million potential sales tax loss

Note: *Multi-family units are all located within apartment communities .

7 MITIGATION

The NHHIP would result in physical, social, and economic impacts in each study segment, regardless of the alternative selected. Efforts have been made in the planning process to avoid or minimize impacts to extent possible. When impacts are unavoidable, steps will be taken to minimize or mitigate impacts, as required under NEPA, FHWA, and TxDOT guidelines. According to Council of Environmental Quality regulations (40 CFR 1508.20), mitigation efforts include:

- Avoiding an impact altogether;
- Minimizing the impact by limiting the degree or magnitude of the action;
- Rectifying the impact by repairing, rehabilitating, or restoring the resource;
- Reducing or eliminating the impact over time by preservation and maintenance activities; and,
- Compensating for the impact by replacing or providing substitutes to the impacted resource.

The potential impacts of the Reasonable Alternatives have been evaluated, and a Proposed Recommended Alternative for each segment will be selected in consideration of the project need and purpose, feedback from public and agency meetings, input from other stakeholders, and engineering, traffic and environmental studies. Where impacts to resources require coordination and permitting, required processes will be followed with the appropriate jurisdictional agency.

7.1 Mitigation Measures

Efforts were made during the planning stages of evaluating and selecting the proposed project to minimize adverse impacts to neighborhoods, adjacent residential areas, and community facilities. TxDOT has committed to stay within existing right-of-way between Quitman Street and Cavalcade Street, except at intersections where turn lanes may be needed, to avoid or minimize direct impacts to adjacent neighborhoods. Development of the proposed project could benefit adjacent neighborhoods and communities by improving mobility and safety in the study area.

Noise Abatement Measures

NEPA provides broad authority and responsibility for evaluating and mitigating adverse environmental effects, including roadway traffic noise. The federal legislation that specifically involves abatement of roadway traffic noise is the Federal Aid Highway Act of 1970. This law mandates the FHWA to develop noise standards for mitigating roadway traffic noise and requires promulgation of traffic noise-level criteria for various land use activities. Noise abatement measures are discussed in the *Draft EIS Traffic Noise Technical Report* (December 2016).

Landscaping

Landscaping disturbed by construction of a highway will be reestablished for environmental and aesthetic reasons. The re-vegetation process will be accomplished with appropriate native and adapted species. The project would be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants in the roadway right-of-way.

Right-of-Way Design

Potential adverse impacts to community, public, and other sensitive resources will be reduced by minimizing right-of-way acquisition.

Pedestrian and Bicycle Paths

All alternatives will include bicycle accommodations and sidewalks along the frontage roads, and all intersections will be designed in compliance with the Americans with Disabilities Act (ADA) per federal requirements.

In the instance of any modifications to existing or proposed hike and bike facilities, TxDOT will coordinate with the city of Houston, Houston Parks Board, and other agencies or organizations to provide the same level connectivity as the existing and future facilities provide. Temporary impacts during construction will be minimized as much as possible.

In accordance with the federal Policy Statement on Bicycle and Pedestrian Accommodations Regulations and Recommendations by U.S. Department of Transportation (March 2010), TxDOT is including bicycle and pedestrian accommodations in the proposed project, taking into consideration existing and anticipated bicycle and pedestrian facility systems and needs, and linkages to transit stops and corridors, including future changes to METRO transit systems.

Agency and Stakeholder Coordination

As discussed in Section 1.2, TxDOT and the study team have attended more than 100 stakeholder meetings with neighborhood and civic groups, cultural districts, city and county agencies, State Senators and Representatives, management districts, economic development organizations, and others. The stakeholders suggested design changes for the preliminary transportation alternatives, which TxDOT considered and incorporated into the preliminary project design, where feasible. Efforts to avoid and minimize impacts to neighborhoods were taken into consideration.

Environmental Justice and Sensitive Community Coordination

Additional stakeholder outreach for facilities specifically serving EJ and other sensitive communities is ongoing. Potential mitigation measures for impacts to EJ and other sensitive communities will be determined after further coordination with these stakeholders.

Best Management Practices

TxDOT has developed effective environmental protection measures and best management practices (BMPs) under their Maintenance Program to provide a safe and functional roadway system, ensure clean and aesthetically pleasing highways and facilities, and improve the value and prolong the functional lifespan of TxDOT infrastructure. Regular road inspections and timely debris removal are critical components of TxDOT's Debris and Spills Maintenance Program. Removing litter and debris helps to keep TxDOT's highways clean and aesthetically appealing, as well as keeping roadway drains clear and working properly to prevent flooding. The Drainage Maintenance Program also helps TxDOT protect water resources from impacts by completing necessary ditch, culvert, storm drain, or other drainage repair/cleaning work, thereby allowing the storm drain system to function properly, and reducing sediment and debris traveling to water resources during periods of inclement weather.

During construction, TxDOT requires contractors to utilize BMPs, including erosion and sediment controls and storm water management controls. The erosion and sediment controls are measures used to prevent or reduce erosion and redirect storm water flow during construction/maintenance activities. The storm water management controls are used after construction/maintenance is completed to prevent pollution due to storm water runoff. TxDOT's standard specifications for construction and maintenance of highways, streets, and bridges requires contractors remove litter, debris, objectionable material, temporary structures, excess materials, and equipment from the work locations following construction.

7.2 Mitigation for Displacements and Relocations

When property acquisition is required, TxDOT's acquisition and relocation assistance program will provide assistance and counseling to residential property owners that would be required to relocate. The relocation assistance program is conducted in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended; 49 CFR Part 24, Subparts C through F; Title VIII of the Civil Rights Act of 1968 (Federal Fair Housing Law); Housing and Urban Development (HUD) Amendment Act of 1974, and TxDOT policies and procedures. Relocation resources will be available, without discrimination, to all affected property owners required to relocate as a result of implementation of a proposed project. No person will be displaced by the proposed project unless and until adequate replacement housing has been provided or is in place. For subsidized and non-subsidized housing, as defined in the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended; 49 CFR Part 24, Subparts C through F, displaced residents will receive

assistance in finding new residential units that are comparable replacement homes. A comparable home is:

- Decent, safe, and sanitary
- Functionally equivalent to (and equal or better than) present home
- Actually available for rent
- Affordable
- Reasonably accessible to place of employment
- Generally the same distance to public and commercial facilities, such as schools and shopping, as present home
- Not subject to unreasonable adverse environmental conditions
- Available to all persons regardless of race, color, religion, sex, or national origin (HUD 2017a)

Relocation assistance and payment for reasonable moving and related expenses would be included for residents required to relocate. TxDOT will work with the HHA to follow all HUD and FHWA requirements for relocation of Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to tenants displaced from their homes. TxDOT will continue coordinating with the HHA and representatives of other community facilities, housing, and businesses utilized by environmental justice, and other sensitive populations, to discuss the proposed project and potential impacts and mitigation.

Non-residential property owners, such as businesses, places of worship, and others will be provided information on adequate replacement locations for their current property and may be reimbursed for costs based on TxDOT policies and procedures.

Compliance procedures for federal projects under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) include:

- Provide uniform, fair and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects;
- Ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement;
- Ensure that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person's financial means;
- Help improve the housing conditions of displaced persons living in substandard housing; and,
- Encourage and expedite acquisition by agreement and without coercion.

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APPENDICES

Appendix A: Stakeholder Outreach

Appendix B: Exhibits of Plan and Section Views of Alternatives

Appendix C: Exhibits and Data Tables for the Census Profile Areas

Appendix D: Exhibits of Existing Land Use and Community Facilities

Appendix E: Exhibits of Transportation Facilities

Appendix F: Exhibits and Data Tables for Potential Displacements and Tax Revenue Impacts

APPENDIX A
STAKEHOLDER OUTREACH

Exhibit A-1: Stakeholder Meetings and High Minority Census Blocks

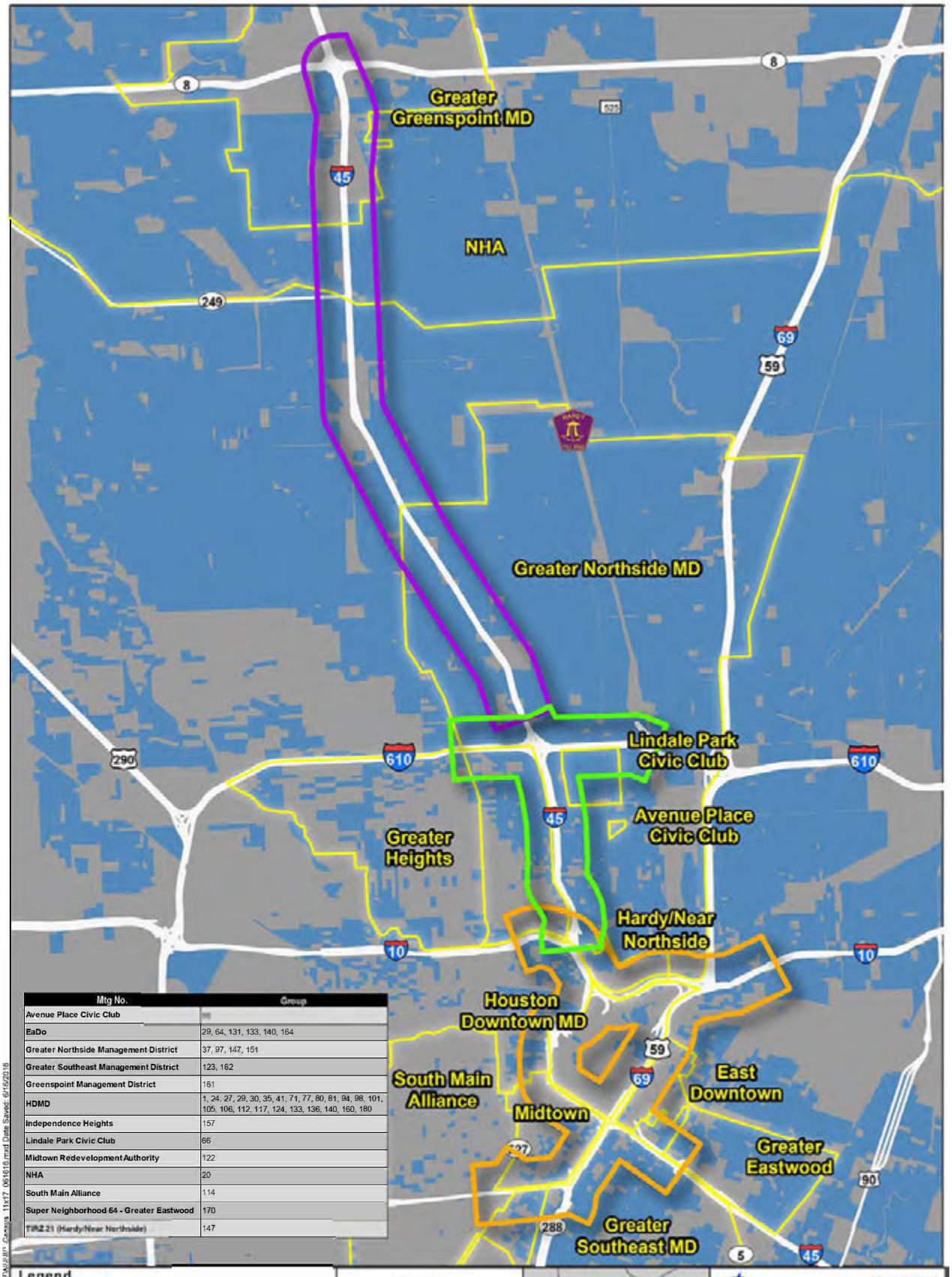
Exhibit A-2: Stakeholder Meetings and Low-Income Census Block Groups

Exhibit A-3: Stakeholder Meetings and LEP Census Block Groups

Exhibit A-4: Houston Housing Authority Correspondence

Table A-1: Environmental Justice and Other Community Stakeholder Outreach Mailing List

Exhibit A-1



Mtg No.	Group
Avenue Place Civic Club	66
EaDo	29, 64, 131, 133, 140, 164
Greater Northside Management District	37, 97, 147, 151
Greater Southeast Management District	123, 182
Greenspoint Management District	161
HDMD	1, 24, 27, 29, 30, 35, 41, 71, 77, 80, 81, 94, 98, 101, 105, 106, 112, 117, 124, 133, 136, 140, 160, 180
Independence Heights	157
Lindale Park Civic Club	66
Midtown Redevelopment Authority	122
NHA	20
South Main Alliance	114
Super Neighborhood 64 - Greater Eastwood	170
TIRZ 21 (Hardy/Near Northside)	147

Legend

NHHIP Segments
- Segment 1
- Segment 2
- Segment 3

Minority Census Block (2010)

Neighborhoods/ Management Districts

0 0.25 0.5 1 Miles

1:75,000

1 " = 6,250 '





Texas Department of Transportation HNTB

North Houston Highway Improvement Project (NHHIP)

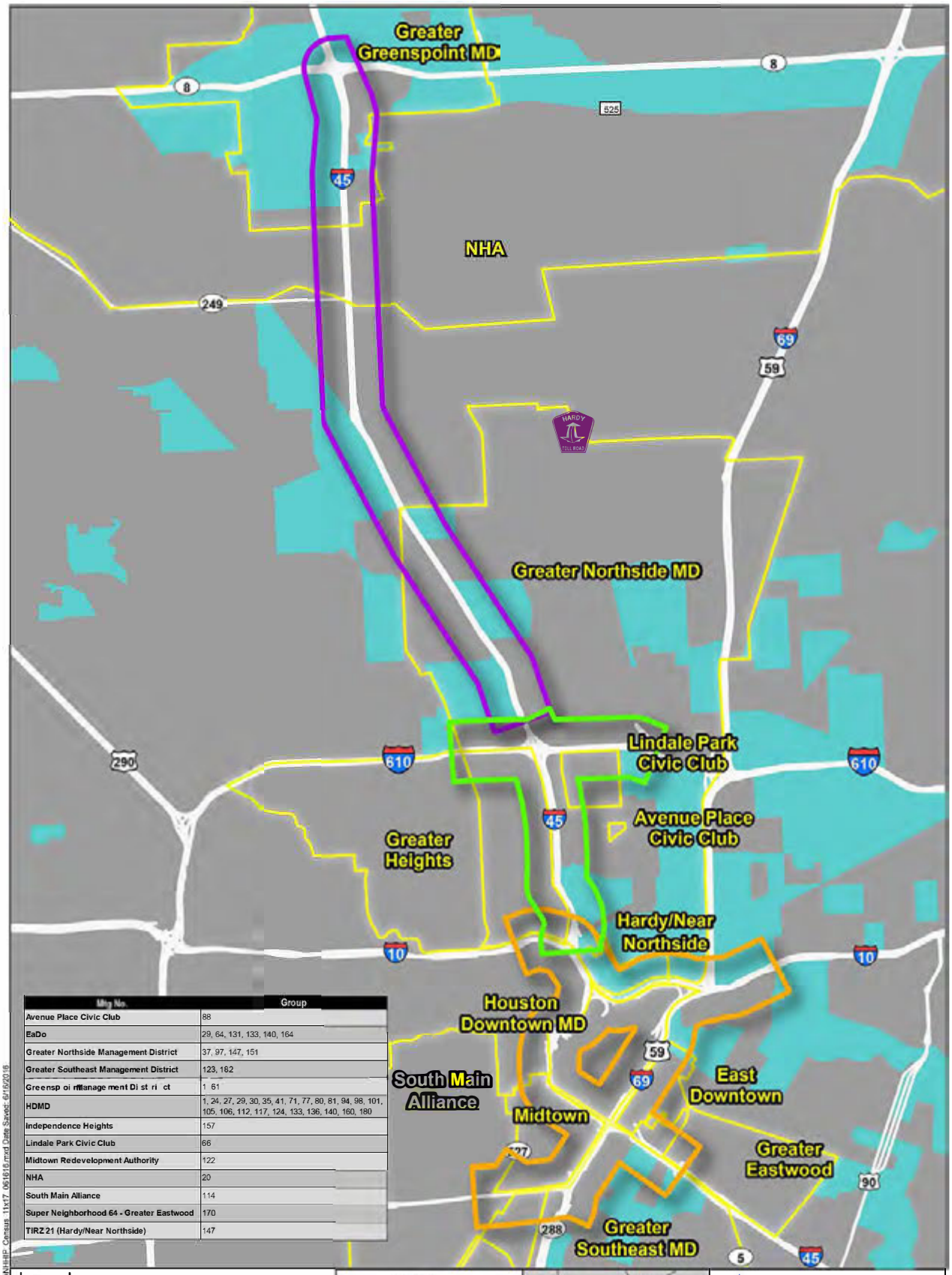
Stakeholder Meetings and Minority Census Blocks

Texas Department of Transportation
Date: 6/16/2016

Path: I:\585\21\ECHP\ROD\GIS\ESRI\MXD\EX\HOU\MIP_Census_11x17_061616.mxd Date Saved: 6/16/2016

DISCLAIMER: This map was generated by HNTB Corporation using GIS (Geographic Information Systems) software. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of all mapped data are approximate.

Exhibit A-2



Mtg No.	Group
Avenue Place Civic Club	88
EaDo	29, 64, 131, 133, 140, 164
Greater Northside Management District	37, 97, 147, 151
Greater Southeast Management District	123, 182
Greensp oi rtManage ment Di st ri ct	1 61
HDMD	1, 24, 27, 29, 30, 35, 41, 71, 77, 80, 81, 94, 98, 101, 105, 106, 112, 117, 124, 133, 136, 140, 160, 180
Independence Heights	157
Lindale Park Civic Club	66
Midtown Redevelopment Authority	122
NHA	20
South Main Alliance	114
Super Neighborhood 64 - Greater Eastwood	170
TIRZ 21 (Hardy/Near Northside)	147

Legend

NHHIP Segments

- Segment 1
- Segment 2
- Segment 3
- Low Income Block Group (ACS 5yr 2014)
- Neighborhoods/ Management Districts

0 0.25 0.5 1 Miles

1:75,000

1 " = 6,250 '





Texas Department of Transportation HNTB

North Houston Highway Improvement Project (NHHIP)

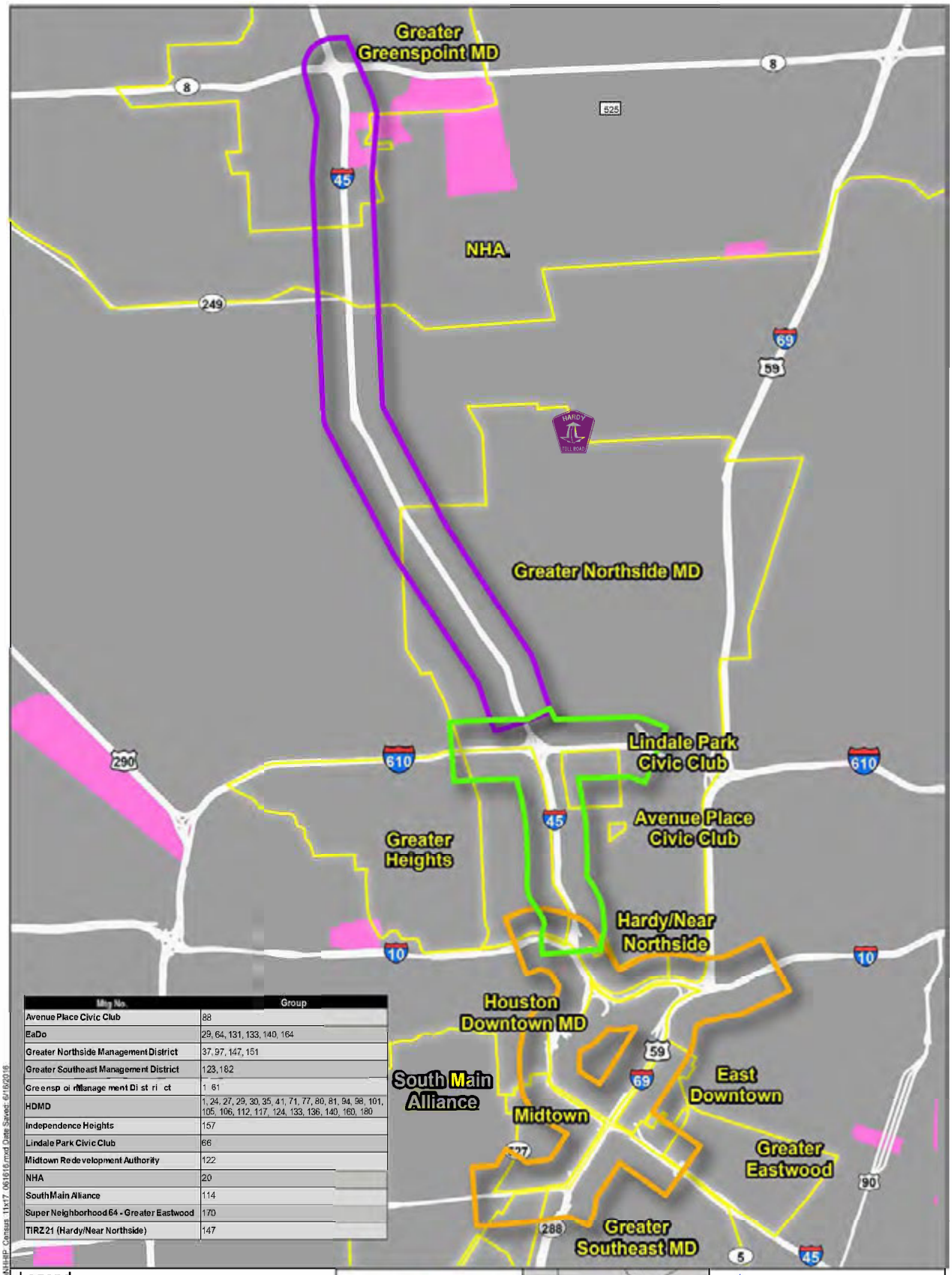
Stakeholder Meeting and Low-Income Census Block Groups 4

Texas Department of Transportation 6/16/16

Path: J:\58567\TECHPROD\GIS\ESRI\MXD\EXHIBIT\NHHIP_Census_11x17_061616.mxd Date Saved: 6/16/2016

DISCLAIMER: This map was generated by HNTB Corporation using GIS (Geographic Information Systems) software. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of all mapped data are approximate

Exhibit A-3



Map No.	Group
Avenue Place Civic Club	88
EaDo	29, 64, 131, 133, 140, 164
Greater Northside Management District	37, 97, 147, 151
Greater Southeast Management District	123, 182
Greensp oi rManage ment Di st ri ct	1 61
HDMD	1, 24, 27, 29, 30, 35, 41, 71, 77, 80, 81, 94, 98, 101, 105, 106, 112, 117, 124, 133, 136, 140, 160, 180
Independence Heights	157
Lindale Park Civic Club	66
Midtown Redevelopment Authority	122
NHA	20
South Main Alliance	114
Super Neighborhood 64 - Greater Eastwood	170
TIRZ 21 (Hardy/Near Northside)	147

Legend

NHHIP Segments
- Segment 1
- Segment 2
- Segment 3

- LEP Block Group (ACS 5yr 2014)
- Neighborhoods/ Management Districts

0 0.25 0.5 1 Miles

1:75,000
1 " = 6,250 '





Texas Department of Transportation HNTB

North Houston Highway Improvement Project (NHHIP)

Stakeholder Meeting andLEP Census Block Groups

Texas Department of Transportation
Date: 6/16/2016

Path: J:\485\07\ECHP\ROD\GIS\ESRI\MXD\EXHIBIT\NHHIP_Census_11x17_061616.mxd Date Saved: 6/16/2016

DISCLAIMER: This map was generated by HNTB Corporation using GIS (Geographic Information Systems) software. No claims are made to the accuracy or completeness of the information shown hereon nor to its suitability for a particular use. The scale and location of all mapped data are approximate.

HOUSTON
HOUSING AUTHORITY
Transforming Lives & Communities

TX DOT
RECEIVED
MAY 16 2014
HOUSTON MAIL OPERATION

May 12, 2014

SCANNED ON
MAY 16 2014
MAIL OPERATIONS HOUSTON

Mr. Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation (TxDOT)
P.O. Box 1386
Houston, TX 77251-1386

Re: Clayton Homes

Dear Mr. Henry:

Bob Eury has discussed with me a potential project that would involve the relocation of Clayton Homes. The Houston Housing Authority is willing to cooperate with TxDOT on this project should it move forward.

If you have any questions or concerns, please feel free to contact me directly at (713)260-0522 or tgunsolley@housingforhouston.com.

Sincerely,

Tory Gunsolley
President & CEO

c: Bob Eury

Appendix A

Table A-1: Environmental Justice and Other Community Stakeholder Outreach Mailing List

Affiliation	Alternate Name	Address	City	State	Zip	Segment
Christian Church the Old Path	Iglesia Cristian La Senda Antigua	9600 North Fwy	Houston	Texas	77037	1
Parker Road Holdings LLC	Medical Care Offices at Retail Center at Intersection of I-45 and Parker Road	6500 North Fwy	Houston	Texas	77076	1
Faith Tabernacle Church		45 Neyland Street	Houston	Texas	77022	1
Alpha and Omega Christian Academy		5621 North Fwy	Houston	Texas	77076	1
Centro Cristiano Alfa y Omega	Centro Cristiano Church	5621 North Fwy	Houston	Texas	77076	1
Culinary Institute LeNortre	Martech Food Inc	7070 Allensby Street	Houston	Texas	77022	1
Aldine Ninth Grade School	Aldine ISD	10650 North Fwy	Houston	Texas	77037	1
Houston Community College Auto Tech Training Center		4638 Airline Drive	Houston	Texas	77022	1
Adath Israel Cemetery		4714 Airline Drive	Houston	Texas	77002	1
Berean Baptist Church		10250 North Fwy	Houston	Texas	77037	1
Neighborhood Bible Study Ministry Rivers of Water Church	Neighorhood Bible Study	607 E. Rogers Street	Houston	Texas	77022	1
Earthman North Funeral Home	Del Angel Funerarias Funeral Home	5100 North Fwy	Houston	Texas	77022	1
M&J Realty (Owner)	Iglesia Evangelica Vida	4000 North Fwy	Houston	Texas	77022	1
Pecan Grove Manor		611 Rogers Street	Houston	Texas	77022	1
Woodland Christian Towers		600 East Tidwell Road	Houston	Texas	77022	1
Fiesta Grocery Store		4711 Airline Drive	Houston	Texas	77022	1
Northline Single Room Occupancy (SRO)		3939 North Fwy	Houston	Texas	77022	1
Greater Mount Olive Baptist Missionary Church		1317 North Loop	Houston	Texas	77020	2
Kelly Village	Operated by the Houston Housing Authority	3118 Green Street	Houston	Texas	77020	3
Clayton Homes	Operated by the Houston Housing Authority	1919 Runnels Street	Houston	Texas	77003	3
The Houston Housing Authority		2640 Fountain View Drive	Houston	Texas	77057	
Midtown Terrace Suites		3401 Fannin Street	Houston	Texas	77004	3
Harmony House		602 Girard Street	Houston	Texas	77007	3
Helping Hands Charity		3108 Nance Street	Houston	Texas	77020	3
Loaves and Fishes Magnificat House Ministries		2009 Congress Avenue	Houston	Texas	77020	3
Search Homeless Services		2015 Congress Avenue	Houston	Texas	77002	3
Mexican Consulate		4507 San Jacinto Street	Houston	Texas	77004	3

APPENDIX B
EXHIBITS OF PLAN AND SECTION VIEWS OF ALTERNATIVES

Section Views

Segment 1, Alternative 5 and 7: Northville to Beltway 8

Segment 1, Alternative 4: West Road to Beltway 8

Segment 1, Alternative 5 and 7: Gulf Bank to Northville

Segment 1, Alternative 4: Shepherd Drive to West Road

Segment 1, Alternative 5 and 7: East Tidwell Road to Gulf Bank

Segment 1, Alternative 4: Tidwell to Shepherd Drive

Segment 1, Alternative 5 and 7: I-610 to East Tidwell

Segment 1, Alternative 4: I-610 to Tidwell

Segment 2, Alternative 11 and 12: I-610 to I-10

Segment 2, Alternative 10: Interchanges

Segment 2, Alternative 10: I-610 to I-10

Segment 3: Alternative 10: Downtown Loop

Segment 3: Alternative 11: Downtown Loop

Segment 3: Alternative 12: Downtown Loop

Perspective Views

Segment 1: Existing and Alternatives 4, 5 and 7

Segment 2: Existing and Alternative 10, At-Grade and Depressed

Segment 2: Existing and Alternative 11, At-Grade and Depressed

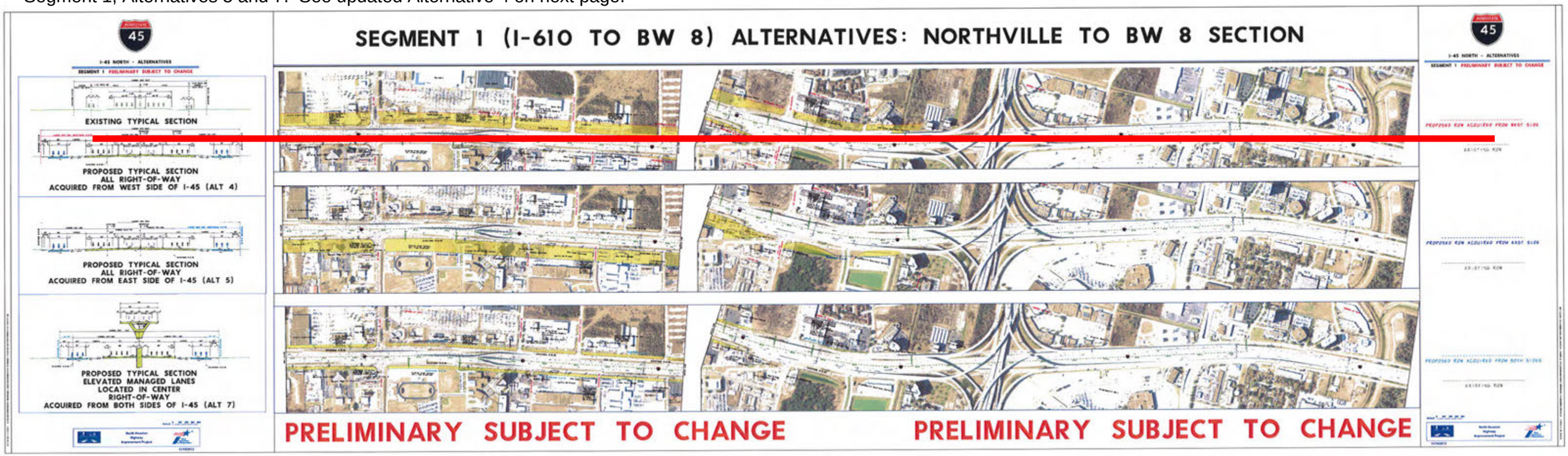
Segment 2: Existing and Alternative 12, At-Grade and Depressed

Segment 3: Existing and Alternative 10, at I-10 and I-45

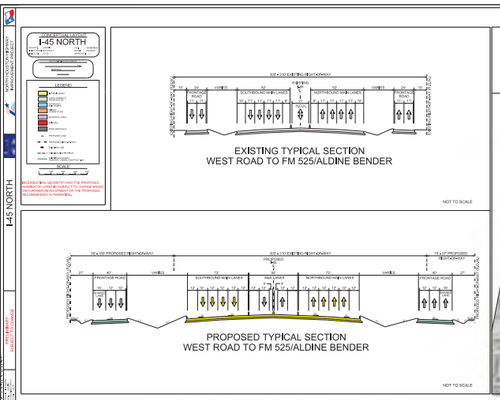
Segment 3: Existing and Alternative 12, at I-10 and Pierce Parkway

Segment 3: Existing and Alternative 12, at US 59/I-69

Segment 1, Alternatives 5 and 7. See updated Alternative 4 on next page.

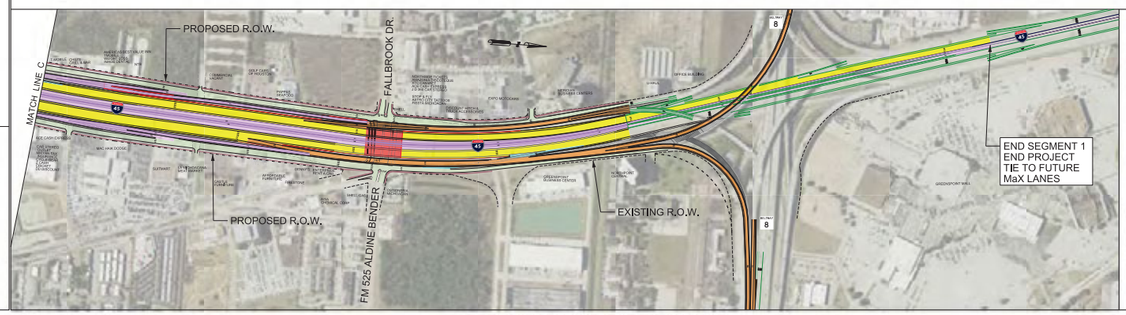


Segment 1, Alternative 4: West Road to Beltway 8



PRELIMINARY SUBJECT TO CHANGE

I-45 SEGMENT 1 PROPOSED RECOMMENDED ALTERNATIVE: WEST RD TO BELTWAY 8 SECTION

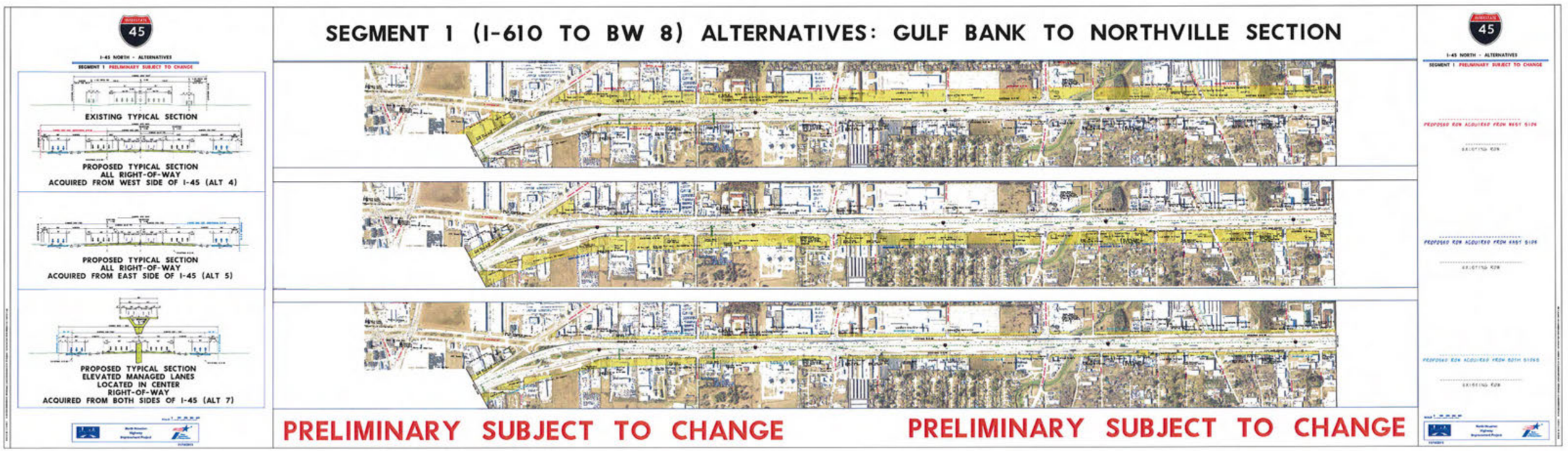


PRELIMINARY SUBJECT TO CHANGE

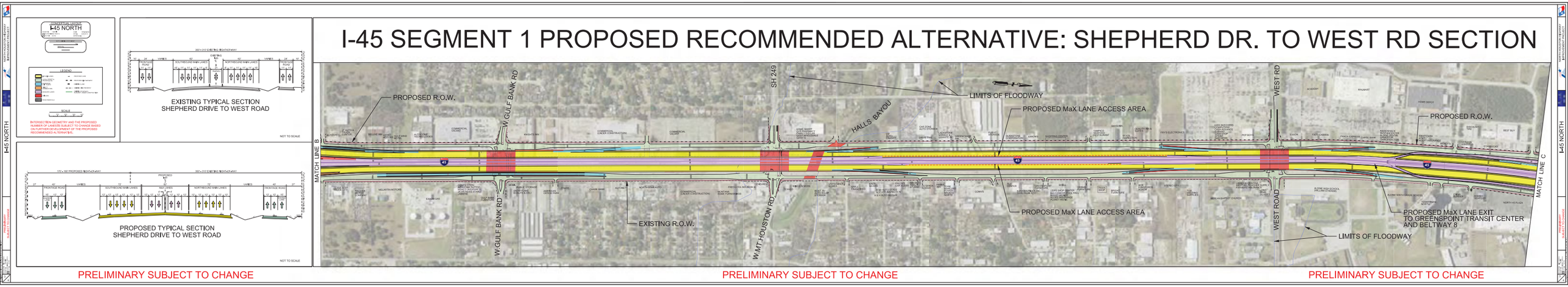


PRELIMINARY SUBJECT TO CHANGE

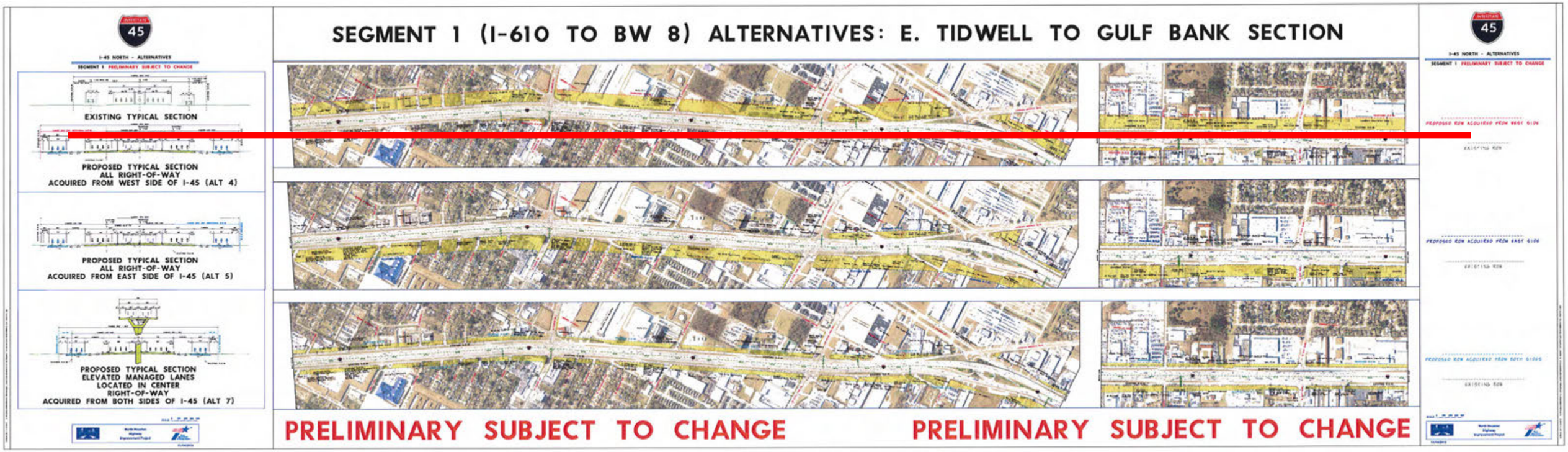
Segment 1, Alternatives 5 and 7. See updated Alternative 4 on next page.



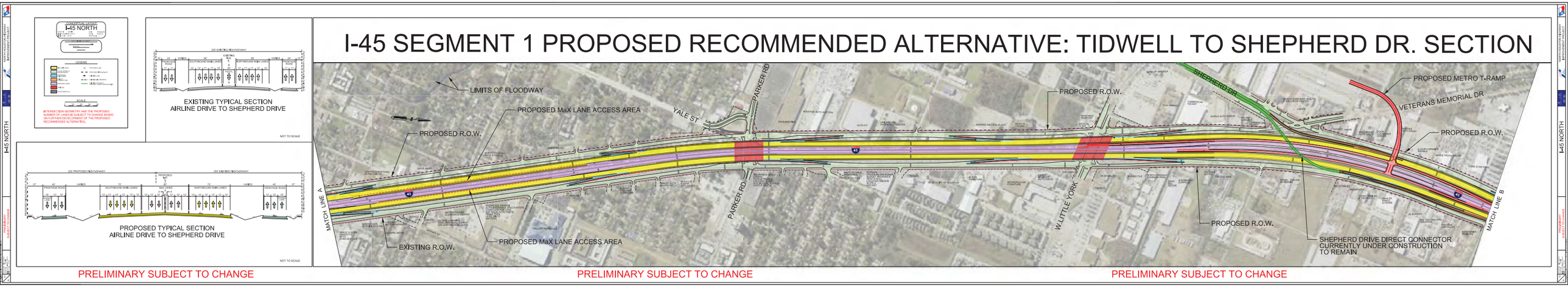
Segment 1, Alternative 4: Shepherd Drive to West Road



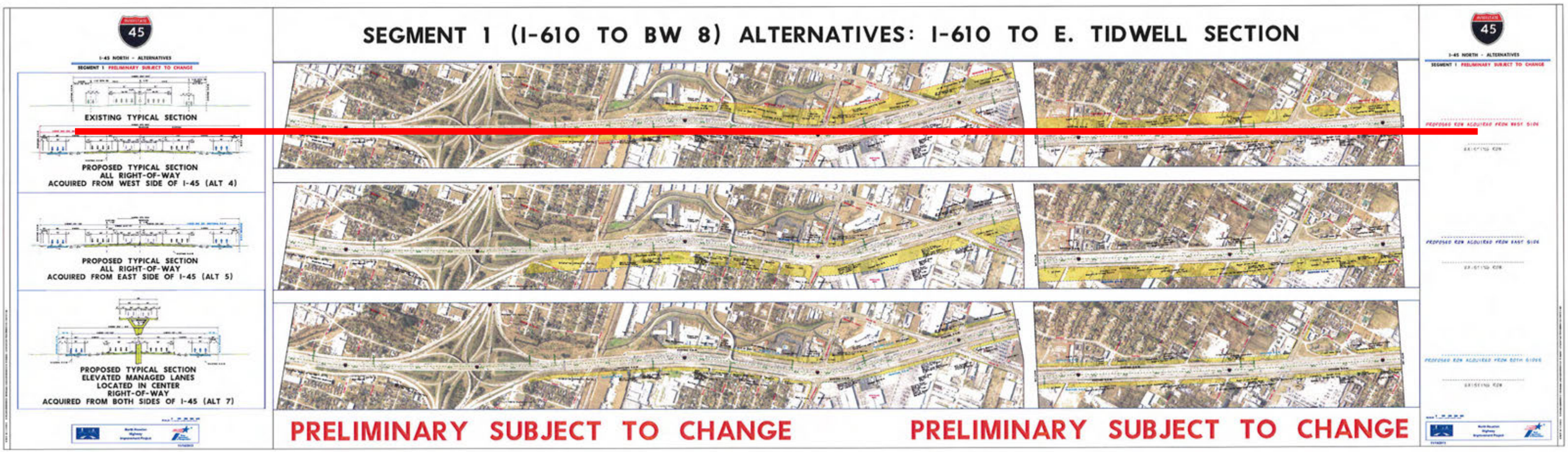
Segment 1, Alternatives 5 and 7. See updated Alternative 4 on next page.



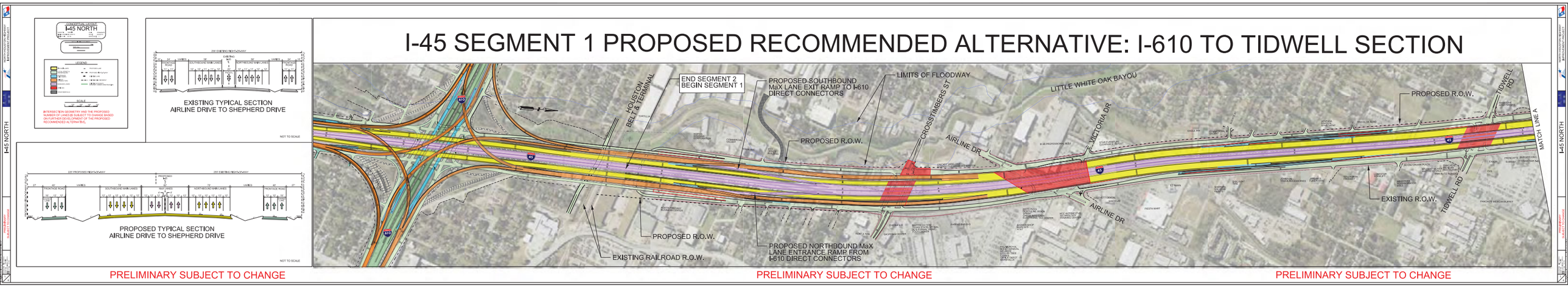
Segment 1, Alternative 4: Tidwell Road to Shepherd Drive



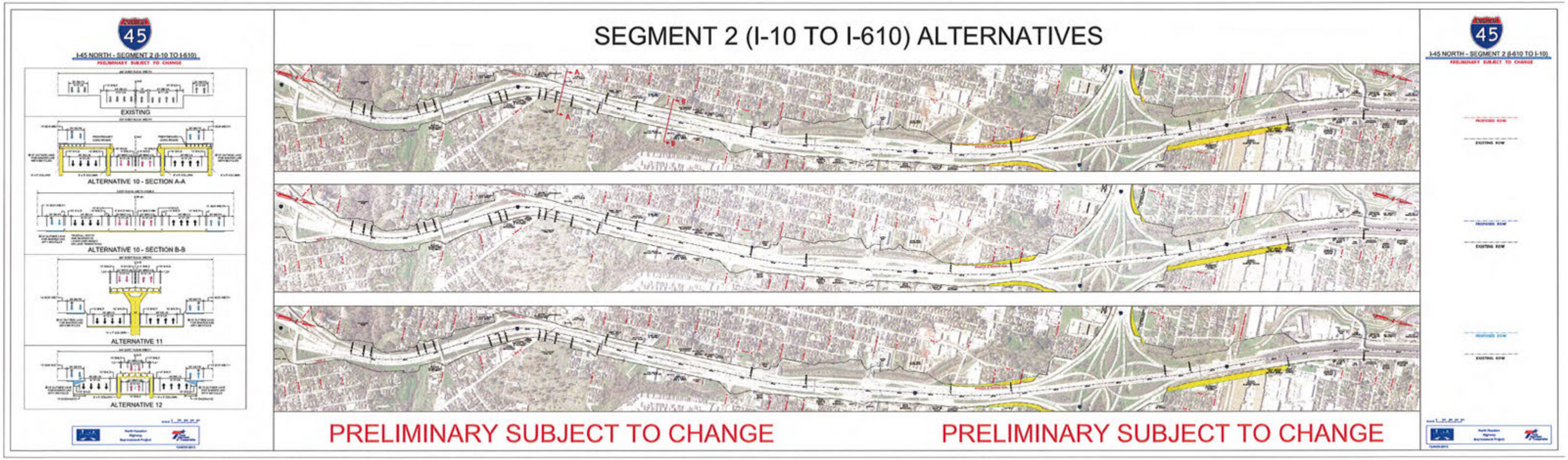
Segment 1, Alternatives 5 and 7. See updated Alternative 4 on next page.



