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# Community Impacts Assessment Technical Report

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U.S. Highway 290 (US 290) / State Highway (SH)  
71 West from State Loop 1 (Mopac) to  
Ranch-to-Market (RM) 1826 and SH 71 to  
Silvermine Drive  
Travis County, Texas  
CSJ # 0113-08-060 and 0700-03-077  
June 2017

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*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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## 1.0 Project Description

### 1.1 Introduction

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) are considering implementing mobility improvements to U.S. Highway 290 (US 290) / State Highway (SH) 71 West through Oak Hill (the Oak Hill Parkway). The project corridor extends along US 290 from State Loop 1 (Loop 1 or Mopac) to Ranch-to-Market Road (RM) 1826 for a distance of approximately 6.15 miles with a transition west to Circle Drive. The project also includes the interchange on SH 71 from US 290 to Silvermine Drive, a distance of approximately 1.31 miles. The proposed project corridor occurs within an area that includes the City of Austin (COA), Texas and its 2-mile extra-territorial jurisdiction (ETJ). The project location is shown on **Figure 1.1-1**.

In October of 2012, Notices of Intent were published in both the Federal Register and the Texas Register indicating TxDOT's intent to prepare a new Environmental Impact Statement (EIS) for the proposed project. Congestion within the Oak Hill Parkway corridor has resulted from steady population growth in the Austin metropolitan area. This congestion is causing unreliable traffic operations, travel time delays, and a poor level of service along the roadway. It may also affect emergency response and transit times, and connectivity of the project corridor to other Austin metropolitan area roadways and areas west and south of the project area. The purpose of the Oak Hill Parkway project would be to improve mobility and operational efficiency, facilitate long-term congestion management in the corridor, and improve safety, emergency response, and transit times.

Following several project team meetings and public involvement activities, several preliminary project design concepts were developed. These concepts were screened against the project's purpose and need and additional measurable elements, including displacements and traffic model peak period travel times. Following screening and evaluation, two project design concepts, showing the greatest benefits and the lowest impacts, were selected for development as project Build Alternatives. Alternatives A and C, in addition to the No Build Alternative, will be carried forward for analysis in the Draft EIS. Plan view of the proposed build alternatives will be included once available.