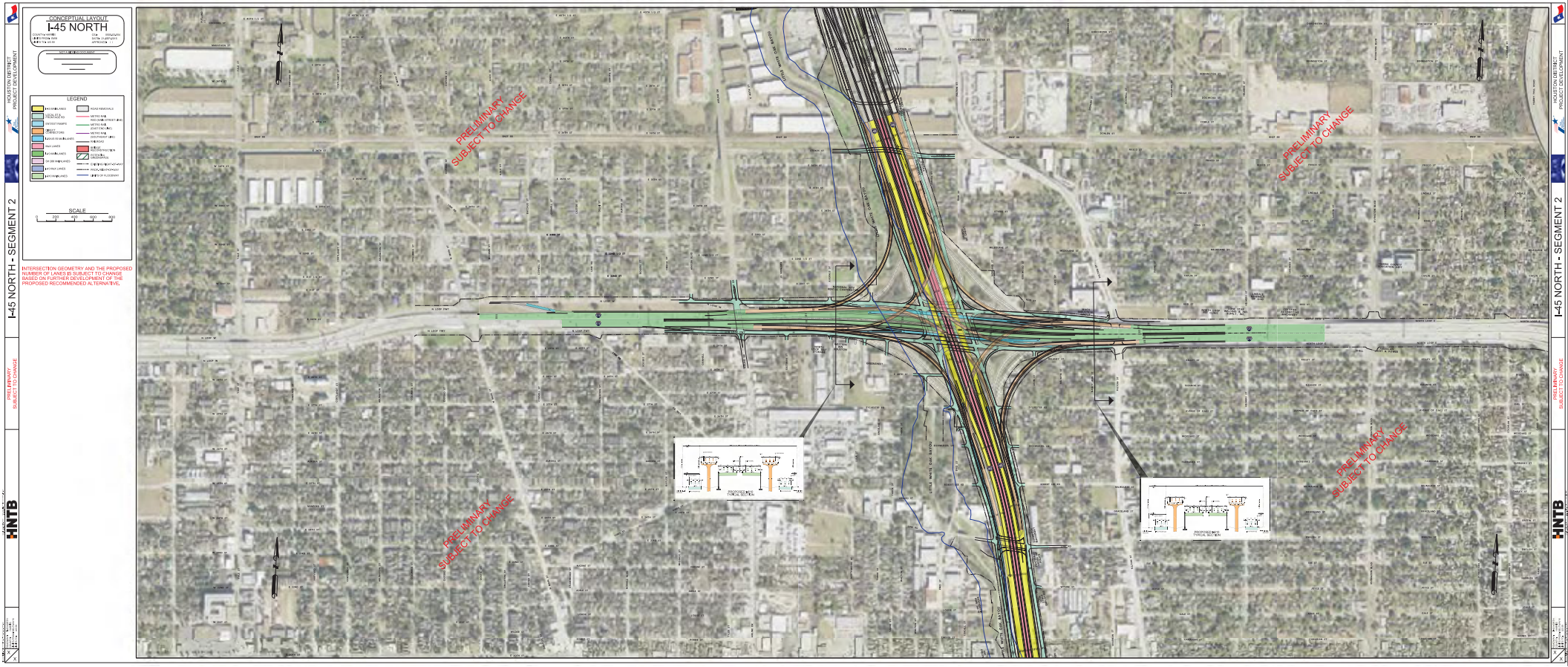
Segment 1, Alternative 4: I-610 to Tidwell Road



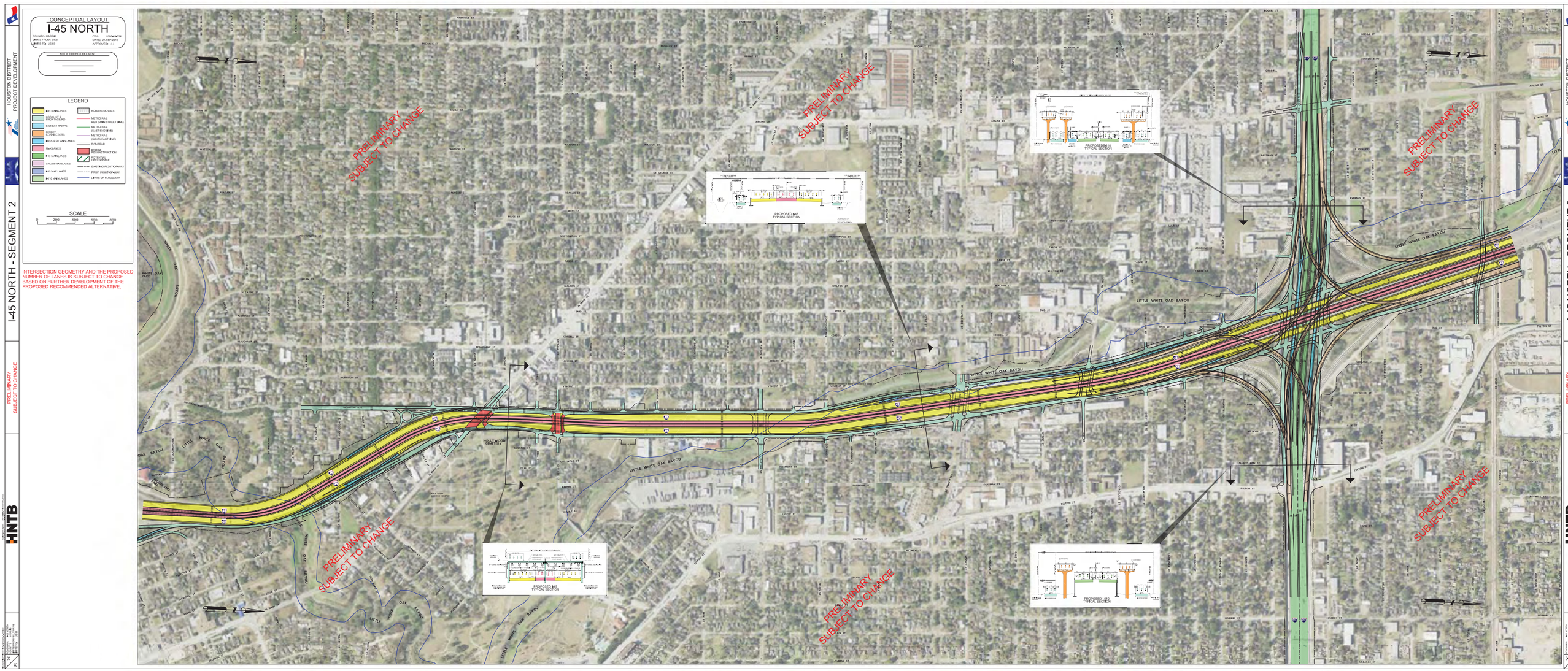
Segment 2, Alternatives 11 and 12. See updated Alternative 10 on next page.



Segment 2, Alternative 10: Interchange

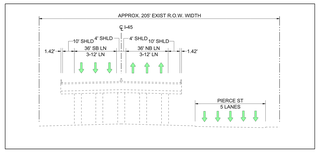


Segment 2, Alternative 10: I-610 to I-10

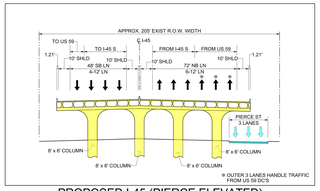


I-45 NORTH - SEGMENT 3 (ALT 10)

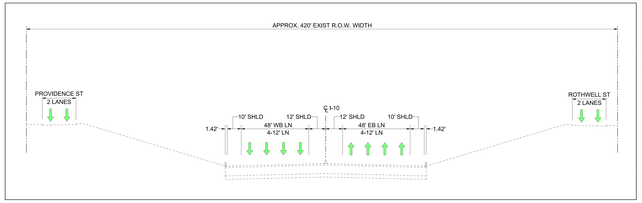
PRELIMINARY SUBJECT TO CHANGE



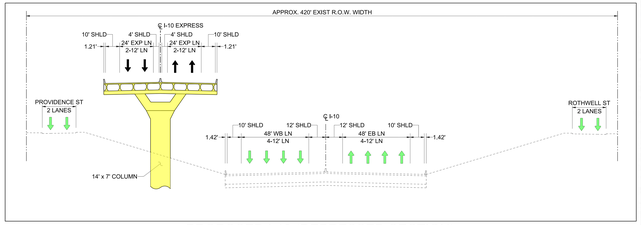
EXISTING I-45 (PIERCE ELEVATED)



PROPOSED I-45 (PIERCE ELEVATED)
SECTION A-A



EXISTING I-10 (DEPRESSED SECTION)



PROPOSED I-10 (DEPRESSED SECTION)
SECTION B-B

SCALE: 0 200 400 600 800

North Houston Highway Improvement Project

Texas Department of Transportation

12-NOV-2013



SEGMENT 3 - ALT 10 (DOWNTOWN LOOP)

PRELIMINARY SUBJECT TO CHANGE

I-45 NORTH - SEGMENT 3 (ALT 10)

PRELIMINARY SUBJECT TO CHANGE

SCALE: 0 200 400 600 800

North Houston Highway Improvement Project

Texas Department of Transportation

12-NOV-2013

HOUSTON DISTRICT
PROJECT DEVELOPMENT

I-45 NORTH

PRELIMINARY
SUBJECT TO CHANGE

HNTB

CONCEPTUAL LAYOUT

I-45 NORTH

COUNTY: HARRIS
LIMITS FROM: BW8
LIMITS TO: US 59

CSJ: 0500-03-554
DATE: 21-SEP-2015
APPROVED: / /

NOT A BIDDING DOCUMENT

LEGEND

- I-45 MAINLANES
- LOCAL ST & FRONTAGE RD
- ENTI/EXT RAMPS
- DIRECT CONNECTORS
- I-69/US 59 MAINLANES
- MaX LANES
- I-10 MAINLANES
- SH 288 MAINLANES
- I-10 MaX LANES
- I-610 MAINLANES
- ROAD REMOVALS
- METRO RAIL RED (MAIN STREET LINE)
- METRO RAIL (EAST END LINE)
- METRO RAIL (SOUTHEAST LINE)
- RAILROAD
- BRIDGE RECONSTRUCTION
- POTENTIAL GREENSPACE
- EXISTING RIGHT-OF-WAY
- PROP. RIGHT-OF-WAY
- LIMITS OF FLOODWAY

SCALE

0 400 800 1200 1600

INTERSECTION GEOMETRY AND THE PROPOSED NUMBER OF LANES IS SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENT OF THE PROPOSED RECOMMENDED ALTERNATIVE.

Segment 3, Alternative 11: Downtown Loop

PRELIMINARY SUBJECT TO CHANGE

PROPOSED TxDOT IMPROVEMENTS CURRENTLY UNDER DESIGN

PROPOSED TRANSITWAY STATION LOCATION

PROPOSED CONNECTIONS TO DOWNTOWN STREET NETWORK

PROPOSED MAIN LANES (NB) TYPICAL SECTION

PROPOSED MAIN LANES (SB) TYPICAL SECTION

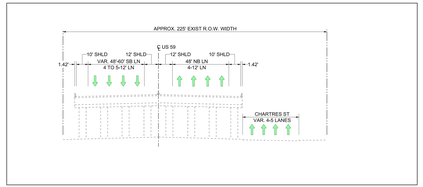
PROPOSED CONNECTIONS TO DOWNTOWN STREET NETWORK TYPICAL SECTION

PROPOSED MAIN LANES (NB) TYPICAL SECTION

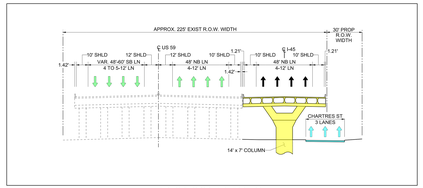
PROPOSED MAIN LANES (SB)

I-45 NORTH - SEGMENT 3 (ALT 12)

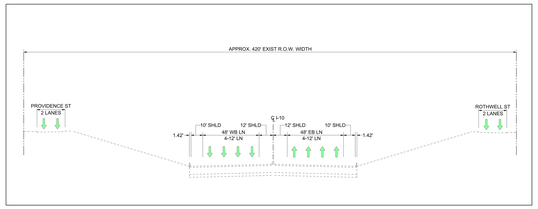
PRELIMINARY SUBJECT TO CHANGE



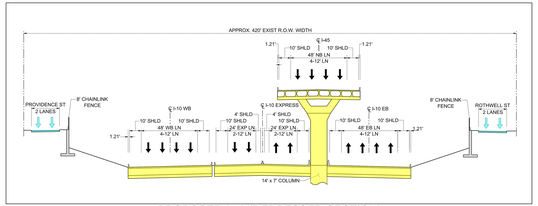
EXISTING US 59



PROPOSED US 59
SECTION A-A



EXISTING I-10 (DEPRESSED SECTION)



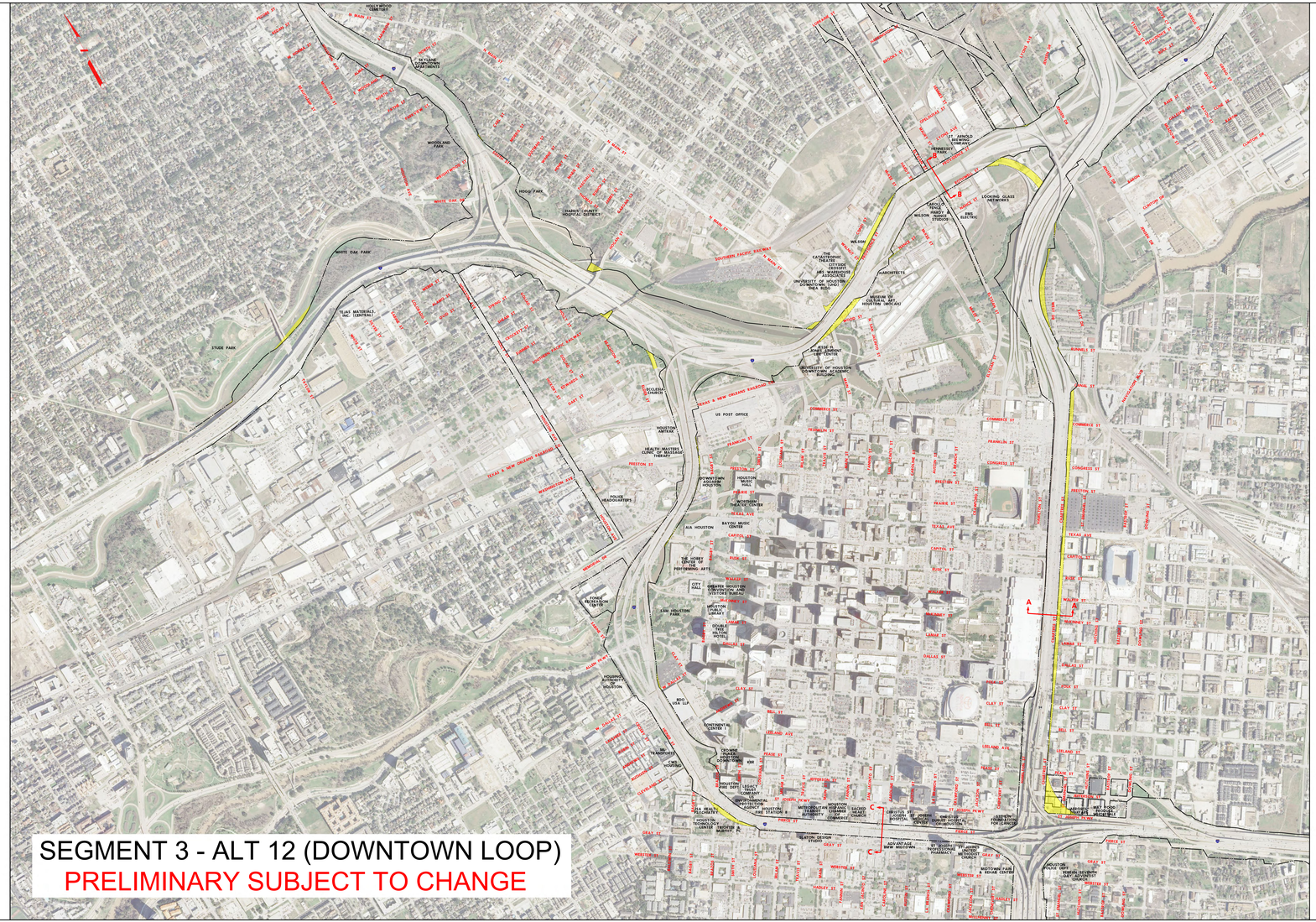
PROPOSED I-10 (DEPRESSED SECTION)
SECTION B-B

SCALE: 0 200 400 600 800

North Houston Highway Improvement Project

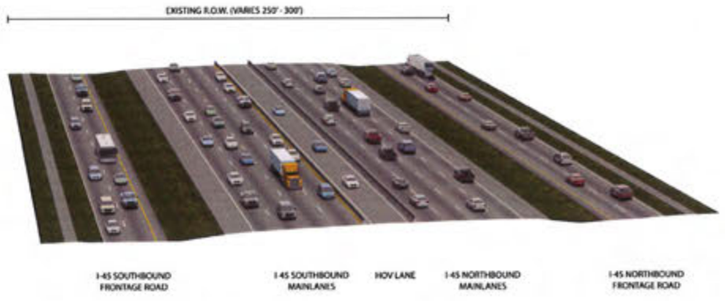
Texas Department of Transportation

11-NOV-2013

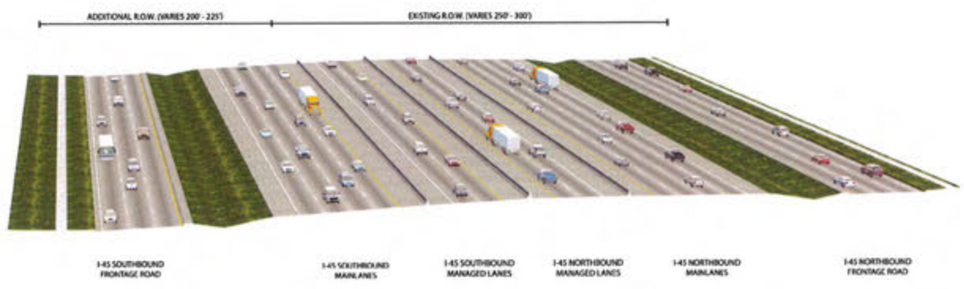

HOLLYWOOD CEMETERY
N MAIN ST
HOUSTON HEIGHTS
WOODLAND PARK
HOGG PARK
HARRIS COUNTY HOSPITAL DISTRICT
WHITE OAK DR
WHITE OAK PARK
STUDE PARK
TEXAS MATERIALS INC CONTROL
SOUTHERN PACIFIC RAILWAY
TEXAS & NEW ORLEANS RAILROAD
RECYCLED CHAIRS
HOUSTON ARTCAR
HEALTH MATTERS CLINIC - MAIN STAFF
POLICE HEADQUARTERS
FONDREN RECREATION CENTER
HOUSING AUTHORITY OF HOUSTON
BBVA USA LLP
CONTINENTAL CENTER I
METRO TRANSPORT
METRO HOUSING
GEORGE R BROWN CONVENTION CENTER
KBH
HOUSTON FIRE STATION 4
LEGACY TRAVEL COMPANY
ENVIRONMENTAL PROTECTION AGENCY
HOUSTON FIRE STATION 1
HOUSTON TECHNOLOGY CENTER
FREIGHT & SALVAGE
SEA PEARL PATCHETTE'S
HOUSTON METROPOLITAN RESEARCH CENTER
INTERCONTINENTAL REAL ESTATE CORP
HOUSTON COMMUNITY COLLEGE
HOUSTON CHRISTIAN UNIVERSITY
SACRED HEART CATHEDRAL
CHRISTUS HOUSTON ST JOSEPH HOSPITAL
CATHEDRAL OF THE IMMACULATE CONCEPTION
LEGENDS FOUNDATION FOR CLARITY
ST VINCENT HOUSE
ADVENTURE BREW MIDTOWN
ST VINCENT HOUSE PROFESSIONAL PHARMACY
MIDTOWN PARK & SQUARE CENTRE
HOUSTON POLICE DEPT MUNICIPAL SECURITY DIVISION
HOUSTON POLICE DEPT CRIMINAL INTELLIGENCE DIVISION
HOUSTON POLICE DEPT
CITY HALL
GREATER HOUSTON CONVENTION AND VISITORS BUREAU
HOUSTON PUBLIC LIBRARY
LAMAR HOUSTON PARK
DOUBLE TREE BY HILTON HOTEL
THE HOBBY CENTER OF THE PERFORMING ARTS
HOUSTON MUSIC HALL
WORTHAM THEATRE CENTER
BAYOU MUSIC CENTER
AIA HOUSTON
DOWNTOWN HOUSTON
US POST OFFICE
HOUSTON CENTER
JESSE H JONES GREEN CENTER
UNIVERSITY OF HOUSTON DOWNTOWN ACADEMIC BUILDING
UNIVERSITY OF HOUSTON DOWNTOWN - UHD
ONE MAIN
WILSON
THE CATALYSTONIC THEATER
DIVERSIDE CROSSFIT
JBA WAREHOUSE APARTMENTS
HARCHITECTS
HOUSTON CITY CENTER
HOUSTON (MCCH)
HARCOURT
HARCOURT
HARCOURT

I-45 NORTH - SEGMENT 1 (FROM BELTWAY 8 TO I-610)

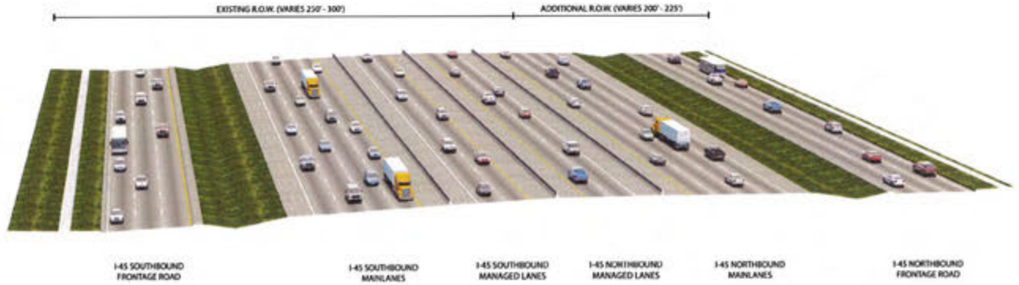
PRELIMINARY SUBJECT TO CHANGE



SEGMENT 1 – EXISTING



SEGMENT 1 – ALTERNATIVE 4



SEGMENT 1 – ALTERNATIVE 5



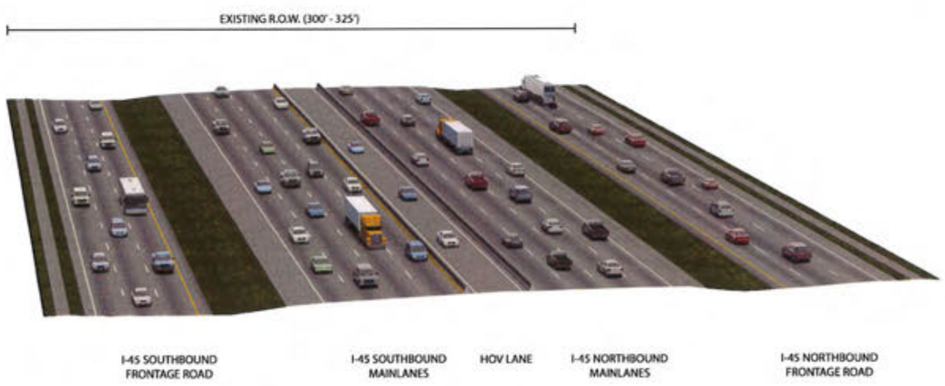
SEGMENT 1 – ALTERNATIVE 7

North Houston Highway Improvement Project

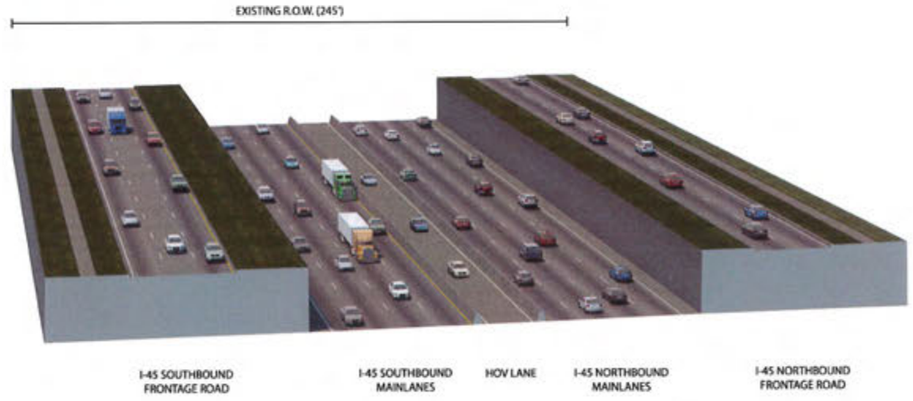
Texas Department of Transportation

I-45 NORTH - SEGMENT 2 (I-610 TO I-10)

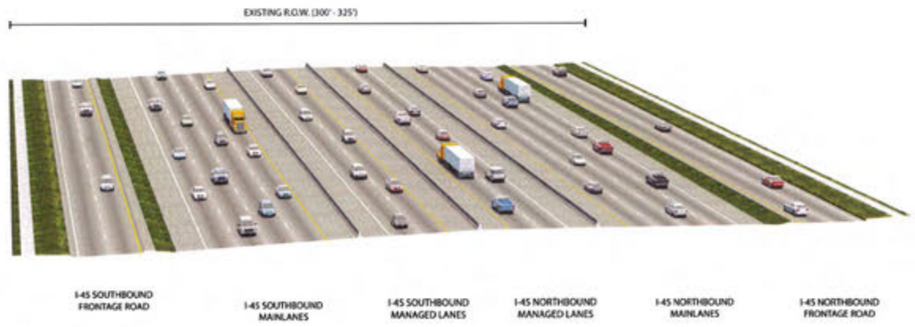
PRELIMINARY SUBJECT TO CHANGE



SEGMENT 2 – EXISTING (AT-GRADE)



SEGMENT 2 – EXISTING (DEPRESSED)



SEGMENT 2 – ALTERNATIVE 10 (AT-GRADE)



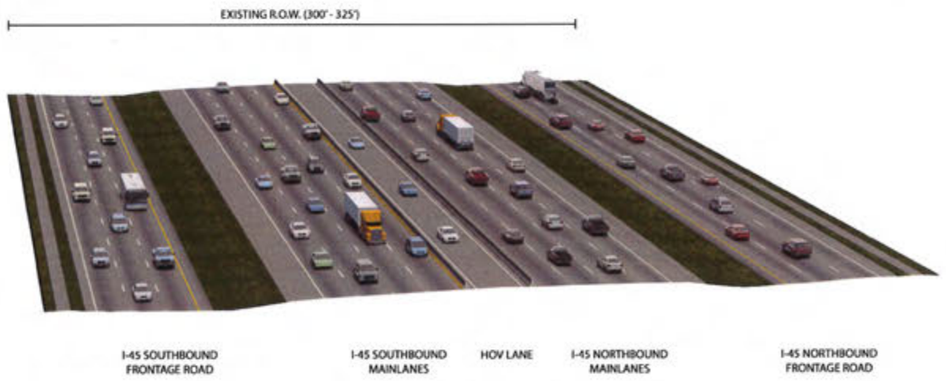
SEGMENT 2 – ALTERNATIVE 10 (DEPRESSED)

North Houston Highway Improvement Project

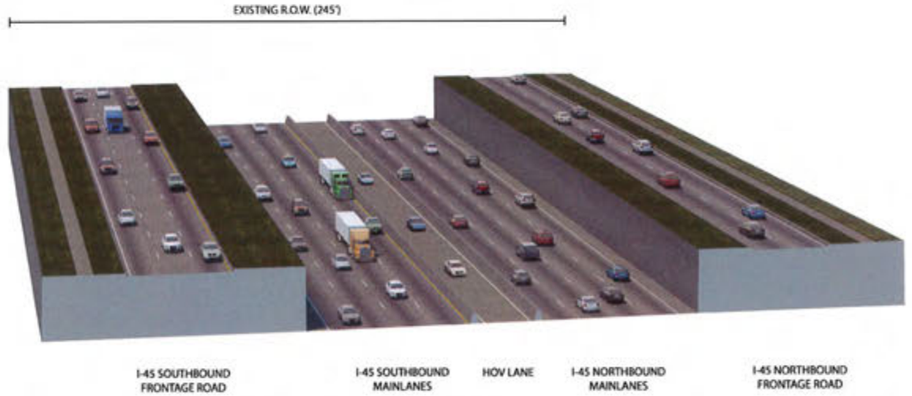
Texas Department of Transportation

I-45 NORTH - SEGMENT 2 (I-610 TO I-10)

PRELIMINARY SUBJECT TO CHANGE



SEGMENT 2 – EXISTING (AT-GRADE)



SEGMENT 2 – EXISTING (DEPRESSED)



SEGMENT 2 – ALTERNATIVE 11 (AT-GRADE)



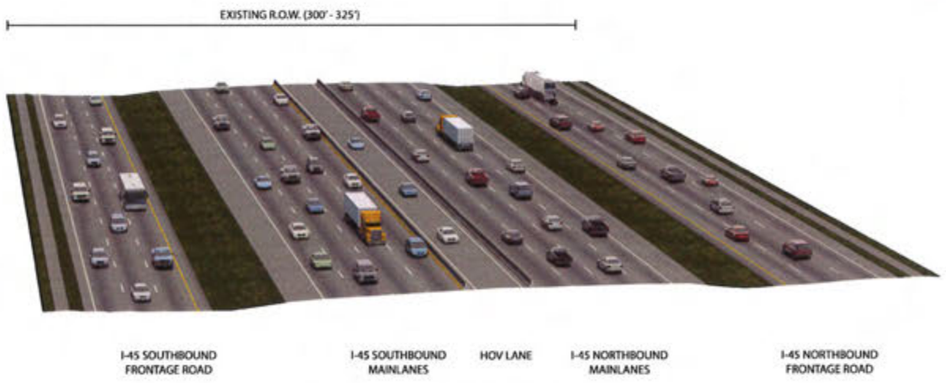
SEGMENT 2 – ALTERNATIVE 11 (DEPRESSED)

North Houston Highway Improvement Project

Texas Department of Transportation

I-45 NORTH - SEGMENT 2 (I-610 TO I-10)

PRELIMINARY SUBJECT TO CHANGE



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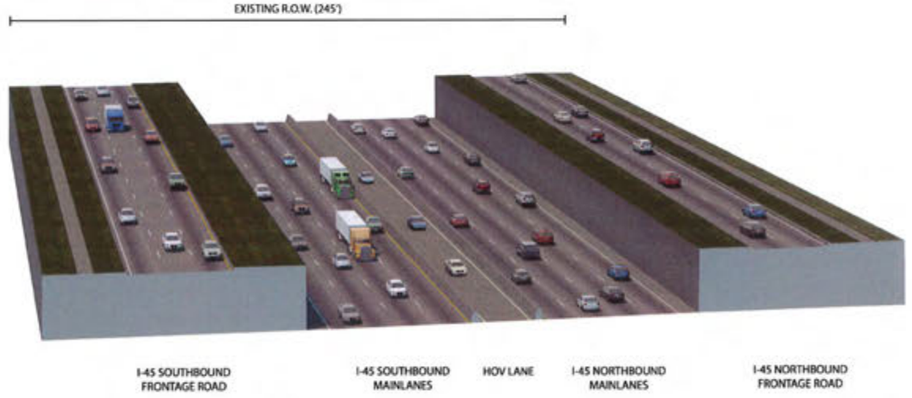

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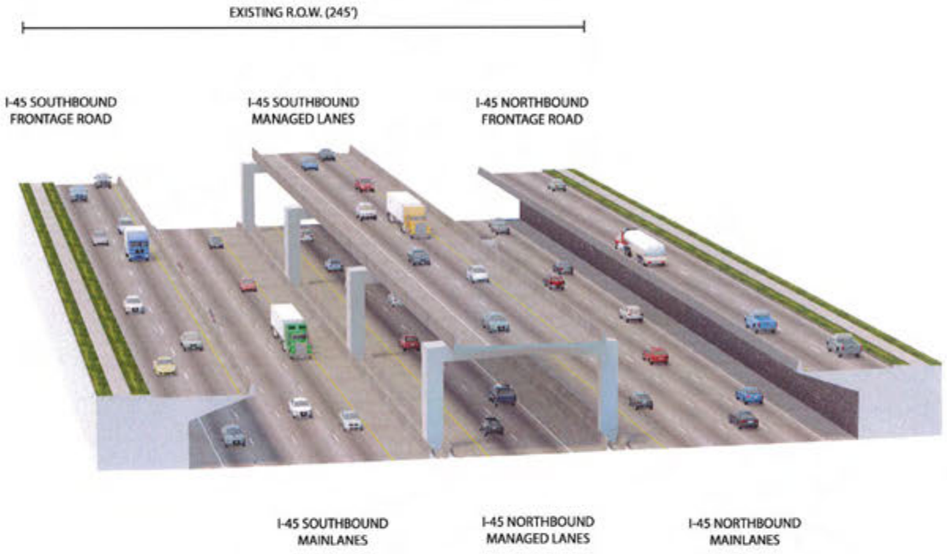
SEGMENT 2 – ALTERNATIVE 12 (AT-GRADE)



SEGMENT 2 – ALTERNATIVE 12 (DEPRESSED)

North Houston Highway Improvement Project

Texas Department of Transportation

I-45 NORTH - SEGMENT 3 (ALT 10)

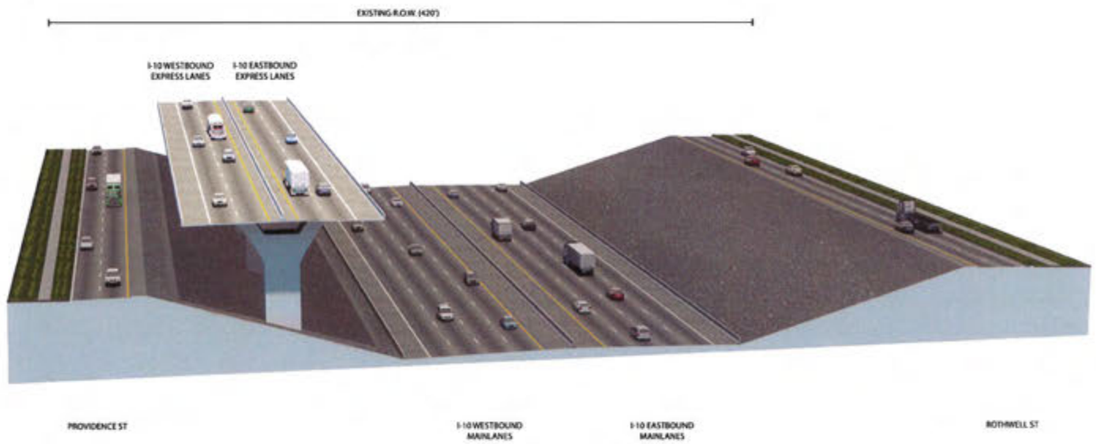
PRELIMINARY SUBJECT TO CHANGE



SEGMENT 3 – EXISTING (I-10)



SEGMENT 3 – EXISTING (I-45)



SEGMENT 3 – ALTERNATIVE 10 (I-10)



SEGMENT 3 – ALTERNATIVE 10 (I-45)

North Houston Highway Improvement Project

Texas Department of Transportation

I-45 NORTH - SEGMENT 3 (ALT 12)

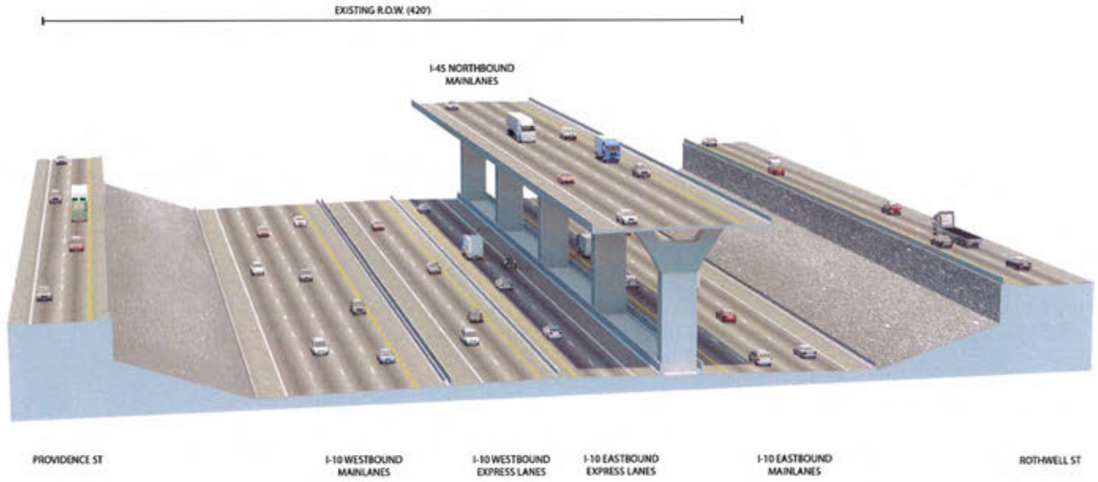
PRELIMINARY SUBJECT TO CHANGE



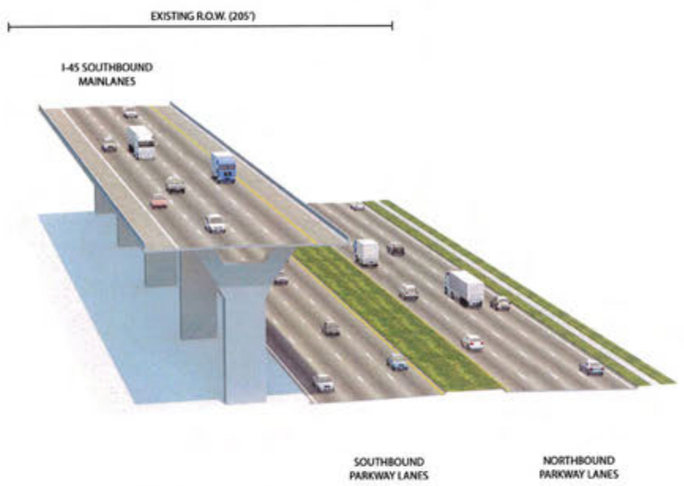
SEGMENT 3 – EXISTING (I-10)



SEGMENT 3 – EXISTING (I-45)



SEGMENT 3 – ALTERNATIVE 12 (I-10)



SEGMENT 3 – ALTERNATIVE 12 (I-45/PARKWAY)

North Houston Highway Improvement Project

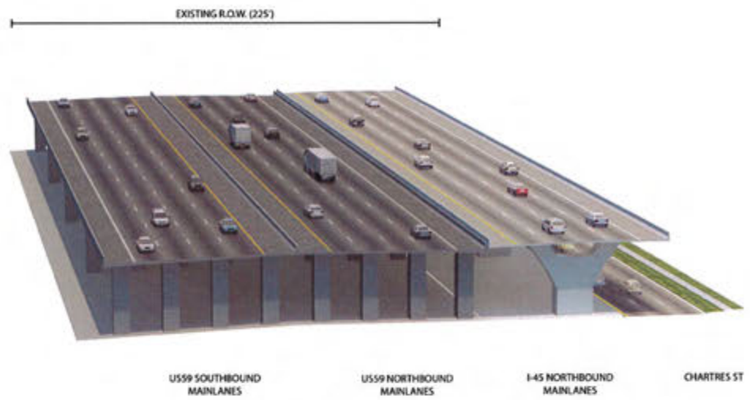
Texas Department of Transportation

I-45 NORTH - SEGMENT 3 (ALT 12)

PRELIMINARY SUBJECT TO CHANGE



SEGMENT 3 – EXISTING (US 59)



SEGMENT 3 – ALTERNATIVE 12 (US 59)

North Houston Highway Improvement Project

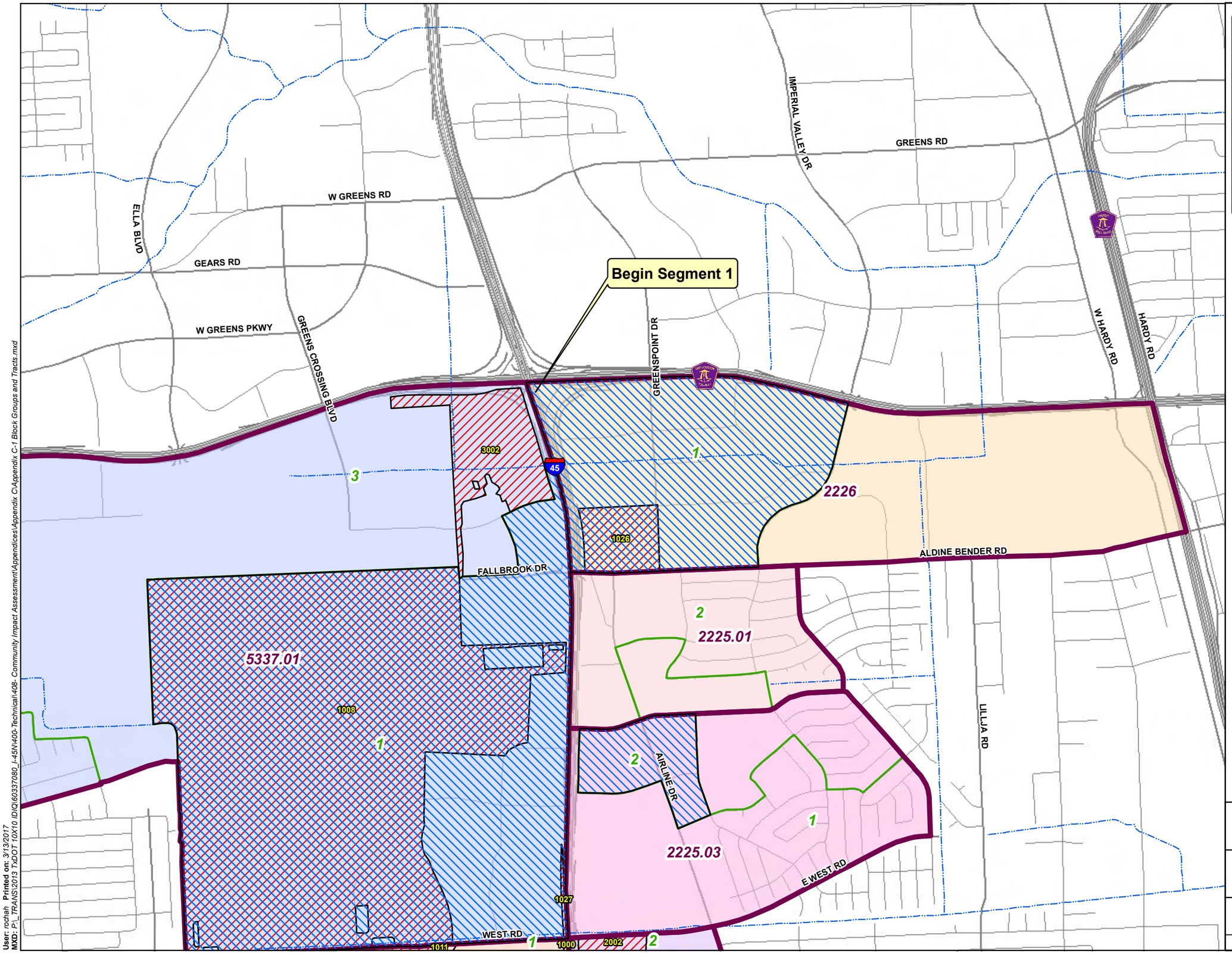
Texas Department of Transportation

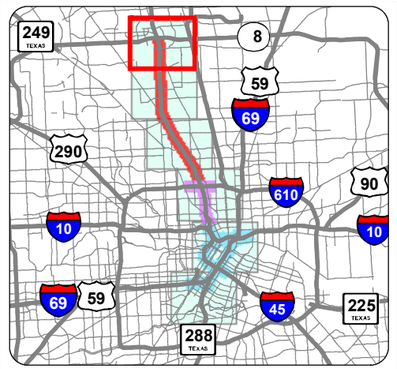
APPENDIX C
EXHIBITS AND DATA TABLES FOR THE CENSUS PROFILE AREAS

Exhibit C: Census Profile Area Tracts, Block Groups, and High-Minority Blocks

Table C-1: Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Table C-2: Limited English Proficient (LEP) Populations in Segment 1, 2, and 3 Census Profile Areas





Vicinity Map

Legend

- NHD Streams
- Low Income Census Block Group
- High Minority Census Block
- 00 Census Block Group
- 00 Census Tract

N W E S

0 750 1,500 3,000

Feet

Community Impact Assessment

North Houston Highway Improvement Project

Census Study Area Tracts, Block Groups, and High Minority Blocks

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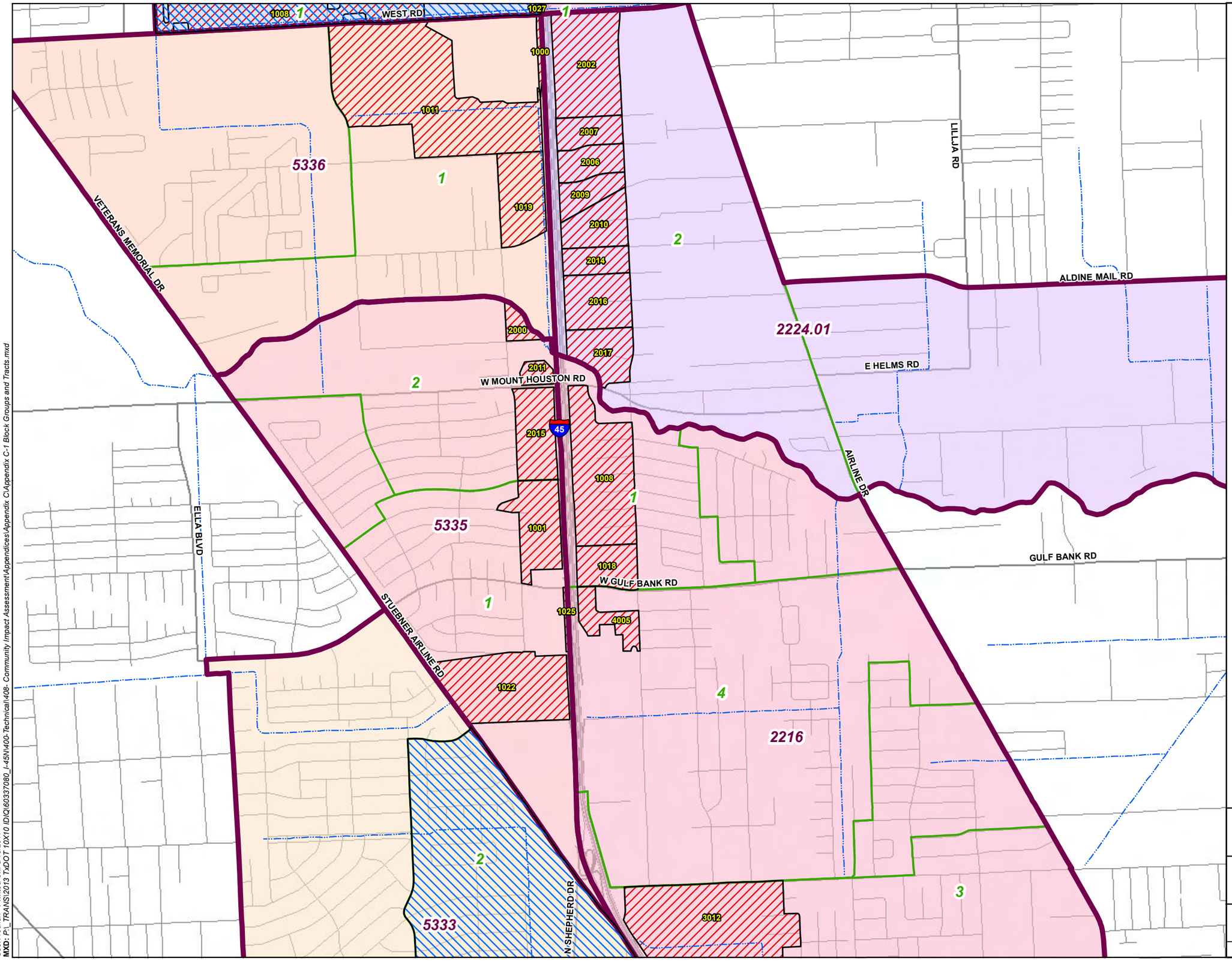
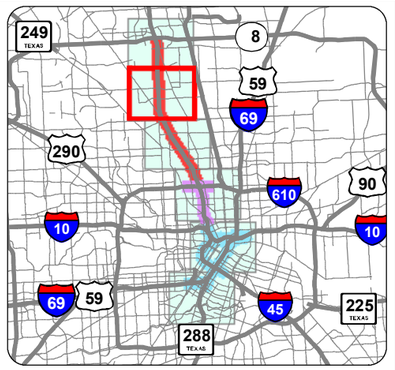
Date: March 2017

Appendix: C - Sheet 1

User: *rodhah* **Printed on:** *3/13/2017*
MXD: *P:_TRANS\2013 TxDOT 10X10 IDIQ\60337080_I-45N\400-Technical\408- Community Impact Assessment\Appendices\Appendix C\Appendix C-1 Block Groups and Tracts.mxd*





Vicinity Map

Legend

- NHD Streams
- Low Income Census Block Group
- High Minority Census Block
- 00 Census Block Group
- 00 Census Tract

N
W E
S

0 750 1,500 3,000
Feet

Community Impact Assessment

North Houston Highway Improvement Project

Census Study Area Tracts, Block Groups, and High Minority Blocks

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Date: March 2017

Appendix: C - Sheet 2

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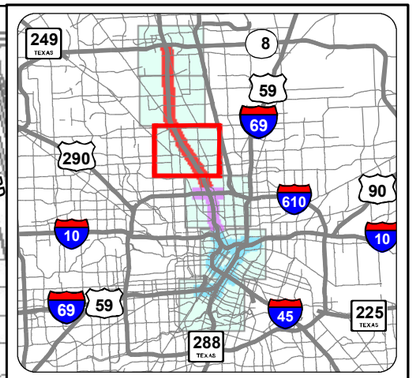
N VICTORY DR
S VICTORY DR
W LITTLE YORK RD
E LITTLE YORK RD
LITTLE YORK RD
E HARDY RD
W HARDY RD
E PARKER RD
W PARKER RD
PARKER RD
W MONTGOMERY RD
N SHEPHERD DR
Little White Oak Bayou
AIRLINE DR
FULTON ST
W TIDWELL RD
E TIDWELL RD
TIDWELL RD
PINEMONT DR
YALE ST
BERRY RD
N MAIN ST

5333
5307
2216
2215
2214
2205
5305



Vicinity Map

Legend

- NHD Streams
- Low Income Census Block Group
- High Minority Census Block
- 00 Census Block Group
- 00 Census Tract

N
W E
S

0 750 1,500 3,000
Feet

Community Impact Assessment

North Houston Highway Improvement Project

Census Study Area Tracts, Block Groups, and High Minority Blocks

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Appendix: C - Sheet 3

User: *rohah* **Printed on:** *3/13/2017*
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End Segment 1
Begin Segment 2

CROSSTIMBERS ST
E CROSSTIMBERS ST
W HARDY RD
BENNINGTON ST
AIRLINE DR
FULTON ST
KELLEY ST
IRVINGTON BLVD
JENSEN DR
N MAIN ST
W 20TH ST
E 20TH ST
W CAVALCADE ST
CAVALCADE ST
YALE ST
HEIGHTS BLVD
STUDEWOOD ST
W PATTON ST
PATTON ST
HARDY RD
ELYSIAN ST
COLLINGSWORTH ST
E 11TH ST
W 11TH ST
PECORE ST
HOUSTON AVE

Little White Oak Bayou

5304 5303 5115 5116 5103 2205 2202 2106 2105 2104

Legend

- NHD Streams
- Low Income Census Block Group
- High Minority Census Block
- 00 Census Block Group
- 00 Census Tract

Vicinity Map

0 750 1,500 3,000
Feet

Community Impact Assessment

North Houston Highway Improvement Project

Census Study Area Tracts, Block Groups, and High Minority Blocks

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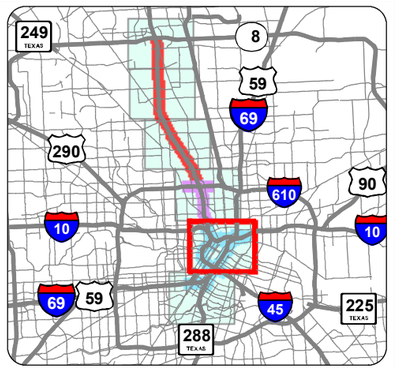
Appendix: C - Sheet 4

User: rodah Printed on: 3/13/2017
MXD: P:_TRANS\2013 TxDOT 10X10 IDIQ\60337080_I-45N\400-Technical\408- Community Impact Assessment\Appendices\Appendix C\Appendix C-1 Block Groups and Tracts.mxd

End Segment 2
Begin Segment 3



Vicinity Map

Legend

- NHD Streams
- Low Income Census Block Group
- High Minority Census Block
- 00 Census Block Group
- 00 Census Tract

N W E S

0 750 1,500 3,000
Feet

Community Impact Assessment

North Houston Highway Improvement Project

Census Study Area Tracts, Block Groups, and High Minority Blocks

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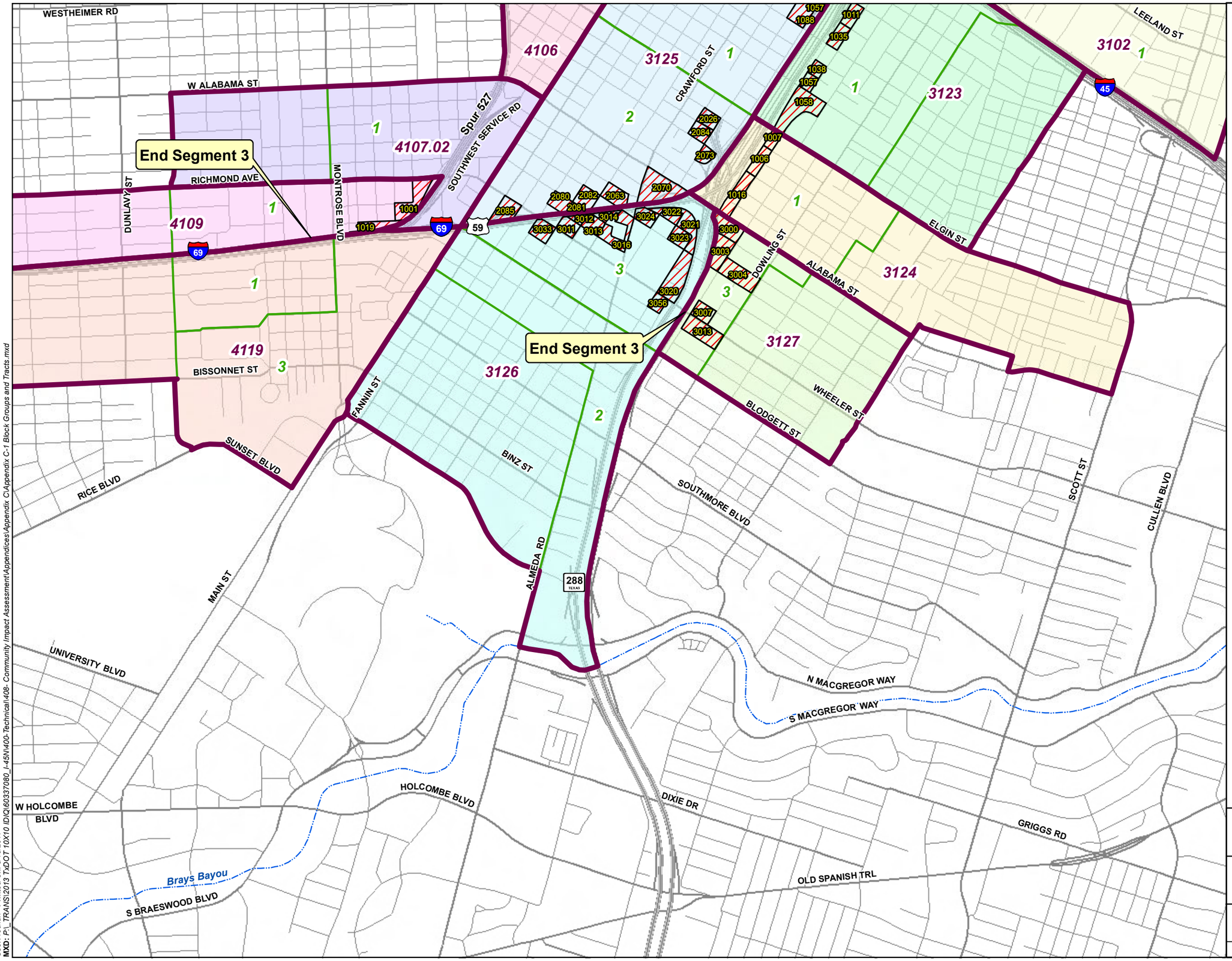
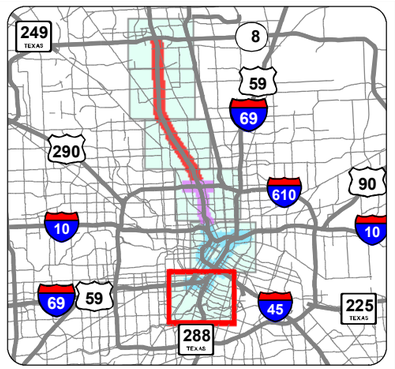
MXD: P:_TRANS\2013 TxDOT 10X10 IDIQ\60337080_I-45\N400-Technical\408- Community Impact Assessment\Appendices\Appendix C\Appendix C-1 Block Groups and Tracts.mxd





Vicinity Map

Legend

- NHD Streams
- Low Income Census Block Group
- High Minority Census Block
- 00 Census Block Group
- 00 Census Tract

N W E S

0 750 1,500 3,000

Feet

Community Impact Assessment

North Houston Highway Improvement Project

Census Study Area Tracts, Block Groups, and High Minority Blocks

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Date: March 2017

Appendix: C - Sheet 6

User: *rochah* **Printed on:** *3/13/2017*
MXD: *P:_TRANS\2013 TxDOT 10X10 IDIQ\60337080_I-45N\400-Technical\408- Community Impact Assessment\Appendices\Appendix C\Appendix C-1 Block Groups and Tracts.mxd*

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
County and City													
Harris County			4,092,459	40.8	33.0	18.4	0.2	6.1	0.1	0.2	1.2	**67.0**	$53,137
City of Houston			2,099,451	43.8	25.6	23.1	0.2	5.9	0.1	0.2	1.1	**74.4**	$45,010
2010 Census Information													
Tracts, Block Groups and Blocks within the Census Study Area													
Tract	**Block Group**	**Block**											
1000.00	--	--	4,690	22.8	44.4	22.3	0.5	2.9	0.0	6.3	0.8	55.6	$78,706
	1	--	3,031	29.6	30.5	27.8	0.4	1.6	0.0	9.5	0.6	69.5	$79,706
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	283	11.7	29.7	54.4	0.4	3.1	0.0	0.7	0.0	**70.3**	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1051	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1052	16	62.4	31.3	0.0	0.0	0.0	0.0	0.0	6.3	**68.7**	--
		1053	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1054	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1055	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1064	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1065	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1066	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1067	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1086	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1088	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1095	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	544	13.8	53.5	24.8	0.4	4.6	0.2	0.9	1.8	46.5	$39,659
		2000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	Block Group	Block											
		2006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2031	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2044	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2045	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2046	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2055	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2056	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2057	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2083	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2084	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2085	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2086	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2087	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2094	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2095	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2105	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2106	3	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2107	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2108	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2109	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2110	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2111	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2114	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2115	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2116	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2117	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2120	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2121	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2122	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2123	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2127	29	10.4	3.4	75.9	0.0	6.9	0.0	0.0	3.4	**96.6**	--
		2128	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2129	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2130	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2131	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2132	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2133	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2134	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2135	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2136	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2137	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2138	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	3	--	1,115	8.7	77.8	6.2	0.6	5.5	0.0	0.2	1.0	22.2	$79,083
		3000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3008	2	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3015	1	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3034	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3035	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3076	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3077	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3078	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3079	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3080	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3081	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3082	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3083	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3087	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3088	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3089	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3090	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3094	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2101.00	--	--	9,652	18.5	30.0	50.6	0.0	0.6	0.0	0.1	0.2	70.0	$161,250
	1	--	9,652	18.5	30.0	50.6	0.0	0.6	0.0	0.1	0.2	70.0	$161,250
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	**Block Group**	**Block**											
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	2	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	**50.0**	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1016	7	57.1	28.6	0.0	0.0	0.0	0.0	0.0	14.3	**71.4**	--
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1031	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1036	7	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	14.3	--
		1037	9	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	**55.6**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1038	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1045	24	16.7	75.0	0.0	4.2	4.1	0.0	0.0	0.0	25.0	--
		1052	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1053	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1054	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1055	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2104.00	--	--	5,328	75.5	6.2	17.0	0.2	0.4	0.0	0.2	0.5	93.8	$26,164
	2	--	721	93.6	3.9	1.8	0.0	0.1	0.0	0.0	0.6	96.1	$30,350
		2017	33	90.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	**90.9**	--
		2018	33	90.9	0.0	9.1	0.0	0.0	0.0	0.0	0.0	**100.0**	--
	4	--	1,064	66.4	17.6	14.2	0.3	0.8	0.0	0.0	0.7	82.4	$32,083
		4000	95	70.4	25.3	0.0	1.1	2.1	0.0	0.0	1.1	**74.7**	--
		4014	28	82.1	14.3	3.6	0.0	0.0	0.0	0.0	0.0	**85.7**	--
		4029	24	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		4030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4031	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4032	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4034	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4035	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4037	97	63.9	16.5	15.5	0.0	4.1	0.0	0.0	0.0	**83.5**	--
		4038	30	86.7	10.0	0.0	3.3	0.0	0.0	0.0	0.0	**90.0**	--
		4040	65	87.7	9.2	3.1	0.0	0.0	0.0	0.0	0.0	**90.8**	--
		4041	116	97.4	2.6	0.0	0.0	0.0	0.0	0.0	0.0	**97.4**	--
		4048	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4049	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4050	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4057	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4062	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2105.00	--	--	4,882	83.9	4.6	11.0	0.1	0.1	0.0	0.1	0.2	95.4	$29,056

Table C-1
Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	Block Group	Block											
	3	--	1,645	82.3	6.3	10.9	0.1	0.1	0.0	0.1	0.2	93.7	$28,992
		3002	9	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	**77.8**	--
		3003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	25	92.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	**96.0**	--
		3025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2106.00	--	--	5,497	79.6	17.0	1.7	0.3	0.7	0.0	0.2	0.5	83.0	$49,854
	1	--	859	79.7	17.9	1.4	0.3	0.4	0.0	0.0	0.3	82.1	$86,750
		1000	45	82.2	13.3	0.0	4.5	0.0	0.0	0.0	0.0	**86.7**	--
		1003	61	59.0	37.7	3.3	0.0	0.0	0.0	0.0	0.0	**62.3**	--
		1004	48	91.6	6.3	0.0	0.0	2.1	0.0	0.0	0.0	**93.8**	--
		1007	115	98.3	0.9	0.0	0.8	0.0	0.0	0.0	0.0	**99.1**	--
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1012	186	94.1	4.8	0.0	0.0	0.0	0.0	0.0	1.1	**95.2**	--
	2	--	1,243	70.8	24.9	2.2	0.2	0.8	0.0	0.1	1.0	75.1	$55,679
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2003	32	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	**87.5**	--
	4	--	1,681	81.5	15.3	1.7	0.4	0.8	0.0	0.1	0.2	84.7	$34,111
		4003	36	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	**88.9**	--
		4004	34	97.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	**97.1**	--
		4012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		4016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4020	18	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		4025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4038	44	81.8	15.9	0.0	2.3	0.0	0.0	0.0	0.0	**84.1**	--
		4049	48	89.6	10.4	0.0	0.0	0.0	0.0	0.0	0.0	**89.6**	--
		4050	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2113.00	--	--	5,046	27.8	2.2	69.0	0.1	0.0	0.0	0.2	0.7	97.8	**$17,767**
	1	--	766	23.1	3.4	72.5	0.3	0.0	0.0	0.0	0.7	96.6	**$11,338**
		1003	58	60.4	3.4	36.2	0.0	0.0	0.0	0.0	0.0	**96.6**	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1017	10	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1018	19	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1019	5	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	1	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1026	7	28.5	0.0	42.9	0.0	0.0	0.0	0.0	28.6	**100.0**	--
		1029	33	51.5	0.0	48.5	0.0	0.0	0.0	0.0	0.0	**100.0**	--
	2	--	1,423	27.5	2.0	69.4	0.0	0.0	0.0	0.1	1.0	98.0	**$13,914**
		2010	29	51.7	0.0	48.3	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		2011	28	42.8	14.3	42.9	0.0	0.0	0.0	0.0	0.0	**85.7**	--
		2012	8	62.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		2013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2015	30	13.3	0.0	86.7	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		2025	187	15.0	0.0	84.0	0.0	0.0	0.0	0.0	1.0	**100.0**	--
		2026	73	13.7	0.0	84.9	0.0	0.0	0.0	0.0	1.4	**100.0**	--
		2027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	4	--	1,086	29.0	0.5	70.1	0.0	0.0	0.0	0.1	0.3	99.5	**$22,500**
		4055	8	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		4056	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4057	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2114.00	--	--	3,690	35.6	7.8	53.8	0.3	1.9	0.1	0.0	0.5	92.2	$25,972
	3	--	1,162	50.5	19.1	23.4	0.4	5.2	0.4	0.1	0.9	80.9	$63,977
		3000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3006	5	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3007	15	46.7	0.0	53.3	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3009	34	88.2	0.0	11.8	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3014	12	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3024	10	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	**60.0**	--
		3025	5	40.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	**100.0**	--
		3026	14	78.6	0.0	21.4	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3027	22	45.5	0.0	22.7	0.0	31.8	0.0	0.0	0.0	**100.0**	--
		3028	25	76.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3030	11	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3036	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3038	6	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3039	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3040	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3041	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3042	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3043	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3044	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3045	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3046	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3048	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3069	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3070	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3105	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3111	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3121	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3129	5	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
2123.00	--	--	5,381	89.3	5.4	4.5	0.2	0.3	0.0	0.1	0.2	94.6	$19,500
	3	--	676	72.9	4.7	21.7	0.0	0.2	0.0	0.1	0.4	95.3	**$13,182**
		3047	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3048	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3049	6	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3051	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	**Block Group**	**Block**											
		3052	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3053	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3054	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3076	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3077	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3086	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3087	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3088	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3093	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3094	6	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3095	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3096	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3097	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3098	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3099	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3100	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3101	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3102	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3103	5	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3104	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3106	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3107	7	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3111	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3112	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3113	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3114	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3115	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3116	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3117	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3118	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3119	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1
Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3120	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3124	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3127	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	5	--	1,225	90.4	7.3	1.5	0.1	0.4	0.0	0.0	0.3	92.7	**$19,375**
		5015	74	71.6	23.0	5.4	0.0	0.0	0.0	0.0	0.0	**77.0**	--
		5021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		5022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2202.00	--	--	3,030	92.3	6.2	1.2	0.2	0.0	0.0	0.0	0.1	93.8	$35,500
	1	--	1,951	92.0	6.6	1.1	0.2	0.0	0.0	0.0	0.1	93.4	$39,155
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	108	96.3	3.7	0.0	0.0	0.0	0.0	0.0	0.0	**96.3**	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	77	88.3	9.1	2.6	0.0	0.0	0.0	0.0	0.0	**90.9**	--
		1009	14	92.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	**92.9**	--
		1010	28	96.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	**96.4**	--
		1011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1013	6	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	45	75.5	6.7	11.1	6.7	0.0	0.0	0.0	0.0	**93.3**	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1048	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
2205.00	--	--	4,288	73.5	13.6	11.9	0.1	0.4	0.0	0.0	0.5	86.4	**$18,380**
	1	--	920	89.6	7.1	2.8	0.0	0.1	0.0	0.0	0.4	92.9	$33,688
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1012	11	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	18.2	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1019	38	92.1	2.6	5.3	0.0	0.0	0.0	0.0	0.0	**97.4**	--
		1020	88	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1021	81	96.3	3.7	0.0	0.0	0.0	0.0	0.0	0.0	**96.3**	--
		1022	56	83.9	12.5	1.8	0.0	1.8	0.0	0.0	0.0	**87.5**	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	74	93.2	4.1	1.3	0.0	0.0	0.0	0.0	1.4	**95.9**	--
		1025	54	92.6	3.7	3.7	0.0	0.0	0.0	0.0	0.0	**96.3**	--
		1026	11	63.6	9.1	9.1	0.0	0.0	0.0	0.0	18.2	**90.9**	--
		1027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	3	--	1,404	60.8	11.8	25.6	0.1	1.2	0.0	0.1	0.4	88.2	**$17,899**

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3002	199	51.3	27.1	21.1	0.0	0.0	0.0	0.0	0.5	**72.9**	--
		3003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	\	3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3010	322	26.4	12.1	60.9	0.0	0.0	0.0	0.0	0.6	**87.9**	--
		3011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3014	65	81.6	16.9	0.0	0.0	0.0	0.0	1.5	0.0	**83.1**	--
		3024	507	64.1	8.3	23.4	0.2	3.4	0.0	0.0	0.6	**91.7**	--
		3026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2214.00	--	--	6,137	89.1	7.6	2.7	0.1	0.1	0.0	0.1	0.3	92.4	$25,747
	1	--	1,090	89.1	5.3	4.9	0.0	0.1	0.0	0.0	0.6	94.7	$43,188
		1000	243	89.3	9.5	0.4	0.0	0.4	0.0	0.0	0.4	**90.5**	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	68	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	531	86.3	3.4	9.2	0.0	0.0	0.0	0.0	1.1	**96.6**	--
	2	--	2,201	89.1	9.5	0.8	0.0	0.4	0.0	0.0	0.2	90.5	$30,391

Table C-1
Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2019	621	94.5	5.3	0.0	0.0	0.0	0.0	0.2	0.0	**94.7**	--
	3	--	2,846	89.2	7.1	3.2	0.1	0.0	0.0	0.2	0.2	92.9	**$21,929**
		3005	813	88.7	7.3	2.9	0.0	0.0	0.0	0.6	0.5	**92.7**	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3010	935	92.0	2.2	5.6	0.0	0.0	0.0	0.0	0.2	**97.8**	--
		3015	3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2215.00	--	--	8,259	76.8	7.1	15.2	0.0	0.4	0.0	0.2	0.3	92.9	**$22,486**
	2	--	2,975	61.2	3.2	34.5	0.0	0.4	0.0	0.1	0.6	96.8	**$15,432**
		2000	2,016	52.2	2.7	43.8	0.0	0.4	0.0	0.1	0.8	**97.3**	--
		2001	87	50.6	4.6	43.7	0.0	0.0	1.1	0.0	0.0	**95.4**	--
		2005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	3	--	2,327	80.7	11.3	7.3	0.1	0.3	0.0	0.3	0.0	88.7	$27,803
		3003	126	75.4	23.0	0.0	0.8	0.8	0.0	0.0	0.0	**77.0**	--
		3004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	129	83.0	8.5	8.5	0.0	0.0	0.0	0.0	0.0	**91.5**	--
		3010	110	76.4	17.3	3.6	0.0	1.8	0.0	0.9	0.0	**82.7**	--
		3017	227	87.7	7.0	5.3	0.0	0.0	0.0	0.0	0.0	**93.0**	--
		3018	88	72.7	15.9	11.4	0.0	0.0	0.0	0.0	0.0	**84.1**	--
2216.00	--	--	9,217	81.9	15.0	1.7	0.0	0.8	0.0	0.2	0.4	85.0	$40,000
	1	--	1,706	82.6	15.0	1.9	0.0	0.2	0.0	0.1	0.2	85.0	$59,786
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	535	80.3	15.9	3.2	0.0	0.4	0.0	0.0	0.2	**84.1**	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	40	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	**87.5**	--
		1019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	3	--	1,836	82.6	14.1	1.0	0.1	1.5	0.0	0.2	0.5	85.9	$31,395
		3012	144	86.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	**86.1**	--
		3013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	4	--	2,489	79.7	16.0	2.7	0.0	1.2	0.0	0.2	0.2	84.0	$37,891
		4005	17	11.8	41.2	29.4	0.0	0.0	0.0	0.0	17.6	**58.8**	--
		4006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		4014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4049	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2224.01	--	--	3,701	83.8	11.8	0.9	0.0	3.1	0.0	0.1	0.3	88.2	$27,376
	2	--	1,813	86.0	8.8	1.1	0.2	3.5	0.0	0.2	0.2	91.2	$27,959
		2002	5	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		2003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2006	49	85.7	4.1	10.2	0.0	0.0	0.0	0.0	0.0	**95.9**	--
		2007	6	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	**83.3**	--
		2008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2009	45	82.3	13.3	0.0	0.0	0.0	0.0	4.4	0.0	**86.7**	--
		2010	40	57.5	42.5	0.0	0.0	0.0	0.0	0.0	0.0	**57.5**	--
		2014	69	56.5	11.6	0.0	0.0	31.9	0.0	0.0	0.0	**88.4**	--
		2015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2016	130	88.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	**88.5**	--
		2017	47	89.4	10.6	0.0	0.0	0.0	0.0	0.0	0.0	**89.4**	--
2225.01	--	--	2,860	87.7	5.9	5.5	0.0	0.6	0.1	0.0	0.2	94.1	**$23,464**
	2	--	1,849	88.5	7.5	3.4	0.0	0.2	0.2	0.0	0.2	92.5	$29,205
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2225.03	--	--	6,614	88.0	4.9	6.4	0.0	0.4	0.0	0.1	0.2	95.1	$30,099
	1	--	2,239	88.6	7.7	2.9	0.2	0.6	0.0	0.0	0.0	92.3	$38,202
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1031	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1032	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1039	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	2,062	95.8	1.8	1.9	0.0	0.2	0.0	0.1	0.2	98.2	**$21,528**
		2009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
2226.00	--	--	4,947	81.9	2.1	14.9	0.0	0.6	0.0	0.2	0.3	97.9	**$18,560**
	1	--	2,716	69.8	2.8	26.1	0.1	0.7	0.0	0.1	0.4	97.2	**$22,333**
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	98	8.2	10.2	78.6	0.0	2.0	0.0	0.0	1.0	**89.8**	--
		1027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1031	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1032	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3101.00	--	--	5,884	44.7	21.7	30.4	0.0	2.0	0.0	0.0	1.2	78.3	$33,039
	1	--	3,029	37.8	15.9	43.1	0.2	1.4	0.0	0.1	1.5	84.1	**$19,329**
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1048	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1049	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1050	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	2,855	51.6	27.8	16.8	0.3	2.6	0.0	0.0	0.9	72.2	$54,405
		2057	19	21.1	63.2	10.5	0.0	0.0	0.0	0.0	5.2	36.8	--
		2058	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2059	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2060	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2061	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2062	191	10.5	31.4	53.4	0.5	2.1	0.0	0.0	2.1	**68.6**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2064	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2065	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2066	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2067	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2068	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2087	279	17.5	56.3	18.3	0.0	5.7	0.0	0.0	2.2	43.7	--
		2088	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2089	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2090	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2091	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2092	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2093	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2094	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2095	23	13.1	21.7	56.6	0.0	4.3	0.0	0.0	4.3	**78.3**	--
		2096	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2097	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2098	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	**100.0**	--
		2111	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3102.00	--	--	1,463	22.6	36.6	29.1	0.0	9.1	0.0	0.3	2.3	63.4	$79,306
	1	--	1,463	22.6	36.6	29.1	0.0	9.1	0.0	0.3	2.3	63.4	$79,306
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1
Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1042	8	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	**62.5**	--
		1051	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1052	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1053	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1054	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1055	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1056	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1057	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1058	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1059	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1060	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1061	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1062	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1064	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1069	2	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1120	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1121	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1122	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1124	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3123.00	--	--	1,962	19.6	6.8	70.4	0.0	2.5	0.1	0.1	0.5	93.2	**$19,208**
	1	--	773	26.1	13.6	54.1	0.0	5.4	0.0	0.0	0.8	86.4	$34,844
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	**Block Group**	**Block**											
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	5	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	**100.0**	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1035	5	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	**60.0**	--
		1036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1038	9	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	**88.9**	--
		1039	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1040	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1041	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1042	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1043	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1044	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1045	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1046	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1047	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1057	7	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	**71.4**	--
		1058	79	2.6	27.8	53.2	0.0	13.9	0.0	0.0	2.5	**72.2**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1059	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3124.00	--	--	2,208	12.8	3.7	81.7	0.0	1.2	0.0	0.0	0.6	96.3	$25,813
	1	--	767	24.8	4.7	68.3	0.0	1.7	0.0	0.0	0.5	95.3	$32,415
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	16	31.3	43.6	0.0	0.0	18.8	0.0	0.0	6.3	**56.4**	--
		1007	3	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1016	30	10.0	3.3	86.7	0.0	0.0	0.0	0.0	0.0	**96.7**	--
		1044	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3125.00	--	--	4,235	17.9	40.0	32.9	0.0	7.2	0.0	0.3	1.7	60.0	$77,578
	1	--	2,499	13.3	40.5	35.5	0.2	8.4	0.0	0.3	1.8	59.5	$108,750
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1029	55	3.6	7.3	87.3	0.0	0.0	0.0	0.0	1.8	**92.7**	--
		1041	3	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	**66.7**	--
		1042	367	7.6	19.9	70.0	0.8	1.4	0.0	0.0	0.3	**80.1**	--

Table C-1
Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	Block Group	Block											
		1043	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1044	29	6.9	3.4	89.7	0.0	0.0	0.0	0.0	0.0	**96.6**	--
		1045	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1046	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1047	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1048	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1049	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1050	39	2.6	7.7	89.7	0.0	0.0	0.0	0.0	0.0	**92.3**	--
		1054	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1055	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1056	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1057	12	25.0	16.7	50.0	0.0	8.3	0.0	0.0	0.0	**83.3**	--
		1088	14	7.1	35.7	35.7	0.0	21.5	0.0	0.0	0.0	**64.3**	--
		1089	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1100	89	15.7	51.7	20.2	0.0	10.2	0.0	0.0	2.2	48.3	--
		1101	28	7.1	60.8	7.1	0.0	25.0	0.0	0.0	0.0	39.2	--
		1102	8	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1103	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1104	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1105	17	11.7	58.9	11.8	0.0	17.6	0.0	0.0	0.0	41.1	--
		1106	29	10.3	58.7	10.3	0.0	20.7	0.0	0.0	0.0	41.3	--
	2	--	1,736	24.3	39.3	29.1	0.3	5.2	0.0	0.2	1.6	60.7	$49,449
		2023	53	7.5	64.2	7.5	0.0	15.1	0.0	0.0	5.7	35.8	--
		2026	20	20.0	35.0	45.0	0.0	0.0	0.0	0.0	0.0	**65.0**	--
		2063	20	25.0	25.0	45.0	0.0	5.0	0.0	0.0	0.0	**85.0**	--
		2070	28	89.3	7.1	3.6	0.0	0.0	0.0	0.0	0.0	**92.9**	--
		2071	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2072	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2073	14	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	**71.4**	--
		2074	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2075	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2076	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2077	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2078	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2079	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2080	4	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	**75.0**	--
		2081	6	0.0	50.0	33.3	0.0	0.0	0.0	0.0	16.7	**50.0**	--
		2082	11	0.0	27.3	54.5	0.0	0.0	0.0	0.0	18.2	**72.7**	--
		2083	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2084	11	18.6	9.1	72.3	0.0	0.0	0.0	0.0	0.0	**90.9**	--
		2085	5	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	**80.0**	--
		2086	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2087	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2088	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2089	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2090	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3126.00	--	--	5,871	17.1	44.8	26.4	0.0	9.4	0.0	0.2	2.1	55.2	$82,964
	2	--	960	14.2	34.0	40.2	0.0	8.5	0.0	0.0	3.1	66.0	$106,339
		2000	4	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	--
		2001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	3	--	901	31.0	22.0	38.6	0.3	6.3	0.0	0.7	1.1	78.0	$51,447
		3000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3011	18	61.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	**77.8**	--
		3012	7	28.6	0.0	71.4	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3013	36	63.9	22.2	13.9	0.0	0.0	0.0	0.0	0.0	**77.8**	--
		3014	4	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3016	1	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3020	22	0.0	0.0	95.5	0.0	4.5	0.0	0.0	0.0	**100.0**	--
		3021	59	88.1	1.7	10.2	0.0	0.0	0.0	0.0	0.0	**98.3**	--
		3022	87	50.6	19.5	29.9	0.0	0.0	0.0	0.0	0.0	**80.5**	--
		3023	60	81.7	3.3	13.3	0.0	0.0	0.0	1.7	0.0	**96.7**	--
		3024	3	0.0	33.3	33.3	0.0	0.0	0.0	33.4	0.0	**66.7**	--
		3026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3033	25	4.0	28.0	36.0	0.0	20.0	0.0	12.0	0.0	**72.0**	--
		3035	4	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	--
		3036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3038	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3039	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3041	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3042	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3056	9	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	**77.8**	--
		3057	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3058	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
3127.00	--	--	1,955	7.1	3.9	86.1	0.0	1.0	0.0	0.3	1.6	96.1	$34,333
	3	--	580	5.5	1.6	91.4	0.0	0.9	0.0	0.3	0.3	98.4	$25,610
		3000	25	24.0	12.0	64.0	0.0	0.0	0.0	0.0	0.0	**88.0**	--
		3003	40	27.5	20.0	50.0	0.0	2.5	0.0	0.0	0.0	**80.0**	--
		3004	52	7.7	7.7	82.7	0.0	1.9	0.0	0.0	0.0	**92.3**	--
		3005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	55	0.0	0.0	98.2	0.0	0.0	0.0	0.0	1.8	**100.0**	--
		3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3013	89	4.5	6.7	88.8	0.0	0.0	0.0	0.0	0.0	**93.3**	--
		3014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
4101.00	--	--	3,793	18.8	33.6	37.2	0.0	7.9	0.0	0.3	2.2	66.4	$64,110
	1	--	2,535	14.6	34.8	38.5	0.4	9.5	0.0	0.2	2.0	65.2	$62,298
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1050	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1051	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1052	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1053	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1054	300	8.3	6.3	68.0	0.0	15.7	0.0	0.0	1.7	**93.7**	--
		1063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1064	20	5.0	85.0	0.0	5.0	5.0	0.0	0.0	0.0	15.0	--
		1071	42	19.0	64.3	4.8	2.4	9.5	0.0	0.0	0.0	35.7	--
		1072	126	15.9	58.7	11.1	1.6	7.9	0.0	0.0	4.8	41.3	--
		1078	57	10.5	73.7	0.0	0.0	15.8	0.0	0.0	0.0	26.3	--
		1080	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
4106.00	--	--	3,206	13.7	71.9	5.8	0.0	6.1	0.1	0.4	2.0	28.1	$85,848
	2	--	1,944	12.6	73.7	5.7	0.4	5.0	0.1	0.5	2.0	26.3	$84,750
		2000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2001	15	6.7	0.0	86.6	0.0	0.0	0.0	0.0	6.7	**100.0**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2029	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	**100.0**	--
		2030	415	19.5	61.2	13.7	0.0	3.4	0.5	0.5	1.2	38.8	--
4107.02	--	--	2,622	21.3	59.6	7.3	0.0	9.6	0.1	0.2	1.9	40.4	$38,059
	1	--	1,163	13.2	68.2	12.2	0.3	4.6	0.0	0.1	1.4	31.8	$35,549
		1062	215	2.3	52.1	43.7	0.5	0.5	0.0	0.0	0.9	47.9	--
		1063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1064	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1065	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
4109.00	--	--	2,684	19.4	68.7	4.7	0.0	5.4	0.0	0.2	1.6	31.3	$63,594
	1	--	1,132	18.4	68.5	5.1	0.0	5.1	0.1	0.3	2.5	31.5	$45,417
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	70	48.6	42.9	8.5	0.0	0.0	0.0	0.0	0.0	**57.1**	--
		1007	138	16.7	67.4	11.6	0.0	1.4	0.0	0.7	2.2	32.6	--
		1018	60	13.4	75.0	8.3	0.0	3.3	0.0	0.0	0.0	25.0	--
		1019	6	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	**50.0**	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
4119.00	--	--	3,681	9.8	79.8	2.2	0.0	6.2	0.1	0.2	1.7	20.2	$107,222
	1	--	699	15.3	79.4	1.6	0.4	2.7	0.0	0.0	0.6	20.6	$95,250
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1003	30	6.7	86.7	0.0	3.3	3.3	0.0	0.0	0.0	13.3	--
	3	--	1,598	8.4	75.1	3.3	0.3	10.1	0.1	0.1	2.6	24.9	$81,836

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3003	32	6.0	88.0	6.0	0.0	0.0	0.0	0.0	0.0	12.0	--
		3010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5101.00	--	--	2,142	45.5	35.6	15.1	0.0	2.9	0.0	0.3	0.6	64.4	$63,308
	1	--	1,311	35.5	42.1	18.3	0.2	3.3	0.0	0.2	0.4	57.9	$55,750
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	2	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	9	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	**77.8**	--
		1006	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1033	43	23.2	60.5	14.0	0.0	0.0	0.0	0.0	2.3	39.5	--
		1050	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1060	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1061	276	31.5	15.6	50.7	0.0	2.2	0.0	0.0	0.0	**84.4**	--
		1063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1064	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1065	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1066	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1067	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1068	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1069	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1070	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1071	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1072	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1073	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1074	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1079	253	11.5	80.6	3.6	0.4	3.5	0.0	0.0	0.4	19.4	--
		1080	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1081	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1082	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1083	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1084	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1085	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1086	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1087	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1088	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1089	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1090	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	831	60.5	25.3	9.9	0.7	2.2	0.0	0.4	1.0	74.7	$63,750
		2000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2004	2	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		2006	58	81.1	17.2	0.0	0.0	0.0	0.0	0.0	1.7	**82.8**	--
		2010	2	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	**50.0**	--
		2011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2027	13	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	23.1	--
		2032	10	50.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	**90.0**	--
		2033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5102.00	--	--	5,432	27.9	56.8	6.9	0.0	6.1	0.2	0.2	1.9	43.2	$87,478
	1	--	1,189	52.6	32.5	10.9	0.2	1.4	0.0	0.2	2.2	67.5	$70,938
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	30	76.7	16.7	6.6	0.0	0.0	0.0	0.0	0.0	**83.3**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
5103.00	--	--	5,284	25.6	67.6	2.4	0.0	2.3	0.2	0.2	1.7	32.4	$86,859
	1	--	1,333	28.4	62.1	3.5	0.3	3.5	0.0	0.5	1.7	37.9	$76,567
		1000	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	18	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	--
		1007	42	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	42.9	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	49	46.9	51.0	2.1	0.0	0.0	0.0	0.0	0.0	49.0	--
		1027	79	32.9	64.6	0.0	0.0	1.2	0.0	0.0	1.3	35.4	--
		1028	13	15.4	84.6	0.0	0.0	0.0	0.0	0.0	0.0	15.4	--
		1029	7	14.3	28.6	0.0	0.0	14.2	0.0	0.0	42.9	**71.4**	--
		1032	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1034	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1035	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1038	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1039	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1040	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1041	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	1,343	27.5	64.0	3.9	0.2	2.3	0.1	0.1	1.9	36.0	$120,481
		2038	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5115.00	--	--	6,472	46.2	48.2	2.5	0.0	1.7	0.0	0.2	1.2	51.8	$65,804
	1	--	640	55.5	40.1	2.7	0.0	1.1	0.0	0.6	0.0	59.9	$33,688
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	5	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	13	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	**84.6**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		1006	18	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	**61.1**	--
5116.00	--	--	4,641	79.3	17.2	1.4	0.0	1.2	0.2	0.1	0.6	82.8	$44,194
	1	--	1,051	70.9	24.9	1.9	0.2	1.6	0.1	0.0	0.4	75.1	$26,974
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	49	98.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	**98.0**	--
		1012	21	76.2	23.8	0.0	0.0	0.0	0.0	0.0	0.0	**76.2**	--
		1013	11	63.6	18.2	18.2	0.0	0.0	0.0	0.0	0.0	**81.8**	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1027	3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1039	24	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1040	28	71.4	21.4	0.0	3.6	3.6	0.0	0.0	0.0	**78.6**	--
		1043	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1044	1	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1045	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	794	83.4	14.0	0.5	0.2	0.9	0.0	0.5	0.5	86.0	$53,882
		2000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2002	60	86.7	8.3	1.7	0.0	1.6	0.0	0.0	1.7	**91.7**	--
		2003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2004	23	78.3	13.0	0.0	0.0	8.7	0.0	0.0	0.0	**87.0**	--
		2006	35	97.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	**97.1**	--
		2024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	4	--	1,469	80.5	15.3	1.4	0.0	1.3	0.4	0.1	1.0	84.7	$38,083
		4000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4004	31	54.8	45.2	0.0	0.0	0.0	0.0	0.0	0.0	**54.8**	--
		4005	19	78.9	21.1	0.0	0.0	0.0	0.0	0.0	0.0	**78.9**	--

Table C-1
Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		4006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4011	58	46.5	41.4	6.9	0.0	5.2	0.0	0.0	0.0	**58.6**	--
		4019	41	70.7	24.4	4.9	0.0	0.0	0.0	0.0	0.0	**75.6**	--
		4033	7	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		4034	11	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	**54.5**	--
		4035	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4037	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4038	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		4049	36	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	**83.3**	--
		4050	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5303.00	--	--	2,400	28.7	1.6	68.2	0.0	0.1	0.0	0.3	0.8	98.4	**$20,506**
	3	--	1,208	27.9	2.0	69.0	0.3	0.2	0.0	0.3	0.2	98.0	$33,148
		3000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3028	60	18.3	0.0	75.0	5.0	0.0	0.0	0.0	1.7	**100.0**	--
		3048	24	4.2	0.0	95.8	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3049	17	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3050	19	84.2	0.0	15.8	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3056	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3057	8	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3058	35	14.3	0.0	85.7	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3059	1	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3060	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3061	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3062	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3063	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3064	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3065	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3066	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3067	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3068	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3069	26	38.5	0.0	61.5	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3070	22	22.8	0.0	72.7	0.0	0.0	0.0	4.5	0.0	**100.0**	--
		3071	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3072	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3073	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5304.00	--	--	2,602	42.4	4.7	52.2	0.0	0.4	0.0	0.0	0.3	95.3	**$22,199**
	2	--	982	43.0	9.7	46.2	0.3	0.2	0.0	0.1	0.5	90.3	**$21,890**
		2000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2003	4	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2006	8	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		2007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2012	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2034	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2036	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2037	211	6.6	28.9	61.1	0.0	0.5	0.0	0.5	2.4	**71.1**	--
		2040	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5305.00	--	--	4,763	51.1	4.3	43.4	0.0	0.5	0.0	0.4	0.3	95.7	$26,132
	2	--	1,642	49.9	6.0	43.5	0.2	0.2	0.0	0.1	0.1	94.0	$34,688
		2000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2001	16	37.4	0.0	56.3	0.0	0.0	0.0	6.3	0.0	**100.0**	--
		2002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2003	178	39.8	24.2	36.0	0.0	0.0	0.0	0.0	0.0	**75.8**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2004	172	31.4	8.7	59.9	0.0	0.0	0.0	0.0	0.0	**91.3**	--
		2005	43	95.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	**95.3**	--
		2009	122	25.4	2.5	72.1	0.0	0.0	0.0	0.0	0.0	**97.5**	--
		2010	14	42.9	28.6	28.5	0.0	0.0	0.0	0.0	0.0	**71.4**	--
		2011	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2012	204	78.9	5.9	11.7	1.0	2.0	0.0	0.5	0.0	**94.1**	--
		2013	195	22.6	2.6	74.8	0.0	0.0	0.0	0.0	0.0	**97.4**	--
		2018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2019	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2020	172	93.6	2.3	4.1	0.0	0.0	0.0	0.0	0.0	**97.7**	--
5307.00	--	--	5,606	64.4	7.9	27.2	0.0	0.2	0.0	0.1	0.2	92.1	$29,595
	1	--	1,712	81.8	8.4	9.4	0.0	0.1	0.0	0.1	0.2	91.6	$36,705
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	52	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	**92.3**	--
		1002	90	86.7	7.8	4.4	0.0	1.1	0.0	0.0	0.0	**92.2**	--
		1003	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	10	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1005	103	79.6	13.6	4.9	0.0	0.0	0.0	0.0	1.9	**86.4**	--
		1008	188	82.4	12.8	4.8	0.0	0.0	0.0	0.0	0.0	**87.2**	--
		1009	290	70.3	10.3	19.1	0.0	0.0	0.0	0.3	0.0	**89.7**	--
		1012	34	67.6	32.4	0.0	0.0	0.0	0.0	0.0	0.0	**67.6**	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1017	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	269	91.4	1.5	7.1	0.0	0.0	0.0	0.0	0.0	**98.5**	--
	2	--	2,500	63.2	7.8	28.0	0.2	0.2	0.0	0.2	0.4	92.2	$29,038
		2000	32	84.4	0.0	15.6	0.0	0.0	0.0	0.0	0.0	**100.0**	--
	3	--	1,394	45.0	7.4	47.1	0.0	0.5	0.0	0.0	0.0	92.6	**$21,286**
		3000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		3001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3005	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	568	49.1	11.3	38.4	0.0	1.2	0.0	0.0	0.0	**88.7**	--
5333.00	--	--	5,880	15.6	1.0	81.9	0.0	0.5	0.0	0.2	0.8	99.0	$25,559
	2	--	1,970	14.4	1.4	83.0	0.1	0.0	0.1	0.1	0.9	98.6	**$21,673**
		2010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2027	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5335.00	--	--	4,383	67.8	13.9	13.7	0.0	3.8	0.0	0.0	0.8	86.1	$50,236
	1	--	2,069	66.4	12.1	14.5	0.2	5.7	0.0	0.0	1.1	87.9	$42,250
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	78	73.1	14.1	11.5	0.0	0.0	0.0	0.0	1.3	**85.9**	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1022	40	22.5	15.0	17.5	0.0	45.0	0.0	0.0	0.0	**85.0**	--
		1023	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1024	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	2	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	**100.0**	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1031	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1032	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	2	--	1,468	66.3	17.8	13.2	0.1	2.5	0.0	0.0	0.1	82.2	$51,250
		2000	15	93.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	**93.3**	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

Tract	Block Group	Block	Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
		2007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2010	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		2011	8	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	**50.0**	--
		2015	68	79.4	14.7	5.9	0.0	0.0	0.0	0.0	0.0	**85.3**	--
		2016	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5336.00	--	--	5,480	56.6	7.8	31.6	0.0	3.1	0.0	0.3	0.6	92.2	$33,083
	1	--	762	73.4	10.1	13.4	0.0	3.0	0.0	0.1	0.0	89.9	$33,083
		1000	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1011	7	0.0	42.9	0.0	0.0	57.1	0.0	0.0	0.0	**57.1**	--
		1013	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1014	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1019	23	52.2	39.1	8.7	0.0	0.0	0.0	0.0	0.0	**60.9**	--
		1020	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1021	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1022	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1033	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1035	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
5337.01	--	--	5,695	77.7	3.7	15.2	0.0	2.8	0.0	0.1	0.5	96.3	$27,886
	1	--	1,547	73.5	1.3	24.0	0.1	0.8	0.0	0.0	0.3	98.7	**$15,216**
		1000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1001	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1002	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1004	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1005	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1006	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1007	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

Table C-1

Population and Demographics for Census Tracts, Block Groups, and Blocks in the Census Profile Area

			Population	Percent Hispanic	Percent White	Percent Black or African American	Percent American Indian and Alaska Native	Percent Asian	Percent Native Hawaiian and Other Pacific Islander	Percent Some Other Race	Percent Two or more races	Percent Minority	Median Household Income
Tract	**Block Group**	**Block**											
		1008	780	51.7	1.4	45.4	0.0	1.1	0.0	0.0	0.4	**98.6**	--
		1015	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1018	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1025	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1026	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1027	8	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	**87.5**	--
		1028	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1029	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		1030	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
	3	--	1,996	83.2	3.6	9.6	0.2	2.5	0.0	0.2	0.7	96.4	$25,705
		3002	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100.0**	--
		3008	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
		3009	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--

*Percent minority includes all non-white races and persons of Hispanic origin.

- **Bold** cells indicate a high percentage of minority and/or low-income population.
- **Red** cells indicate Census blocks that are within more than one project Segment.