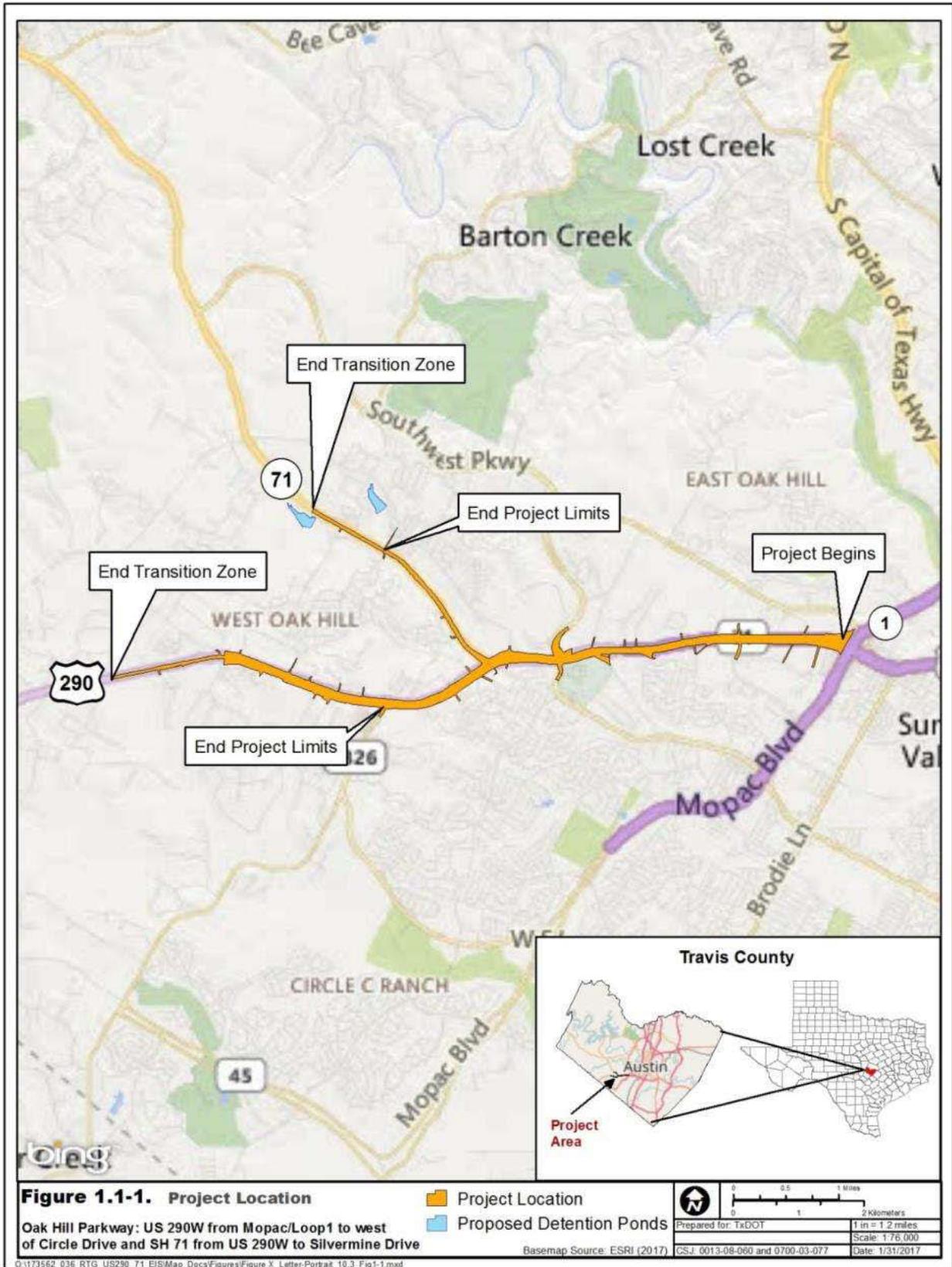


Figure 1.1-1. Project Location

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## 1.2 Existing Facility

The existing facility is comprised of several functional classifications of roadways. SH 71 from the northwest and US 290 from the west converge at a junction, locally known as the “Y,” and continue concurrently to Mopac and further east. The portion of US 290/SH 71 from just west of Old Fredericksburg Road to Mopac is a six-lane urban freeway (three lanes in each direction) section with grade-separated interchanges. Frontage roads in this section consist of four- to eight-lanes (two to four lanes in each direction). There are direct connector ramps connecting US 290/SH 71 mainlanes to the Mopac mainlanes. The US 290/71 mainlanes are 12 feet wide with 10-foot-wide shoulders, and the frontage road lane widths vary from 12 to 14 feet wide.

Between Old Fredericksburg Road and Joe Tanner Lane, US 290/SH 71 transitions from a freeway/frontage road facility to a four- and five-lane urban highway with a mix of curb-and-gutter and roadside ditch drainage features. These lanes are 11 to 12 feet wide and include an intermittent 12-foot center left-turn lane. The existing US 290 roadway section between SH 71 and RM 1826 consists of four 12-foot-wide lanes with turn lanes and 2-foot-wide shoulders.

The existing SH 71 facility is a four-lane rural highway section with two signalized intersections and left-turn lanes which provide access to shopping centers on both sides of the roadway. Lane widths are 12 feet with 2- to 4-foot shoulders within this area. A 12-foot-wide center turn lane occurs from the shopping center drive to south of Scenic Brook Drive.

Pedestrian facilities along this corridor occur intermittently and are absent in some areas. Drainage facilities vary from curb-and-gutter storm sewer systems to roadside ditches and culverts.