Source: U.S. Census 2010, U.S. Census Bureau 2013e

Table C-2: Limited English Proficient Populations in Segments 1, 2, and 3 Census Profile Areas

Limited English Proficient (LEP) Populations in the Segment 1 Census Profile Area

Geographic Area	Population			Percent Composition LEP by Language			
	Total Population	LEP Population	Percent LEP	Spanish	Indo-European	Asian/Pacific	Other
City of Houston	1,964,769	459,893	23.4	84.6	4.1	9.7	1.6
Harris County	3,843,769	785,633	20.4	83.6	4	10.9	1.5
Segment 1 Census Block Groups							
2205, Block Group 1	1,334	340	36.6	100	0	0	0
2205, Block Group 3	1,542	438	28.4	100	0	0	0
2214, Block Group 1	1,244	833	**67.0**	100	0	0	0
2214, Block Group 2	2,337	1,250	**53.5**	100	0	0	0
2214, Block Group 3	2,402	1,386	**57.7**	100	0	0	0
2215, Block Group 2	2,516	1,090	43.3	100	0	0	0
2215, Block Group 3	2,215	1,056	47.7	96.7	0	3.3	0
2216, Block Group 1	1,261	649	**51.1**	100	0	0	0
2216, Block Group 3	1,493	477	31.9	92.2	2.1	5.7	0
2216, Block Group 4	2,558	1,288	**50.3**	96.7	0	3.3	0
2224.01, Block Group 2	1,522	765	**50.3**	100	0	0	0
2225.01, Block Group 2	1,351	768	**56.8**	100	0	0	0
2225.03, Block Group 1	2,185	1,321	**60.4**	100	0	0	0
2225.03, Block Group 2	2,326	2,156	**92.7**	100	0	0	0
2226, Block Group 1	2,049	1,083	**52.9**	97	3	0	0
5304, Block Group 2	852	305	35.8	98	0	0	2
5305, Block Group 2	1,568	396	25.3	92.2	3.5	4.3	0
5307, Block Group 1	1,419	719	**50.7**	100	0	0	0
5307, Block Group 2	2,669	786	29.4	100	0	0	0
5307, Block Group 3	1,157	143	12.4	94.4	0	0	5.6
5333, Block Group 2	2,574	88	3.4	100	0	0	0
5335, Block Group 1	1,933	780	40.3	99.1	0	0.9	0
5335, Block Group 2	1,887	734	38.9	97	0	3	0
5336, Block Group 1	907	609	**67.1**	98.4	1.6	0	0
5337.01, Block Group 1	985	347	35.5	96.3	0	3.5	0
5337.01, Block Group 3	1,946	1,173	60.3	96.5	0	3.5	0
26-Census Block Group Total/Average	46,232	20,980	45.4	98.3	0.4	1.1	0.2

Limited English Proficient (LEP) Populations in the Segment 2 Census Profile Area

Geographic Area	Population			Percent Composition LEP by Language			
	Total Population	LEP	Percent LEP	Spanish	Indo-European	Asian/Pacific	Other
City of Houston	3,843,769	785,633	20.4	83.6	4	10.9	1.5
Harris County	1,964,769	459,893	23.4	84.6	4.1	9.7	1.6
Segment 2 Census Block Groups							
2104, Block Group 4	741	174	23.5	100	0	0	0
2104, Block Group 2	665	237	35.6	100	0	0	0
2105, Block Group 3	1,525	428	28.1	100	0	0	0
2106, Block Group 1	371	44	11.9	100	0	0	0
2106, Block Group 2	1, 259	156	12.4	100	0	0	0
2106, Block Group 4	2,181	486	22.3	100	0	0	0
2202, Block Group 1	1,700	596	35.1	100	0	0	0
2205, Block Group 1	930	340	36.6	100	0	0	0
2205, Block Group 3	1,542	438	28.4	100	0	0	0
5103, Block Group 2	1,477	49	3.3	100	0	0	0
5115, Block Group 1	548	169	30.8	100	0	0	0
5116, Block Group 1	457	96	21.0	54.2	0	45.8	0
5116, Block Group 2	910	377	**41.4**	97.9	0	2.1	0
5116, Block Group 4	1,379	449	32.6	100	0	0	0
5303, Block Group 3	987	122	12.4	100	0	0	0
5304, Block Group 2	852	305	35.8	98	0	0	2
16-Census Block Group Total/Average	16,265	4,466	27.5	96.9	0	3	0.1

Table C-2: Limited English Proficient Populations in Segments 1, 2, and 3 Census Profile Areas

Limited English Proficient (LEP) Populations in the Segment 3 Census Profile Area

Geographic Area	Population			Percent Composition LEP by Language			
	Total Population	LEP	Percent LEP	Spanish	Indo-European	Asian/Pacific	Other
City of Houston	1,964,769	459,893	23.4	84.6	4.1	9.7	1.6
Harris County	3,843,769	785,633	20.4	83.6	4	10.9	1.5
Segment 3 Census Block Groups							
1000, Block Group 1	2,249	353	15.7	93.2	2.5	0	4.2
1000, Block Group 2	525	0	0	0	0	0	0
1000, Block Group 3	1,227	42	3.4	19	81	0	0
2101, Block Group 1	5,784	753	13.0	96.8	0	1.6	1.6
2104, Block Group 2	665	237	35.6	100	0	0	0
2104, Block Group 4	741	174	23.5	100	0	0	0
2113, Block Group 1	765	17	2.2	47.1	52.9	0	0
2113, Block Group 2	1,608	173	10.8	83.2	2.9	0	13.9
2113, Block Group 4	899	275	30.6	100	0	0	0
2114, Block Group 3	1,098	312	28.4	52.9	0	3.9	43.3
2123, Block Group 3	351	131	37.3	100	0	0	0
2123, Block Group 5	1,132	522	**46.1**	97.3	1	1.7	0
3101, Block Group 1	2,431	512	21.1	38.9	7	6.1	48
3101, Block Group 2	2,998	508	16.9	97.1	2.9	0	0
3102, Block Group 1	1,607	103	6.4	75.7	9.7	14.6	0
3123, Block Group 1	545	10	1.8	100	0	0	0
3124, Block Group 1	583	183	31.4	89.6	0	10.4	0
3125, Block Group 1	2,082	60	2.9	0	11.7	88.3	0
3125, Block Group 2	1,537	299	19.5	44.5	0	55.5	0
3126, Block Group 2	1,074	10	0.9	100	0	0	0
3126, Block Group 3	895	439	**49.1**	100	0	0	0
3127, Block Group 3	563	22	3.9	100	0	0	0
4101, Block Group 1	2,239	135	6.0	7.4	0	92.6	0
4106, Block Group 2	2,163	48	2.2	100	0	0	0
4107.02, Block Group 1	1,135	9	0.8	0	100	0	0
4109, Block Group 1	1,032	36	3.5	80.6	0	19.4	0
4119, Block Group 1	744	94	12.6	96.8	3.2	0	0

Limited English Proficient (LEP) Populations in the Segment 3 Census Profile Area

Geographic Area	Population			Percent Composition LEP by Language			
	Total Population	LEP	Percent LEP	Spanish	Indo-European	Asian/Pacific	Other
4119, Block Group 3	1,481	216	14.6	62.9	23.6	13.4	0
5101, Block Group 1	1,205	240	19.9	100	0	0	0
5101, Block Group 2	785	146	18.6	100	0	0	0
5102, Block Group 1	1,191	87	7.3	100	0	0	0
5103, Block Group 1	1,178	60	5.1	81.7	0	18.3	0
5103, Block Group 2	1,477	49	3.3	100	0	0	0
33-Census Block Group Total/Average	**45,989**	**6,255**	**13.6**	**82.2**	**3.1**	**7.8**	**6.9**

Source: U.S. Census Bureau 2013a

APPENDIX D
EXHIBITS OF EXISTING LAND USES AND COMMUNITY FACILITIES

W GREENS PKWY

Begin Segment 1

GREENS CROSSING BLVD

GREENSPOINT DR

IMPERIAL VALLEY DR

ALDINE BENDER RD

LILLJA RD

AIRLINE DR

45

Aldine Ninth Grade School

Stovall Middle School

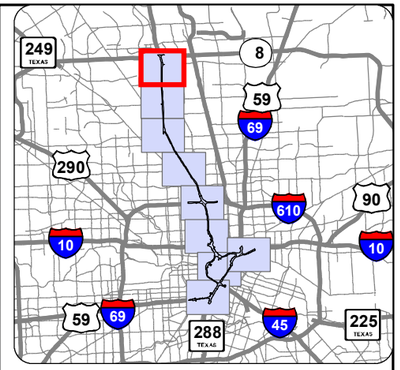
Greenridge Baptist Church

Aldine High School

E WEST RD

WEST RD

LILLJA RD



Index Map

Legend

Proposed ROW Segment 1
- Alternative 4
- Alternative 5
- Alternative 7

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Cemetery
- Community Center
- Fire Station

N
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0 500 1,000 2,000
Feet

Community Impact Assessment

North Houston Highway Improvement Project

Land Use and Community Facilities in Project Study Area

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Appendix: D - Sheet 1

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WEST RD
Berean Baptist Church
LILLJA RD
AIRLINE DR
45
ALDINE MAIL RD
Iglesia Cristian La Senda Antigua
HALLS BAYOU
VETERANS MEMORIAL DR
HALLS BAYOU
Iglesia Ni Christo
E HELMS RD
W MOUNT HOUSTON RD
W MOUNT HOUSTON RD
STUEBNER AIRLINE RD
STUEBNER-AIRLINE PARK
HALLS BAYOU
AIRLINE DR
ELLA BLVD
W GULF BANK RD
W GULF BANK RD
GULF BANK RD

249 TEXAS
8
59
69
290
610
90
10
10
59
69
288 TEXAS
45
225 TEXAS

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- Community Center

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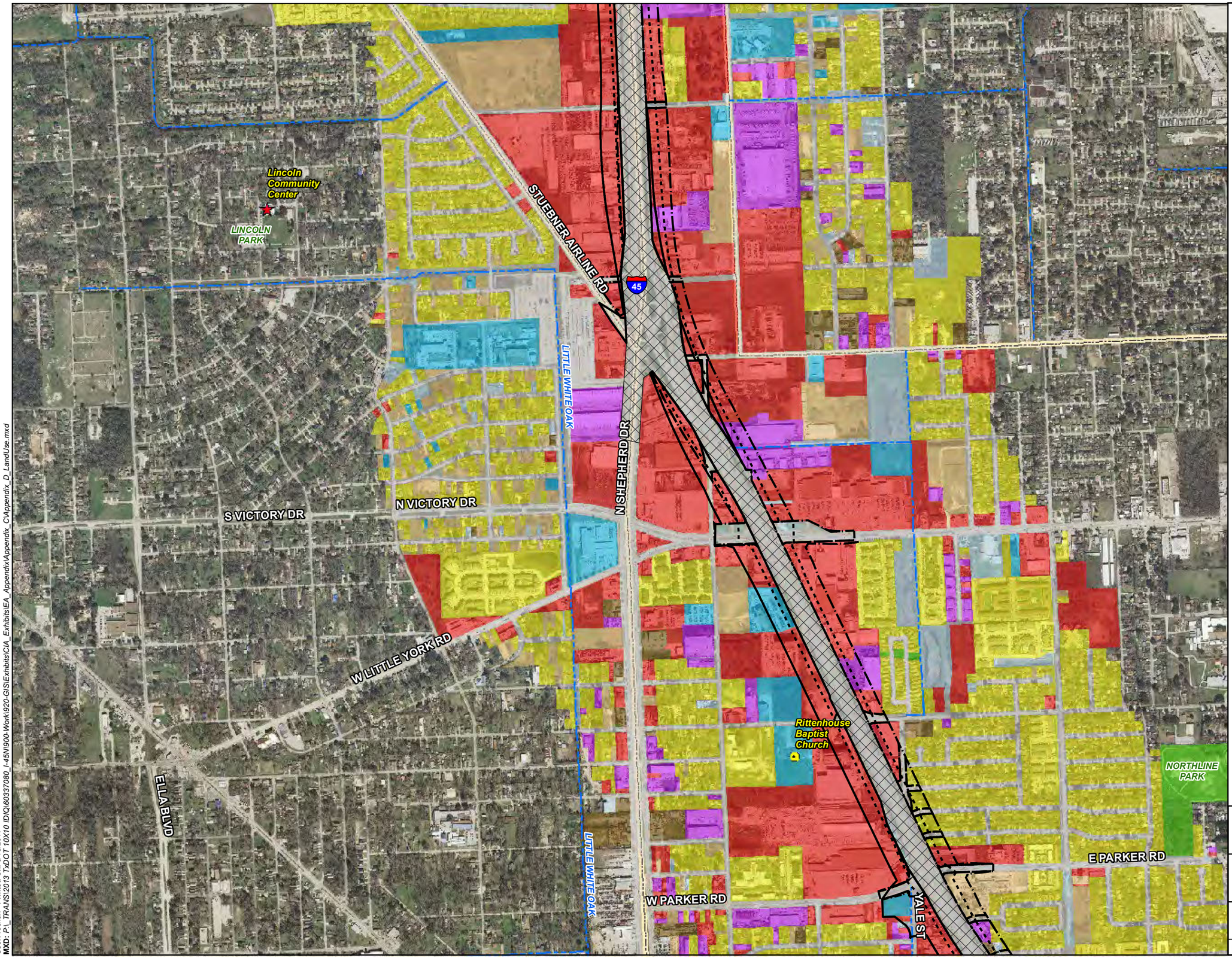

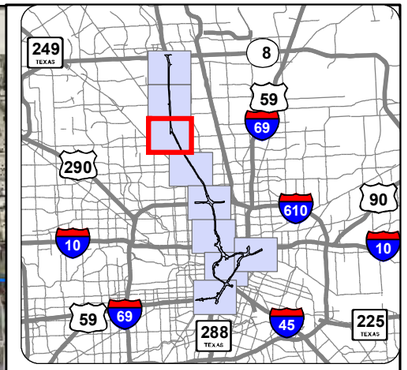

Index Map

Legend

Proposed ROW Segment 1
- Alternative 4
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- Alternative 7

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
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- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Cemetery
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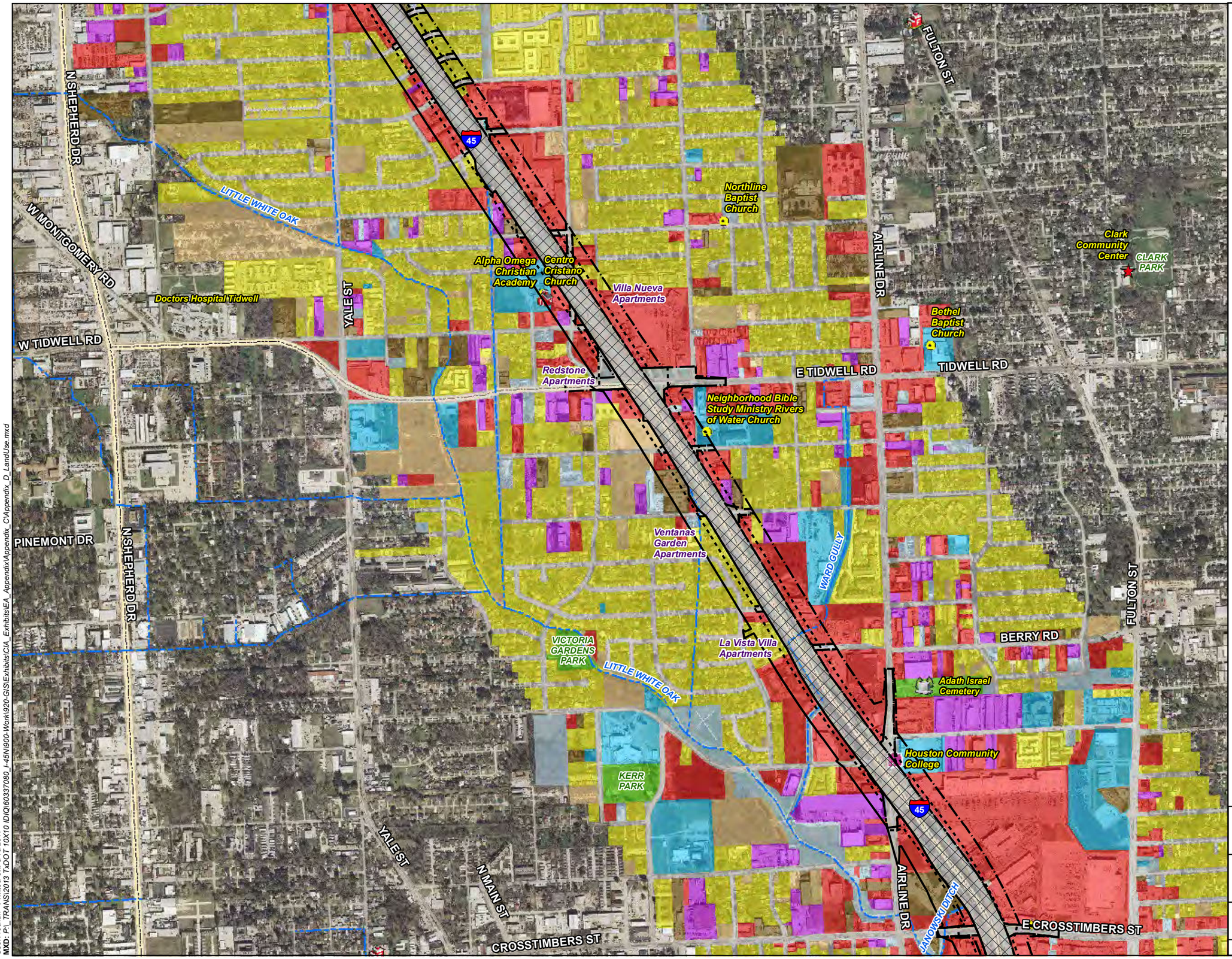

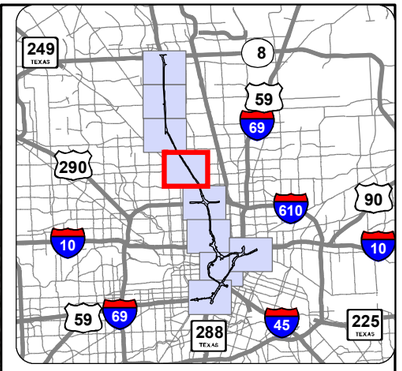

Index Map

Legend

Proposed ROW Segment 1
- Alternative 4
- Alternative 5
- Alternative 7

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Fire Station
- Cemetery
- Community Center
- Fire Station

N W E S

0 500 1,000 2,000
Feet

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North Houston Highway Improvement Project

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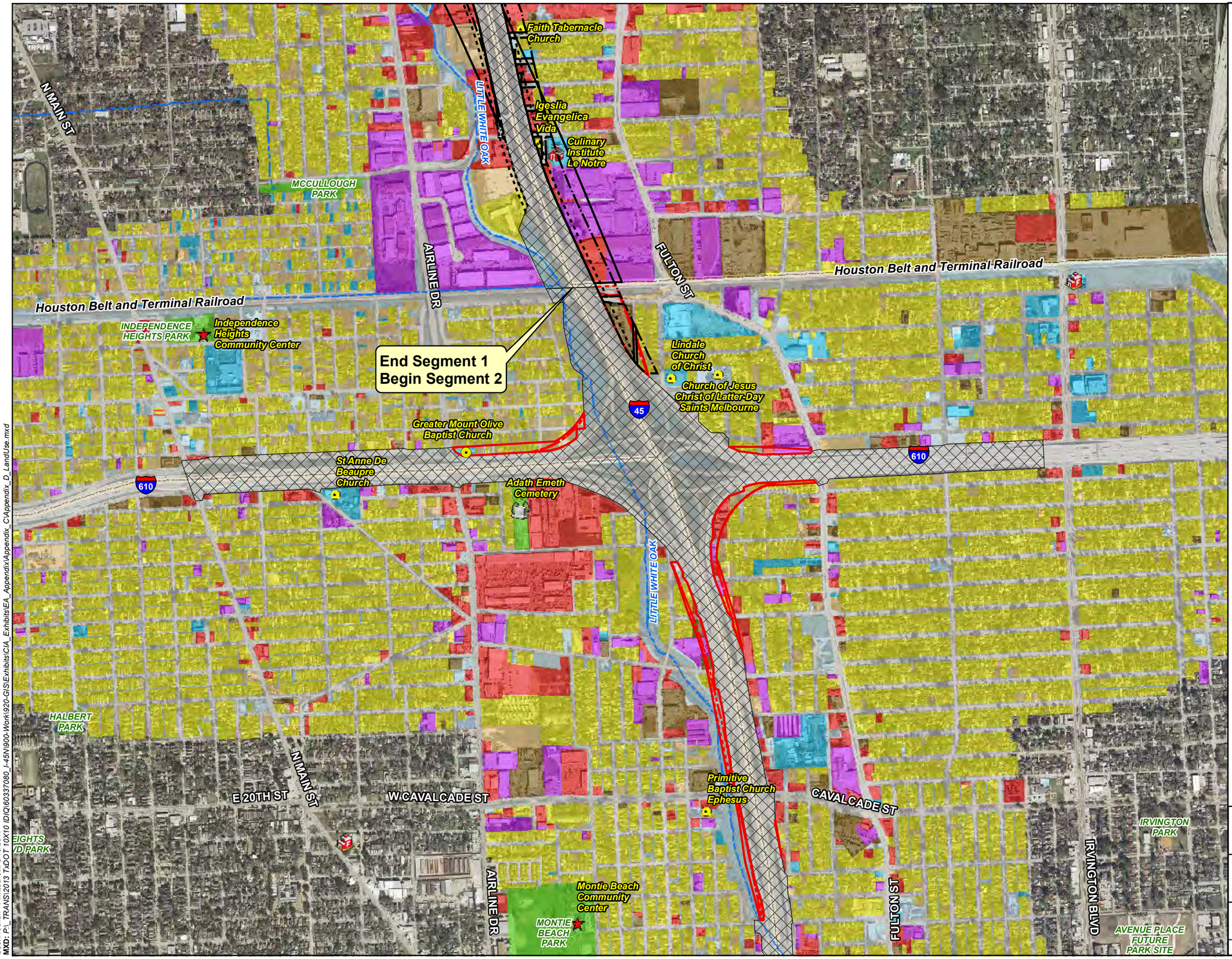

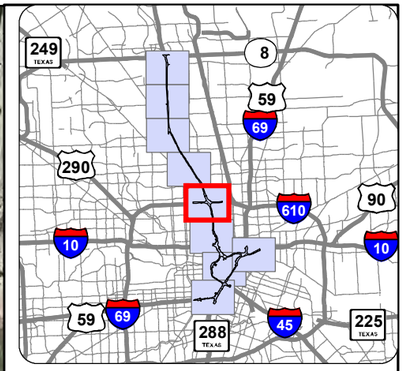

Index Map

Legend

Proposed ROW Segment 1
- Alternative 4
- Alternative 5
- Alternative 7

Alternative
- Alternative 10
- Alternative 11
- Alternative 12

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Cemetery
- Community Center
- Fire Station

N W E S

0 500 1,000 2,000
Feet

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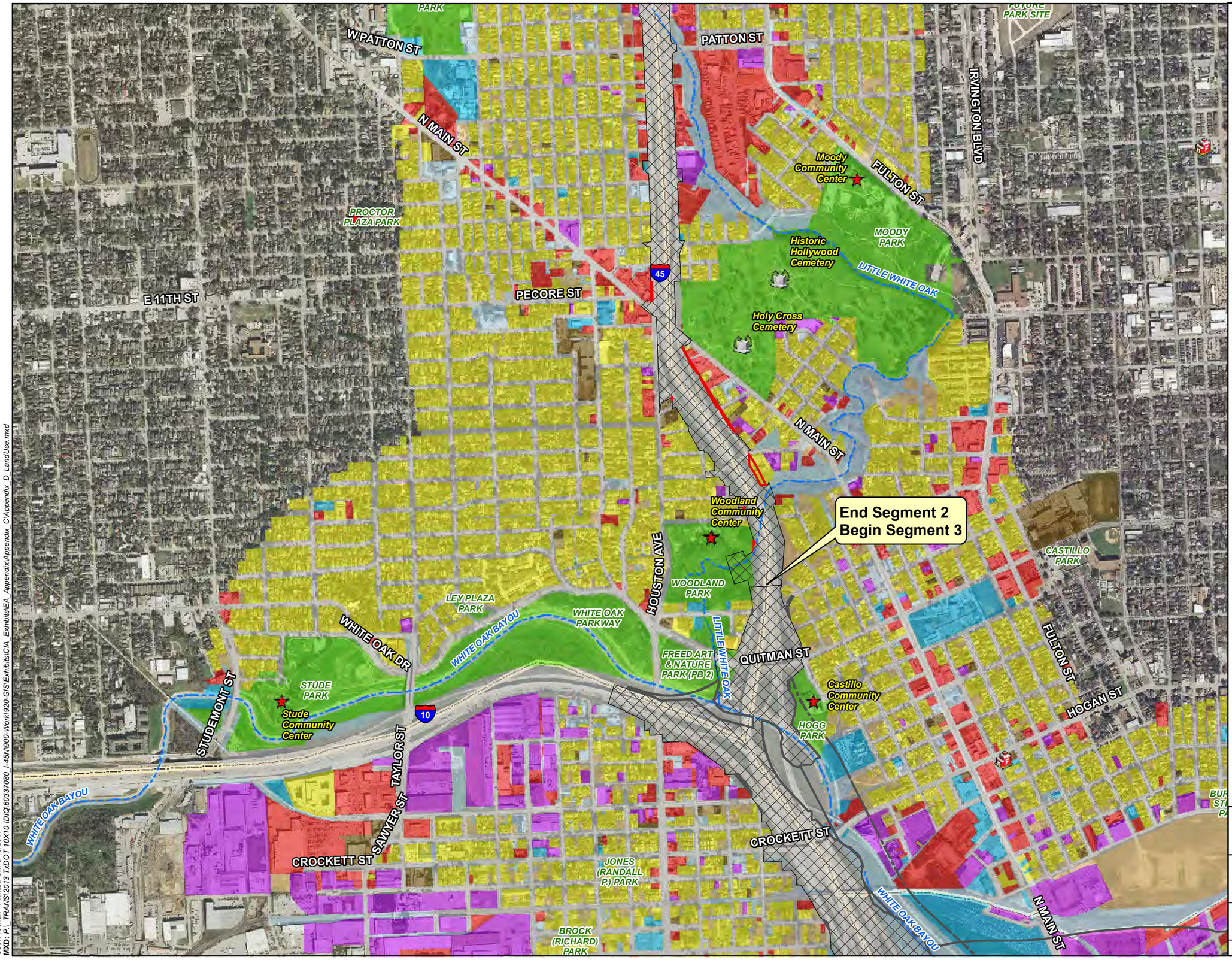

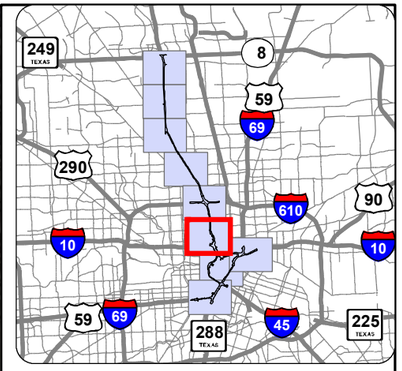

Index Map

Legend

Alternative
- Alternative 10
- Alternative 11
- Alternative 12

Proposed ROW Segment 3
- Alternative 10
- Alternative 11
- Alternative 12

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Cemetery
- Community Center
- Fire Station

N W E S

0 500 1,000 2,000
Feet

Community Impact Assessment

North Houston Highway Improvement Project

Land Use and Community Facilities in Project Study Area

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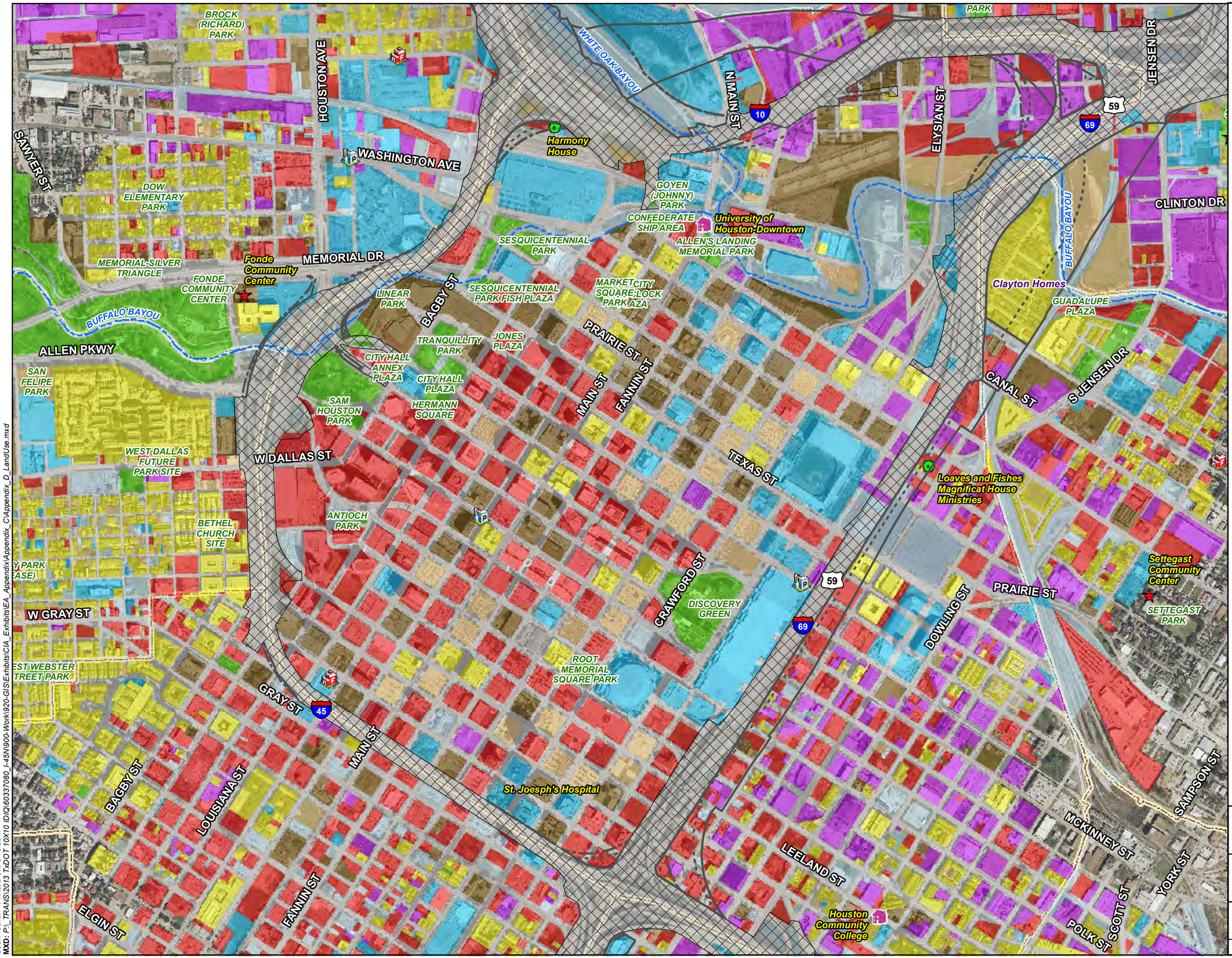

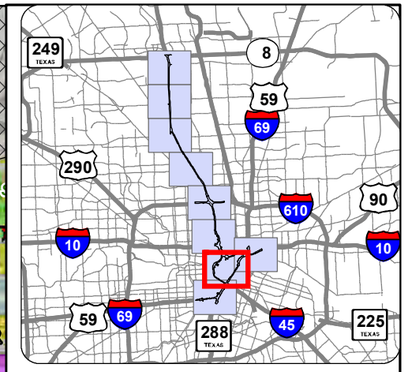

Index Map

Legend

Proposed ROW Segment 3
- Alternative 10
- Alternative 11
- Alternative 12

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Fire Station
- Cemetery
- Community Center
- Fire Station
- Shelter/Outreach

N W E S

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Feet

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North Houston Highway Improvement Project

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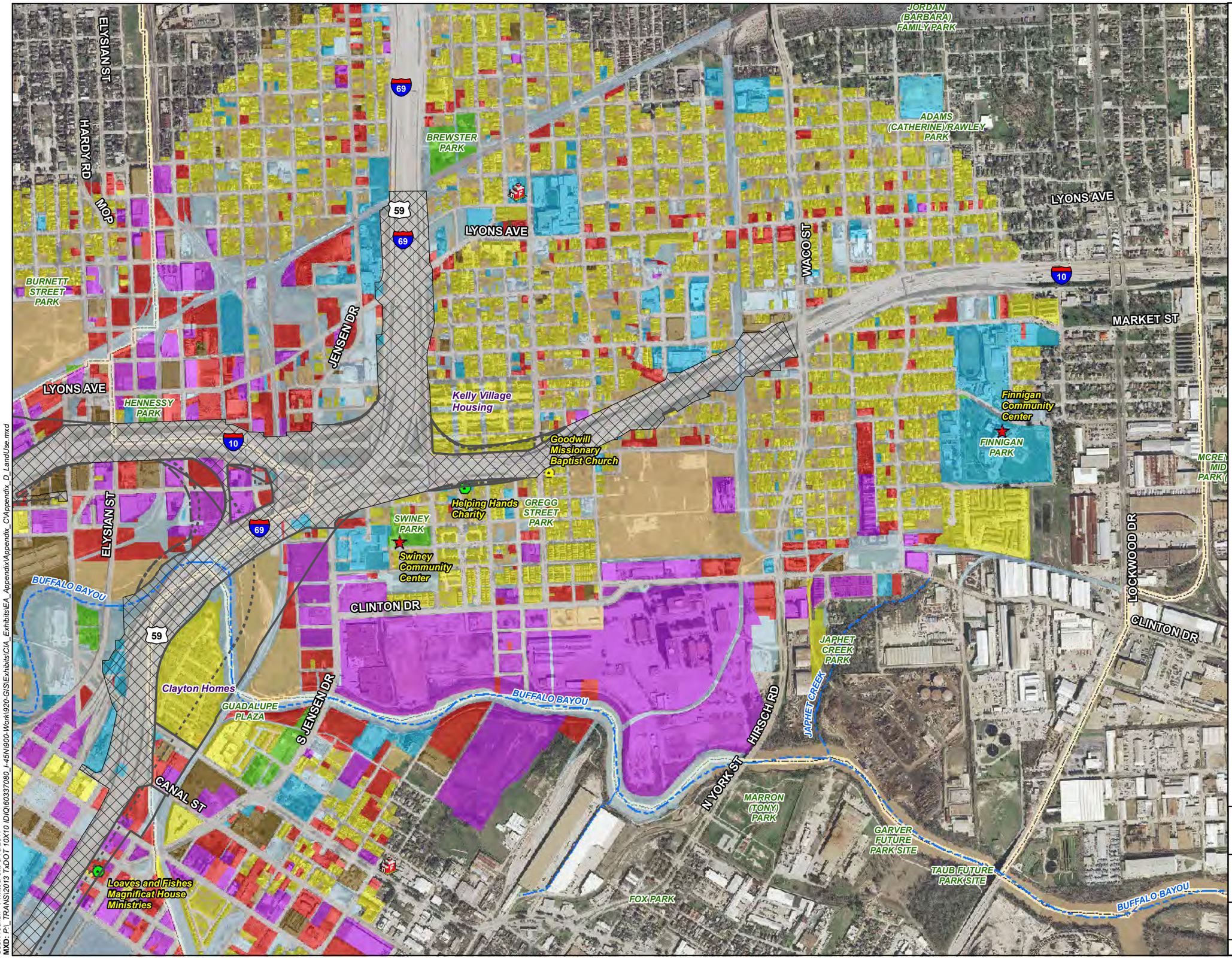

Index Map

Legend

Proposed ROW Segment 3
- Alternative 10
- Alternative 11
- Alternative 12

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Cemetery
- Community Center
- Fire Station
- Shelter/Outreach

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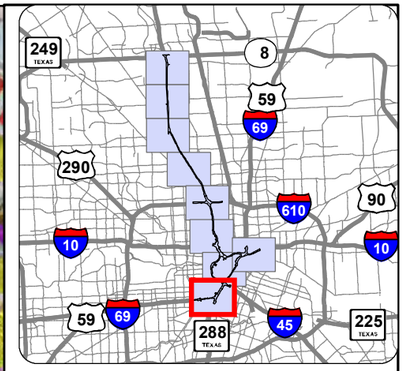

Index Map

Legend

Proposed ROW Segment 3
- Alternative 10
- Alternative 11
- Alternative 12

Land Use
- Commercial
- Industrial
- Multiple
- Parks/Open Spaces
- Public Use/Institutional
- Residential
- Transportation/Utility
- Undevelopable
- Vacant

- Existing ROW
- Channel/Streams
- Super Neighborhoods
- University/College
- School
- Police Station
- Cemetery
- Community Center
- Fire Station

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Community Impact Assessment
North Houston Highway Improvement Project

Land Use and Community Facilities in Project Study Area

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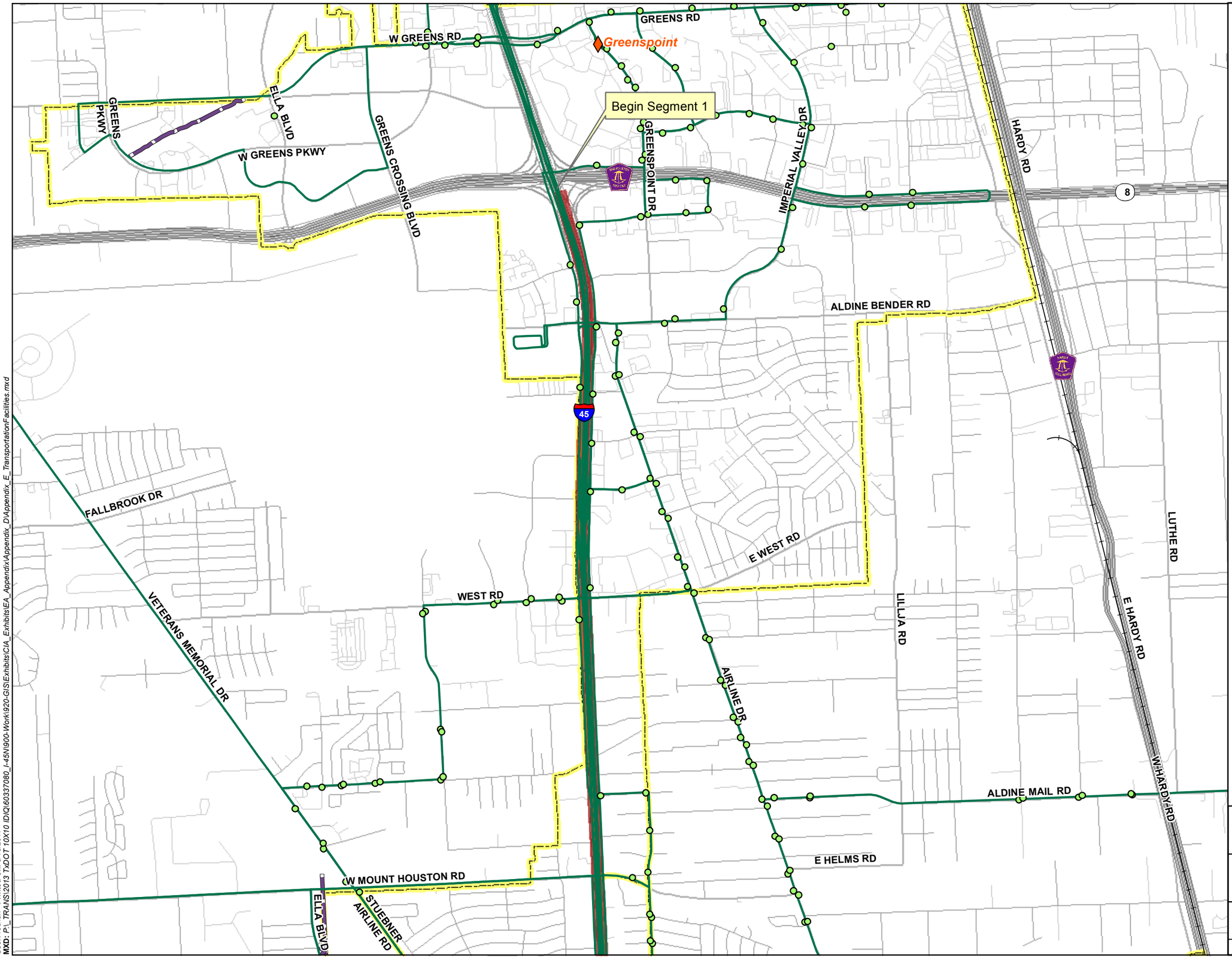
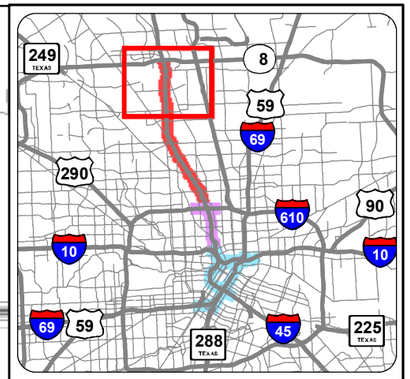
APPENDIX E
EXHIBITS OF TRANSPORTATION FACILITIES





Vicinity Map

Legend

- Segment 1
- Neighborhood
- METRO Transit Center
- METRO Bus Stop
- Railroad
- METRO Bus Route
- Existing Bikeway

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Feet

Community Impact Statement

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Transportation Facilities

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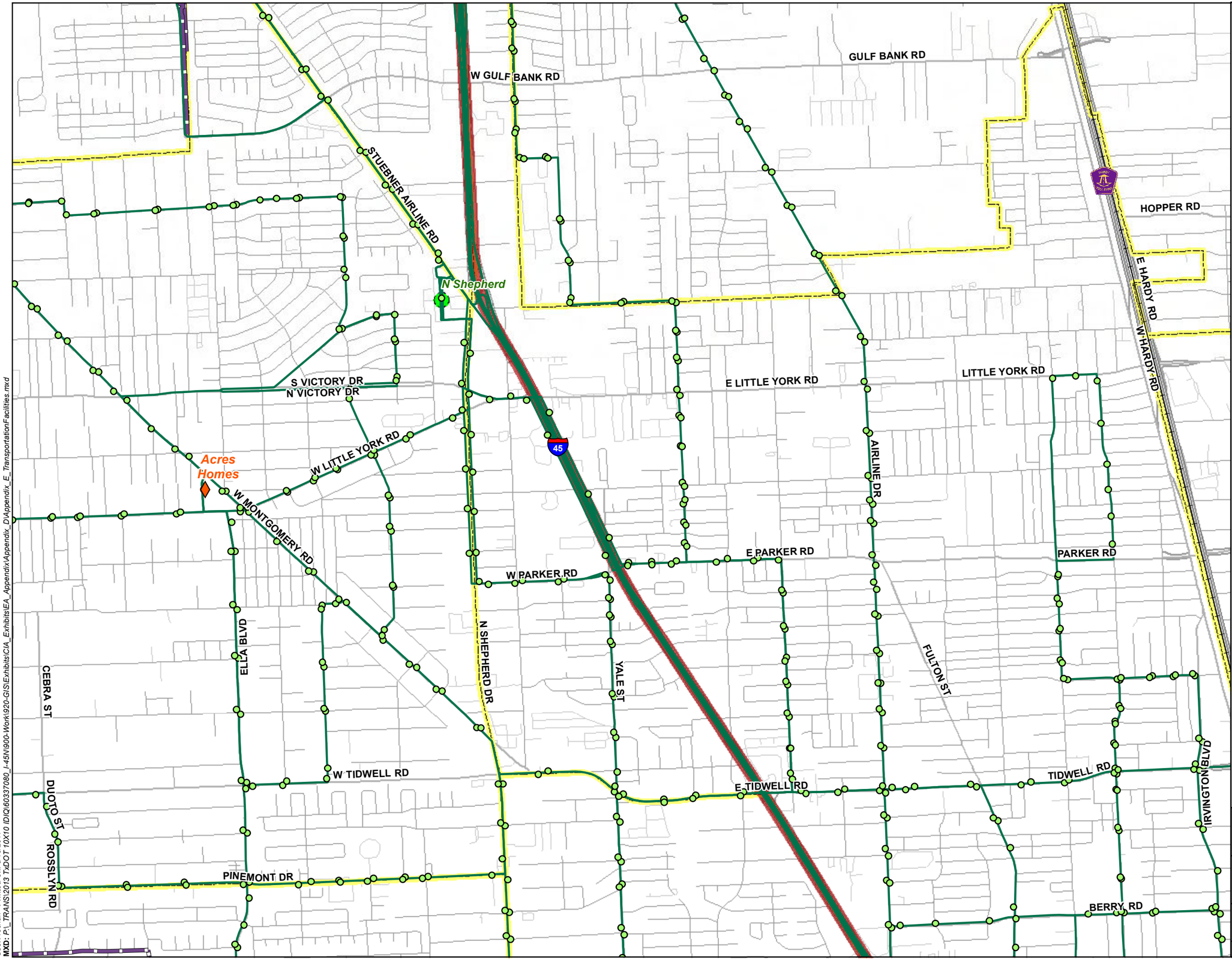

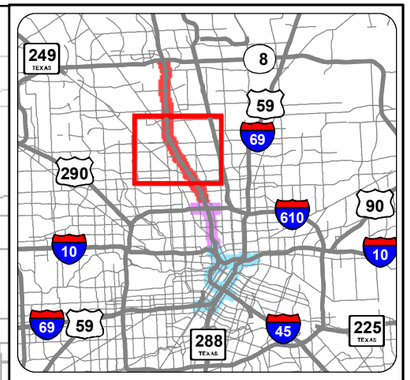

Vicinity Map

Legend

- Segment 1
- Neighborhood
- METRO Transit Center
- METRO Bus Stop
- METRO Park And Ride
- Railroad
- METRO Bus Route
- Existing Bikeway

N W E S

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Community Impact Statement

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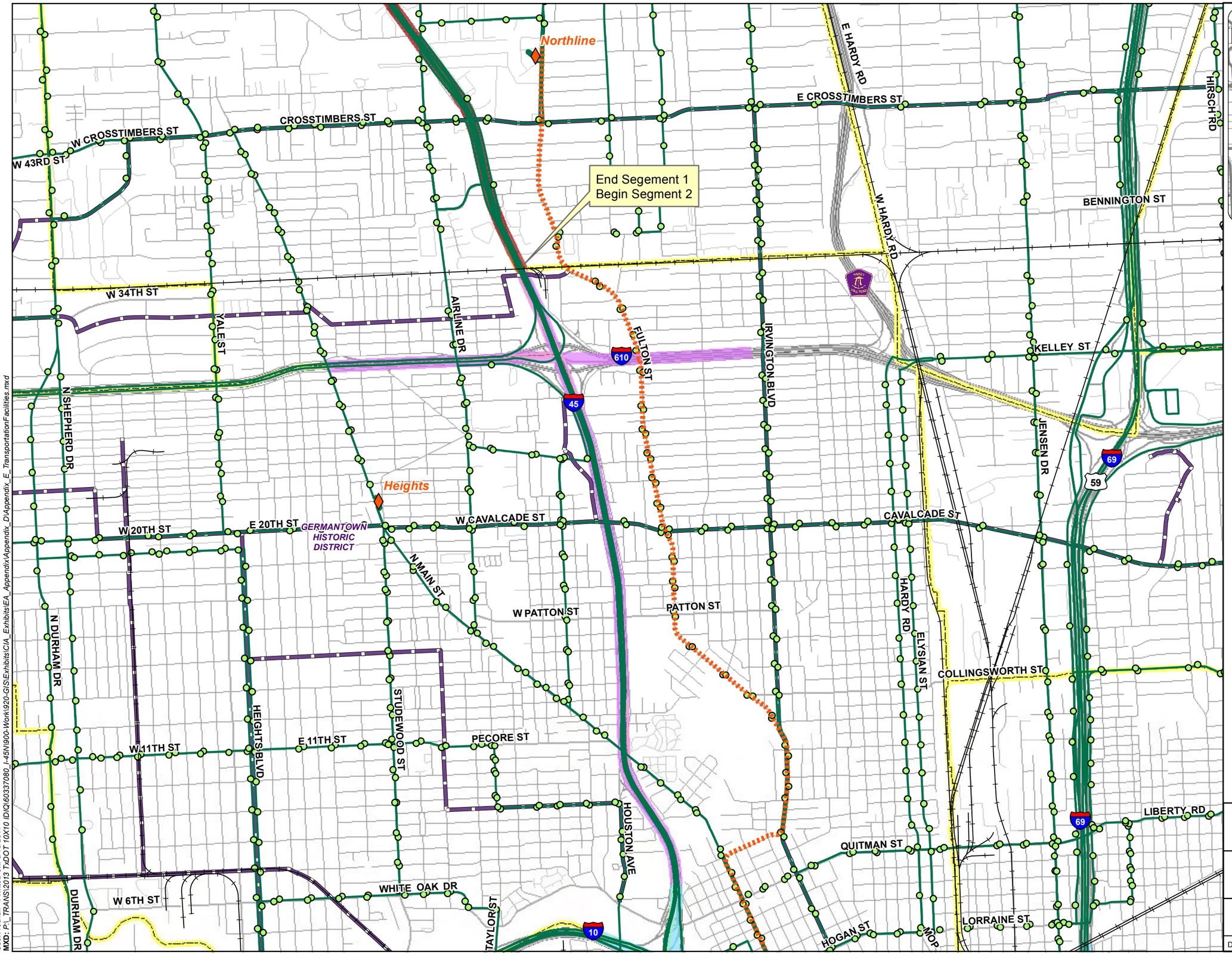

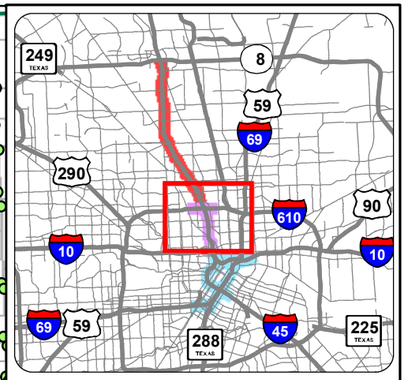

Vicinity Map

Legend

- Segment 1
- Segment 2
- Segment 3
- Neighborhood
- METRO Transit Center
- METRO Bus Stop
- Railroad
- METRO Light Rail (Operational)
- METRO Bus Route
- Existing Bikeway

N W E S

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End Segement 2
Begin Segment 3

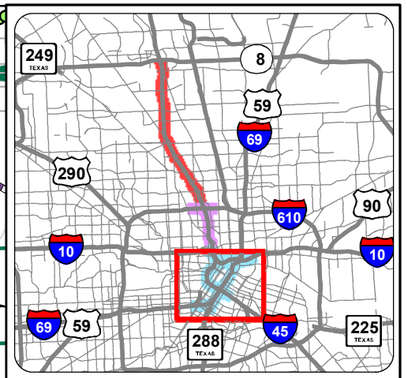
End Segement 3

Downtown

Wheeler

Eastwood

HEIGHTS BLVD
YALE ST
TAYLOR ST
CROCKETT ST
HOUSTON AVE
STUDEMONT ST
SAWYER ST
S HEIGHTS BLVD
HOGAN ST
N MAIN ST
MOP
LYONS AVE
WACO ST
ELYSIAN ST
JENSEN DR
CLINTON DR
HIRSCH RD
S JENSEN DR
MEMORIAL DR
ALLEN PKWY
PRAIRIE ST
TEXAS ST
LOUISIANA ST
W DALLAS ST
WAUGH DR
W GRAY ST
GRAY ST
MAIN ST
FANNIN ST
N SAMPSON ST
N YORK ST
CANAL ST
LOCKWOOD DR
COMMONWEALTH ST
BAGBY ST
WESTHEIMER RD
LOVETT BLVD
CORTLANDT PL
DUNLAVY ST
CRAWFORD ST
LEELAND ST
DOWLING ST
MCKINNEY ST
SAMPSON ST
YORK ST
HARRISBURG BLVD
POLK ST
S LOCKWOOD DR
W ALABAMA ST
SOUTHWEST SERVICE RD
RICHMOND AVE
SCOTT ST
CULLEN BLVD
ERNESTINE ST
ELGIN ST
ALABAMA ST
ENNIS ST
ALMEDA RD
BLODGETT ST
WHEELER ST
TELEPHONE RD
LAWNDALE ST
BISSONNET ST
SOUTHMORE BLVD
BINZ ST
RICE BLVD
SUNSET BLVD
CALHOUN RD



Vicinity Map

Legend

- Segment 3
- Neighborhood
- METRO Transit Center
- METRO Bus Stop
- Railroad
- METRO Light Rail (Construction)
- METRO Light Rail (Operational)
- METRO Bus Route
- Existing Bikeway

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Community Impact Statement

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Transportation Facilities

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Appendix: E - Sheet 4

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APPENDIX F
EXHIBITS AND DATA TABLES FOR POTENTIAL DISPLACEMENTS AND TAX REVENUE IMPACTS

Exhibit F: Potential Displacements in Project Area

Table F-1: Potential Displacements for the Segment 1 Alternatives

Table F-2: Potential Displacements for the Segment 2 Alternatives

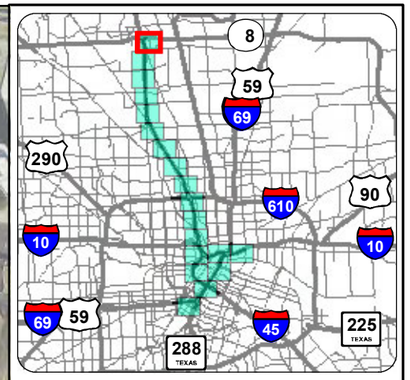
Table F-3: Potential Displacements for the Segment 3 Alternatives

Table F-4: Business Displacements and Tax Revenue Impacts

Table F-5: Residential Displacements and Tax Revenue Impacts

Table F-6: Typical Business and Employment Rates





Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
Super Neighborhoods from the City of Houston's COHGIS data, first quarter of 2014.

Proposed ROW for the alternatives can be viewed in Appendix D.

N W E S

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Feet

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Potential Displacements in Project Study Area

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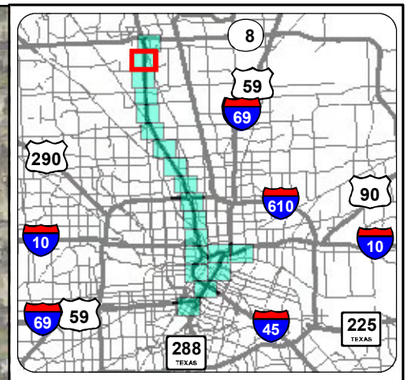

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
Super Neighborhoods from the City of Houston's COHGIS data, first quarter of 2014.

Proposed ROW for the alternatives can be viewed in Appendix D.

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Community Impact Assessment

North Houston Highway Improvement Project

Potential Displacements in Project Study Area

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Appendix: F - Sheet 2

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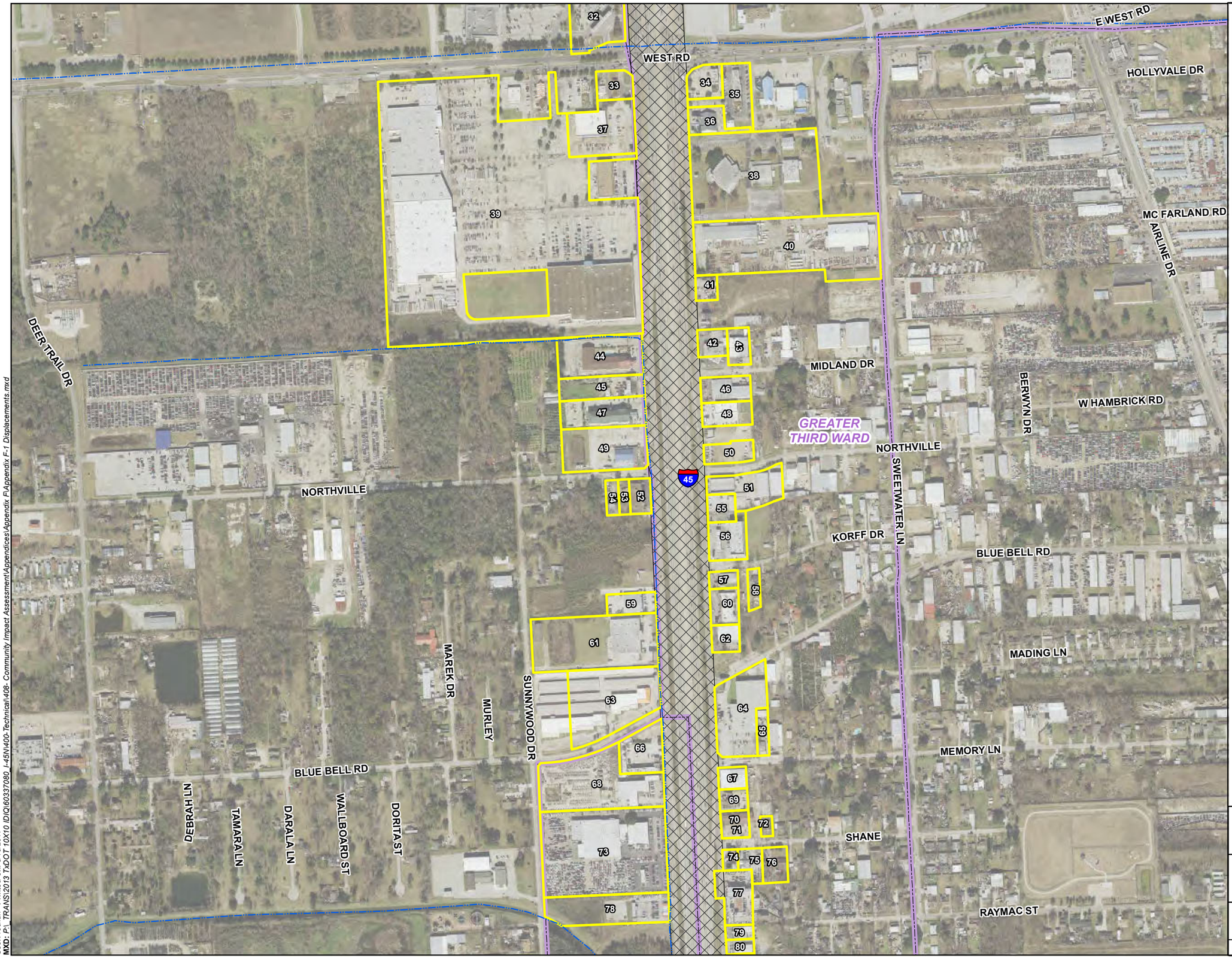

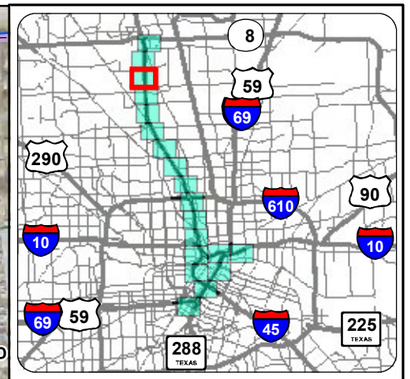

Index Map

Legend

- Parcels with Displacement
- Existing ROW
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Notes:
Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
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N W E S

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North Houston Highway Improvement Project

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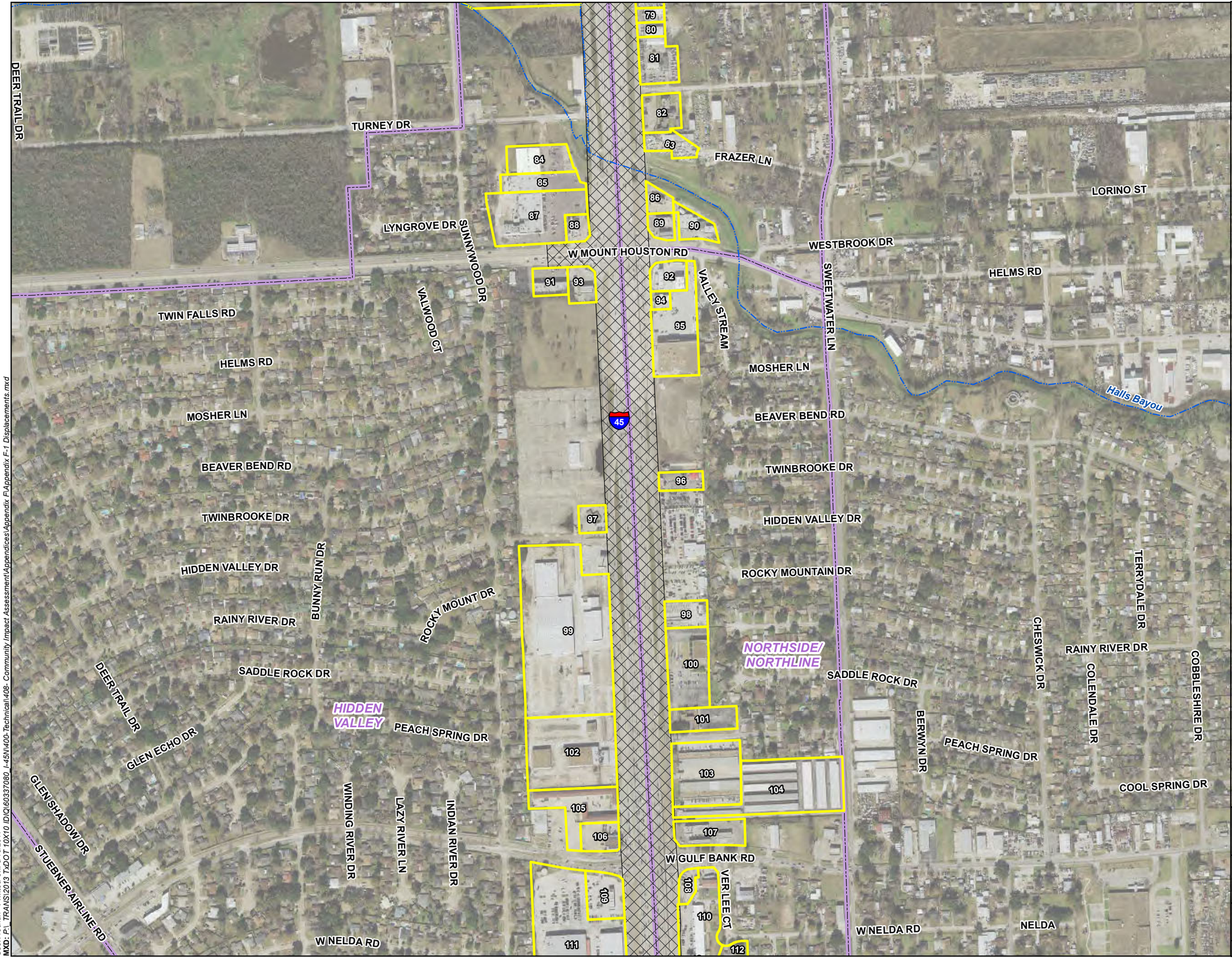

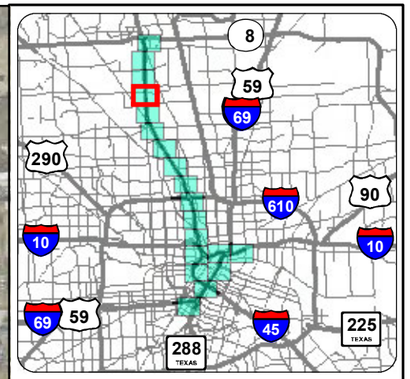

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- Parcels with Displacement
- Existing ROW
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Notes:
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N W E S

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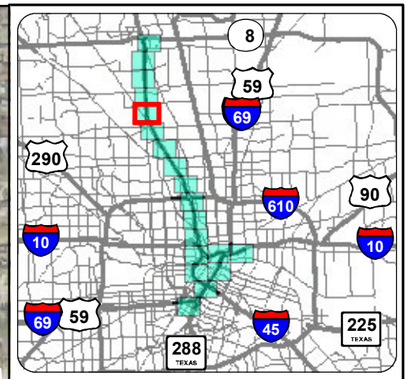

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Legend

- Parcels with Displacement
- Existing ROW
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Notes:

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Parcel Boundareis from the Harris County Appraisal District, April 2015.
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N W E S

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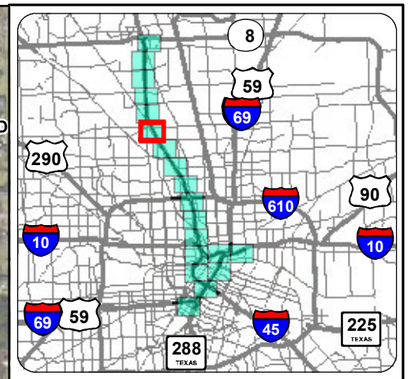

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Legend

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- Existing ROW
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Notes:
Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
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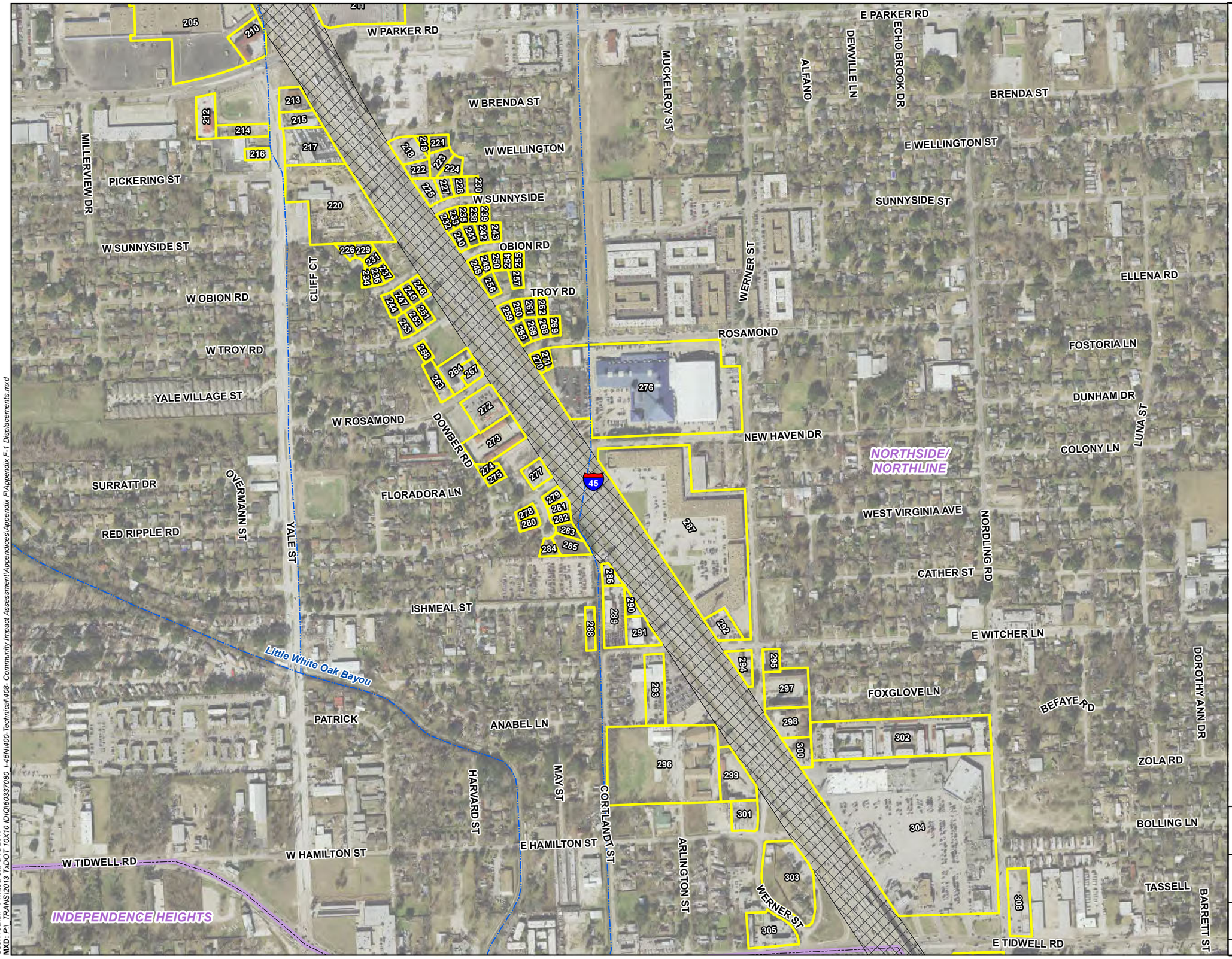

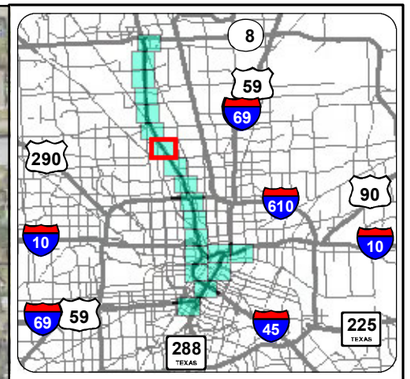

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Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:
Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
Super Neighborhoods from the City of Houston's COHGIS data, first quarter of 2014.

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N W E S

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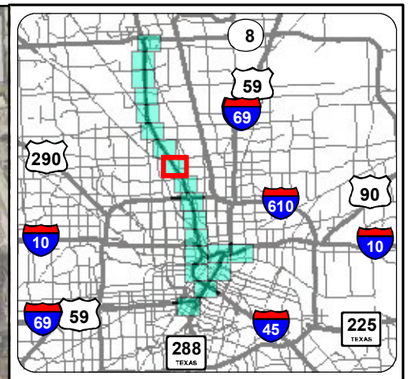

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:
Aerial Photogaphy from H-GAC, January 2014.
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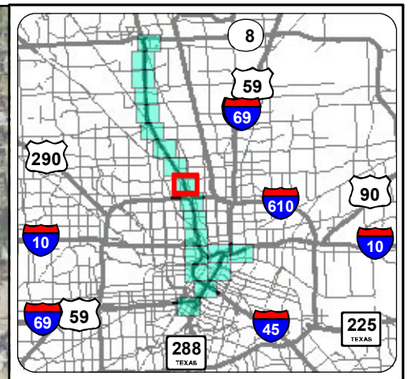

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

Aerial Photogaphy from H-GAC, January 2014.
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N W E S

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Feet

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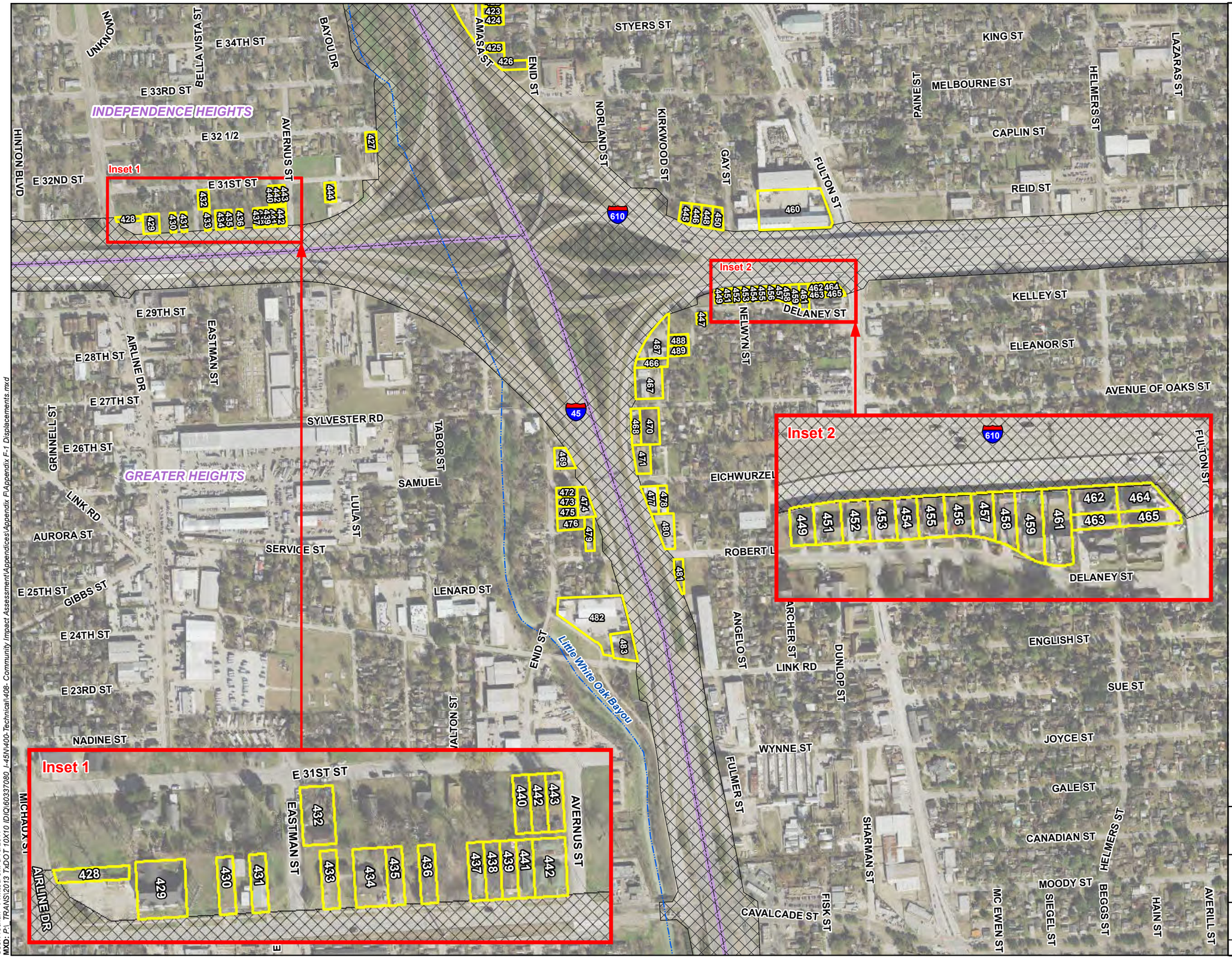

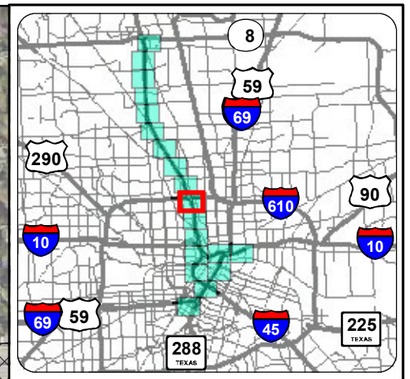

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:
Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
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N W E S

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Feet

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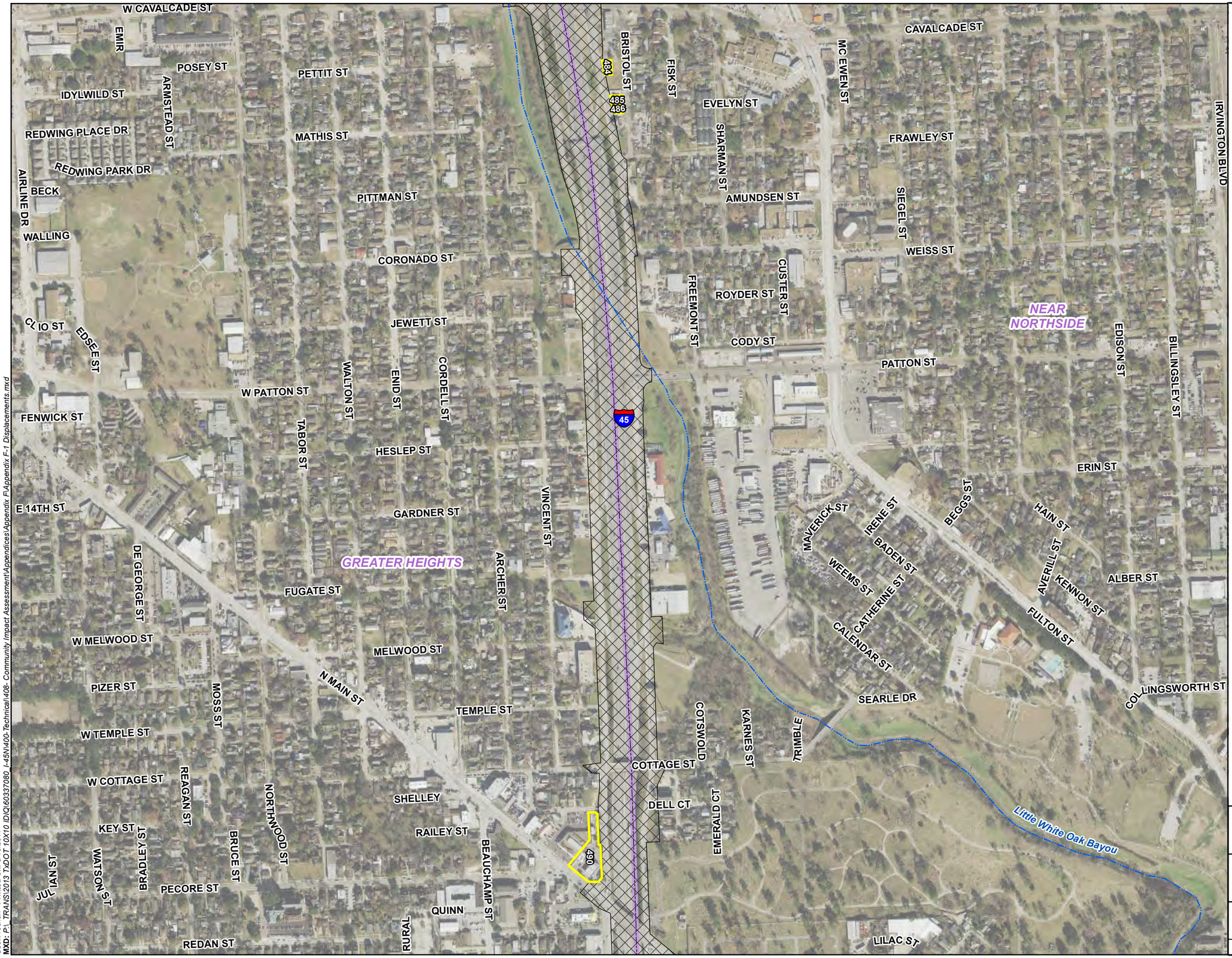

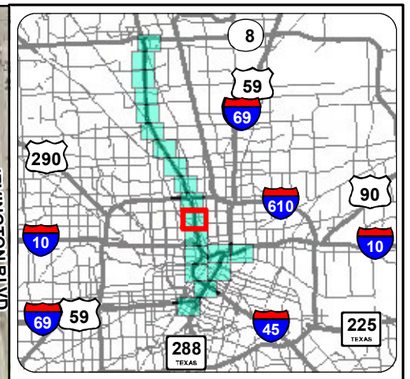

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
Super Neighborhoods from the City of Houston's COHGIS data, first quarter of 2014.

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N W E S

0 250 500 1,000
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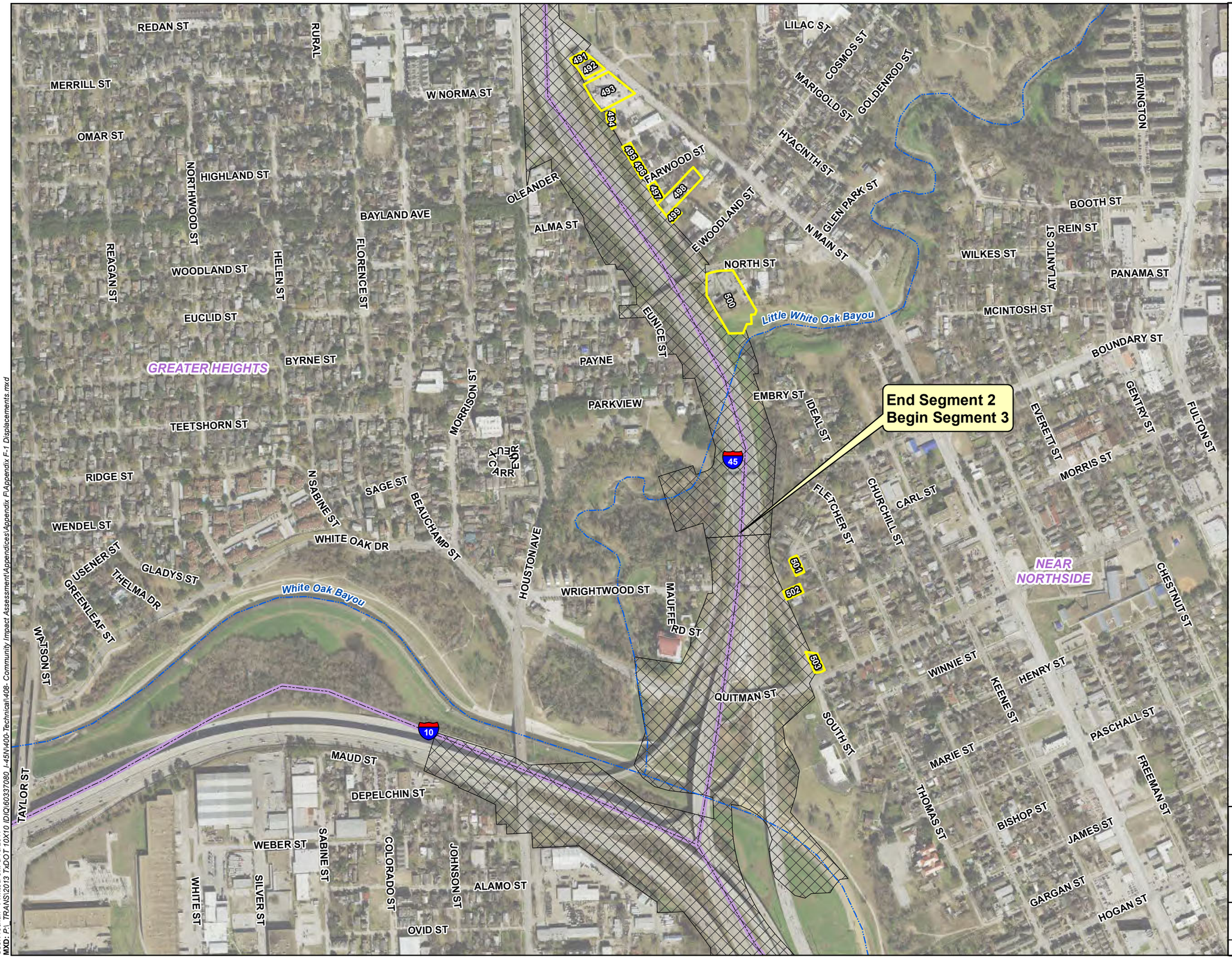

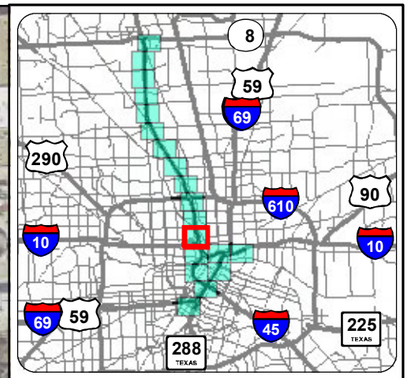

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:
Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
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- Parcels with Displacement
- Existing ROW
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Notes:

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Community Impact Assessment

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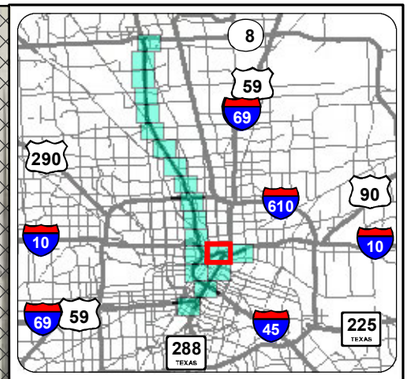

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
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N W E S

0 250 500 1,000
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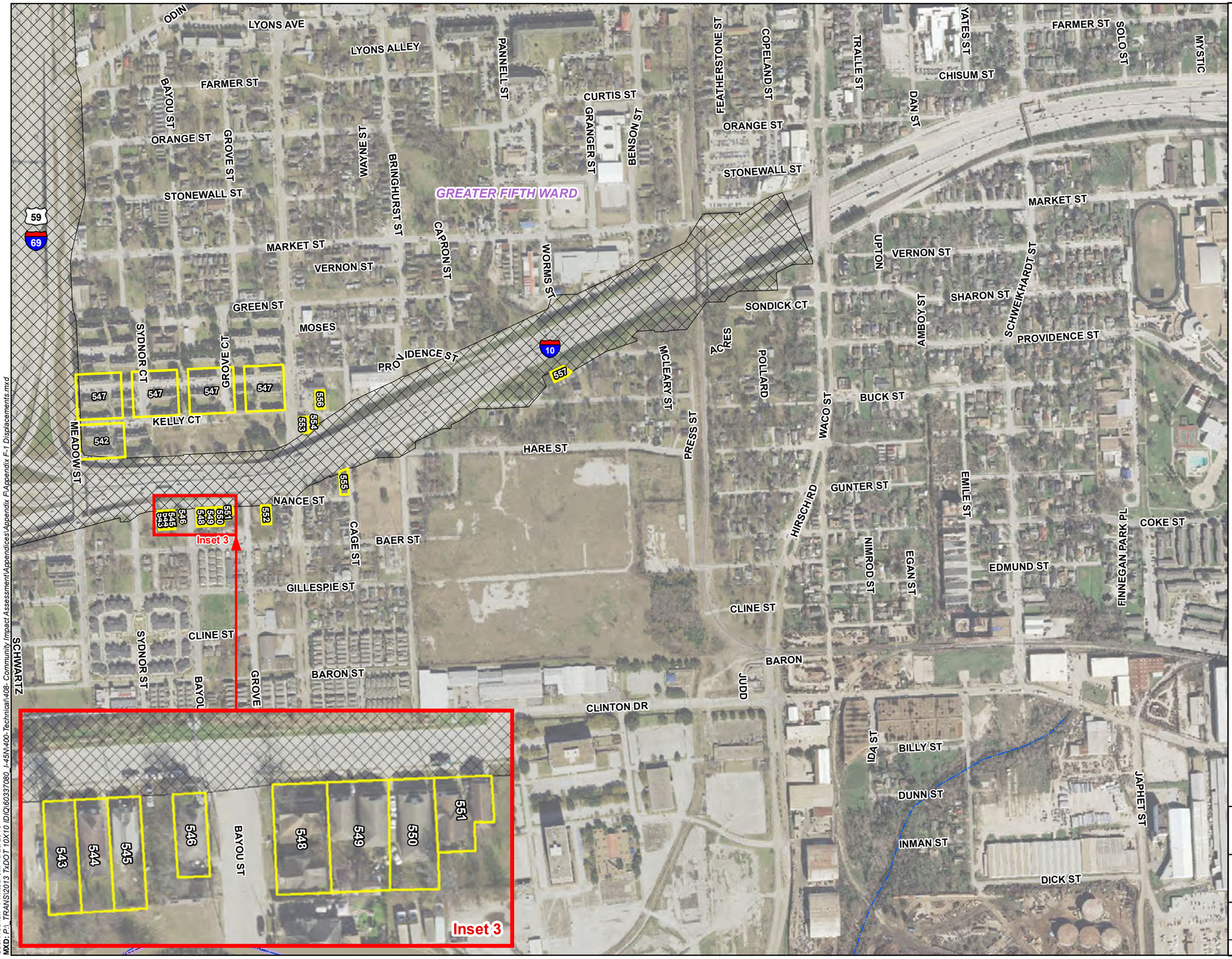

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

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N W E S

0 250 500 1,000
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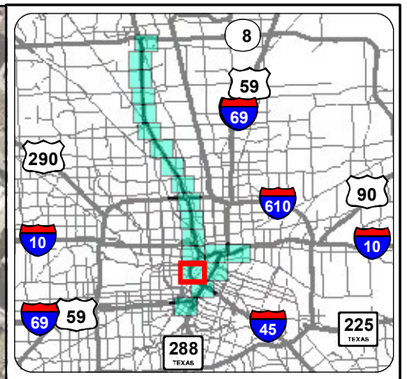

Index Map

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

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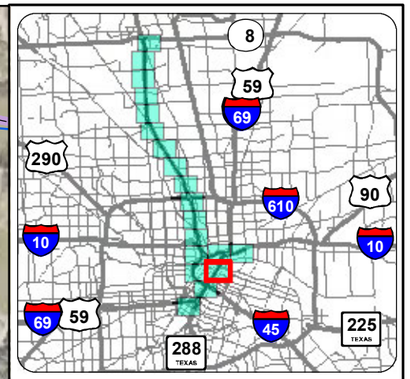

Legend

- Parcels with Displacement
- Existing ROW
- Super Neighborhood

Notes:

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N W E S

0 250 500 1,000
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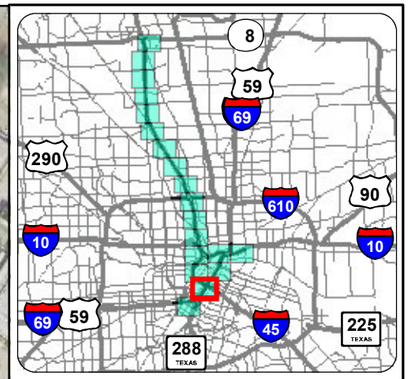

Index Map

Legend

- Parcels with Displacement
- Existing ROW
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Notes:
Aerial Photogaphy from H-GAC, January 2014.
Parcel Boundareis from the Harris County Appraisal District, April 2015.
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N W E S

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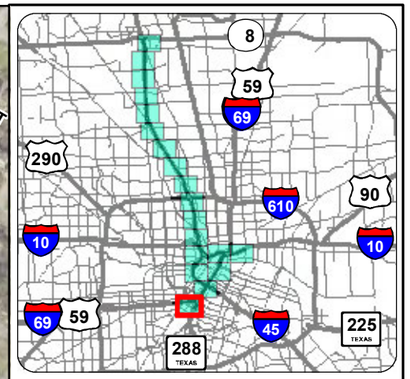

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- Parcels with Displacement
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Notes:
Aerial Photogaphy from H-GAC, January 2014.
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N W E S

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Feet

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Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
1	0450530000008	0 NORTH FWY						1	x		
2	1155630000014	11710 NORTH FWY			1					x	
3	1094670000004	11655 NORTH FWY			1				x		
4	1094670000017	11501 NORTH FWY			1				x		x
5	1094670000008	11401 NORTH FWY			12				x		
6	0420740000001	11402 NORTH FWY			1					x	
7	0420740000016	11322 NORTH FWY			1				x	x	
8	0420740000028	11320 NORTH FWY			1				x	x	x
9	0420740000114	11301 NORTH FWY			1				x		
10	0420740000031	11310 NORTH FWY			1				x		x
10	0420740000031	11310 NORTH FWY			4					x	
11	0420740000120	11230 NORTH FWY			1				x	x	x
12	0420740000029	11210 NORTH FWY			1					x	
13	0420740000072	11120 NORTH FWY			2					x	
14	1213640010010	11017 NORTH FWY			1				x		
15	0420740000061	11000 NORTH FWY			1				x	x	x
16	1213640010007	11005 NORTH FWY			1				x		
17	1213640020001	10961 NORTH FWY			4				x		
18	0420740000080	10998 NORTH FWY			7				x	x	x
19	1213640010001	10905 NORTH FWY			1				x		
20	0420740000094	10828 NORTH FWY			2				x		x
21	1193070000001	10777 NORTH FWY			2				x		
22	1232620010001	10810 NORTH FWY			1					x	x
23	0420740000077	10718 NORTH FWY			1					x	x
24	0420740000074	187 W DYNA DR			1					x	
25	1173820010003	10715 NORTH FWY			1				x		
26	0420740000119	10700 NORTH FWY			1					x	
27	1173820010004	10701 NORTH FWY			4				x		
28	0420740000135	10650 NORTH FWY					1			x	x
29	1173820010005	10407 NORTH FWY			5				x		
30	1168510000002	10319 NORTH FWY			1				x		
31	1173810000004	10325 NORTH FWY			1				x		

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
32	0420740000124	10303 NORTH FWY			1				x		
33	0393370000034	10271 NORTH FWY			1				x		
34	1254310010001	10270 NORTH FWY			1					x	
35	0393370000062	185 WEST RD			1					x	
35	0393370000062	185 WEST RD			4						x
36	0393370000080	10266 NORTH FWY			4					x	x
37	1176470010005	10275 NORTH FWY			1				x		
38	0393370000035	10250 NORTH FWY				1				x	
39	1176470010001	10241 NORTH FWY			6				x		
39	1176470010001	10241 NORTH FWY			1						x
40	1328490010001	10210 NORTH FWY			1					x	x
41	0393370000072	10206 NORTH FWY			1					x	x
42	0710190000148	10102 NORTH FWY			1						x
43	0710190000144	620 MIDLAND DR			1					x	
44	1198720010001	10155 NORTH FWY			1				x		
45	1213060010001	10155 NORTH FWY			1				x		
46	0710190000102	10034 NORTH FWY			1					x	x
47	1213060010002	10137 NORTH FWY			1				x		
48	1333220010001	10030 NORTH FWY			1					x	
49	1213060010003	10125 NORTH FWY			1				x		
50	0710190000097	10030 NORTH FWY			1					x	
51	0710190000054	9930 NORTH FWY			1					x	x
52	0650010120019	9941 NORTH FWY			1				x		x
53	0650010120012	703 NORTHVILLE ST	1						x		
54	0650010120017	705 NORTHVILLE ST			1				x		
55	0710190000049	9924 NORTH FWY			1					x	x
56	1314600010001	9922 NORTH FWY			7					x	
57	0710190000021	9840 NORTH FWY			1					x	x
58	0710190000024	613 KORFF DR	1							x	
59	1315200010002	9839 NORTH FWY			1				x		
60	0710190000017	9820 NORTH FWY			2					x	x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
61	1267900010001	9815 NORTH FWY			1				x		
62	0710190000014	9810 NORTH FWY			1					x	x
63	0650010130001	9811 NORTH FWY			1				x		
64	1168610000001	9700 NORTH FWY			1					x	
65	0710200000198	614 MEMORY LN	3							x	
66	0650010240015	9797 NORTH FWY			1				x		x
67	0710200000235	9650 NORTH FWY			1					x	x
68	1322430010001	9649 NORTH FWY			1				x		x
69	0710200000238	9610 NORTH FWY			1					x	x
70	0710200000446	9600 NORTH FWY				1				x	
71	0710200000240	9600 NORTH FWY				1					x
72	0710200000244	614 SHANE ST	1							x	
73	0650010240007	9645 NORTH FWY			1				x		
74	0710200010295	9560 NORTH FWY		1	1					x	
75	0710200010294	617 SHANE ST	1							x	
76	0710200010292	609 SHANE ST	1							x	
77	0710200010300	9522 NORTH FWY			1					x	x
78	0650010250063	9501 NORTH FWY			1				x		
79	0710200010325	9520 NORTH FWY			2					x	x
80	0710200010327	9516 NORTH FWY			1					x	x
81	0710200010330	9510 NORTH FWY			1					x	x
82	0710200010460	9422 NORTH FWY			1					x	
83	0710200010403	9418 NORTH FWY			1					x	x
84	0650010360016	714 W MOUNT HOUSTON RD			1				x		
85	0650010360001	9400 NORTH FWY			2				x		
85	0650010360001	9400 NORTH FWY			4					x	
86	0710200010439	9410 NORTH FWY			1					x	x
87	0650010360020	9411 NORTH FWY			2				x		
88	0650010360014	9403 NORTH FWY			1						x
89	0710200010434	9404 NORTH FWY			1					x	x
90	0710200010435	608 W MOUNT HOUSTON RD			4					x	

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
91	0470870000007	715 W MOUNT HOUSTON RD			5				x		
92	0470870000008	9350 NORTH FWY			1					x	
93	0470870000003	9351 NORTH FWY			1				x		x
94	0470870000044	9344 NORTH FWY			1					x	x
95	0470870000006	9330 NORTH FWY			1					x	x
96	0470870000011	9214 NORTH FWY			1					x	x
97	1242220010001	9203 NORTH FWY			1				x		x
98	0470870000009	9134 NORTH FWY			1					x	
99	1168220000001	9111 NORTH FWY			1				x		x
100	0470870000010	9130 NORTH FWY			1					x	
101	0481820000002	9130 NORTH FWY			1					x	x
102	0481820000012	9055 NORTH FWY			1						x
103	0481820000017	9030 NORTH FWY			18					x	
103	0481820000017	9030 NORTH FWY			1						x
104	0481820000016	9030 NORTH FWY			1					x	x
105	0481820000014	9025 NORTH FWY			1				x	x	x
106	0481820000021	9003 NORTH FWY			1				x	x	x
107	0772870010001	9004 NORTH FWY			1					x	x
108	0772870020007	8930 NORTH FWY								x	
109	1292290010002	8711 NORTH FWY			1				x		
110	0772870020001	635 GULF BANK RD			10					x	x
111	1292290010001	8711 NORTH FWY			1				x		x
112	0772870020016	637 W NELDA RD	1							x	
113	0470680000005	8700 NORTH FWY			1					x	
114	0470680000001	8515 NORTH FWY			1				x		
115	0432310000080	8509 NORTH FWY			1				x		x
116	1259060020001	8507 NORTH FWY			1				x		
117	0432310000074	8505 NORTH FWY			1				x		x
118	0432310000076	8503 NORTH FWY			1				x		x
119	1259060010001	8479 NORTH FWY			1				x		
120	0432310000115	8526 NORTH FWY			1					x	x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
121	0432310000121	8406 NORTH FWY			1				x	x	
122	0432310000085	8477 NORTH FWY			1				x	x	x
123	0432310000120	8404 NORTH FWY			1				x		
124	0432310000084	8455 NORTH FWY			1				x	x	x
125	0432310000163	8224 NORTH FWY			1				x	x	
126	0432310000110	8355 NORTH FWY			1				x	x	x
127	0432310000002	8222 NORTH FWY			1				x	x	x
128	0432310000111	8243 I-45			1				x		
129	0432310000106	8114 NORTH FWY			1					x	x
130	0432310000142	8100 NORTH FWY			1				x	x	x
131	0432310000113	8245 NORTH FWY			1				x		x
132	0432310000164	8050 NORTH FWY			1					x	
133	1339930010001	8223 NORTH FWY			1				x	x	
134	0432310000166	7979 VETERANS MEMORIAL DR			1				x		
135	0432310000036	8201 NORTH FWY			1				x	x	
136	1324990010001	7955 VETERANS MEMORIAL DR			1				x		
137	1169790000001	7933 VETERANS MEMORIAL DR			1				x		
138	0432310000029	530 CANINO			1					x	x
139	0461680000053	7926 N SHEPHERD DR			1				x		
140	0461680000054	7928 N SHEPHERD DR			1				x		
141	1269560010001	7902 NORTH FWY			1				x	x	x
142	1170050000001	7720 N SHEPHERD DR			1				x	x	
143	1199980010001	7715 VETERANS MEMORIAL			4				x		
143	1199980010001	7715 VETERANS MEMORIAL			2					x	
144	0222430000075	625 W CANINO RD			1					x	
145	1213180010001	7766 NORTH FWY			1				x	x	x
146	0461680000061	7707 VETERANS MEMORIAL DR			1				x	x	x
147	0461680000051	7710 N SHEPHERD DR			1				x		x
148	0222430000041	7700 NORTH FWY			2					x	x
149	1261170010001	630 W LITTLE YORK RD			1				x	x	
150	0222430000074	0 NORTH FWY			1				x	x	x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
151	0222430000059	7676 NORTH FWY			8				x		
151	0222430000059	7676 NORTH FWY			26					x	
151	0222430000059	7676 NORTH FWY			10						x
152	0222430000034	7530 NORTH FWY			1					x	x
153	0222430000042	7521 NORTH FWY			1				x		x
154	0222430000070	7519 NORTH FWY			1					x	x
155	0222430000044	7500 NORTH FWY			1					x	
156	1180900010001	530 W LITTLE YORK RD			1				x	x	x
157	1230200010001	7518 NORTH FWY			1						x
158	0222420000118	595 W LITTLE YORK RD			1					x	
159	0222420000085	515 W LITTLE YORK RD			1				x		
160	0222420000088	511 W LITTLE YORK RD			3				x	x	x
161	0222420000096	505 W LITTLE YORK RD			1				x	x	x
162	0222420000087	431 W LITTLE YORK RD			1					x	x
163	1312840010001	425 LITTLE YORK RD			1					x	
164	0222420000086	7447 NORTH FWY			1				x		x
165	0222420000203	7447 NORTH FWY			1						x
166	1282660010001	419 LITTLE YORK RD			10					x	
167	1312840010002	7460 NORTH FWY			1					x	x
168	0222420000048	7407 NORTH FWY			1				x		
169	0222420000116	7400 NORTH FWY			1					x	x
170	0222420000047	7400 NORTH FWY			1					x	
171	1234830010001	7333 NORTH FWY			1				x		x
172	0222420000030	7114 NORTH FWY			1						x
173	0222420000089	7114 NORTH FWY			1						x
174	1319250010001	7001 NORTH FWY			1				x		x
175	0222420000033	7102 NORTH FWY			1					x	x
176	0222410000058	7075 NORTH FWY			1				x		x
177	0222410000060	7007 NORTH FWY			1				x		x
178	0222410000029	7000 NORTH FWY			2						x
179	0222410000028	7000 NORTH FWY			2						x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
180	0222410000027	7000 NORTH FWY			3						x
181	0222410000023	7000 NORTH FWY			10					x	
181	0222410000023	7000 NORTH FWY			3						x
182	1292050010001	6969 NORTH FWY			1				x		
183	0222410000046	6914 NORTH FWY			1					x	x
184	0791590060133	1 SUNNYNOOK ST	1							x	
185	0222410000048	6912 NORTH FWY			1					x	x
186	0791590040107	273 W SPREADING OAK DR	1							x	
187	0222460000014	6767 NORTH FWY			1				x		
188	0791590040070	274 W TWICKENHAM TRL			1					x	
189	0791590040071	270 W TWICKENHAM TRL			1					x	
190	0791590030069	273 W TWICKENHAM TRL	1							x	x
191	0791590030068	269 W TWICKENHAM TRL			1					x	
192	0791590030067	265 W TWICKENHAM TRL			1					x	
193	0791590030034	270 W RIVERWOOD DR	1							x	x
194	0791590030035	266 W RIVERWOOD DR	1							x	
195	0791590030036	262 W RIVERWOOD DR	1							x	
196	0791590030037	258 W RIVERWOOD DR	1							x	
197	0791590020033	269 W RIVERWOOD DR	1							x	x
198	0791590020032	265 W RIVERWOOD DR	1							x	x
199	0791590020031	261 W RIVERWOOD DR	1							x	
200	0791590020030	257 W RIVERWOOD DR	1							x	
201	0791590020011	242 W ROCKY CREEK RD			1					x	
202	0791590020012	238 W ROCKY CREEK RD	1							x	x
203	0791590020013	234 W ROCKY CREEK RD	1							x	
204	0791590020014	230 W ROCKY CREEK RD	1							x	
205	1186490010001	430 W PARKER RD			1				x		
206	0791590010001	237 W ROCKY CREEK RD	1							x	x
207	0791590010002	233 W ROCKY CREEK RD	1							x	x
208	0791590010003	229 W ROCKY CREEK RD	1							x	
209	0791590010004	225 W ROCKY CREEK RD	1							x	