## 1.3 Proposed Facility

The proposed alternatives have been guided by the Capital Area Metropolitan Planning Organization (CAMPO) 2040 Plan, the regional transportation plan covering the corridor. The CAMPO 2040 Plan shows the corridor as a principal arterial / tolled facility with non-tolled access roads. The proposed project is being developed in conjunction with the Mobility Authority. The two build alternatives would be expected to have tolled mainlanes, unless funding from another source became available to construct the proposed project. While the facility would be expected to have set toll pricing, and use electronic toll collection methods, the toll rate has yet to be determined for the proposed project. A financial analysis will be prepared to set toll rates before the project is opened. Current typical toll rates range from \$0.20 to \$0.30 per mile. Furthermore, the location of toll gantries for each alternative would be determined as the project design progresses. A Project-Level Toll Analysis is being developed for this project and will be included in the Draft EIS.

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(a) Alternative A

Alternative A is a conventional controlled-access highway with frontage roads. New construction on roadway improvements would begin just east of Joe Tanner Lane where the existing mainlanes transition to an urban highway. With Alternative A, the mainlanes would be elevated over William Cannon Drive, and the westbound mainlanes and frontage road would be located north of Williamson Creek. The mainlanes would be depressed under SH 71 and direct connectors would be provided, connecting eastbound SH 71 with US 290, and westbound US 290 to SH 71. The number of mainlanes would vary from four near William Cannon Drive to two near the western project extent. Grade-separated intersections would be constructed at Convict Hill Road, RM 1826, Scenic Brook Drive, and Circle Drive (Southview Road). Mainlanes would generally be 12 feet wide with 10-foot shoulders. Texas turnarounds, which allow vehicles traveling on a frontage road to U-turn onto the opposite frontage road, would be constructed on US 290 frontage roads at Scenic Brook Drive, RM 1826, Convict Hill Drive, and William Cannon Drive.

Along SH 71, the direct connector ramps would extend past Scenic Brook Drive where the mainlanes would then transition to a five-lane (three lanes northbound, two lanes southbound) rural highway with Texas turnarounds at the Shopping Center driveway, Scenic Brook Drive, and at two locations between Scenic Brook Drive and Silvermine Drive (the turnaround closest to Silvermine Drive would be one direction only, the northbound to southbound lanes).

Bicycle and pedestrian facilities would be provided via a shared use path (SUP) and/or sidewalks along the entire project length. Two upstream detention ponds would be constructed with Alternative A. One would be south of SH 71 and west of Covered Bridge Drive; the other would be northeast of SH 71, west of the intersection of Old Bee Caves Road and Sunset Ridge.

Approximately 74.58 acres of new right-of-way would be required to construct Alternative A.

(b) Alternative C

Alternative C is a controlled-access highway with frontage roads. Construction of roadway improvements would begin just east of Joe Tanner Lane where the existing mainlanes transition to an urban highway. With Alternative C, the mainlanes would be elevated over William Cannon Drive, with eastbound and westbound mainlanes located north of Williamson Creek. The frontage roads would be along the existing highway and the mainlanes would remain elevated over the intersection with SH 71. In the area west of SH 71 on US 290, Alternatives A and C share the same design and grade-separated intersections would be constructed at Convict Hill Road, RM 1826, Scenic Brook Drive, and Circle Drive (Southview Road). Direct Connectors would allow drivers to access westbound SH 71 and eastbound US

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290. US 290 would generally consist of two to four 12-foot lanes with 10-foot shoulders. Texas turnarounds, which allow vehicles traveling on a frontage road to U-turn onto the opposite frontage road, would be constructed on US 290 at Scenic Brook Drive, RM 1826, Convict Hill Road, and US 71.

Along SH 71, the direct connector ramps would extend past Scenic Brook Drive where the mainlanes would transition to a five-lane (three lanes northbound, two lanes southbound) rural highway. Texas turnarounds would be present on SH 71 at US 290 (southbound to northbound lanes only), Scenic Brook Drive (in one direction only: southbound lanes to northbound lanes), and at two locations between Scenic Brook Drive and Silvermine Drive (the turnaround closest to Silvermine Drive would be one direction only: northbound to southbound lanes).

The bicycle and pedestrian facilities and two upstream detention ponds previously described in Alternative A would also be constructed with Alternative C. Approximately 75.19 acres of new right-of-way would be required for construction of Alternative C.