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
210	1186490010003	6613 NORTH FWY			1				x	x	x
211	0222460000009	6500 NORTH FWY			8					x	x
212	0222460320002	411 W PARKER RD			1				x		
213	0222460000177	6451 NORTH FWY			1				x		x
214	0222460000119	6325 YALE ST			1				x		
215	0222460000010	6449 NORTH FWY			1				x		x
216	0751170020033	402 PICKERING ST			1				x		
217	0222460000008	6445 NORTH FWY			1				x		
218	0222460000180	6340 FAIRWAY DR			1					x	x
219	0222460000176	151 W BRENDA ST			1					x	
220	0222460000004	6319 NORTH FWY			1				x		
221	0880140000042	147 W WELLINGTON ST	1							x	
222	0222460000179	6300 NORTH FWY			1						x
223	0880140000041	143 W WELLINGTON ST	1							x	
224	0880140000040	139 W WELLINGTON ST	1							x	
225	0731650110001	6320 NORTH FWY			1					x	x
226	0731650050011	2 JADE CT	1						x		
227	0731650110002	105 SUNNYSIDE			1						x
228	0731650110003	109 SUNNYSIDE RD	1							x	
229	0731650050012	3 JADE CT	1						x		
230	0731650110004	113 W SUNNYSIDE ST	1							x	
231	0731650050013	4 JADE CT	1						x		
232	0731650100001	102 W SUNNYSIDE ST	1							x	x
233	0731650100002	106 W SUNNYSIDE ST	1							x	x
234	0731650050014	218 W OBION RD	1						x		
235	0731650100003	110 SUNNYSIDE	1							x	
236	0731650050015	214 W OBION RD	1						x		
237	0731650050016	210 W OBION RD	1						x		
238	0731650100004	114 W SUNNYSIDE ST	1							x	
239	0731650100005	118 W SUNNYSIDE ST	1							x	
240	0731650100014	101 OBION RD			1					x	

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
241	0731650100015	105 OBION RD	1							x	x
242	0731650100016	109 OBION RD	1							x	
243	0731650100017	113 OBION RD	1							x	
244	0731650040010	213 W OBION RD	1						x		
245	0731650040012	205 W OBION RD	1						x		x
246	0731650040013	201 W OBION RD	1						x		x
247	0731650040011	209 W OBION RD	1						x		
248	0731650090001	6210 NORTH FWY			1					x	x
249	0731650090002	106 OBION RD	1								x
250	0731650090003	110 OBION RD	1							x	
251	0731650040027	106 W TROY RD	1						x		x
252	0731650040026	110 W TROY RD	1						x		
253	0731650040025	114 W TROY RD	1						x		
254	0731650090004	114 OBION RD	1							x	
255	0731650090005	118 OBION RD	1							x	
256	0731650090011	101 TROY RD			1					x	
257	0731650090013	109 TROY RD	1							x	
258	0731650030013	113 W TROY RD	1						x		
259	0731650080001	102 TROY RD	1							x	x
260	0731650080002	106 TROY RD	1							x	x
261	0731650080003	110 E TROY RD	1							x	
262	0731650080004	118 TROY RD	1							x	
263	0731650020011	110 W ROSAMOND ST			1				x		
264	0731650020020	6103 NORTH FWY			1				x		x
265	0731650080008	101 ROSAMOND ST	1							x	x
266	0731650080009	105 ROSAMOND ST	1							x	x
267	0731650020021	6101 NORTH FWY			1				x		x
268	0731650080010	109 ROSAMOND ST	1							x	
269	0731650080011	113 ROSAMOND ST	1							x	
270	0731650070001	102 ROSAMOND ST			1					x	x
271	0731650070002	106 ROSAMOND ST	1								x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
272	1213070010001	6031 NORTH FWY			1				x		x
273	0731650060001	6009 NORTH FWY			1				x		x
274	0805860000001	6014 DOWBER RD	1						x		
275	0805860000002	6010 DOWBER RD	1						x		
276	0731650070006	6006 NORTH FWY			1					x	
277	0805860000005	6001 NORTH FWY			1				x		x
278	0805880000039	10 TALISMAN CT	1						x		
279	0805880000048	1 TALISMAN CT	1						x		x
280	0805880000040	9 TALISMAN CT	1						x		
281	0805880000047	2 TALISMAN CT	1						x		
282	0805880000046	3 TALISMAN CT	1						x		x
283	0805880000045	4 TALISMAN CT	1						x		x
284	0805880000043	6 TALISMAN CT	1						x		
285	0805880000044	5 TALISMAN CT	1						x		
286	0641510010003	5901 NORTH FWY			1						x
287	0641510010001	5900 NORTH FWY			12					x	x
288	0752270000031	101 ISHMEAL ST	1						x		
289	0641510010004	5901 NORTH FWY			1				x		x
290	0641510010006	5845 NORTH FWY			1				x		x
291	0641510010005	5801 NORTH FWY			1				x		x
292	0641510020011	5802 NORTH FWY			1					x	x
293	0641520050003	5715 NORTH FWY			1				x		x
294	0641520050007	5716 NORTH FWY			1					x	x
295	0641520040001	402 E WITCHER LN	4		1					x	
296	0261250000094	5621 NORTH FWY				1			x		x
296	0261250000094	5621 NORTH FWY					1		x		
297	0641520040007	5714 WERNER ST			1					x	x
298	0641520040003	5620 NORTH FWY	3		1					x	
299	0641520050009	5614 NORTH FWY			1				x		x
300	0641520040005	5610 NORTH FWY			1					x	x
301	0612150010008	415 HAMILTON ST			1				x		x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
302	0261250000092	5600 NORTH FWY		20						x	
303	0612150010037	5525 NORTH FWY			1				x		x
304	1265280010001	5410 NORTH FWY			11					x	
304	1265280010001	5410 NORTH FWY			10						x
305	0612150010031	5401 WERNER ST		70					x	x	
306	0612140000010	0 TIDWELL			1				x	x	x
307	0612140000009	5333 NORTH FWY			1						x
308	0261250000095	5400 NORDLING RD			7					x	
309	0680310030007	5350 NORTH FWY			1					x	x
310	0680310030006	536 E TIDWELL RD			3					x	
311	0680310030014	5346 NORTH FWY			1					x	
312	0680310030005	5330 NORTH FWY			1					x	x
313	1311350010001	5324 NORTH FWY			6					x	x
314	0680310020001	502 E ROGERS ST			1				x		
315	0612150000191	607 E ROGERS ST				1				x	
316	0680310020003	5231 NORTH FWY			3				x		
316	0680310020003	5231 NORTH FWY			1						x
317	0680310020004	5231 NORTH FWY			3						x
318	1320060010001	5240 NORTH FWY			1					x	x
319	0612140000050	5219 NORTH FWY			1				x		x
320	0612150000106	0 NORTH FWY			1						x
321	0612150000107	5214 NORTH FWY			1					x	
322	0612150000108	701 E BURRESS ST			1					x	
323	0612140000072	520 E BURRESS ST			1				x		
324	0612150000110	709 E BURRESS ST	1							x	
325	0970590000001	5135 NORTH FWY		84					x		
325	0970590000001	5135 NORTH FWY		20							x
326	0820470000021	531 DELZ ST	1						x		
327	0612150000127	5100 NORTH FWY			1					x	x
328	0820470000022	535 DELZ ST	1						x		
329	0820470000023	539 DELZ ST	1						x		x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
330	0820470000024	603 DELZ ST	0		1				x		
330	0820470000024	603 DELZ ST	1								x
331	0612150000149	714 E BURRESS ST			1					x	
332	0820480000029	534 E DELZ DR	1						x		
333	0820470000025	607 DELZ ST	1						x		x
334	0820470000026	611 DELZ ST	1		1				x		
335	0820480000031	611 GAMMON DR			1				x		
336	0820470000027	615 DELZ ST	1		1				x		
337	0820480000030	615 GAMMON DR	1						x		
338	0820470000028	619 DELZ ST	1						x		x
339	0820470000029	623 DELZ ST	1						x		x
340	0820470000030	627 DELZ ST	1						x		x
341	0820480000038	618 GAMMON DR	1						x		
342	0820470000031	631 DELZ ST			1				x		
343	0460720000006	5050 NORTH FWY			1					x	x
344	0820470000032	635 DELZ ST	1						x		x
345	0820480000039	627 GLENBURNIE DR	1						x		
346	0820470000033	639 E DELZ ST			1				x		
347	0820470000034	643 DELZ ST	1						x		x
348	0820500000014	702 GLENBURNIE DR			4				x		
349	0820500000015	4921 NORTH FWY			1				x		x
350	1207330010001	4950 NORTH FWY			1					x	x
351	1207330010005	4940 NORTH FWY			1					x	x
352	0841280000015	4865 NORTH FWY			1				x		x
353	0460720000042	4711 AIRLINE DR			1					x	x
354	0460720000009	4711 AIRLINE DR			1					x	
355	1293390010001	4836 AIRLINE DR			1					x	
356	0431590020080	4700 NORTH FWY			1				x		
357	0431590020214	4711 AIRLINE DR			1					x	
358	0460750000335	0 AIRLINE DR						1		x	
359	0431590020216	4701 AIRLINE DR			1					x	x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
360	0590150010002	4704 AIRLINE DR			2					x	
361	0590150010001	4702 AIRLINE DR			1					x	
362	0642280000004	4625 NORTH FWY			1				x		
363	0642280000001	4635 NORTH FWY			1				x	x	x
364	0642280000002	4615 NORTH FWY			1				x	x	x
365	0431590020191	4555 AIRLINE DR			1				x	x	x
366	0590150020001	4638 AIRLINE DR					1			x	
367	1180530010001	4545 NORTH FWY			1				x		x
368	1313350010002	4400 NORTH FWY			25					x	
368	1313350010002	4400 NORTH FWY			8						x
369	1259780010002	4479 NORTH FWY			8				x		
370	0431590030104	1331 CROSSTIMBERS ST			1				x		x
371	0431590030106	1333 CROSSTIMBERS ST			1				x	x	
372	0431590030152	1334 CROSSTIMBERS ST			1				x	x	
373	0431590030540	1332 CROSSTIMBERS ST			1				x	x	
374	0431590030130	1336 CROSSTIMBERS ST			1				x	x	x
375	1318780010003	19 E CROSS TIMBERS ST			1					x	
376	0431590030559	4221 NORTH FWY			1				x	x	x
377	1318730010001	4314 NORTH FWY			1				x	x	x
378	0431590030017	20 E CROSSTIMBERS ST			5					x	
379	0680550000018	4302 NORTH FWY			1						x
380	0680550000016	230 THERON ST	1							x	
381	0680550000014	216 THERON ST	2							x	
382	0431590030553	4225 NORTH FWY			1				x		x
383	0680550000023	231 THERON ST			1				x		
384	0680550000025	147 THERON ST	2						x	x	
385	0710590030004	4212 NORTH FWY		6					x	x	x
386	0710590030005	45 NEYLAND ST				1			x	x	
387	0710590020007	42 NEYLAND ST	1						x	x	
388	0431590030360	4141 NORTH FWY			1				x		x
389	0710590020054	0 NORTH FWY			1						x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
390	0710590020036	4200 NORTH FWY			1				x	x	
391	0710590020035	212 ODDO ST	1						x	x	
392	0710590020034	210 ODDO ST	1						x		
393	0431590030340	0 NORTH FWY			1				x		x
394	0710590010055	219 ODDO ST	1						x		
395	0710590010007	205 ODDO ST	1						x		
396	0710590010009	205 ODDO ST			1				x		
397	0710590010005	4120 NORTH FWY			2				x	x	x
398	0431590030335	4121 NORTH FWY			1				x	x	x
399	0710590010035	208 WESTFIELD ST	1						x	x	
400	0710590010034	206 WESTFIELD ST	1						x	x	
401	0710590010033	204 WESTFIELD ST	1						x		
402	0431590030365	207 WESTFIELD ST	1						x	x	
403	0431590030370	205 WESTFIELD ST	1							x	
404	0431590030330	4101 NORTH FWY			1				x		x
405	0431590030375	203 WESTFIELD ST	1						x		
406	0431590030380	201 WESTFIELD ST	1						x		
407	0431590030185	4114 NORTH FWY			1				x	x	x
408	0431590030187	206 RIGGS RD	2						x		
408	0431590030187	206 RIGGS RD	1							x	
409	0431590030186	101 FOYCE ST	2						x		
410	0431590030310	4045 NORTH FWY			1						x
411	0431590030082	4000 NORTH FWY			6	1			x	x	x
412	1048520000011	7070 ALLENSBY ST					1		x	x	
413	0431590040010	4001 NORTH FWY			1						x
414	1048520000012	3920 NORTH FWY			2				x		
414	1048520000012	3920 NORTH FWY			1					x	
415	1048520000004	3900 NORTH FWY			1				x	x	x
416	1048520000005	3910 NORTH FWY			1				x		
416	1048520000005	3910 NORTH FWY			2					x	
417	1048520000007	3880 NORTH FWY						1	x		x

Table F-1: Potential Displacement for the Segment 1 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Alt 4	Alt 5	Alt 7
418	1048520000006	3890 NORTH FWY			2				x	x	
419	1048520000010	0 NORTH FWY			11						x
420	0431590040028	6803 FULTON ST			11				x	x	

Table F-2: Potential Displacement for the Segment 2 Alternatives

Map ID No.	HCAD NUM	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Alt 10	Alt 11	Alt 12
421	0431590040161	10 STOKES ST			1			x	x	x
422	0690690000026	6614 AMASA ST	1					x	x	x
423	0690690000025	6610 AMASA ST	1					x	x	x
424	0690690000024	6606 AMASA ST	1					x	x	x
425	0690690000021	6510 AMASA ST	1					x	x	x
426	0690690000016	6501 AMASA ST	2					x	x	x
427	0130060110016	1526 E 32ND 1/2 ST	1					x		
428	0130010020005	0 AIRLINE DR	1					x		
429	1319840010001	1317 N LOOP				1		x		
430	0130010020022	1323 N LOOP			1			x		
431	0130010020020	1327 N LOOP	1					x		
432	0130040070001	1404 E 31ST ST	1					x		
433	0130040070031	1405 N LOOP	1					x		
434	0130040070028	1409 N LOOP	1					x		
435	0130040070027	0 N LOOP	1					x		
436	0130040070025	1415 N LOOP	1					x		
437	0130040070022	1421 N LOOP	1					x		
438	0130040070021	1423 N LOOP	1					x		
439	0130040070020	1425 N LOOP	1					x		
440	0130040070014	1426 E 31ST ST	1					x		
441	0130040070019	1427 N LOOP	1					x	x	x
442	0130040070015	3007 AVERNUS ST	3					x		
442	0130040070015	3007 AVERNUS ST	2						x	x
443	0130040070016	1432 E 31ST ST	1					x		
444	0130050100007	1512 E 31ST ST	1					x	x	x
445	0731610050061	72 REID ST	1					x		
446	0731610050060	74 REID ST	1					x		
447	1243270020001	225 DELANEY DR	1					x	x	x
448	0731610050059	76 REID ST	1					x		
449	1243270010002	218 DELANEY DR	1					x	x	x
450	0731610050058	78 REID ST	1					x		
451	1243270010003	214 DELANEY DR	1					x	x	x

Table F-2: Potential Displacement for the Segment 2 Alternatives

Map ID No.	HCAD NUM	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Alt 10	Alt 11	Alt 12
452	1243270010004	210 DELANEY DR	1					x	x	x
453	1243270010005	206 DELANEY DR	1					x	x	x
454	1243270010006	202 DELANEY DR	1					x	x	x
455	1243270010007	128 DELANEY DR	1					x	x	x
456	1243270010008	124 DELANEY DR	1					x		
457	1243270010009	120 DELANEY DR	1					x		
458	1243270010010	118 DELANEY DR	1					x		
459	1243270010011	114 DELANEY DR	1					x		
460	0420500000014	6119 FULTON ST			1			x		
461	1243270010012	110 DELANEY DR	1					x		
462	1284150010004	111 DELANEY ST	2					x		
463	1284150010003	113 DELANEY ST	1					x		
464	1284150010005	109 DELANEY	2					x		
465	1284150010006	107 DELANEY	1					x		
466	0660270020006	3412 NORTH FWY			1			x	x	x
467	0660270030001	3410 NORTH FWY			1			x	x	x
468	0400770000102	407 SYLVESTER RD			1			x	x	x
469	0400770000148	5770 ENID ST			1			x	x	x
470	0400770000104	405 SYLVESTER RD	1					x	x	x
471	0400770000146	412 EICHWURZEL LN			1			x	x	x
472	0400770000153	5612 ENID ST	1					x	x	x
473	0400770000152	5610 ENID ST	1					x	x	x
474	0400770000126	421 EICHWURZEL RD	1		1			x	x	
475	0400770000154	5608 ENID ST	1					x		x
476	0690710000064	5606 ENID ST	1					x		
477	0400770000160	3210 NORTH FWY			1			x	x	x
478	0400770000163	3210 NORTH FWY			1			x	x	x
479	0690710000030	406 ROBERT LEE RD	2					x	x	x
480	0690710000021	310 ROBERT E LEE		18				x	x	x
481	0690710000060	307 ROBERT E LEE RD	1					x	x	x
482	0400800000015	3225 NORTH FWY			1			x	x	x
483	0400800000023	352 LINK RD			1			x	x	x

Table F-2: Potential Displacement for the Segment 2 Alternatives

Map ID No.	HCAD NUM	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Alt 10	Alt 11	Alt 12
484	0400830000061	315 RED OAK ST			1			x		
485	0400830000091	4617 BRISTOL ST			1			x		
486	0400830000158	2900 NORTH FWY			1			x		
487	0660270020001	3414 NORTH FWY			1			x	x	x
488	0680270060003	5911 LEON ST	1					x	x	x
489	0680270060004	5907 LEON ST	1					x	x	x
490	0400710000004	2211 NORTH FWY			1			x		
491	0152150000054	3505 N MAIN ST			1			x		
492	0152150000016	3501 N MAIN ST			1			x		
493	0152150000008	3401 N MAIN ST			1			x		
494	0152150010019	130 GROTA ST	1					x		
495	0571440000011	1317 OLEANDER ST	1					x		
496	0571440000007	1214 FARWOOD ST	1					x		
497	0571450000004	1215 FARWOOD ST	2					x		
498	0152150040015	3232 MAINFORD ST			1			x		
499	0152150040032	3226 MAINFORD ST	1					x		
500	0400740000001	306 NORTH ST		20				x		

Table F-3: Potential Displacement for the Segment 3 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Parking Business	Alt 10	Alt 11	Alt 12
501	0121110020013	110 CARL ST	1							x		x
502	0121110020014	2406 SOUTH ST	1							x		x
503	0301070000019	201 QUITMAN ST	1							x		
504	0050800000012	1201 SPRING ST	1								x	
505	0031940000013	100 HOGAN ST			1					x		x
506	0031030000001	602 GIRARD ST						1		x		
507	0400120000020	315 N MAIN ST						1		x		
508	0030820000001	1 MAIN ST					1			x		
509	0031310000014	1112 WOOD ST			1					x		x
510	0031380000006	0 N MAIN ST					1				x	
511	0031320000006	1020 WOOD ST			1					x		
512	0031320000001	0 SHEA			1							x
513	0031320000008	1001 N SAN JACINTO ST			2							x
515	0301030000001	1140 ROTHWELL ST			1							x
516	0400100000012	1133 PROVIDENCE ST			1						x	
517	0400100000005	1201 NAYLOR ST			1						x	
518	1246600010020	1200 ROTHWELL ST			1							x
519	1246600010019	1204 NANCE ST			1							x
520	0300950000001	1301 NANCE ST			1					x		x
521	0081810000016	1302 CONTI ST			1						x	x
522	0300950000012	1320 ROTHWELL ST			1					x		x
523	1344850010001	904 WILLIAM ST	1									x
524	0081860000005	1409 CONTI ST			1						x	
525	0081820000008	1406 CONTI ST	2								x	
526	1344850010002	1403 NANCE ST			1							x
527	0300940000003	1400 ROTHWELL ST			1					x		x
528	0270520000001	1503 NANCE ST	1									x
529	0270520000008	1504 ROTHWELL ST	1							x		x
530	0270520000016	1506 ROTHWELL ST	1							x		x
531	0091190000006	1114 CHAPMAN ST	1								x	
532	0091180000007	1206 CHAPMAN ST			1						x	
533	0271170000001	1616 EAST FWY			1							x

Table F-3: Potential Displacement for the Segment 3 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Parking Business	Alt 10	Alt 11	Alt 12
534	1226770010001	1605 PROVIDENCE ST			1						x	
535	0271200000001	1902 ROTHWELL ST			1					x	x	
536	0271210000005	2000 ROTHWELL ST			1					x	x	x
537	0151890000007	2303 NANCE ST			1						x	x
538	1332660010001	2401 NANCE ST			1					x	x	x
539	0060500010003	2805 PROVIDENCE ST		6						x		
540	0060500010004	2807 PROVIDENCE ST	1							x		
541	0060500010005	2809 PROVIDENCE ST	1							x		
542	0422150000030	0 EXEMPT		72							x	x
543	0351260000003	3108 NANCE ST				0		1		x	x	x
544	0351260000002	3114 NANCE ST	1							x	x	x
545	0351260000015	3116 NANCE ST	1							x	x	x
546	0351260000013	3120 NANCE ST	1							x	x	x
547	0352000000001	1119 GROVE ST		72						x		
548	0351250000005	716 BAYOU ST			2					x	x	
549	0351250000004	3206 NANCE ST	2							x	x	x
550	0351250000003	3210 NANCE ST	2							x	x	
550	0351250000003	3210 NANCE ST	1									x
551	0351250000011	3214 NANCE ST	2							x	x	x
552	0351240000004	3306 NANCE ST	1								x	
553	0090090000005	920 GREGG ST	2							x		
553	0090090000005	920 GREGG ST	1								x	x
554	0090090000004	3406 BUCK ST	2							x		
554	0090090000004	3406 BUCK ST	1								x	x
555	0090080000014	811 CAGE ST	1								x	
556	0090100000008	3407 BUCK ST	2								x	
557	0081580000008	1011 CRETE ST	1								x	x
558	0070830000016	2615 GRAYSON ST	1								x	
559	0070830000019	2601 GRAYSON ST	4								x	
560	0422210000009	2300 NANCE ST			1						x	x
561	0371080090023	1919 RUNNELS ST		296							x	x
562	0371180000003	2002 RUNNELS ST			3						x	x

Table F-3: Potential Displacement for the Segment 3 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Parking Business	Alt 10	Alt 11	Alt 12
563	0371320000002	2005 CANAL ST			1						x	
564	0011850000006	2001 COMMERCE ST			1						x	x
565	0011850000001	2013 COMMERCE ST			1						x	
566	0011840000003	2020 COMMERCE ST			1						x	
567	0011840000006	101 CHARTRES ST			1						x	x
568	0011830000003	2018 FRANKLIN ST						1			x	
569	0011830000006	2009 CONGRESS ST				0		1			x	x
570	0011820000015	2020 CONGRESS AVE							1		x	
571	0011820000006	2001 PRESTON ST							1		x	x
572	0011820000001	2017 PRESTON ST			1						x	
573	0011810000005	2001 PRAIRIE ST							1		x	
574	0011800000001	2001 TEXAS ST							1			x
575	0011790000001	2020 TEXAS ST		375							x	x
576	0011780000001								1		x	x
577	0011770000003	2012 RUSK ST			4						x	
577	0011770000003	2012 RUSK ST			1							x
578	0011770000007	2017 WALKER ST			1						x	
579	0011770000001	2019 WALKER ST			1						x	
580	0011760000009	903 CHARTRES ST			2						x	
580	0011760000009	903 CHARTRES ST			1							x
581	0011760000008	907 CHARTRES ST			1						x	x
582	0011760000019	910 ST EMANUEL ST			4						x	
583	0011760000006	909 CHARTRES ST			1						x	x
584	1249620010001	2020 MCKINNEY ST			1						x	x
585	0011750000001	2017 LAMAR ST			1						x	
586	0011750000018	2011 LAMAR ST			1						x	
587	0012330000010	1103 CHARTRES ST			1							x
588	0012330000009	1107 CHARTRES ST			1							x
589	0012330000012	2011 DALLAS ST			1						x	
590	0020020000019	1203 CHARTRES ST			1						x	x
591	0020020000014	2014 DALLAS ST			1						x	
592	0020020000009	1203 CHARTRES ST			1						x	

Table F-3: Potential Displacement for the Segment 3 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Parking Business	Alt 10	Alt 11	Alt 12
593	0020050000006	2003 CLAY ST			1						x	x
594	0020050000001	2019 CLAY ST			1						x	
595	0020420000003	1503 CHARTRES ST			1						x	x
596	0020420000006	2011 LEELAND ST			1						x	
597	0020580000003	2020 LEELAND ST			1						x	
598	0020580000008	2004 LEELAND ST			1						x	x
599	0020580000018	2019 PEASE ST			1						x	
600	0020580000006	2003 PEASE ST			1						x	x
601	0020750000008	1711 SAINT EMANUEL ST			2						x	
602	0020760000001	2001 JEFFERSON			1						x	x
603	0020940000009	2004 JEFFERSON ST			1					x	x	x
604	0020940000003	2020 JEFFERSON ST			1					x	x	x
605	0020960000002	1818 HAMILTON ST			1					x		
606	1252590010001	2202 ST EMANUEL ST						1			x	
607	0190140000003	2312 SAINT EMANUEL ST	1								x	
608	0190140000018	2015 MCILHENNY ST	1								x	
609	0190150000015	2010 MCILHENNY ST	1								x	
620	0192520000007	3902 HAMILTON ST	1							x	x	x
621	0192520000005	1815 ISABELLA ST		22						x	x	x
622	0192520000003	3911 CHENEVERT ST		12						x	x	x
623	0192550000013	4002 CHENEVERT ST			1						x	
624	0192560000006	3921 ALMEDA RD			1					x	x	x
625	0192550000009	4001 ALMEDA RD			1						x	
626	0342590000004	1520 ISABELLA ST			1					x	x	x
627	0192760000016	1600 CLEBURNE			1							x
628	0130860000011	1515 CLEBURNE ST	1							x	x	x
629	0130870000002	1511 EAGLE ST	1							x	x	x
630	0220570000010	4103 LA BRANCH ST	1							x	x	x
631	0502890070008	4201 LA BRANCH ST	1							x	x	x
632	0220560000003	4112 LA BRANCH ST	2							x		x
632	0220560000003	4112 LA BRANCH ST	1								x	
633	0502890070007	4203 LA BRANCH ST	1								x	

Table F-3: Potential Displacement for the Segment 3 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Parking Business	Alt 10	Alt 11	Alt 12
634	0220560000014	1407 EAGLE ST	1							x		x
635	1262320010001	4202 LA BRANCH ST	2							x	x	x
636	0220550000007	4201 AUSTIN ST	1							x	x	x
637	0502890040015	4220 LA BRANCH ST		6	1					x	x	
638	0220530000014	0 AUSTIN ST	1									x
639	0502890040007	4301 AUSTIN ST	1							x	x	x
640	0220530000002	4216 AUSTIN ST	1							x	x	x
641	0220530000001	1313 BARBEE ST	1							x	x	
641	0220530000001	1313 BARBEE ST	2									x
642	0220530000005	4211 CAROLINE ST			3					x		
643	0250020230001	4310 AUSTIN ST			1					x	x	
644	0250020230008	4405 CAROLINE ST	1							x		
645	0250020220011	4412 CAROLINE ST			1					x		
646	0250030250014	4507 SAN JACINTO ST						1		x	x	x
647	0441970000013	4520 FANNIN ST						1		x	x	x
648	0250180000010	0 MAIN ST			1					x	x	
649	0250180000009	4101 MAIN ST			1						x	
650	0250100000001	4640 MAIN ST		60						x	x	x
651	0152610000013	2619 GRAYSON ST	1								x	
652	0030690000004	110 BAGBY ST		38						x		
653	0152240000004	500 PIERCE			1					x		
654	0152290000020	2001 SMITH ST							1	x		
655	0152290000013	2012 LOUISIANA ST			1					x		
656	0021180000008	1920 LA BRANCH ST						1		x		
657	0021170000001	1919 LA BRANCH ST			1					x		
658	0021160000001	1918 JACKSON ST						1		x		
659	1339020010001	1800 ST JOSEPH PKY		148						x		x
660	0020930000007	1801 SAINT EMANUEL ST			1						x	x
661	0020930000001	2110 JEFFERSON ST			1						x	x
662	0020920000001	1808 BASTROP ST			1						x	x
663	0192510000013	3901 HAMILTON ST		8						x	x	x
664	0192510000003	1901 ISABELLA ST		18						x	x	x

Table F-3: Potential Displacement for the Segment 3 Alternatives

Map ID No.	HCAD Number	Address	Single Family Residential	Multi-Family Residential	Business	Places of Worship	School	Other	Parking Business	Alt 10	Alt 11	Alt 12
665	0192540000008	4002 CHARTRES ST	4								x	
666	0192540000023	4008 CHARTRES ST	1								x	

APPENDIX F, TABLE F-4
BUSINESS DISPLACEMENTS AND TAX REVENUE IMPACTS

Segment 1, Alternative 4: Business Displacements

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0431590020191	4555 Airline Dr	Warehouse	217	$0	$0	$0	$0	$0	$143,491
0612140000072	520 E Burress St	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$1,753
0222430000075	625 W. Canino Rd	Commercial Bldg. - Mixed Res.	307	$2,012,649	$322,024	$322,024	$0	$0	$17,274
0431590030104	1331 Crosstimbers St	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$4,961
0431590030540	1332 Crosstimbers St	Retail Single-Occupancy	43	$282,051	$45,128	$45,128	$0	$0	$8,880
0431590030106	1333 Crosstimbers St	Service Station (Self)	27	$174,186	$27,870	$27,870	$0	$0	$13,328
0431590030152	1334 Crosstimbers St	Hotel/Motel, Low-Rise 1 to 3 Stories (24 units)	29	$0	$0	$0	$13,666	$13,666	$13,967
0431590030130	1336 Crosstimbers St	Service Station (Self)	53	$346,384	$55,421	$55,421	$0	$0	$20,282
0431590040028	6803 Fulton St	Warehouse	202	$0	$0	$0	$0	$0	$131,894
0820500000014	702 Glenburnie Dr	Retail Multi-Occupancy	26	$168,308	$26,929	$26,929	$0	$0	$5,425
0612150010008	415 Hamilton St	Cold Storage Facility	0	$0	$0	$0	$0	$0	$19,816
0432310000111	8243 I-45	Auto Dealer Full Service	543	$0	$0	$0	$0	$0	$66,837
0222420000096	505 W. Little York Rd	Fast Food	110	$641,371	$102,619	$102,619	$0	$0	$14,508
0222420000088	511 W. Little York Rd	Strip Shopping Center	31	$201,063	$32,170	$32,170	$0	$0	$25,501
0222420000085	515 W. Little York Rd	Medical Office	57	$0	$0	$0	$0	$0	$14,330
1180900010001	530 W. Little York Rd	Drugstore (Freestanding)	92	$3,178,107	$508,497	$508,497	$0	$0	$47,488
1261170010001	630 W. Little York Rd	Discount Department	379	$4,493,945	$719,031	$719,031	$0	$0	$0
0650010360016	714 W. Mount Houston Rd	Retail Single-Occupancy	77	$502,391	$80,383	$80,383	$0	$0	$14,104
0470870000007	715 W. Mount	Strip Shopping Cen-	41	$268,545	$42,967	$42,967	$0	$0	$14,100

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
	Houston Rd	ter							
0222430000074	0 North Fwy	Warehouse-Metallic	24	$0	$0	$0	$0	$0	$9,643
0431590030340	0 North Fwy	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$3,220
1048520000006	3890 North Fwy	Service Center Warehouse	56	$0	$0	$0	$0	$0	$19,742
1048520000004	3900 North Fwy	Service Center Warehouse	27	$0	$0	$0	$0	$0	$7,151
1048520000005	3910 North Fwy	Service Center Warehouse	60	$0	$0	$0	$0	$0	$24,178
1048520000012	3920 North Fwy	Warehouse-Metallic	170	$0	$0	$0	$0	$0	$51,925
0431590030082	4000 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	32	$0	$0	$0	$0	$0	$5,580
0431590030185	4114 North Fwy	Retail Single-Occupancy	53	$349,671	$55,947	$55,947	$0	$0	$18,932
0710590010005	4120 North Fwy	Retail Single-Occupancy	31	$205,223	$32,836	$32,836	$0	$0	$4,809
0431590030335	4121 North Fwy	Retail Multi-Occupancy	8	$53,438	$8,550	$8,550	$0	$0	$7,007
0431590030360	4141 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	122	$0	$0	$0	$0	$0	$14,060
0710590020036	4200 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$1,851
0431590030559	4221 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (37 units)	48	$0	$0	$0	$21,068	$21,068	$21,086
0431590030553	4225 North Fwy	Hotel/Motel, Hi-Rise 4+ Stories (90 units)	141	$0	$0	$0	$51,246	$51,246	$29,074
1318730010001	4314 North Fwy	Drugstore (Freestanding)	106	$3,664,324	$586,292	$586,292	$0	$0	$75,114
1259780010002	4479 North Fwy	Strip Shopping Center	388	$2,543,578	$406,972	$406,972	$0	$0	$118,009
1180530010001	4545 North Fwy	Fast Food	154	$899,359	$143,898	$143,898	$0	$0	$15,452
0642280000002	4615 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	109	$0	$0	$0	$0	$0	$25,873
0642280000004	4625 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	137	$0	$0	$0	$0	$0	$29,310
0642280000001	4635 North Fwy	Retail Single-Occupancy	36	$237,308	$37,969	$37,969	$0	$0	$5,357
0431590020080	4700 North Fwy	Discount Department	132	$1,571,217	$251,395	$251,395	$0	$0	$64,529
0841280000015	4865 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories	38	$0	$0	$0	$15,943	$15,943	$11,810

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		(28 units)							
0820500000015	4921 North Fwy	Service Station (Full)	19	$123,241	$19,719	$19,719	$0	$0	$5,374
0612140000050	5219 North Fwy	Warehouse-Metallic	111	$0	$0	$0	$0	$0	$38,102
0680310020003	5231 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	39	$0	$0	$0	$0	$0	$6,239
0612150010037	5525 North Fwy	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$7,927
0641520050009	5614 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (19 units)	34	$0	$0	$0	$10,819	$10,819	$11,207
0641520050003	5715 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$2,289
0641510010005	5801 North Fwy	Retail Single-Occupancy	34	$224,746	$35,959	$35,959	$0	$0	$11,200
0641510010006	5845 North Fwy	Retail Single-Occupancy	12	$81,407	$13,025	$13,025	$0	$0	$7,778
0641510010004	5901 North Fwy	Warehouse-Metallic	32	$0	$0	$0	$0	$0	$6,703
0805860000005	6001 North Fwy	Retail Miscellaneous	22	$146,485	$23,438	$23,438	$0	$0	$8,382
0731650060001	6009 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (30 units)	39	$0	$0	$0	$28,470	$28,470	$11,786
1213070010001	6031 North Fwy	Fast Food	199	$1,164,215	$186,274	$186,274	$0	$0	$28,769
0731650020021	6101 North Fwy	Service Station (Self)	16	$106,142	$16,983	$16,983	$0	$0	$7,155
0731650020020	6103 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (30 units)	19	$0	$0	$0	$17,082	$17,082	$14,651
0222460000004	6319 North Fwy	Warehouse-Metallic	136	$0	$0	$0	$0	$0	$42,790
0222460000008	6445 North Fwy	Auto Dealer Full Service	82	$0	$0	$0	$0	$0	$15,529
0222460000010	6449 North Fwy	Warehouse-Metallic	15	$0	$0	$0	$0	$0	$7,686
0222460000177	6451 North Fwy	Service Station (Self)	30	$193,753	$31,000	$31,000	$0	$0	$10,357
1186490010003	6613 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (31 units)	26	$0	$0	$0	$17,651	$17,651	$15,017
0222460000014	6767 North Fwy	Warehouse-Metallic	604	$0	$0	$0	$0	$0	$87,325
1292050010001	6969 North Fwy	Warehouse	219	$0	$0	$0	$0	$0	$167,101
1319250010001	7001 North Fwy	Commercial New Construction	0	$0	$0	$0	$0	$0	$16,884
0222410000060	7007 North Fwy	Medical Office	375	$0	$0	$0	$0	$0	$200,891
0222410000058	7075 North Fwy	Bank	103	$0	$0	$0	$0	$0	$19,284
1234830010001	7333 North Fwy	Medical Office	0	$0	$0	$0	$0	$0	$132,589
0222420000048	7407 North Fwy	Hospitals (130 units)	521	$0	$0	$0	$0	$0	$119,095

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0222420000086	7447 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (50 units)	43	$0	$0	$0	$28,470	$28,470	$20,858
0222430000042	7521 North Fwy	Warehouse-Metallic	7	$0	$0	$0	$0	$0	$3,076
0222430000059	7676 North Fwy	Warehouse-Metallic	182	$0	$0	$0	$0	$0	$81,982
1213180010001	7766 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (30 units)	24	$0	$0	$0	$17,082	$17,082	$12,866
1269560010001	7902 North Fwy	Retail Single-Occupancy	55	$357,719	$57,235	$57,235	$0	$0	$6,991
0432310000142	8100 North Fwy	Retail Single-Occupancy	98	$645,990	$103,358	$103,358	$0	$0	$24,455
0432310000002	8222 North Fwy	Warehouse-Metallic	166	$0	$0	$0	$0	$0	$40,141
1339930010001	8223 North Fwy	Retail Single-Occupancy	59	$388,041	$62,087	$62,087	$0	$0	$14,664
0432310000163	8224 North Fwy	Auto Dealer Full Service	123	$0	$0	$0	$0	$0	$22,641
0432310000113	8245 North Fwy	Auto Dealer Full Service	160	$0	$0	$0	$0	$0	$45,009
0432310000110	8355 North Fwy	Auto Dealer Full Service	182	$0	$0	$0	$0	$0	$29,562
0432310000120	8404 North Fwy	Warehouse-Metallic	199	$0	$0	$0	$0	$0	$26,566
0432310000121	8406 North Fwy	Auxiliary Improve-ment	0	$0	$0	$0	$0	$0	$24,597
0432310000084	8455 North Fwy	Auto Dealer Full Service	370	$0	$0	$0	$0	$0	$61,715
0432310000085	8477 North Fwy	Auto Dealer Full Service	1,260	$0	$0	$0	$0	$0	$159,652
1259060010001	8479 North Fwy	Used Car Lot	203	$0	$0	$0	$0	$0	$18,503
0432310000076	8503 North Fwy	Bar/Lounge	264	$989,536	$158,326	$158,326	$0	$0	$14,039
0432310000074	8505 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (40 units)	69	$0	$0	$0	$22,776	$22,776	$13,584
1259060020001	8507 North Fwy	Used Car Lot	48	$0	$0	$0	$0	$0	$5,553
0432310000080	8509 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (26 units)	30	$0	$0	$0	$14,804	$14,804	$15,465
0470680000001	8515 North Fwy	Warehouse	98	$0	$0	$0	$0	$0	$53,194
1292290010001	8711 North Fwy	Discount Department	280	$3,321,354	$531,417	$531,417	$0	$0	$180,903
1292290010002	8711 North Fwy	Auxiliary Improve-ment	0	$0	$0	$0	$0	$0	$16,443
0481820000021	9003 North Fwy	Bar/Lounge	163	$611,002	$97,760	$97,760	$0	$0	$14,322

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0481820000014	9025 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (76 units)	68	$0	$0	$0	$43,274	$43,274	$24,835
1168220000001	9111 North Fwy	Auto Dealer Full Service	621	$0	$0	$0	$0	$0	$102,780
1242220010001	9203 North Fwy	Retail Single-Occupancy	32	$210,718	$33,715	$33,715	$0	$0	$6,199
0470870000003	9351 North Fwy	Service Station (Self)	42	$276,220	$44,195	$44,195	$0	$0	$16,584
0650010360001	9400 North Fwy	Strip Shopping Center	63	$416,636	$66,662	$66,662	$0	$0	$11,635
0650010360020	9411 North Fwy	Strip Shopping Center	195	$1,280,370	$204,859	$204,859	$0	$0	$24,388
0650010250063	9501 North Fwy	Used Car Lot	0	$0	$0	$0	$0	$0	$9,617
0650010240007	9645 North Fwy	Auto Dealer Full Service	465	$0	$0	$0	$0	$0	$53,952
1322430010001	9649 North Fwy	Retail Single-Occupancy	257	$1,683,974	$269,436	$269,436	$0	$0	$53,523
0650010240015	9797 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (59 units)	44	$0	$0	$0	$33,595	$33,595	$25,762
0650010130001	9811 North Fwy	Mini-Warehouse	132	$0	$0	$0	$0	$0	$99,228
1267900010001	9815 North Fwy	Discount Department	157	$1,864,992	$298,399	$298,399	$0	$0	$57,952
1315200010002	9839 North Fwy	Retail Single-Occupancy	44	$291,090	$46,574	$46,574	$0	$0	$18,207
0650010120019	9941 North Fwy	Retail Single-Occupancy	32	$209,828	$33,573	$33,573	$0	$0	$11,633
1213060010003	10125 North Fwy	Restaurant	554	$3,114,810	$498,370	$498,370	$0	$0	$37,966
1213060010002	10137 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (85 units)	58	$0	$0	$0	$48,399	$48,399	$69,885
1198720010001	10155 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (79 units)	81	$0	$0	$0	$44,983	$44,983	$74,570
1213060010001	10155 North Fwy	Car Wash (Manual)	82	$537,915	$86,066	$86,066	$0	$0	$12,164
1176470010001	10241 North Fwy	Retail Power Center	2,331	$15,295,071	$2,447,211	$2,447,211	$0	$0	$430,892
0393370000034	10271 North Fwy	Service Station (Self)	44	$291,451	$46,632	$46,632	$0	$0	$23,295
1176470010005	10275 North Fwy	Auto Service Garage	146	$1,336,875	$213,900	$213,900	$0	$0	$71,743
0420740000124	10303 North Fwy	Service Station (Self)	134	$882,489	$141,198	$141,198	$0	$0	$56,770
1168510000002	10319 North Fwy	Bank	124	$0	$0	$0	$0	$0	$46,670
1173810000004	10325 North Fwy	Fast Food	443	$2,587,329	$413,973	$413,973	$0	$0	$50,766
1173820010005	10407 North Fwy	Strip Shopping Center	106	$696,197	$111,392	$111,392	$0	$0	$64,455

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
1173820010004	10701 North Fwy	Strip Shopping Center	92	$603,221	$96,515	$96,515	$0	$0	$54,262
1173820010003	10715 North Fwy	Fast Food	270	$1,576,706	$252,273	$252,273	$0	$0	$35,849
1193070000001	10777 North Fwy	Neighborhood Shopping Center	591	$3,879,679	$620,749	$620,749	$0	$0	$274,657
0420740000094	10828 North Fwy	Neighborhood Shopping Center	632	$4,148,839	$663,814	$663,814	$0	$0	$228,044
1213640010001	10905 North Fwy	Restaurant	217	$1,223,181	$195,709	$195,709	$0	$0	$34,183
1213640020001	10961 North Fwy	Restaurant	560	$3,148,131	$503,701	$503,701	$0	$0	$101,015
0420740000080	10998 North Fwy	Strip Shopping Center	60	$391,647	$62,664	$62,664	$0	$0	$32,702
0420740000061	11000 North Fwy	Auto Dealer Full Service	506	$0	$0	$0	$0	$0	$105,424
1213640010007	11005 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	61	$0	$0	$0	$0	$0	$21,442
1213640010010	11017 North Fwy	Auto Service Garage	98	$898,455	$143,753	$143,753	$0	$0	$56,335
0420740000120	11230 North Fwy	Fast Food	47	$273,242	$43,719	$43,719	$0	$0	$7,520
0420740000114	11301 North Fwy	Restaurant	283	$1,592,191	$254,751	$254,751	$0	$0	$31,568
0420740000031	11310 North Fwy	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$10,505
0420740000028	11320 North Fwy	Restaurant	95	$536,552	$85,848	$85,848	$0	$0	$18,678
0420740000016	11322 North Fwy	Retail Single-Occupancy	32	$208,590	$33,374	$33,374	$0	$0	$7,532
1094670000008	11401 North Fwy	Strip Shopping Center	220	$1,446,254	$231,401	$231,401	$0	$0	$35,896
1094670000017	11501 North Fwy	Retail Single-Occupancy	45	$296,166	$47,387	$47,387	$0	$0	$12,247
1094670000004	11655 North Fwy	Auto Dealer Full Service	352	$0	$0	$0	$0	$0	$50,941
0432310000036	8201 North Fwy	Conv. Mart w/Gas Pump	31	$204,493	$32,719	$32,719	$0	$0	$14,839
0650010120017	705 Northville St	Warehouse-Metallic	10	$0	$0	$0	$0	$0	$2,246
0222460320002	411 W. Parker Rd	Office Bldgs. Low-Rise (1 to 4 Stories)	10	$0	$0	$0	$0	$0	$14,773
1186490010001	430 W. Parker Rd	Mini-Warehouse (703 units)	219	$0	$0	$0	$0	$0	$134,448
0751170020033	402 Pickering St	General Commercial Vacant	0	$0	$0	$0	$0	$0	$655
0680310020001	502 E. Rogers St	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$1,686
0731650020011	110 W. Rosamond St	Office Bldgs. Low-Rise (1 to 4 Stories)	42	$0	$0	$0	$0	$0	$3,988

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0461680000051	7710 N. Shepherd Dr	Warehouse	126	$0	$0	$0	$0	$0	$82,117
1170050000001	7720 N. Shepherd Dr	Retail Single-Occupancy	105	$690,850	$110,536	$110,536	$0	$0	$16,234
0461680000053	7926 N. Shepherd Dr	Convenience Food Market	44	$288,909	$46,225	$46,225	$0	$0	$8,544
0461680000054	7928 N. Shepherd Dr	Bar/Lounge	131	$492,720	$78,835	$78,835	$0	$0	$7,074
0680550000023	231 Theron St	Commercial Bldg. - Mixed Res.	13	$85,777	$13,724	$13,724	$0	$0	$2,405
0612140000010	0 Tidwell	Warehouse-Metallic	22	$0	$0	$0	$0	$0	$12,085
0461680000061	7707 Veterans Memorial Dr	Restaurant	197	$1,110,617	$177,699	$177,699	$0	$0	$17,064
1199980010001	7715 Veterans Memorial	Strip Shopping Center	65	$424,178	$67,868	$67,868	$0	$0	$38,869
1169790000001	7933 Veterans Memorial Dr	Restaurant	574	$3,226,567	$516,251	$516,251	$0	$0	$42,287
1324990010001	7955 Veterans Memorial Dr	Warehouse-Metallic	31	$0	$0	$0	$0	$0	$9,201
0432310000166	7979 Veterans Memorial Dr	Specialized Auto Use	21	$196,823	$31,492	$31,492	$0	$0	$6,837
0222460000119	6325 Yale St	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$1,913

Segment 1, Alternative 4: Business Properties within 25-Foot of Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0222420000118	595 W Little York Rd	Fast Food	132	$770,527	$123,284	$123,284	$0	$0	$11,228

Segment 1, Alternative 5: Business Displacements and Tax Revenue Impacts

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0431590020191	4555 Airline Dr	Warehouse	217	$0	$0	$0	$0	$0	$143,491
0431590020216	4701 Airline Dr	Medical Office	40	$0	$0	$0	$0	$0	$11,177
0590150010001	4702 Airline Dr	Auto Service Garage	64	$590,724	$94,516	$94,516	$0	$0	$12,770
0590150010002	4704 Airline Dr	Retail Multi-Occupancy	130	$853,346	$136,535	$136,535	$0	$0	$25,706
0431590020214	4711 Airline Dr	Retail Single-	139	$913,095	$146,095	$146,095	$0	$0	$28,077

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		Occupancy							
0460720000009	4711 Airline Dr	Supermarket	139	$5,087,144	$813,943	$813,943	$0	$0	$116,562
0460720000042	4711 Airline Dr	Retail Single-Occupancy	33	$216,757	$34,681	$34,681	$0	$0	$8,391
1293390010001	4836 Airline Dr	Retail Single-Occupancy	33	$216,355	$34,617	$34,617	$0	$0	$5,232
0222460000176	151 W. Brenda St	Warehouse	4	$0	$0	$0	$0	$0	$43,425
0612150000108	701 E. Burress St	General Commercial Vacant	0	$0	$0	$0	$0	$0	$7,543
0612150000149	714 E. Burress St	Warehouse-Metallic	66	$0	$0	$0	$0	$0	$20,323
0432310000029	530 Canino	Auto Service Garage	733	$6,732,812	$1,077,250	$1,077,250	$0	$0	$48,004
0222430000075	625 W. Canino Rd	Commercial Bldg. - Mixed Res.	307	$2,012,649	$322,024	$322,024	$0	$0	$17,274
1318780010003	19 E. Crosstimbers St	Fast Food	15	$120,681	$19,309	$19,309	$0	$0	$27,225
0431590030017	20 E. Crosstimbers St	Retail Multi-Occupancy	39	$254,807	$40,769	$40,769	$0	$0	$17,450
0431590030540	1332 Crosstimbers St	Retail Single-Occupancy	43	$282,051	$45,128	$45,128	$0	$0	$8,880
0431590030106	1333 Crosstimbers St	Service Station (Self)	27	$174,186	$27,870	$27,870	$0	$0	$13,328
0431590030152	1334 Crosstimbers St	Hotel/Motel, Low-Rise 1 to 3 Stories (24 units)	29	$0	$0	$0	$13,666	$13,666	$13,967
0431590030130	1336 Crosstimbers St	Service Station (Self)	53	$346,384	$55,421	$55,421	$0	$0	$20,282
0420740000122	187 Dyna Dr	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$2,167
0222460000180	6340 Fairway Dr	Warehouse-Metallic	17	$0	$0	$0	$0	$0	$10,191
0431590040028	6803 Fulton St	Warehouse	202	$0	$0	$0	$0	$0	$131,894
0772870020001	635 Gulf Bank Rd	Strip Shopping Center	148	$971,366	$155,419	$155,419	$0	$0	$24,224
1282660010001	419 Little York Rd	Strip Shopping Center	151	$993,002	$158,880	$158,880	$0	$0	$53,984
1312840010001	425 Little York Rd	Retail Single-Occupancy	49	$322,068	$51,531	$51,531	$0	$0	$16,819
0222420000087	431 W. Little York Rd	Service Station (Self)	33	$213,634	$34,181	$34,181	$0	$0	$12,381
0222420000096	505 W. Little York Rd	Fast Food	110	$641,371	$102,619	$102,619	$0	$0	$14,508
0222420000088	511 W. Little York Rd	Strip Shopping Center	31	$201,063	$32,170	$32,170	$0	$0	$25,501