#### **1.4 Summary of Purpose and Need**

The purpose of the proposed project is to improve mobility and operational efficiency, facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel, and to improve safety and emergency response within the corridor. The need for the proposed project stems from congestion within the corridor brought on by steady population growth in the Austin metropolitan area. This congestion is creating unreliable travel and emergency response times.

#### **1.5 Objectives of this Report**

The purpose of this technical report is to describe the socioeconomic resources within the project area and identify the proposed project's potential impacts to those resources.

### **2.0 General Character of the Community**

#### **2.1 Project Study Area**

The proposed Oak Hill Parkway project is located in the southwest portion of the COA through the area known as Oak Hill. The existing corridor connects residential communities in southwest Austin, Dripping Springs, City of Bee Cave, and some unincorporated areas of Travis and Hays counties with downtown Austin.

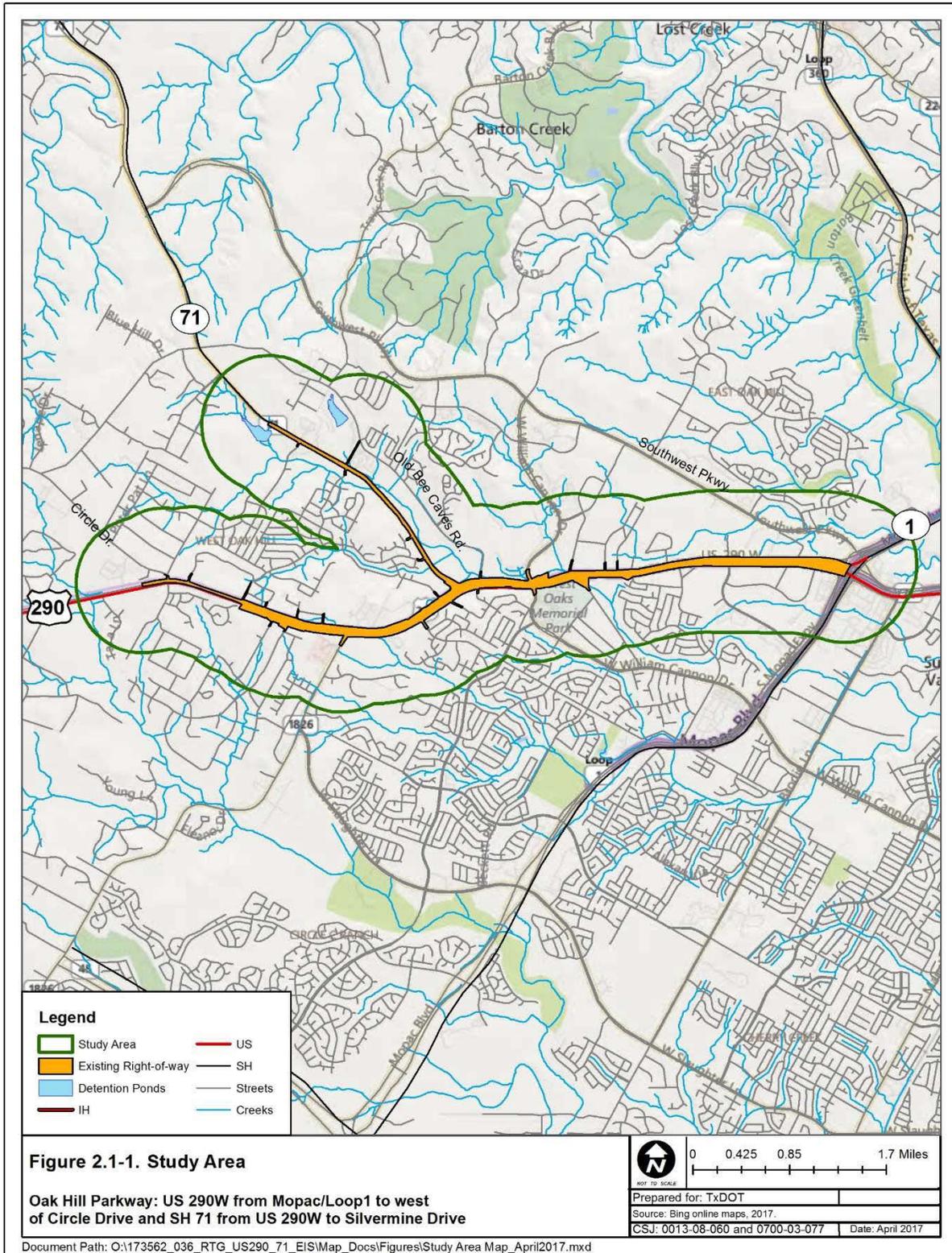


Figure 2.1-1. Study Area

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The Study Area, as shown on **Figure 2.1-1**, includes the area within ½ mile of the existing right-of-way. This Study Area was selected because residents of the nearby neighborhoods and those who frequent nearby churches, parks and schools would be likely to utilize the US 290 / SH 71 corridor. A field visit to examine the characteristics of the community was conducted on February 15, 2017. The Study Area contained a mosaic of different land uses. In general, commercial land uses were more prevalent on the eastern portion of