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
1180900010001	530 W. Little York Rd	Drugstore (Freestanding)	92	$3,178,107	$508,497	$508,497	$0	$0	$47,488
0222420000118	595 W. Little York Rd	Fast Food	132	$770,527	$123,284	$123,284	$0	$0	$11,228
1261170010001	630 W. Little York Rd	Discount Department	379	$4,493,945	$719,031	$719,031	$0	$0	$0
0710190000144	620 Midland Dr	Retail Single-Occupancy	35	$231,161	$36,986	$36,986	$0	$0	$10,379
0710200010435	608 W. Mount Houston Rd	Strip Shopping Center	43	$283,084	$45,293	$45,293	$0	$0	$19,710
0261250000095	5400 Nordling Rd	Strip Shopping Center	64	$419,406	$67,105	$67,105	$0	$0	$9,171
0222430000074	0 North Fwy	Warehouse-Metallic	24	$0	$0	$0	$0	$0	$9,643
1048520000007	3880 North Fwy	Service Center Warehouse	32	$0	$0	$0	$0	$0	$8,054
1048520000006	3890 North Fwy	Service Center Warehouse	56	$0	$0	$0	$0	$0	$19,742
1048520000004	3900 North Fwy	Service Center Warehouse	27	$0	$0	$0	$0	$0	$7,151
1048520000005	3910 North Fwy	Service Center Warehouse	60	$0	$0	$0	$0	$0	$24,178
1048520000012	3920 North Fwy	Warehouse-Metallic	170	$0	$0	$0	$0	$0	$51,925
0431590030082	4000 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	32	$0	$0	$0	$0	$0	$5,580
0431590030185	4114 North Fwy	Retail Single-Occupancy	53	$349,671	$55,947	$55,947	$0	$0	$18,932
0710590010005	4120 North Fwy	Retail Single-Occupancy	31	$205,223	$32,836	$32,836	$0	$0	$4,809
0431590030335	4121 North Fwy	Retail Multi-Occupancy	25	$166,944	$26,711	$26,711	$0	$0	$7,007
0710590020036	4200 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$1,851
0431590030559	4221 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (37 units)	48	$0	$0	$0	$21,068	$21,068	$21,086
1318730010001	4314 North Fwy	Drugstore (Freestanding)	106	$3,664,324	$586,292	$586,292	$0	$0	$75,114
1313350010002	4400 North Fwy	Community Shopping Center	2,673	$17,540,818	$2,806,531	$2,806,531	$0	$0	$1,885,435
0642280000002	4615 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	109	$0	$0	$0	$0	$0	$25,873
0642280000001	4635 North Fwy	Retail Single-	36	$237,308	$37,969	$37,969	$0	$0	$5,357

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
		Occupancy							
1207330010005	4940 North Fwy	Retail Single-Occupancy	56	$365,304	$58,449	$58,449	$0	$0	$15,694
1207330010001	4950 North Fwy	Auto Service Garage	66	$606,071	$96,971	$96,971	$0	$0	$20,542
0460720000006	5050 North Fwy	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$29,966
0612150000127	5100 North Fwy	Funeral Home	78	$0	$0	$0	$0	$0	$14,650
0612150000107	5214 North Fwy	Warehouse-Metallic	23	$0	$0	$0	$0	$0	$6,205
1320060010001	5240 North Fwy	Warehouse-Metallic	74	$0	$0	$0	$0	$0	$40,530
1311350010001	5324 North Fwy	Strip Shopping Center	55	$363,114	$58,098	$58,098	$0	$0	$37,274
0680310030005	5330 North Fwy	Retail Single-Occupancy	32	$212,545	$34,007	$34,007	$0	$0	$7,877
0680310030014	5346 North Fwy	Warehouse	13	$0	$0	$0	$0	$0	$5,827
0680310030007	5350 North Fwy	Fast Food	158	$921,712	$147,474	$147,474	$0	$0	$16,709
1265280010001	5410 North Fwy	Community Shopping Center	1,018	$6,678,998	$1,068,640	$1,068,640	$0	$0	$456,933
0641520040005	5610 North Fwy	Service Station (Full)	27	$179,952	$28,792	$28,792	$0	$0	$6,284
0641520040003	5620 North Fwy	Res. Struct. Or Conversion	0	$0	$0	$0	$0	$0	$15,096
0641520050007	5716 North Fwy	Service Station (Self)	25	$166,228	$26,596	$26,596	$0	$0	$10,557
0641510020011	5802 North Fwy	Auto Dealer Full Service	32	$0	$0	$0	$0	$0	$8,008
0641510010001	5900 North Fwy	Strip Shopping Center	652	$4,281,240	$684,998	$684,998	$0	$0	$105,554
0731650070006	6006 North Fwy	Discount Department	377	$4,477,663	$716,426	$716,426	$0	$0	$254,494
0731650090001	6210 North Fwy	Commercial Bldg. - Mixed Res.	9	$58,254	$9,321	$9,321	$0	$0	$2,409
0731650110001	6320 North Fwy	Used Car Lot	21	$0	$0	$0	$0	$0	$1,539
0222460000009	6500 North Fwy	Strip Shopping Center	154	$1,009,120	$161,459	$161,459	$0	$0	$65,193
1186490010003	6613 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (31 units)	26	$0	$0	$0	$17,651	$17,651	$15,017
0222410000048	6912 North Fwy	Retail Single-Occupancy	15	$97,354	$15,577	$15,577	$0	$0	$2,422
0222410000046	6914 North Fwy	Retail Single-Occupancy	22	$145,241	$23,238	$23,238	$0	$0	$4,180
0222410000023	7000 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,021
0222420000033	7102 North Fwy	Truck Stop	45	$293,432	$46,949	$46,949	$0	$0	$23,581
0222420000047	7400 North Fwy	Auxiliary Improve-	0	$0	$0	$0	$0	$0	$4,743

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		ment							
0222420000116	7400 North Fwy	Discount Department	101	$1,202,591	$192,414	$192,414	$0	$0	$45,573
1312840010002	7460 North Fwy	Discount Department	71	$838,296	$134,127	$134,127	$0	$0	$51,549
0222430000044	7500 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$11,543
0222430000070	7519 North Fwy	Warehouse-Metallic	13	$0	$0	$0	$0	$0	$5,569
0222430000034	7530 North Fwy	Warehouse-Metallic	13	$0	$0	$0	$0	$0	$11,944
0222430000059	7676 North Fwy	Warehouse-Metallic	182	$0	$0	$0	$0	$0	$81,982
0222430000041	7700 North Fwy	Warehouse-Metallic	199	$0	$0	$0	$0	$0	$52,559
1213180010001	7766 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (30 units)	24	$0	$0	$0	$17,082	$17,082	$12,866
1269560010001	7902 North Fwy	Retail Single-Occupancy	55	$357,719	$57,235	$57,235	$0	$0	$6,991
0432310000164	8050 North Fwy	Auxiliary Improve-ment	0	$0	$0	$0	$0	$0	$13,233
0432310000142	8100 North Fwy	Retail Single-Occupancy	98	$645,990	$103,358	$103,358	$0	$0	$24,455
0432310000106	8114 North Fwy	Warehouse-Metallic	62	$0	$0	$0	$0	$0	$10,969
0432310000002	8222 North Fwy	Warehouse-Metallic	166	$0	$0	$0	$0	$0	$40,141
1339930010001	8223 North Fwy	Retail Single-Occupancy	59	$388,041	$62,087	$62,087	$0	$0	$14,664
0432310000163	8224 North Fwy	Auto Dealer Full Service	123	$0	$0	$0	$0	$0	$22,641
0432310000110	8355 North Fwy	Auto Dealer Full Service	182	$0	$0	$0	$0	$0	$29,562
0432310000121	8406 North Fwy	Auxiliary Improve-ment	0	$0	$0	$0	$0	$0	$24,597
0432310000084	8455 North Fwy	Auto Dealer Full Service	370	$0	$0	$0	$0	$0	$61,715
0432310000085	8477 North Fwy	Auto Dealer Full Service	1,260	$0	$0	$0	$0	$0	$159,652
0432310000115	8526 North Fwy	Used Car Lot	282	$0	$0	$0	$0	$0	$15,408
0470680000005	8700 North Fwy	Petroleum Refining / Industry	6	$0	$0	$0	$0	$0	$105,370
0481820000021	9003 North Fwy	Bar/Lounge	163	$611,002	$97,760	$97,760	$0	$0	$14,322
0772870010001	9004 North Fwy	Service Station (Self)	76	$501,581	$80,253	$80,253	$0	$0	$27,859
0481820000014	9025 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (76 units)	68	$0	$0	$0	$43,274	$43,274	$24,835
0481820000016	9030 North Fwy	Mini-Warehouse	145	$0	$0	$0	$0	$0	$88,111
0481820000017	9030 North Fwy	Service Center Ware-	102	$0	$0	$0	$0	$0	$23,520

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		house (72 units)							
0470870000010	9130 North Fwy	Bank	289	$0	$0	$0	$0	$0	$39,311
0481820000002	9130 North Fwy	Drive Through Bank	132	$0	$0	$0	$0	$0	$10,792
0470870000009	9134 North Fwy	Used Car Lot	49	$0	$0	$0	$0	$0	$7,772
0470870000011	9214 North Fwy	Used Car Lot	35	$0	$0	$0	$0	$0	$9,689
0470870000006	9330 North Fwy	Discount Department	88	$1,045,913	$167,346	$167,346	$0	$0	$29,538
0470870000044	9344 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	26	$0	$0	$0	$0	$0	$7,073
0470870000008	9350 North Fwy	Service Station (Self)	46	$299,794	$47,967	$47,967	$0	$0	$26,330
0650010360001	9400 North Fwy	Strip Shopping Center	63	$416,636	$66,662	$66,662	$0	$0	$11,635
0710200010434	9404 North Fwy	Service Station (Self)	28	$185,460	$29,674	$29,674	$0	$0	$14,770
0710200010439	9410 North Fwy	Restaurant	95	$534,644	$85,543	$85,543	$0	$0	$12,549
0710200010403	9418 North Fwy	Retail Single-Occupancy	44	$285,504	$45,681	$45,681	$0	$0	$5,951
0710200010460	9422 North Fwy	Res. Struct. Or Conversion	0	$0	$0	$0	$0	$0	$20,700
0710200010330	9510 North Fwy	Auto Service Garage	74	$679,022	$108,643	$108,643	$0	$0	$13,071
0710200010327	9516 North Fwy	Service Center Warehouse	9	$0	$0	$0	$0	$0	$4,204
0710200010325	9520 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	31	$0	$0	$0	$0	$0	$6,180
0710200010300	9522 North Fwy	Used Car Lot	78	$0	$0	$0	$0	$0	$13,209
0710200010295	9560 North Fwy	Commercial Bldg. - Mixed Res.	14	$90,965	$14,554	$14,554	$0	$0	$4,225
0710200000238	9610 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (11 units)	14	$0	$0	$0	$6,263	$6,263	$5,040
0710200000235	9650 North Fwy	Retail Single-Occupancy	27	$174,366	$27,899	$27,899	$0	$0	$11,332
1168610000001	9700 North Fwy	Discount Department	88	$1,046,437	$167,430	$167,430	$0	$0	$54,921
0710190000014	9810 North Fwy	Retail Single-Occupancy	33	$215,242	$34,439	$34,439	$0	$0	$7,999
0710190000017	9820 North Fwy	Retail Multi-Occupancy	45	$293,389	$46,942	$46,942	$0	$0	$16,376
0710190000021	9840 North Fwy	Auto Service Garage	22	$200,693	$32,111	$32,111	$0	$0	$6,519
1314600010001	9922 North Fwy	Retail Multi-Occupancy	67	$442,265	$70,762	$70,762	$0	$0	$42,888
0710190000049	9924 North Fwy	Retail Single-Occupancy	34	$223,780	$35,805	$35,805	$0	$0	$0
0710190000054	9930 North Fwy	Retail Single-Occupancy	97	$634,986	$101,598	$101,598	$0	$0	$37,574

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0710190000097	10030 North Fwy	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$7,596
1333220010001	10030 North Fwy	Retail Single-Occupancy	51	$335,372	$53,660	$53,660	$0	$0	$26,519
0710190000102	10034 North Fwy	Retail Single-Occupancy	55	$361,171	$57,787	$57,787	$0	$0	$16,584
0393370000072	10206 North Fwy	Auto Service Garage	24	$219,124	$35,060	$35,060	$0	$0	$7,083
1328490010001	10210 North Fwy	Warehouse-Metallic	247	$0	$0	$0	$0	$0	$87,409
0393370000080	10266 North Fwy	Retail Multi-Occupancy	48	$313,883	$50,221	$50,221	$0	$0	$26,156
1254310010001	10270 North Fwy	Fast Food	170	$993,137	$158,902	$158,902	$0	$0	$24,739
0420740000119	10700 North Fwy	Office Bldgs. Hi-Rise (5+ Stories)	350	$0	$0	$0	$0	$0	$163,211
0420740000077	10718 North Fwy	Restaurant	319	$1,792,284	$286,766	$286,766	$0	$0	$33,766
1232620010001	10810 North Fwy	Restaurant	195	$1,099,633	$175,941	$175,941	$0	$0	$20,803
0420740000094	10828 North Fwy	Neighborhood Shopping Center	632	$4,148,839	$663,814	$663,814	$0	$0	$228,044
0420740000080	10998 North Fwy	Strip Shopping Center	60	$391,647	$62,664	$62,664	$0	$0	$32,702
0420740000061	11000 North Fwy	Auto Dealer Full Service	506	$0	$0	$0	$0	$0	$105,424
0420740000072	11120 North Fwy	Neighborhood Shopping Center	177	$1,161,974	$185,916	$185,916	$0	$0	$84,461
0420740000029	11210 North Fwy	Discount Department	140	$1,660,957	$265,753	$265,753	$0	$0	$64,384
0420740000120	11230 North Fwy	Fast Food	47	$273,242	$43,719	$43,719	$0	$0	$7,520
0420740000031	11310 North Fwy	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$10,505
0420740000028	11320 North Fwy	Restaurant	95	$536,552	$85,848	$85,848	$0	$0	$18,678
0420740000016	11322 North Fwy	Retail Single-Occupancy	32	$208,590	$33,374	$33,374	$0	$0	$7,532
0420740000001	11402 North Fwy	Restaurant	208	$1,172,761	$187,642	$187,642	$0	$0	$25,583
1155630000014	11710 North Fwy	Warehouse	133	$0	$0	$0	$0	$0	$127,988
0432310000036	8201 North Fwy	Conv. Mart w/Gas Pump	31	$204,493	$32,719	$32,719	$0	$0	$14,839
1170050000001	7720 N. Shepherd Dr	Retail Single-Occupancy	105	$690,850	$110,536	$110,536	$0	$0	$16,234
0680550000023	231 Theron St	Commercial Bldg. - Mixed Res.	13	$85,777	$13,724	$13,724	$0	$0	**
0612140000010	0 Tidwell	Warehouse-Metallic	22	$0	$0	$0	$0	$0	$12,085
0680310030006	536 E. Tidwell Rd	Retail Multi-Occupancy	36	$237,394	$37,983	$37,983	$0	$0	$16,247
0461680000061	7707 Veterans	Restaurant	197	$1,110,617	$177,699	$177,699	$0	$0	$17,064

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
	Memorial Dr								
1199980010001	7715 Veterans Memorial	Strip Shopping Center	65	$424,178	$67,868	$67,868	$0	$0	$38,869
0641520040007	5714 Werner St	Hotel/Motel, Low-Rise 1 to 3 Stories (32 units)	40	$0	$0	$0	$18,221	$18,221	$8,416
0393370000062	185 West Rd	Fast Food	326	$1,903,691	$304,590	$304,590	$0	$0	$47,089

Segment 1, Alternative 5: Business Displacements within 25-Foot of Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
1318780010003	19 E. Crosstimbers St	Fast Food	143	$834,557	$133,529	$133,529	$0	$0	$27,225
0222430000074	0 North Fwy	Warehouse-Metallic	24	$0	$0	$0	$0	$0	$9,643
0431590030310	4045 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (158 units)	85	$0	$0	$0	$89,965	$89,965	$56,500
0431590030330	4101 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	46	$0	$0	$0	$0	$0	$7,469
0431590030385	4111 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	31	$0	$0	$0	$0	$0	$2,781
0222460000014	6767 North Fwy	Warehouse-Metallic	604	$0	$0	$0	$0	$0	$87,325
1168510000001	10411 North Fwy	Discount Department	365	$4,330,565	$692,890	$692,890	$0	$0	$305,822
1083870000012	2 Northpoint Dr	Office Bldgs. Hi-Rise (5+ Stories)	254	$0	$0	$0	$0	$0	$514,413
0222460320002	411 W. Parker Rd	Office Bldgs. Low-Rise (1 to 4 Stories)	63	$0	$0	$0	$0	$0	$14,773
0612150000075	614 E. Tidwell Rd	Used Car Lot	56	$0	$0	$0	$0	$0	$6,724
0710200010397	607 Turney Dr	Warehouse-Metallic	10	$0	$0	$0	$0	$0	$1,451

Segment 1, Alternative 7: Business Displacements

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0431590020191	4555 Airline Dr	Warehouse	217	$0	$0	$0	$0	$0	$143,491
0431590020216	4701 Airline Dr	Medical Office	40	$0	$0	$0	$0	$0	$11,177
0460720000042	4711 Airline Dr	Retail Single-Occupancy	33	$216,757	$34,681	$34,681	$0	$0	$8,391
0432310000029	530 Canino	Auto Service Garage	733	$6,732,812	$1,077,250	$1,077,250	$0	$0	$48,004
0431590030104	1331 Crosstim-	Commercial Imps	0	$0	$0	$0	$0	$0	$4,961

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
	bers St	Only Land							
0431590030130	1336 Crosstimbers St	Service Station (Self)	53	$346,384	$55,421	$55,421	$0	$0	$20,282
0222460000180	6340 Fairway Dr	Warehouse-Metallic	17	$0	$0	$0	$0	$0	$10,191
0772870020001	635 Gulf Bank Rd	Strip Shopping Center	148	$971,366	$155,419	$155,419	$0	$0	$24,224
0612150010008	415 Hamilton St	Cold Storage Facility	0	$0	$0	$0	$0	$0	$19,816
0222420000087	431 W. Little York Rd	Service Station (Self)	33	$213,634	$34,181	$34,181	$0	$0	$12,381
0222420000096	505 W. Little York Rd	Fast Food	110	$641,371	$102,619	$102,619	$0	$0	$14,508
0222420000088	511 W. Little York Rd	Strip Shopping Center	31	$201,063	$32,170	$32,170	$0	$0	$25,501
1180900010001	530 W. Little York Rd	Drugstore (Freestanding)	92	$3,178,107	$508,497	$508,497	$0	$0	$47,488
0222430000074	0 North Fwy	Warehouse-Metallic	24	$0	$0	$0	$0	$0	$9,643
0612150000106	0 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$1,326
0431590030340	0 North Fwy	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$3,220
1048520000010	0 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$16,686
0710590020054	0 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$479
1048520000004	3900 North Fwy	Service Center Warehouse	27	$0	$0	$0	$0	$0	$7,151
0431590030082	4000 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	32	$0	$0	$0	$0	$0	$5,580
0431590040010	4001 North Fwy	Parking Miscellaneous	0	$0	$0	$0	$0	$0	$11,311
0431590030310	4045 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (158 units)	85	$0	$0	$0	$89,965	$89,965	$56,500
0431590030330	4101 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	46	$0	$0	$0	$0	$0	$7,469
0431590030185	4114 North Fwy	Retail Single-Occupancy	53	$349,671	$55,947	$55,947	$0	$0	$18,932
0431590030335	4121 North Fwy	Retail Multi-Occupancy	25	$166,944	$26,711	$26,711	$0	$0	$7,007
0431590030360	4141 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	122	$0	$0	$0	$0	$0	$14,060
0431590030559	4221 North Fwy	Hotel/Motel, Low-	48	$0	$0	$0	$21,068	$21,068	$21,086

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		Rise 1 to 3 Stories (37 units)							
0431590030553	4225 North Fwy	Hotel/Motel, Hi-Rise 4+ Stories (90 units)	141	$0	$0	$0	$51,246	$51,246	$29,074
0680550000018	4302 North Fwy	Service Station (Self)	19	$127,224	$20,356	$20,356	$0	$0	$1,928
1318730010001	4314 North Fwy	Drugstore (Freestanding)	106	$3,664,324	$586,292	$586,292	$0	$0	$75,114
1313350010002	4400 North Fwy	Community Shopping Center	2,673	$17,540,818	$2,806,531	$2,806,531	$0	$0	$1,885,435
1180530010001	4545 North Fwy	Fast Food	154	$899,359	$143,898	$143,898	$0	$0	$15,452
0642280000002	4615 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	109	$0	$0	$0	$0	$0	$25,873
0642280000001	4635 North Fwy	Retail Single-Occupancy	36	$237,308	$37,969	$37,969	$0	$0	$5,357
0841280000015	4865 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (28 units)	38	$0	$0	$0	$15,943	$15,943	$11,810
0820500000015	4921 North Fwy	Service Station (Full)	19	$123,241	$19,719	$19,719	$0	$0	$5,374
1207330010005	4940 North Fwy	Retail Single-Occupancy	56	$365,304	$58,449	$58,449	$0	$0	$15,694
1207330010001	4950 North Fwy	Auto Service Garage	66	$606,071	$96,971	$96,971	$0	$0	$20,542
0460720000006	5050 North Fwy	Auxiliary Improvement	0	$0	$0	$0	$0	$0	$29,966
0612150000127	5100 North Fwy	Funeral Home	78	$0	$0	$0	$0	$0	$14,650
0612140000050	5219 North Fwy	Warehouse-Metallic	111	$0	$0	$0	$0	$0	$38,102
0680310020003	5231 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	39	$0	$0	$0	$0	$0	$6,239
0680310020004	5231 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$1,267
1320060010001	5240 North Fwy	Warehouse-Metallic	74	$0	$0	$0	$0	$0	$40,530
1311350010001	5324 North Fwy	Strip Shopping Center	55	$363,114	$58,098	$58,098	$0	$0	$37,274
0680310030005	5330 North Fwy	Retail Single-Occupancy	32	$212,545	$34,007	$34,007	$0	$0	$7,877
0612140000009	5333 North Fwy	Service Station (Full)	54	$351,581	$56,253	$56,253	$0	$0	$11,429
0680310030007	5350 North Fwy	Fast Food	158	$921,712	$147,474	$147,474	$0	$0	$16,709
1265280010001	5410 North Fwy	Community Shopping Center	1,018	$6,678,998	$1,068,640	$1,068,640	$0	$0	$456,933
0612150010037	5525 North Fwy	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$7,927
0641520040005	5610 North Fwy	Service Station (Full)	27	$179,952	$28,792	$28,792	$0	$0	$6,284
0641520050009	5614 North Fwy	Hotel/Motel, Low-	34	$0	$0	$0	$10,819	$10,819	$11,207

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
		Rise 1 to 3 Stories (19 units)							
0641520040003	5620 North Fwy	Res. Struct. Or Conversion	0	$0	$0	$0	$0	$0	$15,096
0641520050003	5715 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$2,289
0641520050007	5716 North Fwy	Service Station (Self)	25	$166,228	$26,596	$26,596	$0	$0	$10,557
0641510010005	5801 North Fwy	Retail Single-Occupancy	34	$224,746	$35,959	$35,959	$0	$0	$11,200
0641510020011	5802 North Fwy	Auto Dealer Full Service	32	$0	$0	$0	$0	$0	$8,008
0641510010006	5845 North Fwy	Retail Single-Occupancy	12	$81,407	$13,025	$13,025	$0	$0	$7,778
0641510010001	5900 North Fwy	Strip Shopping Center	652	$4,281,240	$684,998	$684,998	$0	$0	$105,554
0641510010003	5901 North Fwy	Retail Single-Occupancy	14	$89,860	$14,378	$14,378	$0	$0	$1,957
0641510010004	5901 North Fwy	Warehouse-Metallic	32	$0	$0	$0	$0	$0	$6,703
0805860000005	6001 North Fwy	Retail Miscellaneous	22	$146,485	$23,438	$23,438	$0	$0	$8,382
0731650060001	6009 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (50 units)	39	$0	$0	$0	$28,470	$28,470	$11,786
1213070010001	6031 North Fwy	Fast Food	199	$1,164,215	$186,274	$186,274	$0	$0	$28,769
0731650020021	6101 North Fwy	Service Station (Self)	16	$106,142	$16,983	$16,983	$0	$0	$7,155
0731650020020	6103 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (30 units)	19	$0	$0	$0	$17,082	$17,082	$14,651
0731650090001	6210 North Fwy	Commercial Bldg. - Mixed Res.	9	$58,254	$9,321	$9,321	$0	$0	$2,409
0222460000179	6300 North Fwy	Parking Miscellaneous	2	$0	$0	$0	$1,049	$1,049	$4,706
0731650110001	6320 North Fwy	Used Car Lot	21	$0	$0	$0	$0	$0	$1,539
0222460000010	6449 North Fwy	Warehouse-Metallic	15	$0	$0	$0	$0	$0	$7,686
0222460000177	6451 North Fwy	Service Station (Self)	30	$193,753	$31,000	$31,000	$0	$0	$10,357
0222460000009	6500 North Fwy	Strip Shopping Center	154	$1,009,120	$161,459	$161,459	$0	$0	$65,193
1186490010003	6613 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (31 units)	26	$0	$0	$0	$17,651	$17,651	$15,017
0222460000014	6767 North Fwy	Warehouse-Metallic	604	$0	$0	$0	$0	$0	$87,325
0222410000048	6912 North Fwy	Retail Single-Occupancy	15	$97,354	$15,577	$15,577	$0	$0	$2,422

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0222410000046	6914 North Fwy	Retail Single-Occupancy	22	$145,241	$23,238	$23,238	$0	$0	$4,180
0222410000029	7000 North Fwy	Retail Multi-Occupancy	39	$254,283	$40,685	$40,685	$0	$0	$50,533
0222410000028	7000 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,139
0222410000023	7000 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,021
0222410000027	7000 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,288
1319250010001	7001 North Fwy	Commercial New Construction	0	$0	$0	$0	$0	$0	$16,884
0222410000060	7007 North Fwy	Medical Office	375	$0	$0	$0	$0	$0	$200,891
0222410000058	7075 North Fwy	Bank	103	$0	$0	$0	$0	$0	$19,284
0222420000033	7102 North Fwy	Truck Stop	45	$293,432	$46,949	$46,949	$0	$0	$23,581
0222420000030	7114 North Fwy	Retail Single-Occupancy	148	$972,285	$155,566	$155,566	$0	$0	$41,666
0222420000089	7114 North Fwy	Parking Miscellane-ous	0	$0	$0	$0	$0	$0	$4,520
1234830010001	7333 North Fwy	Medical Office	0	$0	$0	$0	$0	$0	$132,589
0222420000116	7400 North Fwy	Discount Department	101	$1,202,591	$192,414	$192,414	$0	$0	$45,573
0222420000086	7447 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (50 units)	43	$0	$0	$0	$28,470	$28,470	$20,858
0222420000203	7447 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$3,190
1312840010002	7460 North Fwy	Discount Department	71	$838,296	$134,127	$134,127	$0	$0	$51,549
1230200010001	7518 North Fwy	Fast Food	185	$1,081,458	$173,033	$173,033	$0	$0	$29,694
0222430000070	7519 North Fwy	Warehouse-Metallic	13	$0	$0	$0	$0	$0	$5,569
0222430000042	7521 North Fwy	Warehouse-Metallic	7	$0	$0	$0	$0	$0	$3,076
0222430000034	7530 North Fwy	Warehouse-Metallic	13	$0	$0	$0	$0	$0	$11,944
0222430000059	7676 North Fwy	Warehouse-Metallic	182	$0	$0	$0	$0	$0	$81,982
0222430000041	7700 North Fwy	Warehouse-Metallic	199	$0	$0	$0	$0	$0	$52,559
1213180010001	7766 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (30 units)	24	$0	$0	$0	$17,082	$17,082	$12,866
1269560010001	7902 North Fwy	Retail Single-Occupancy	55	$357,719	$57,235	$57,235	$0	$0	$6,991
0432310000142	8100 North Fwy	Retail Single-Occupancy	98	$645,990	$103,358	$103,358	$0	$0	$24,455
0432310000106	8114 North Fwy	Warehouse-Metallic	62	$0	$0	$0	$0	$0	$10,969
0432310000002	8222 North Fwy	Warehouse-Metallic	166	$0	$0	$0	$0	$0	$40,141

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0432310000113	8245 North Fwy	Auto Dealer Full Service	160	$0	$0	$0	$0	$0	$45,009
0432310000110	8355 North Fwy	Auto Dealer Full Service	182	$0	$0	$0	$0	$0	$29,562
0432310000084	8455 North Fwy	Auto Dealer Full Service	370	$0	$0	$0	$0	$0	$61,715
0432310000085	8477 North Fwy	Auto Dealer Full Service	1,260	$0	$0	$0	$0	$0	$159,652
0432310000076	8503 North Fwy	Bar/Lounge	264	$989,536	$158,326	$158,326	$0	$0	$14,039
0432310000074	8505 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (40 units)	69	$0	$0	$0	$22,776	$22,776	$13,584
1259060020001	8507 North Fwy	Used Car Lot	48	$0	$0	$0	$0	$0	$5,553
0432310000080	8509 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (26 units)	30	$0	$0	$0	$14,804	$14,804	$15,465
0432310000115	8526 North Fwy	Used Car Lot	282	$0	$0	$0	$0	$0	$15,408
1292290010001	8711 North Fwy	Discount Department	280	$3,321,354	$531,417	$531,417	$0	$0	$180,903
0481820000021	9003 North Fwy	Bar/Lounge	163	$611,002	$97,760	$97,760	$0	$0	$14,322
0772870010001	9004 North Fwy	Service Station (Self)	76	$501,581	$80,253	$80,253	$0	$0	$27,859
0481820000014	9025 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (76 units)	68	$0	$0	$0	$43,274	$43,274	$24,835
0481820000016	9030 North Fwy	Mini-Warehouse	145	$0	$0	$0	$0	$0	$88,111
0481820000017	9030 North Fwy	Service Center Warehouse (72 units)	102	$0	$0	$0	$0	$0	$23,520
0481820000012	9055 North Fwy	Auto Dealer Full Service	281	$0	$0	$0	$0	$0	$29,272
1168220000001	9111 North Fwy	Auto Dealer Full Service	621	$0	$0	$0	$0	$0	$102,780
0481820000002	9130 North Fwy	Drive Through Bank	132	$0	$0	$0	$0	$0	$10,792
1242220010001	9203 North Fwy	Retail Single-Occupancy	32	$210,718	$33,715	$33,715	$0	$0	$6,199
0470870000011	9214 North Fwy	Used Car Lot	35	$0	$0	$0	$0	$0	$9,689
0470870000006	9330 North Fwy	Discount Department	88	$1,045,913	$167,346	$167,346	$0	$0	$29,538
0470870000044	9344 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	26	$0	$0	$0	$0	$0	$7,073
0470870000003	9351 North Fwy	Service Station (Self)	42	$276,220	$44,195	$44,195	$0	$0	$16,584
0650010360014	9403 North Fwy	Fast Food	93	$545,770	$87,323	$87,323	$0	$0	$9,431
0710200010434	9404 North Fwy	Service Station (Self)	28	$185,460	$29,674	$29,674	$0	$0	$14,770
0710200010439	9410 North Fwy	Restaurant	95	$534,644	$85,543	$85,543	$0	$0	$12,549
0710200010403	9418 North Fwy	Retail Single-	44	$285,504	$45,681	$45,681	$0	$0	$5,951

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		Occupancy							
0710200010330	9510 North Fwy	Auto Service Garage	74	$679,022	$108,643	$108,643	$0	$0	$13,071
0710200010327	9516 North Fwy	Service Center Warehouse	9	$0	$0	$0	$0	$0	$4,204
0710200010325	9520 North Fwy	Office Bldgs. Low-Rise (1 to 4 Stories)	31	$0	$0	$0	$0	$0	$6,180
0710200010300	9522 North Fwy	Used Car Lot	78	$0	$0	$0	$0	$0	$13,209
0710200010295	9560 North Fwy	Commercial Bldg. - Mixed Res.	14	$90,965	$14,554	$14,554	$0	$0	$4,225
0710200000238	9610 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (11 units)	14	$0	$0	$0	$6,263	$6,263	$5,040
1322430010001	9649 North Fwy	Retail Single-Occupancy	257	$1,683,974	$269,436	$269,436	$0	$0	$53,523
0710200000235	9650 North Fwy	Retail Single-Occupancy	27	$174,366	$27,899	$27,899	$0	$0	$11,332
0650010240015	9797 North Fwy	Hotel/Motel, Low-Rise 1 to 3 Stories (59 units)	44	$0	$0	$0	$33,595	$33,595	$25,762
0710190000014	9810 North Fwy	Retail Single-Occupancy	33	$215,242	$34,439	$34,439	$0	$0	$7,999
0710190000017	9820 North Fwy	Retail Multi-Occupancy	45	$293,389	$46,942	$46,942	$0	$0	$16,376
0710190000021	9840 North Fwy	Auto Service Garage	22	$200,693	$32,111	$32,111	$0	$0	$6,519
0710190000049	9924 North Fwy	Retail Single-Occupancy	34	$223,780	$35,805	$35,805	$0	$0	$0
0710190000054	9930 North Fwy	Retail Single-Occupancy	97	$634,986	$101,598	$101,598	$0	$0	$37,574
0650010120019	9941 North Fwy	Retail Single-Occupancy	32	$209,828	$33,573	$33,573	$0	$0	$11,633
0710190000102	10034 North Fwy	Retail Single-Occupancy	55	$361,171	$57,787	$57,787	$0	$0	$16,584
0710190000148	10102 North Fwy	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,886
0393370000072	10206 North Fwy	Auto Service Garage	24	$219,124	$35,060	$35,060	$0	$0	$7,083
1328490010001	10210 North Fwy	Warehouse-Metallic	247	$0	$0	$0	$0	$0	$87,409
1176470010001	10241 North Fwy	Retail Power Center	2,331	$15,295,071	$2,447,211	$2,447,211	$0	$0	$430,892
0393370000080	10266 North Fwy	Retail Multi-Occupancy	48	$313,883	$50,221	$50,221	$0	$0	$26,156
0420740000077	10718 North Fwy	Restaurant	319	$1,792,284	$286,766	$286,766	$0	$0	$33,766
1232620010001	10810 North Fwy	Restaurant	195	$1,099,633	$175,941	$175,941	$0	$0	$20,803
0420740000094	10828 North Fwy	Neighborhood Shop-	632	$4,148,839	$663,814	$663,814	$0	$0	$228,044

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		ping Center							
0420740000080	10998 North Fwy	Strip Shopping Center	60	$391,647	$62,664	$62,664	$0	$0	$32,702
0420740000061	11000 North Fwy	Auto Dealer Full Service	506	$0	$0	$0	$0	$0	$105,424
0420740000120	11230 North Fwy	Fast Food	47	$273,242	$43,719	$43,719	$0	$0	$7,520
0420740000031	11310 North Fwy	Commercial Imps Only Land	0	$0	$0	$0	$0	$0	$10,505
0420740000028	11320 North Fwy	Restaurant	95	$536,552	$85,848	$85,848	$0	$0	$18,678
1094670000017	11501 North Fwy	Retail Single-Occupancy	45	$296,166	$47,387	$47,387	$0	$0	$12,247
0461680000051	7710 N. Shepherd Dr	Warehouse	126	$0	$0	$0	$0	$0	$82,117
0731650110002	105 Sunnyside	Parking Miscellaneous	0	$0	$0	$0	$0	$0	$2,534
0680550000023	231 Theron St	Commercial Bldg. - Mixed Res.	13	$85,777	$13,724	$13,724	$0	$0	**
0612140000010	0 Tidwell	Warehouse-Metallic	22	$0	$0	$0	$0	$0	$12,085
0461680000061	7707 Veterans Memorial Dr	Restaurant	197	$1,110,617	$177,699	$177,699	$0	$0	$17,064
0641520040007	5714 Werner St	Hotel/Motel, Low-Rise 1 to 3 Stories (32 units)	40	$0	$0	$0	$18,221	$18,221	$8,416
0393370000062	185 West Rd	Fast Food	326	$1,903,691	$304,590	$304,590	$0	$0	$47,089

Segment 1, Alternative 7: Business Displacements and Tax Revenue impacts within 25-Foot of Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
1048520000011	7070 Allensby St	Office -Warehouse	58	$0	$0	$0	$0	$0	$42,950
0820500000014	702 Glenburnie Dr	Retail Multi-Occupancy	26	$168,308	$26,929	$26,929	$0	$0	$5,425
0222430000048	440 W. Little York Rd	Community Shopping Center	1,151	$7,555,003	$1,208,801	$1,208,801	$0	$0	$212,006
0222430000109	448 Little York Rd	Retail Single-Occupancy	23	$150,521	$24,083	$24,083	$0	$0	$12,448
0222420000085	515 W. Little York Rd	Medical Office	57	$0	$0	$0	$0	$0	$14,330
1261170010001	630 W. Little York Rd	Discount Department	379	$4,493,945	$719,031	$719,031	$0	$0	$0
0841280000013	4920 Marable	Apartment Garden (1	0	$0	$0	$0	$0	$0	$11,268

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		to 3 Stories) (54 units)							
0650010360016	714 W. Mount Houston Rd	Retail Single-Occupancy	77	$502,391	$80,383	$80,383	$0	$0	$14,104
0710590030005	45 Neyland St	Warehouse-Metallic	14	$0	$0	$0	$0	$0	$0
0261250000092	5600 North Fwy	Apartment Garden (1 to 3 Stories) (160 units)	0	$0	$0	$0	$0	$0	$108,315

Segment 2, Alternative 10: Business Displacements and Tax Revenue Impacts

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0400770000146	412 Eichwurzel Ln	Comm. Tabled Retail Land	20	$132,734	$21,237	$21,237	$0	$0	$4,348
0400770000148	5770 Enid St	Comm. Tabled Retail Land	0	$0	$0	$0	$0	$0	$3,458
0420500000014	6119 Fulton St	Manufactur-ing/Processing	30	$0	$0	$0	$0	$0	$50,375
0400800000023	352 Link Rd	Comm. Tabled Va-cant Land	0	$0	$0	$0	$0	$0	$7,375
0152150000008	3401 N. Main St	Comm. Tabled Retail Land	37	$185,875	$29,740	$29,740	$0	$0	$20,052
0152150000016	3501 N. Main St	Comm. Tabled Retail Land	3	$22,941	$3,671	$3,671	$0	$0	$5,382
0152150000054	3505 N. Main St	Comm. Tabled Land w-Residential Imps	2	$10,650	$1,704	$1,704	$0	$0	$2,482
0152150040015	3232 Mainford St	Comm. Tabled Ware-house Land	2	$0	$0	$0	$0	$0	$5,993
0400710000004	2211 North Fwy	Comm. Tabled Retail Land	3	$22,813	$3,650	$3,650	$0	$0	$64,456
0400830000158	2900 North Fwy	Comm. Tabled Retail Land	4	$26,518	$4,243	$4,243	$0	$0	$4,115
0400770000160	3210 North Fwy	Comm. Tabled Ware-house Land	8	$0	$0	$0	$0	$0	$14,187
0400770000163	3210 North Fwy	Comm. Tabled Va-cant Land	0	$0	$0	$0	$0	$0	$3,027
0400800000015	3225 North Fwy	Comm. Tabled Ware-house Land	61	$0	$0	$0	$0	$0	$27,117
0660270030001	3410 North Fwy	Comm. Tabled Ware-house Land	20	$0	$0	$0	$0	$0	$12,043
0660270020006	3412 North Fwy	Comm. Tabled Office	21	$0	$0	$0	$0	$0	$8,479

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		Land							
0660270020001	3414 North Fwy	Comm. Tabled Office Land	64	$0	$0	$0	$0	$0	$17,035
0431590040161	10 Stokes St	Warehouse-Metallic	90	$0	$0	$0	$0	$0	$21,852
0400770000102	407 Sylvester Rd	Comm. Tabled Warehouse Land	8	$0	$0	$0	$0	$0	$6,786

Segment 2, Alternative 10: Business Properties and Tax Revenue Impacts within 25-Foot of Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0400830000053	2900 North Fwy	Comm. Tabled Retail Land	6	$41,715	$6,674	$6,674	$0	$0	$2,428

Segment 2, Alternative 11: Business Displacements and Tax Revenue Impacts

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0400770000146	412 Eichwurzel Ln	Comm. Tabled Retail Land	20	$132,734	$21,237	$21,237	$0	$0	$4,348
0400770000148	5770 Enid St	Comm. Tabled Retail Land	0	$0	$0	$0	$0	$0	$3,458
0400800000023	352 Link Rd	Comm. Tabled Vacant Land	0	$0	$0	$0	$0	$0	$7,375
0400770000160	3210 North Fwy	Comm. Tabled Warehouse Land	8	$0	$0	$0	$0	$0	$14,187
0400770000163	3210 North Fwy	Comm. Tabled Vacant Land	0	$0	$0	$0	$0	$0	$3,027
0400800000015	3225 North Fwy	Comm. Tabled Warehouse Land	61	$0	$0	$0	$0	$0	$27,117
0660270030001	3410 North Fwy	Comm. Tabled Warehouse Land	20	$0	$0	$0	$0	$0	$12,043
0660270020006	3412 North Fwy	Comm. Tabled Office Land	21	$0	$0	$0	$0	$0	$8,479
0660270020001	3414 North Fwy	Comm. Tabled Office Land	64	$0	$0	$0	$0	$0	$17,035
0431590040161	10 Stokes St	Warehouse-Metallic	90	$0	$0	$0	$0	$0	$21,852
0400770000102	407 Sylvester Rd	Comm. Tabled Warehouse Land	8	$0	$0	$0	$0	$0	$6,786

Segment 2, Alternative 12: Business Displacements

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0400770000146	412 Eichwurzel Ln	Comm. Tabled Retail Land	20	$132,734	$21,237	$21,237	$0	$0	$4,348
0400770000148	5770 Enid St	Comm. Tabled Retail Land	0	$0	$0	$0	$0	$0	$3,458
0400800000023	352 Link Rd	Comm. Tabled Vacant Land	0	$0	$0	$0	$0	$0	$7,375
0400770000160	3210 North Fwy	Comm. Tabled Warehouse Land	8	$0	$0	$0	$0	$0	$14,187
0400770000163	3210 North Fwy	Comm. Tabled Vacant Land	0	$0	$0	$0	$0	$0	$3,027
0400800000015	3225 North Fwy	Comm. Tabled Warehouse Land	61	$0	$0	$0	$0	$0	$27,117
0660270030001	3410 North Fwy	Comm. Tabled Warehouse Land	20	$0	$0	$0	$0	$0	$12,043
0660270020006	3412 North Fwy	Comm. Tabled Office Land	21	$0	$0	$0	$0	$0	$8,479
0660270020001	3414 North Fwy	Comm. Tabled Office Land	64	$0	$0	$0	$0	$0	$17,035
0431590040161	10 Stokes St	Warehouse-Metallic	90	$0	$0	$0	$0	$0	$21,852
0400770000102	407 Sylvester Rd	Comm. Tabled Warehouse Land	8	$0	$0	$0	$0	$0	$6,786

Segment 3, Alternative 10: Business Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0192560000006	3921 Almeda Rd	Comm. Tabled Retail Land	17	$112,245	$17,959	$17,959	$0	$0	$13,332
0220550000007	4201 Austin St	Comm. Tabled Land w-Residential Imps	11	$71,969	$11,515	$11,515	$0	$0	**
0220530000005	4211 Caroline St	Comm. Tabled Retail Land	16	$105,469	$16,875	$16,875	$0	$0	$14,202
0250020230008	4405 Caroline St	Comm. Tabled Land w-Residential Imps	10	$64,005	$10,241	$10,241	$0	$0	**
0250020220011	4412 Caroline St	Comm. Tabled Office Land	24	$0	$0	$0	$0	$0	$15,072
0011850000001	2013 Commerce St	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,761
0020960000002	1818 Hamilton St	Comm. Tabled Retail Land	39	$257,860	$41,258	$41,258	$0	$0	$51,328

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0031940000013	100 Hogan St	Comm. Tabled Warehouse Land	94	$0	$0	$0	$0	$0	$53,701
0342590000004	1520 Isabella St	Comm. Tabled Warehouse Land	7	$0	$0	$0	$0	$0	$8,407
0020940000009	2004 Jefferson St	Comm. Tabled Retail Land	14	$93,750	$15,000	$15,000	$0	$0	$10,933
0020940000003	2020 Jefferson St	Comm. Tabled Warehouse Land	17	$0	$0	$0	$0	$0	$17,997
0021170000001	1919 La Branch St	Comm. Tabled Office Land	156	$0	$0	$0	$0	$0	$610,739
0020580000003	2020 Leeland St	Comm. Tabled Retail Land	33	$121,875	$19,500	$19,500	$0	$0	$15,547
0152290000013	2012 Louisiana St	Comm. Tabled Retail Land	7	$48,698	$7,792	$7,792	$0	$0	$8,685
0250180000010	0 Main St	Comm. Tabled Retail Land	0	$0	$0	$0	$0	$0	$14,855
0300950000001	1301 Nance St	Office Bldgs. Low-Rise (1 to 4 Stories)	11	$0	$0	$0	$0	$0	$4,765
1332660010001	2401 Nance St	Warehouse	17	$0	$0	$0	$0	$0	$13,992
0020580000018	2019 Pease St	Comm. Tabled Retail Land	9	$80,719	$12,915	$12,915	$0	$0	$7,716
0152240000004	500 Pierce	Comm. Tabled Retail Land	17	$112,759	$18,041	$18,041	$0	$0	$14,796
0300950000012	1320 Rothwell St	Retail Single-Occupancy	6	$42,613	$6,818	$6,818	$0	$0	$2,181
0300940000003	1400 Rothwell St	Warehouse	22	$0	$0	$0	$0	$0	$10,823
0271200000001	1902 Rothwell St	Warehouse	60	$0	$0	$0	$0	$0	$19,472
0271210000005	2000 Rothwell St	Warehouse	47	$0	$0	$0	$0	$0	$21,966
0020750000008	1711 Saint Emanuel St	Comm. Tabled Retail Land	23	$86,250	$13,800	$13,800	$0	$0	$8,710
0011770000001	2019 Walker St	Comm. Tabled Retail Land	19	$71,213	$11,394	$11,394	$0	$0	$8,851
0031320000006	1020 Wood St	Warehouse-Metallic	7	$0	$0	$0	$0	$0	$13,149
0031310000014	1112 Wood St	Office Bldgs. Low-Rise (1 to 4 Stories)	27	$0	$0	$0	$0	$0	$16,256

Segment 3, Alternative 10: Business Properties and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0250180000009	4101 Main St	Comm. Tabled Spe-	0	$0	$0	$0	$0	$0	$18,636

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
		cialty Land							
0031320000008	1001 N San Jacinto St	Service Station (Full)	22	$141,531	$22,645	$22,645	$0	$0	$11,228
0250050290004	4602 San Jacinto St	Comm. Tabled Retail Land	11	$69,969	$11,195	$11,195	$0	$0	$12,356
0152300000001	2000 Smith St	Comm. Tabled Land w-Residential Imps	89	$585,071	$93,611	$93,611	$0	$0	$73,173

Segment 3, Alternative 11: Business Displacements and Tax Revenue Impacts

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
1266850010001	3903 Almeda Rd	Comm. Tabled Va-cant Land	0	$0	$0	$0	$0	$0	$0
0192560000006	3921 Almeda Rd	Comm. Tabled Retail Land	17	$112,245	$17,959	$17,959	$0	$0	$13,332
0192550000009	4001 Almeda Rd	Comm. Tabled Retail Land	18	$117,085	$18,734	$18,734	$0	$0	$14,771
0220550000007	4201 Austin St	Comm. Tabled Land w-Residential Imps	11	$71,969	$11,515	$11,515	$0	$0	**
0020920000001	1808 Bastrop St	Comm. Tabled Ware-house Land	15	$0	$0	$0	$0	$0	$23,006
0371320000002	2005 Canal St	Warehouse	34	$0	$0	$0	$0	$0	$44,076
0011840000006	101 Chartres St	Warehouse	25	$0	$0	$0	$0	$0	$42,456
0011760000009	903 Chartres St	Comm. Tabled Retail Land	13	$83,519	$13,363	$13,363	$0	$0	$13,042
0011760000008	907 Chartres St	Comm. Tabled Retail Land	8	$51,334	$8,213	$8,213	$0	$0	$9,714
0011760000006	909 Chartres St	Comm. Tabled Retail Land	18	$115,783	$18,525	$18,525	$0	$0	$21,077
0020020000009	1203 Chartres St	Comm. Tabled Ware-house Land	5	$0	$0	$0	$0	$0	$8,017
0020020000019	1203 Chartres St	Comm. Tabled Land w-Residential Imps	4	$29,010	$4,642	$4,642	$0	$0	$2,426
0020420000003	1503 Chartres St	Comm. Tabled Retail Land	54	$354,495	$56,719	$56,709	$0	$0	$0
0020050000006	2003 Clay St	Comm. Tabled Ware-house Land	0	$0	$0	$0	$0	$0	$24,822
0020050000001	2019 Clay St	Comm. Tabled Retail Land	14	$94,912	$15,186	$15,186	$0	$0	$10,783
0011850000006	2001 Commerce	Warehouse	13	$0	$0	$0	$0	$0	$22,534

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
	St								
0011850000001	2013 Commerce St	General Commercial Vacant	0	$0	$0	$0	$0	$0	$4,761
0011840000003	2020 Commerce St	Warehouse	14	$0	$0	$0	$0	$0	$26,956
0081810000016	1302 Conti St	Comm. Tabled Warehouse Land	116	$0	$0	$0	$0	$0	$132,787
0081860000005	1409 Conti St	Comm. Tabled Warehouse Land	34	$0	$0	$0	$0	$0	$10,414
0012330000012	2011 Dallas St	Comm. Tabled Warehouse Land	5	$0	$0	$0	$0	$0	$6,670
0020020000014	2014 Dallas St	Comm. Tabled Warehouse Land	4	$0	$0	$0	$0	$0	$4,515
0342590000004	1520 Isabella St	Comm. Tabled Warehouse Land	7	$0	$0	$0	$0	$0	$8,407
0020760000001	2001 Jefferson	Comm. Tabled Retail Land	89	$585,938	$93,750	$93,750	$0	$0	$92,977
0020940000009	2004 Jefferson St	Comm. Tabled Retail Land	14	$93,750	$15,000	$15,000	$0	$0	$10,933
0020940000003	2020 Jefferson St	Comm. Tabled Warehouse Land	17	$0	$0	$0	$0	$0	$17,997
0020930000001	2110 Jefferson St	Comm. Tabled Retail Land	45	$292,969	$46,875	$46,875	$0	$0	$36,261
0011750000018	2011 Lamar St	Comm. Tabled Warehouse Land	4	$0	$0	$0	$0	$0	$4,950
0011750000001	2017 Lamar St	Comm. Tabled Retail Land	8	$52,162	$8,346	$8,346	$0	$0	$6,215
0020580000008	2004 Leeland St	Comm. Tabled Office Land	20	$0	$0	$0	$0	$0	$16,695
0020420000006	2011 Leeland St	Comm. Tabled Warehouse Land	9	$0	$0	$0	$0	$0	$16,762
0020580000003	2020 Leeland St	Comm. Tabled Retail Land	33	$121,875	$19,500	$19,500	$0	$0	$15,547
0250180000010	0 Main St	Comm. Tabled Retail Land	0	$0	$0	$0	$0	$0	$14,855
0250180000009	4101 Main St	Comm. Tabled Specialty Land	0	$0	$0	$0	$0	$0	$18,636
1249620010001	2020 McKinney St	Comm. Tabled Retail Land	60	$394,162	$63,066	$63,066	$0	$0	$62,378
0422210000009	2300 Nance St	Warehouse-Metallic	29	$0	$0	$0	$0	$0	$23,663
0151890000007	2303 Nance St	Warehouse-Metallic	40	$0	$0	$0	$0	$0	$30,584
1332660010001	2401 Nance St	Warehouse	17	$0	$0	$0	$0	$0	$13,992

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0400100000032	1201 Naylor St	Comm. Tabled Warehouse Land	57	$0	$0	$0	$0	$0	$56,575
0020580000006	2003 Pease St	Comm. Tabled Specialty Land	0	$0	$0	$0	$0	$0	$24,250
0020580000018	2019 Pease St	Comm. Tabled Retail Land	9	$80,719	$12,915	$12,915	$0	$0	$7,716
0011820000001	2017 Preston St	Warehouse	18	$0	$0	$0	$0	$0	$30,453
0400100000012	1133 Providence St	Comm. Tabled Warehouse Land	32	$0	$0	$0	$0	$0	$21,384
1226770010001	1605 Providence St	Comm. Tabled Vacant Land	0	$0	$0	$0	$0	$0	$10,863
0271200000001	1902 Rothwell St	Warehouse	60	$0	$0	$0	$0	$0	$19,472
0271210000005	2000 Rothwell St	Warehouse	47	$0	$0	$0	$0	$0	$21,966
0371180000003	2002 Runnels St	Retail Multi-Occupancy	49	$319,364	$51,098	$51,098	$0	$0	$41,559
0011770000003	2012 Rusk St	Comm. Tabled Retail Land	32	$207,421	$33,187	$33,187	$0	$0	$25,102
0020750000008	1711 Saint Emanuel St	Comm. Tabled Retail Land	23	$86,250	$13,800	$13,800	$0	$0	$8,710
0020930000007	1801 Saint Emanuel St	Comm. Tabled Office Land	64	$0	$0	$0	$0	$0	$26,357
0011760000019	910 St. Emanuel St	Comm. Tabled Retail Land	46	$302,053	$48,328	$48,328	$0	$0	$51,144
0011770000007	2017 Walker St	Comm. Tabled Retail Land	9	$59,619	$9,539	$9,539	$0	$0	$9,513
0011770000001	2019 Walker St	Comm. Tabled Retail Land	19	$71,213	$11,394	$11,394	$0	$0	$8,851

Segment 3, Alternative 11: Business Properties and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0360440000006	1010 Autrey St	Comm. Tabled Land w-Residential Imps	22	$145,451	$23,272	$23,272	$0	$0	$0
0360450000003	1102 Autrey St	Comm. Tabled Vacant Land	0	$0	$0	$0	$0	$0	$0
0220530000005	4211 Caroline St	Comm. Tabled Retail Land	16	$105,469	$16,875	$16,875	$0	$0	$14,202
0250020230008	4405 Caroline St	Comm. Tabled Land w-Residential Imps	10	$64,005	$10,241	$10,241	$0	$0	$12,110

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0091180000007	1206 Chapman St	Comm. Tabled Warehouse Land	116	$0	$0	$0	$0	$0	$6,447
0342590000004	1520 Isabella St	Comm. Tabled Warehouse Land	7	$0	$0	$0	$0	$0	$8,407
0020580000018	2019 Pease St	Comm. Tabled Retail Land	13	$87,891	$14,063	$14,063	$0	$0	$7,716
0250050290004	4602 San Jacinto St	Comm. Tabled Retail Land	11	$69,969	$11,195	$11,195	$0	$0	$12,356
0011770000001	2019 Walker St	Comm. Tabled Retail Land	6	$37,799	$6,048	$6,048	$0	$0	$8,851

Segment 3, Alternative 12: Business Displacements and Tax Revenue Impacts

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0192560000006	3921 Almeda Rd	Comm. Tabled Retail Land	17	$112,245	$17,959	$17,959	$0	$0	$13,332
0220550000007	4201 Austin St	Comm. Tabled Land w-Residential Imps	11	$71,969	$11,515	$11,515	$0	$0	**
0020920000001	1808 Bastrop St	Comm. Tabled Warehouse Land	15	$0	$0	$0	$0	$0	$23,006
0011840000006	101 Chartres St	Warehouse	25	$0	$0	$0	$0	$0	$42,456
0011760000009	903 Chartres St	Comm. Tabled Retail Land	13	$83,519	$13,363	$13,363	$0	$0	$13,042
0011760000008	907 Chartres St	Comm. Tabled Retail Land	8	$51,334	$8,213	$8,213	$0	$0	$9,714
0011760000006	909 Chartres St	Comm. Tabled Retail Land	18	$115,783	$18,525	$18,525	$0	$0	$21,077
0012330000010	1103 Chartres St	Comm. Tabled Retail Land	7	$46,259	$7,401	$7,401	$0	$0	$7,214
0012330000009	1107 Chartres St	Comm. Tabled Retail Land	7	$43,886	$7,022	$7,022	$0	$0	$6,533
0020020000019	1203 Chartres St	Comm. Tabled Land w-Residential Imps	4	$29,010	$4,642	$4,642	$0	$0	$2,426
0020420000003	1503 Chartres St	Comm. Tabled Retail Land	54	$354,495	$56,719	$56,719	$0	$0	$0
0020050000006	2003 Clay St	Comm. Tabled Warehouse Land	16	$0	$0	$0	$0	$0	$24,822
0192760000016	1600 Cleburne	Comm. Tabled Specialty Land	0	$0	$0	$0	$0	$0	$23,303
0011850000006	2001 Commerce St	Warehouse	13	$0	$0	$0	$0	$0	$22,534

HCAD No.	*Address*	*Business Type*	*Employees*	*State Sales Tax*	*City Sales Tax*	*METRO Sales Tax*	*County Tax*	*County Sports Tax*	*Property Tax*
0081810000016	1302 Conti St	Comm. Tabled Warehouse Land	116	$0	$0	$0	$0	$0	$132,787
0271170000001	1616 East Fwy	Office - Warehouse	45	$0	$0	$0	$0	$0	$75,657
0031940000013	100 Hogan St	Comm. Tabled Warehouse Land	94	$0	$0	$0	$0	$0	$53,701
0342590000004	1520 Isabella St	Comm. Tabled Warehouse Land	7	$0	$0	$0	$0	$0	$8,407
0020760000001	2001 Jefferson	Comm. Tabled Retail Land	89	$585,938	$93,750	$93,750	$0	$0	$92,977
0020940000009	2004 Jefferson St	Comm. Tabled Retail Land	14	$93,750	$15,000	$15,000	$0	$0	$10,933
0020940000003	2020 Jefferson St	Comm. Tabled Warehouse Land	17	$0	$0	$0	$0	$0	$17,997
0020930000001	2110 Jefferson St	Comm. Tabled Retail Land	45	$292,969	$46,875	$46,875	$0	$0	$36,261
0020580000008	2004 Leeland St	Comm. Tabled Office Land	20	$0	$0	$0	$0	$0	$16,695
1249620010001	2020 McKinney St	Comm. Tabled Retail Land	90	$394,162	$63,066	$63,066	$0	$0	$62,378
1246600010019	1204 Nance St	Office Bldgs. Low-Rise (1 to 4 Stories)	14	$0	$0	$0	$0	$0	$9,703
0300950000001	1301 Nance St	Office Bldgs. Low-Rise (1 to 4 Stories)	11	$0	$0	$0	$0	$0	$4,765
1344850010002	1403 Nance St	Restaurant	6	$37,916	$6,067	$6,067	$0	$0	$5,755
0422210000009	2300 Nance St	Warehouse-Metallic	29	$0	$0	$0	$0	$0	$23,663
0151890000007	2303 Nance St	Warehouse-Metallic	40	$0	$0	$0	$0	$0	$30,584
1332660010001	2401 Nance St	Warehouse	17	$0	$0	$0	$0	$0	$13,992
0020580000006	2003 Pease St	Comm. Tabled Specialty Land	0	$0	$0	$0	$0	$0	$24,250
0301030000001	1140 Rothwell St	Warehouse	36	$0	$0	$0	$0	$0	$33,821
1246600010020	1200 Rothwell St	Office Bldgs. Low-Rise (1 to 4 Stories)	8	$0	$0	$0	$0	$0	$10,392
0300950000012	1320 Rothwell St	Retail Single-Occupancy	6	$42,613	$6,818	$6,818	$0	$0	$2,181
0300940000003	1400 Rothwell St	Warehouse	22	$0	$0	$0	$0	$0	$10,823
0271210000005	2000 Rothwell St	Warehouse	47	$0	$0	$0	$0	$0	$21,966
0371080090023	1919 Runnels St	Subsidized Housing (584 units)	0	$0	$0	$0	$0	$0	$0
0371180000003	2002 Runnels St	Retail Multi-Occupancy	49	$319,364	$51,098	$51,098	$0	$0	$41,559
0020930000007	1801 Saint Emanuel St	Comm. Tabled Office Land	64	$0	$0	$0	$0	$0	$26,357

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0031320000008	1001 N. San Jacinto St	Service Station (Full)	22	$141,531	$22,645	$22,645	$0	$0	$11,228
0031320000001	0 Shea	General Commercial Vacant	0	$0	$0	$0	$0	$0	$8,455
0031310000014	1112 Wood St	Office Bldgs. Low-Rise (1 to 4 Stories)	27	$0	$0	$0	$0	$0	$16,256

Segment 3, Alternative 12: Business Properties and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	Address	Business Type	Employees	State Sales Tax	City Sales Tax	METRO Sales Tax	County Tax	County Sports Tax	Property Tax
0021290000013	2103 Gray St	Comm. Tabled Retail Land	7	$46,583	$7,453	$7,453	$0	$0	$3,860
0250180000009	4101 Main St	Comm. Tabled Specialty Land	0	$0	$0	$0	$0	$0	$18,636
0300960000001	1302 Nance St	Apartment Struct. 4-20 Units (13 units)	0	$0	$0	$0	$0	$0	$29,762
0011770000003	2012 Rusk St	Comm. Tabled Retail Land	32	$207,421	$33,187	$33,187	$0	$0	$25,102
0250050290004	4602 San Jacinto St	Comm. Tabled Retail Land	11	$69,969	$11,195	$11,195	$0	$0	$12,356
0031330000003	707 Walnut St	Warehouse	23	$0	$0	$0	$0	$0	$16,234

APPENDIX F, TABLE F-5
RESIDENTIAL DISPLACEMENTS AND TAX REVENUE IMPACTS

Segment 1, Alternative 4: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0431590030270	128 Bennie St	Residential Single-Family	$1,505
0820470000021	531 Delz St	Residential Single-Family	$1,221
0820480000029	534 E. Delz Dr	Residential Single-Family	$2,155
0820470000022	535 Delz St	Residential Single-Family	$1,333
0820470000023	539 Delz St	Residential Single-Family	$88
0820470000025	607 Delz St	Residential Single-Family	$1,401
0820470000026	611 Delz St	Residential Single-Family	$1,354
0820470000027	615 Delz St	Residential Single-Family	$1,433
0820470000028	619 Delz St	Residential Single-Family	$65
0820470000029	623 Delz St	Residential Single-Family	$1,619
0820470000030	627 Delz St	Residential Single-Family	$1,580
0820470000032	635 Delz St	Residential Single-Family	$1,468
0820470000033	639 E. Delz St	Residential Single-Family	$1,931
0820470000034	643 Delz St	Residential Single-Family	$1,850
0805860000002	6010 Dowber Rd	Residential Single-Family	$1,021
0805860000001	6014 Dowber Rd	Residential Single-Family	$228
0431590030186	101 Foyce St	Residential Duplex (2)	$836
0820480000030	615 Gammon Dr	Residential Single-Family	$205
0820480000038	618 Gammon Dr	Residential Single-Family	$2,191
0820480000039	627 Glenburnie Dr	Residential Single-Family	$1,958
0752270000031	101 Ishmeal St	Residential Single-Family	$595
0731650050011	2 Jade Ct	Residential Single-Family	$2,053
0731650050012	3 Jade Ct	Residential Single-Family	$1,608
0731650050013	4 Jade Ct	Residential Single-Family	$1,620
0710590020007	42 Neyland St	Residential Single-Family	$1,541
0710590030004	4212 North Fwy	Apartment Structure 4-20 Units (6)	$5,978
0970590000001	5135 North Fwy	Apartment Garden 1-3 Stories (84)	$74,495
0650010120012	703 Northville St	Residential Single-Family	$315
0731650040013	201 W. Obion Rd	Residential Single-Family	$2,659
0731650040012	205 W. Obion Rd	Residential Single-Family	$842
0731650040011	209 W. Obion Rd	Residential Single-Family	$1,801
0731650050016	210 W. Obion Rd	Residential Duplex (2)	$2,029
0731650040010	213 W. Obion Rd	Residential Single-Family	$157
0731650050015	214 W. Obion Rd	Residential Single-Family	$12
0731650050014	218 W. Obion Rd	Residential Single-Family	$1,768
0710590010007	205 Oddo St	Residential Single-Family	$1,048
0710590020034	210 Oddo St	Residential Single-Family	$294
0710590020035	212 Oddo St	Residential Single-Family	$2,295
0710590010055	219 Oddo St	Residential Single-Family	$1,482
0431590030187	206 Riggs Rd	Residential Duplex (2)	$1,311
0805880000048	1 Talisman Ct	Residential Single-Family	$1,435
0805880000047	2 Talisman Ct	Residential Single-Family	$945
0805880000046	3 Talisman Ct	Residential Single-Family	$1,279
0805880000045	4 Talisman Ct	Residential Single-Family	$1,105
0805880000044	5 Talisman Ct	Residential Single-Family	$1,840
0805880000043	6 Talisman Ct	Residential Single-Family	$1,571
0805880000040	9 Talisman Ct	Residential Single-Family	$1,595

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0805880000039	10 Talisman Ct	Residential Single-Family	$1,346
0680550000025	147 Theron St	Residential Duplex (2)	$4,652
0731650040027	106 W. Troy Rd	Residential Single-Family	$458
0731650040026	110 W. Troy Rd	Residential Single-Family	$2,634
0731650030013	113 W. Troy Rd	Residential Single-Family	$1,294
0731650040025	114 W. Troy Rd	Residential Single-Family	$1,080
0612150010031	5401 Werner St	Apartment Garden 1-3 Stories (70)	$27,627
0431590030380	201 Westfield St	Residential Single-Family	$1,763
0431590030375	203 Westfield St	Residential Single-Family	$1,222
0710590010033	204 Westfield St	Residential Single-Family	$1,433
0710590010034	206 Westfield St	Residential Single-Family	$1,253
0431590030365	207 Westfield St	Residential Duplex (2)	$874
0710590010035	208 Westfield St	Residential Single-Family	$633

Segment 1, Alternative 4: Residential Displacement and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0820470000020	527 Delz St	Residential Single-Family	$1,999
0820480000028	530 E. Delz Dr	Residential Single-Family	$271
0820480000040	623 Glenburnie Dr	Residential Single-Family	$158
0752270000030	105 Ishmeal St	Residential Duplex (2)	$0
0731650040009	217 W. Obion Rd	Residential Single-Family	$1,650
0805880000042	7 Talisman Ct	Residential Single-Family	$949
0731650030012	117 W. Troy Rd	Residential Single-Family	$1,155
0731650040023	206 W. Troy Rd	Residential Single-Family	$1,156

Segment 1, Alternative 5: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0612150000110	709 E. Burress St	Residential Single-Family	$1,720
0710190000024	613 Korff Dr	Residential Single-Family	$1,655
0710200000198	614 Memory Ln	Residential Triplex (3)	$3,910
0772870020016	637 W. Nelda Rd	Residential Single-Family	$1,857
0710590020007	42 Neyland St	Residential Single-Family	$1,541
0710590030004	4212 North Fwy	Apartment Structure 4-20 Units (6)	$5,978
0261250000092	5600 North Fwy	Apartment Garden 1-3 Stories (160)	$108,315
0641520040003	5620 North Fwy	Res. Struct. Or Conversion (3)	$15,096
0710200010295	9560 North Fwy	Commercial Bldg. - Mixed Res.	$4,225
0731650100015	105 Obion Rd	Residential Single-Family	$948
0731650100016	109 Obion Rd	Residential Single-Family	$161
0731650090003	110 Obion Rd	Residential Single-Family	$67
0731650100017	113 Obion Rd	Residential Single-Family	$1,503
0731650090004	114 Obion Rd	Residential Single-Family	$100
0731650090005	118 Obion Rd	Residential Single-Family	$731
0710590020035	212 Oddo St	Residential Single-Family	$2,295
0431590030187	206 Riggs Rd	Residential Duplex (2)	$1,311
0791590020030	257 W. Riverwood Dr	Residential Single-Family	$1,428
0791590030037	258 W. Riverwood Dr	Residential Single-Family	$1,532
0791590020031	261 W. Riverwood Dr	Residential Single-Family	$349
0791590030036	262 W. Riverwood Dr	Residential Single-Family	$1,205
0791590020032	265 W. Riverwood Dr	Residential Single-Family	$1,976
0791590030035	266 W. Riverwood Dr	Residential Single-Family	$1,867
0791590020033	269 W. Riverwood Dr	Residential Single-Family	$2,087
0791590030034	270 W. Riverwood Dr	Residential Single-Family	$2,015

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0791590010004	225 W. Rocky Creek Rd	Residential Single-Family	$253
0791590010003	229 W. Rocky Creek Rd	Residential Single-Family	$166
0791590020014	230 W. Rocky Creek Rd	Residential Single-Family	$1,352
0791590010002	233 W. Rocky Creek Rd	Residential Single-Family	$1,683
0791590020013	234 W. Rocky Creek Rd	Residential Single-Family	$1,352
0791590010001	237 W. Rocky Creek Rd	Residential Single-Family	$604
0791590020012	238 W. Rocky Creek Rd	Residential Single-Family	$339
0731650080008	101 Rosamond St	Residential Single-Family	$1,330
0731650080009	105 Rosamond St	Residential Single-Family	$1,701
0731650080010	109 Rosamond St	Residential Single-Family	$1,475
0731650080011	113 Rosamond St	Residential Single-Family	$1,083
0710200010292	609 Shane St	Residential Single-Family	$2,895
0710200000244	614 Shane St	Residential Single-Family	$208
0710200010294	617 Shane St	Residential Structure Or Conversion	$3,054
0791590040107	273 W. Spreading Oak Dr	Residential Single-Family	$1,293
0791590060133	1 Sunnynook St	Residential Single-Family	$1,722
0731650100001	102 W Sunnyside St	Residential Single-Family	$2,007
0731650100002	106 W. Sunnyside St	Residential Single-Family	$1,417
0731650110003	109 Sunnyside Rd	Residential Single-Family	$120
0731650100003	110 Sunnyside	Residential Single-Family	$970
0731650110004	113 W. Sunnyside St	Residential Single-Family	$1,525
0731650100004	114 W. Sunnyside St	Residential Single-Family	$1,335
0731650100005	118 W. Sunnyside St	Residential Single-Family	$0
0680550000025	147 Theron St	Residential Duplex (2)	$4,652
0680550000014	216 Theron St	Residential Duplex (2)	$3,210
0680550000016	230 Theron St	Residential Duplex (2)	$1,870
0680550000023	231 Theron St	Commercial Bldg. - Mixed Res.	$2,405
0731650080001	102 Troy Rd	Residential Single-Family	$69
0731650080002	106 Troy Rd	Residential Single-Family	$1,571
0731650090013	109 Troy Rd	Residential Single-Family	$123
0731650080003	110 E. Troy Rd	Residential Single-Family	$1,387
0731650080004	118 Troy Rd	Residential Single-Family	$18
0791590030069	273 W. Twickenham Trl	Residential Single-Family	$2,399
0880140000040	139 W. Wellington St	Residential Single-Family	$2,471
0880140000041	143 W. Wellington St	Residential Single-Family	$1,946
0880140000042	147 W. Wellington St	Residential Single-Family	$732
0612150010031	5401 Werner St	Apartment Garden 1-3 Stories (70)	$27,627
0431590030370	205 Westfield St	Residential Single-Family	$1,408
0710590010034	206 Westfield St	Residential Single-Family	$1,253
0431590030365	207 Westfield St	Residential Duplex (2)	$874
0710590010035	208 Westfield St	Residential Single-Family	$633
0641520040001	402 E. Witcher Ln	Residential Duplex (2)	$1,678

Segment 1, Alternative 5: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0690690000030	6710 Amasa St	Residential Duplex (2)	$2,927
0690690000011	6521 Enid St	Residential Duplex (2)	$828
0760670020016	418 Foxglove Ln	Residential Single-Family	$24
0431590030186	101 Foyce St	Residential Duplex (2)	$836
0710590020008	48 Neyland St	Residential Single-Family	$2,878
0731650100018	117 Obion Rd	Residential Single-Family	$865
0710590020034	210 Oddo St	Residential Single-Family	$294
0791590020029	253 W. Riverwood Dr	Residential Single-Family	$1,429
0731650080012	117 Rosamond St	Residential Single-Family	$1,129
0791590060134	5 Sunnynook St	Residential Single-Family	$1,420

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0731650100006	122 W. Sunnyside St	Residential Single-Family	$49
0731650080005	122 Troy Rd	Residential Single-Family	$1,041
0431590030375	203 Westfield St	Residential Single-Family	$1,222
0710590010033	204 Westfield St	Residential Single-Family	$1,433
0641520040006	406 E. Witcher Ln	Residential Single-Family	$1,795

Segment 1, Alternative 7: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0820470000023	539 Delz St	Residential Single-Family	$88
0820470000024	603 Delz St	Residential Single-Family	$2,111
0820470000025	607 Delz St	Residential Single-Family	$1,401
0820470000026	611 Delz St	Residential Single-Family	$1,354
0820470000027	615 Delz St	Residential Single-Family	$1,433
0820470000028	619 Delz St	Residential Single-Family	$65
0820470000029	623 Delz St	Residential Single-Family	$1,619
0820470000030	627 Delz St	Residential Single-Family	$1,580
0820470000031	631 Delz St	Residential Single-Family	$1,766
0820470000032	635 Delz St	Residential Single-Family	$1,468
0820470000033	639 E. Delz St	Residential Single-Family	$1,931
0820470000034	643 Delz St	Residential Single-Family	$1,850
0710590030004	4212 North Fwy	Apartment Structure 4-20 Units (6)	$5,978
0970590000001	5135 North Fwy	Apartment Garden 1-3 Stories (84)	$74,495
0731650100014	101 Obion Rd	Residential Single-Family	$1,322
0731650100015	105 Obion Rd	Residential Single-Family	$948
0731650090002	106 Obion Rd	Residential Single-Family	$1,806
0731650040013	201 W. Obion Rd	Residential Single-Family	$2,659
0731650040012	205 W. Obion Rd	Residential Single-Family	$842
0791590020032	265 W. Riverwood Dr	Residential Single-Family	$1,976
0791590020033	269 W. Riverwood Dr	Residential Single-Family	$2,087
0791590030034	270 W. Riverwood Dr	Residential Single-Family	$2,015
0791590010002	233 W. Rocky Creek Rd	Residential Single-Family	$1,683
0791590010001	237 W. Rocky Creek Rd	Residential Single-Family	$604
0791590020012	238 W. Rocky Creek Rd	Residential Single-Family	$339
0791590020011	242 W. Rocky Creek Rd	Residential Single-Family	$262
0731650080008	101 Rosamond St	Residential Single-Family	$1,330
0731650080009	105 Rosamond St	Residential Single-Family	$1,701
0731650070002	106 Rosamond St	Residential Single-Family	$0
0731650100001	102 W. Sunnyside St	Residential Single-Family	$2,007
0731650100002	106 W. Sunnyside St	Residential Single-Family	$1,417
0805880000048	1 Talisman Ct	Residential Single-Family	$1,435
0805880000046	3 Talisman Ct	Residential Single-Family	$1,279
0805880000045	4 Talisman Ct	Residential Single-Family	$1,105
0731650090011	101 Troy Rd	Residential Single-Family	$4,255
0731650080001	102 Troy Rd	Residential Single-Family	$69
0731650040027	106 W. Troy Rd	Residential Single-Family	$458
0731650080002	106 Troy Rd	Residential Single-Family	$1,571
0791590030069	273 W. Twickenham Trl	Residential Single-Family	$2,399

Segment 1, Alternative 7: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0731650090003	110 Obion Rd	Residential Single-Family	$67
0731650100003	110 Sunnyside	Residential Single-Family	$970

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0791590040070	274 W. Twickenham Trl	Residential Single-Family	$2,229
0880140000041	143 W. Wellington St	Residential Single-Family	$1,946

Segment 2, Alternative 10: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0130050100007	1512 E. 31st St	Residential Single-Family	$1,739
0130060110016	1526 E. 32½ St	Residential Single-Family	$0
0690690000016	6501 Amasa St	Residential Duplex (2)	$4,785
0690690000021	6510 Amasa St	Residential Duplex (2)	$1,903
0690690000024	6606 Amasa St	Residential Single-Family	$2,024
0690690000025	6610 Amasa St	Residential Single-Family	$918
0690690000026	6614 Amasa St	Residential Single-Family	$1,381
0130040070015	3007 Avernus St	Residential Triplex (3)	$2,224
1284150010005	109 Delaney	Residential Duplex (2)	$2,945
1243270010012	110 Delaney Dr	Residential Single-Family	$1,693
1284150010004	111 Delaney St	Residential Duplex (2)	$4,845
1243270010011	114 Delaney Dr	Residential Single-Family	$2,160
1243270010010	118 Delaney Dr	Residential Single-Family	$1,414
1243270010009	120 Delaney Dr	Residential Single-Family	$1,448
1243270010008	124 Delaney Dr	Residential Single-Family	$1,276
1243270010007	128 Delaney Dr	Residential Single-Family	$1,343
1243270010006	202 Delaney Dr	Residential Single-Family	$1,418
1243270010005	206 Delaney Dr	Residential Single-Family	$1,510
1243270010004	210 Delaney Dr	Residential Single-Family	$1,320
1243270010003	214 Delaney Dr	Residential Single-Family	$1,279
1243270010002	218 Delaney Dr	Residential Single-Family	$1,361
1243270020001	225 Delaney Dr	Residential Single-Family	$1,362
0400770000126	421 Eichwurzel Rd	Residential Single-Family	$5,752
0690710000064	5606 Enid St	Residential Single-Family	$1,862
0400770000154	5608 Enid St	Residential Single-Family	$529
0400770000152	5610 Enid St	Residential Single-Family	$1,493
0400770000153	5612 Enid St	Residential Single-Family	$2,657
0571440000007	1214 Farwood St	Residential Single-Family	$3,152
0571450000004	1215 Farwood St	Residential Duplex (2)	$3,470
0152150010019	130 Grota St	Residential Single-Family	$2,882
0680270060004	5907 Leon St	Residential Single-Family	$2,077
0680270060003	5911 Leon St	Residential Single-Family	$1,671
0152150040032	3226 Mainford St	Comm. Tabled Warehouse Land	$1,526
0130040070027	0 N. Loop	Residential Single-Family	$758
0130010020020	1327 N. Loop	Residential Single-Family	$774
0130040070031	1405 N. Loop	Res Vacant Table Value	$490
0130040070028	1409 N. Loop	Residential Single-Family	$1,814
0130040070025	1415 N. Loop	Residential Single-Family	$0
0130040070022	1421 N. Loop	Residential Single-Family	$655
0130040070021	1423 N. Loop	Residential Single-Family	$808
0130040070020	1425 N. Loop	Residential Single-Family	$770
0130040070019	1427 N. Loop	Residential Single-Family	$711
0400740000001	306 North St	Comm. Tabled Apartment Land (40)	$45,883
0571440000011	1317 Oleander St	Residential Single-Family	$2,378
0731610050061	72 Reid St	Residential Single-Family	$1,591
0731610050060	74 Reid St	Residential Single-Family	$1,640
0731610050059	76 Reid St	Residential Single-Family	$312
0731610050058	78 Reid St	Residential Single-Family	$1,596
0690710000060	307 Robert E. Lee Rd	Residential Single-Family	$3,759
0690710000021	310 Robert E. Lee Rd	Comm. Tabled Apartment Land (18)	$16,501

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0690710000030	406 Robert E. Lee Rd	Residential Duplex (2)	$4,596
0400770000104	405 Sylvester Rd	Residential Single-Family	$1,876

Segment 2, Alternative 10: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0690690000027	6702 Amasa St	Residential Duplex (2)	$1,908
1260540010004	408 Eichwurzel Ln	Residential Single-Family	$4,884
0690690000015	6505 Enid St	Residential Single-Family	$2,137
0680270060005	5903 Leon St	Residential Single-Family	$1,595
0680270050002	5914 Leon St	Residential Single-Family	$1,584
0400800000028	351 Link Rd	Residential Duplex (2)	$7,489
0690710000065	408 Robert E. Lee Rd	Residential Duplex (2)	$3,625
0690710000050	409 Robert E. Lee Rd	Residential Single-Family	$2,169
0660270020011	318 Sylvester Rd	Residential Duplex (2)	$4,461

Segment 2, Alternative 11: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0130050100007	1512 E. 31st St	Residential Single-Family	$1,739
0130060110016	1526 E. 32½ St	Residential Single-Family	$0
0690690000016	6501 Amasa St	Residential Duplex (2)	$4,785
0690690000021	6510 Amasa St	Residential Duplex (2)	$1,903
0690690000024	6606 Amasa St	Residential Single-Family	$2,024
0690690000025	6610 Amasa St	Residential Single-Family	$918
0690690000026	6614 Amasa St	Residential Single-Family	$1,381
0130040070015	3007 Avernus St	Residential Triplex (3)	$2,224
1243270010007	128 Delaney Dr	Residential Single-Family	$1,343
1243270010006	202 Delaney Dr	Residential Single-Family	$1,418
1243270010005	206 Delaney Dr	Residential Single-Family	$1,510
1243270010004	210 Delaney Dr	Residential Single-Family	$1,320
1243270010003	214 Delaney Dr	Residential Single-Family	$1,279
1243270010002	218 Delaney Dr	Residential Single-Family	$1,361
1243270020001	225 Delaney Dr	Residential Single-Family	$1,362
0400770000126	421 Eichwurzel Rd	Residential Single-Family	$5,752
0400770000152	5610 Enid St	Residential Single-Family	$1,493
0400770000153	5612 Enid St	Residential Single-Family	$2,657
0680270060004	5907 Leon St	Residential Single-Family	$2,077
0680270060003	5911 Leon St	Residential Single-Family	$1,671
0130040070019	1427 N. Loop	Residential Single-Family	$711
0690710000060	307 Robert E. Lee Rd	Residential Single-Family	$3,759
0690710000021	310 Robert E. Lee Rd	Comm. Tabled Apartment Land (18 units)	$16,501
0690710000030	406 Robert E. Lee Rd	Residential Duplex (2)	$4,596
0400770000104	405 Sylvester Rd	Residential Single-Family	$1,876

Segment 2, Alternative 11: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0690690000027	6702 Amasa St	Residential Duplex (2)	$1,908
1243270010008	124 Delaney Dr	Residential Single-Family	$1,276
1260540010001	0 Eichwurzel Ln	Residential Single-Family	$3,693
0690690000015	6505 Enid St	Residential Single-Family	$2,137

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0680270060005	5903 Leon St	Residential Single-Family	$1,595
0680270050002	5914 Leon St	Residential Single-Family	$1,584
0400800000028	351 Link Rd	Residential Duplex (2)	$7,489
0130040070020	1425 N. Loop	Residential Single-Family	$770
0690710000065	408 Robert E. Lee Rd	Residential Duplex (2)	$3,625
0690710000050	409 Robert E. Lee Rd	Residential Single-Family	$2,169
0660270020011	318 Sylvester Rd	Residential Duplex (2)	$4,461

Segment 2, Alternative 12: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0130050100007	1512 E 31st St	Residential Single-Family	$1,739
0130060110016	1526 E. 32½ St	Residential Single-Family	$0
0690690000016	6501 Amasa St	Residential Duplex (2)	$4,785
0690690000021	6510 Amasa St	Residential Duplex (2)	$1,903
0690690000024	6606 Amasa St	Residential Single-Family	$2,024
0690690000025	6610 Amasa St	Residential Single-Family	$918
0690690000026	6614 Amasa St	Residential Single-Family	$1,381
0130040070015	3007 Avernus St	Residential Triplex (3)	$2,224
1243270010007	128 Delaney Dr	Residential Single-Family	$1,343
1243270010006	202 Delaney Dr	Residential Single-Family	$1,418
1243270010005	206 Delaney Dr	Residential Single-Family	$1,510
1243270010004	210 Delaney Dr	Residential Single-Family	$1,320
1243270010003	214 Delaney Dr	Residential Single-Family	$1,279
1243270010002	218 Delaney Dr	Residential Single-Family	$1,361
1243270020001	225 Delaney Dr	Residential Single-Family	$1,362
0400770000154	5608 Enid St	Residential Single-Family	$529
0400770000152	5610 Enid St	Residential Single-Family	$1,493
0400770000153	5612 Enid St	Residential Single-Family	$2,657
0680270060004	5907 Leon St	Residential Single-Family	$2,077
0680270060003	5911 Leon St	Residential Single-Family	$1,671
0130040070019	1427 N Loop	Residential Single-Family	$711
0690710000060	307 Robert E Lee Rd	Residential Single-Family	$3,759
0690710000021	310 Robert E. Lee	Comm. Tabled Apartment Land (18)	$16,501
0690710000030	406 Robert Lee Rd	Residential Duplex (2)	$4,596
0400770000104	405 Sylvester Rd	Residential Single-Family	$1,876

Segment 2, Alternative 12: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0690690000027	6702 Amasa St	Residential Duplex (2)	$1,908
1243270010008	124 Delaney Dr	Residential Single-Family	$1,276
1260540010001	0 Eichwurzel Ln	Residential Single-Family	$3,693
0400770000126	421 Eichwurzel Rd	Residential Single-Family	$5,752
0690690000015	6505 Enid St	Residential Single-Family	$2,137
0680270060005	5903 Leon St	Residential Single-Family	$1,595
0680270050002	5914 Leon St	Residential Single-Family	$1,584
0130040070020	1425 N. Loop	Residential Single-Family	$770
0270290000004	343 Parkview St	Residential Single-Family	$8,512
0690710000065	408 Robert E. Lee Rd	Residential Duplex (2)	$3,625
0690710000050	409 Robert E. Lee Rd	Residential Single-Family	$2,169
0660270020011	318 Sylvester Rd	Residential Duplex (2)	$4,461

Segment 3, Alternative 10: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0220550000007	4201 Austin St	Comm. Tabled Land w-Residential Imps	$5,384
0220530000002	4216 Austin St	Residential Single-Family	$6,080
0502890040007	4301 Austin St	Residential Single-Family	$5,175
0030690000004	110 Bagby St	Apartment High Rise 4+ Stories (39)	$172,950
0220530000001	1313 Barbee St	Residential Duplex (2)	$8,544
0090090000004	3406 Buck St	Residential Single-Family	$386
0121110020013	110 Carl St	Residential Single-Family	$2,292
0250020230008	4405 Caroline St	Comm. Tabled Land w-Residential Imps	$12,110
0192520000003	3911 Chenevert St	Comm. Tabled Apartment Land (12)	$19,761
0130860000011	1515 Cleburne St	Residential Single-Family	$3,957
0220560000014	1407 Eagle St	Residential Single-Family	$2,419
0130870000002	1511 Eagle St	Residential Single-Family	$3,878
0090090000005	920 Gregg St	Residential Single-Family	$444
0352000000001	1119 Grove St	Comm. Tabled Vacant Land (72)	$0
0192510000013	3901 Hamilton St	Comm. Tabled Apartment Land (8)	$9,019
0192520000007	3902 Hamilton St	Residential Single-Family	$12,738
0192520000005	1815 Isabella St	Comm. Tabled Apartment Land (22)	$13,360
0192510000003	1901 Isabella St	Comm. Tabled Apartment Land (18)	$13,397
0220570000010	4103 La Branch St	Residential Single-Family	$6,668
0220560000003	4112 La Branch St	Residential Duplex (2)	$23,501
0502890070008	4201 La Branch St	Residential Single-Family	$2,548
1262320010001	4202 La Branch St	Residential Duplex (2)	$13,340
0502890040015	4220 La Branch St	Comm. Tabled Apartment Land (6)	$12,757
0250100000001	4640 Main St	Comm. Tabled Apartment Land (60)	$71,723
0351260000002	3114 Nance St	Residential Single-Family	$386
0351260000015	3116 Nance St	Residential Single-Family	$1,080
0351260000013	3120 Nance St	Residential Single-Family	$1,348
0351250000004	3206 Nance St	Residential Duplex (2)	$1,672
0351250000003	3210 Nance St	Residential Single-Family	$1,515
0351250000011	3214 Nance St	Residential Duplex (2)	$909
0060500010003	2805 Providence St	Residential Single-Family	$1,344
0060500010004	2807 Providence St	Residential Single-Family	$1,453
0060500010005	2809 Providence St	Residential Single-Family	$2,007
0301070000019	201 Quitman St	Residential Single-Family	$3,870
0270520000008	1504 Rothwell St	Residential Single-Family	$1,694
0270520000016	1506 Rothwell St	Residential Single-Family	$8,544
0121110020014	2406 South St	Residential Single-Family	$2,192
1339020010001	1800 St Joseph Pky	Comm. Tabled Vacant Land (148)	$50,731

Segment 3, Alternative 10: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0090100000008	3407 Buck St	Residential Duplex (2)	$751
0192550000013	4002 Chenevert St	Residential Single-Family	$2,686
0220530000003	1316 Eagle St	Residential Single-Family	$8,908
0502890070009	1506 Eagle St	Residential Single-Family	$1,135
0130860000003	1516 Isabella St	Residential Single-Family	$3,315
0192540000022	1908 Isabella St	Residential Quadruplex (4)	$5,640
0060500010003	2805 Providence St	Residential Single-Family	$1,344
0060500010004	2807 Providence St	Residential Single-Family	$1,453
0121110010020	2324 South St	Residential Single-Family	$6,824
0121110020005	2419 Thomas St	Residential Single-Family	$1,937

Segment 3, Alternative 11: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0220550000007	4201 Austin St	Comm. Tabled Land w-Residential Imps	$5,384
0220530000002	4216 Austin St	Residential Single-Family	$6,080
0502890040007	4301 Austin St	Residential Single-Family	$5,175
0220530000001	1313 Barbee St	Residential Duplex (2)	$8,544
0090090000004	3406 Buck St	Residential Single-Family	$386
0090080000014	811 Cage St	Residential Single-Family	$977
0091190000006	1114 Chapman St	Residential Single-Family	$1,028
0192540000008	4002 Chartres St	Comm. Tabled Apartment Land (4)	$4,439
0192540000023	4008 Chartres St	Residential Single-Family	$9,618
0192520000003	3911 Chenevert St	Comm. Tabled Apartment Land (12)	$19,761
0081820000008	1406 Conti St	Residential Duplex (2)	$1,849
0081580000008	1011 Crete St	Residential Single-Family	$2,116
0130870000002	1511 Eagle St	Residential Single-Family	$3,878
0070830000019	2601 Grayson St	Residential Quadruplex (4)	$1,638
0070830000016	2615 Grayson St	Residential Single-Family	$733
0152610000013	2619 Grayson St	Residential Quadruplex (4)	$1,781
0422150000030	3118 Green St	Subsidized Housing (72)	$0
0090090000005	920 Gregg St	Residential Single-Family	$444
0192510000013	3901 Hamilton St	Comm. Tabled Apartment Land (8)	$9,019
0192520000007	3902 Hamilton St	Residential Single-Family	$12,738
0192520000005	1815 Isabella St	Comm. Tabled Apartment Land (22)	$13,360
0192510000003	1901 Isabella St	Comm. Tabled Apartment Land (18)	$13,397
0220570000010	4103 La Branch St	Residential Single-Family	$6,668
0220560000003	4112 La Branch St	Residential Duplex (2)	$23,501
0502890070008	4201 La Branch St	Residential Single-Family	$2,548
1262320010001	4202 La Branch St	Residential Duplex (2)	$13,340
0502890070007	4203 La Branch St	Residential Single-Family	$3,023
0502890040015	4220 La Branch St	Comm. Tabled Apartment Land (6)	$12,757
0250100000001	4640 Main St	Comm. Tabled Apartment Land (60)	$71,723
0190150000015	2010 McIlhenny St	Residential Single-Family	$362
0351260000002	3114 Nance St	Residential Single-Family	$386
0351260000015	3116 Nance St	Residential Single-Family	$1,080
0351260000013	3120 Nance St	Residential Single-Family	$1,348
0351250000004	3206 Nance St	Residential Single-Family	$1,672
0351250000003	3210 Nance St	Residential Single-Family	$1,515
0351250000011	3214 Nance St	Residential Single-Family	$909
0351240000004	3306 Nance St	Residential Single-Family	$131
0371080090023	1919 Runnels St	Subsidized Housing (296)	$0
0011790000001	2020 Texas St	Comm. Tabled Apartment Land (375)	$643,179

Segment 3, Alternative 11: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
1281000010003	1110 Autrey St	Residential Single-Family	$12,597

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
1308180010004	1112 Autrey St	Residential Single-Family	$12,301
1314540010002	1114 Autrey St	Residential Single-Family	$15,489
1314540010001	1116 Autrey St	Residential Single-Family	$15,668
0090100000008	3407 Buck St	Residential Duplex (2)	$751
0130860000011	1515 Cleburne St	Residential Single-Family	$3,957
0502890070004	4204 Crawford St	Residential Single-Family	$6,362
0220560000014	1407 Eagle St	Residential Single-Family	$2,419
1249490010027	1722 Elgin St	Residential Single-Family	$5,737
0192540000020	4001 Hamilton	Residential Multifamily (8)	$9,682
0190140000018	2015 McIlhenny St	Residential Single-Family	$1,553
0190140000003	2312 Saint Emanuel St	Residential Single-Family	$2,441
0190150000007	2502 Saint Emanuel St	Residential Single-Family	$2,205
0190150000006	2504 Saint Emanuel St	Residential Single-Family	$2,130
0050800000012	1201 Spring St	Residential Single-Family	$5,158

Segment 3, Alternative 12: Residential Displacements and Tax Revenue Impacts

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0220530000014	0 Austin St	Res Vacant Table Value	$6,352
0220550000007	4201 Austin St	Comm. Tabled Land w-Residential Imps	$5,384
0220530000002	4216 Austin St	Residential Single-Family	$6,080
0502890040007	4301 Austin St	Residential Single-Family	$5,175
0250020230001	4310 Austin St	Residential Single-Family	$4,540
0220530000001	1313 Barbee St	Residential Duplex (2)	$8,544
0351250000005	716 Bayou St	Residential Duplex (2)	$1,290
0090090000004	3406 Buck St	Residential Single-Family	$386
0121110020013	110 Carl St	Residential Single-Family	$2,292
0192540000008	4002 Chartres St	Comm. Tabled Apartment Land (4)	$4,439
0192520000003	3911 Chenevert St	Comm. Tabled Apartment Land (12)	$19,761
0130860000011	1515 Cleburne St	Residential Single-Family	$3,957
0081580000008	1011 Crete St	Residential Single-Family	$2,116
0220560000014	1407 Eagle St	Residential Single-Family	$2,419
0130870000002	1511 Eagle St	Residential Single-Family	$3,878
0422150000030	3118 Green St	Subsidized Housing (72)	$0
0090090000005	920 Gregg St	Residential Single-Family	$444
0192510000013	3901 Hamilton St	Comm. Tabled Apartment Land (8)	$9,019
0192520000007	3902 Hamilton St	Residential Single-Family	$12,738
0192520000005	1815 Isabella St	Comm. Tabled Apartment Land (22)	$13,360
0192510000003	1901 Isabella St	Comm. Tabled Apartment Land (18)	$13,397
0220570000010	4103 La Branch St	Residential Single-Family	$6,668
0220560000003	4112 La Branch St	Residential Duplex (2)	$23,501
0502890070008	4201 La Branch St	Residential Single-Family	$2,548
1262320010001	4202 La Branch St	Residential Duplex (2)	$13,340
0502890040015	4220 La Branch St	Comm. Tabled Apartment Land (6)	$12,757
0250100000001	4640 Main St	Comm. Tabled Apartment Land (60)	$71,723
0270520000001	1503 Nance St	Residential Single-Family	$1,628
0351260000002	3114 Nance St	Residential Single-Family	$386
0351260000015	3116 Nance St	Residential Single-Family	$1,080
0351260000013	3120 Nance St	Residential Single-Family	$1,348
0351250000004	3206 Nance St	Residential Duplex (2)	$1,672
0351250000003	3210 Nance St	Residential Single-Family	$1,515
0351250000011	3214 Nance St	Residential Duplex (2)	$909
0270520000008	1504 Rothwell St	Residential Single-Family	$1,694
0270520000016	1506 Rothwell St	Residential Single-Family	$8,544
0371080090023	1919 Runnels St	Subsidized Housing (296)	$0
0121110020014	2406 South St	Residential Single-Family	$2,192

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
1339020010001	1800 St Joseph Pky	Comm. Tabled Vacant Land	$50,731
0011790000001	2020 Texas St	Comm. Tabled Apartment Land	$643,179
1344850010001	904 William St	Residential Single-Family	$2,725

Segment 3, Alternative 12: Residential Displacements and Tax Revenue Impacts within 25-Foot of the Proposed Right-of-Way

HCAD No.	*Address*	*Land Use (Units)*	*Property Tax*
0270520000015	916 Chapman St	Residential Single-Family	$4,705
0220530000003	1316 Eagle St	Residential Single-Family	$8,908
0502890070009	1506 Eagle St	Residential Single-Family	$1,135
0130860000003	1516 Isabella St	Residential Single-Family	$3,315
0192540000022	1908 Isabella St	Residential Quadruplex (4)	$5,640
0060500010003	2805 Providence St	Residential Single-Family	$1,344
0060500010004	2807 Providence St	Residential Single-Family	$1,453
0121110020005	2419 Thomas St	Residential Single-Family	$1,937

APPENDIX F, TABLE F-6
TYPICAL BUSINESS AND EMPLOYMENT RATES

Business name or type	*Sales per square foot*	*Square feet per employee*	*Notes*
Auto Parts	$210	700	
Bar/Lounge	$300	200	
Pappas Seafood/BBQ	$550	200	
Chili's	$619	200	
Mexican Food Casual	$407	200	
Denny's	$297	200	
International House of Pancakes	$372	200	
Whataburger	$636	200	
McDonald's	$636	200	
Wendy's	$497	200	
Panda Express	$514	200	
Taco Bell	$400	200	
Pizza Hut	$335	200	
Subway	$330	200	
Starbucks	$386	200	
Chick-Fil-A	$490	200	
KFC	$445	200	
Strip Center General Merchandise	$150	700	
Strip Center with Food Service	$250	700	
Single Retail Building	$150	700	
Fry's	$790	1,300	
CVS	$792	700	
Walgreen's	$749	700	
Fiesta	$450	1,300	
99 Cents	$244	1,300	
Family Dollar	$146	1,300	
Small Furniture Outlet	$200	1,000	
Furniture Store	$450	1,300	
Hotel or Motel		1,300	Occupancy at 65% capacity.
Office (non-retail)		400	
Auto Service Station		700	Revenue estimated at $2,000 per day.
Bank/Insurance		350	
Medical Office		400	
Warehouse		1,300	

Source: U.S. Business Reporter 2012, Institute of Transportation Engineers 2008 and Snohomish County 2007.

This report was written on behalf of the Texas Department of Transportation by



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