the corridor along US 290/SH 71 closer towards downtown Austin and undeveloped and suburban residential land uses were more prevalent as you move west along US 290 and north along SH 71. Since the project location terminates into a major freeway leading into downtown, and extends into areas that were historically more suburban and agricultural, land use within the corridor varies widely.

The Study Area includes portions of the cities of Austin and Sunset Valley, Oak Hill, an unincorporated community, and a collection of neighborhoods in western Travis County. As described in the following sections, these neighborhoods include facilities such as fire departments, emergency services, schools, places of worship, cemeteries, and parklands.

## 2.2 Neighborhoods and Communities

### (a) Affected Environment

The proposed Oak Hill Parkway project area includes portions of many organized neighborhoods, as shown on **Figure 2.2-1**. A number of the vehicles traveling through the project area would include people who live and work in these neighborhoods. Destinations would include commuting to work and/or to access shopping, community facilities, and other services. The neighborhoods within 1/2-mile of the corridor's existing right-of-way are described in the bullets below.

- Westview Estates is a neighborhood bordered by Circle Drive on the southwest and Williamson Creek Drive on the west. It extends slightly north of Claxton Drive and east of Mowinkle Drive.
- Ridgeview by Ashton Woods is a neighborhood that is currently under construction. With approximately 200 homes, the neighborhood is bordered by US 290 on the north, Southview Road to the west, existing residential areas to the south, and undeveloped land to the east.

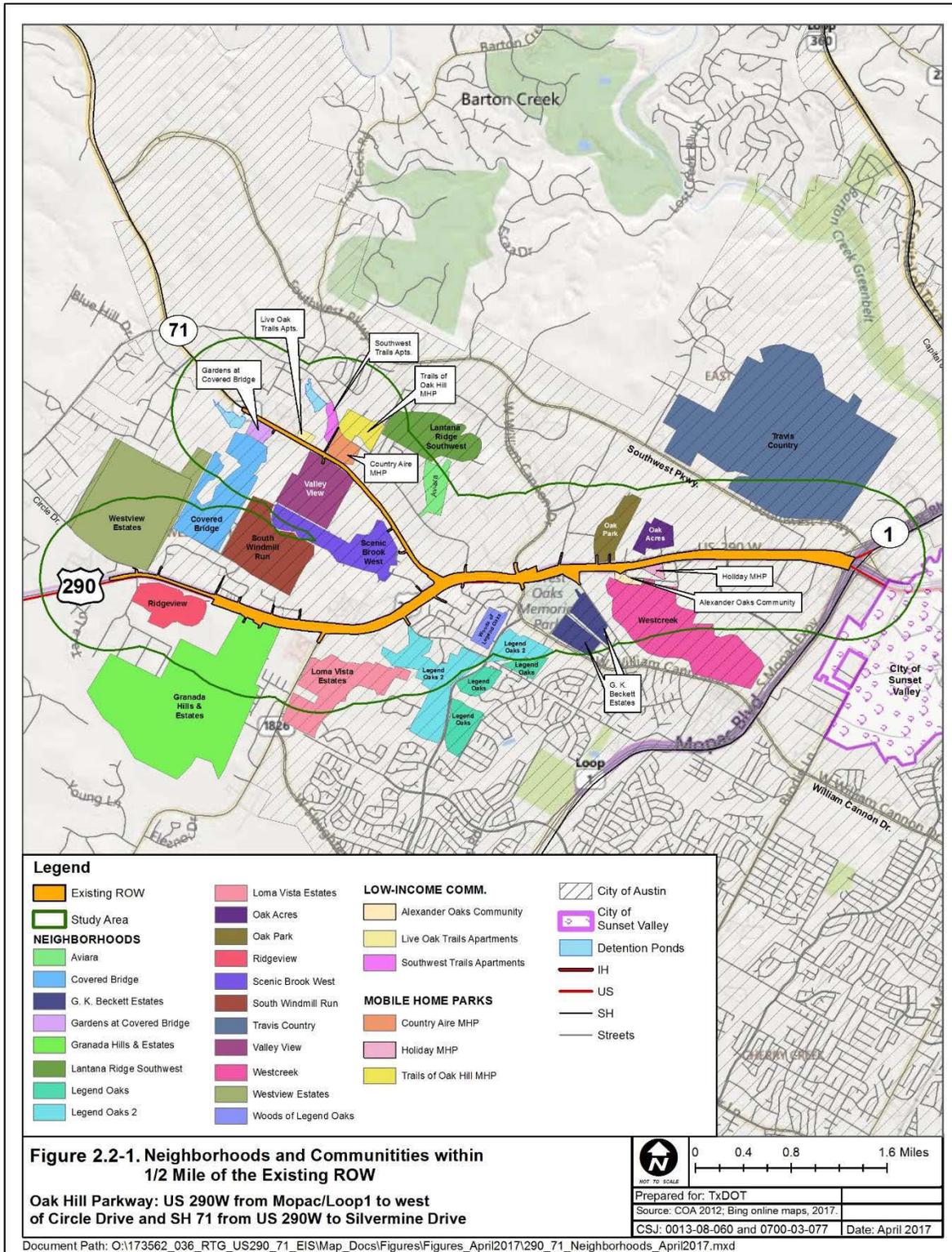


Figure 2.2-1. Neighborhoods and Communities within the Study Area

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- Covered Bridge, located west of the “Y” at Oak Hill between US 290 and SH 71, offers spacious family homes built in the mid-2000s. The neighborhood is bordered to the southwest by Fenton Drive, the Westview Estates neighborhood on the west (near Mowinkle Drive), Gardens at Covered Bridge on the northeast, and Black Mountain Drive, and Covered Bridge Drive on the east. The average list price of houses in this neighborhood is about \$474,000 and residents have access to a community pool, playscape, fields and trails (Regent Property Group, 2015; Reilly Realtors, 2015).
  - Built in 2006, Gardens at Covered Bridge is a town home community with a pool, hiking trails, and a park-like playground (Austin Condo Mania, 2015). This neighborhood is located at the entrance to the larger Covered Bridge neighborhood, just southwest of SH 71.
  - Country Aire Mobile Home Park is located at 8220 TX-71 at the southeast corner of SH 71 and Fletcher Lane. This 154 site mobile home park was built in 1950.
  - The Trails of Oak Hill, with 180 sites for mobile homes, was built in 2004 and is located at 8300 Old Bee Caves Road.
  - The Granada Hills neighborhood features homes built in the 1970s with lots larger than  $\frac{3}{4}$  acre. The neighborhood is located near the intersection of FM 1826 and US 290 and accessed by El Rey Boulevard (Blvd).
  - Granada Estates consists of homes on large lots that were built in the 1970s and 1980s. Granada Estates is located just west of the FM 1826 and US 290 intersection and can be accessed by El Rey Blvd.
  - South Windmill Run is an established neighborhood between US 290 and SH 71, west of the “Y”. The neighborhood has homes constructed from the 1970s to late 1990s (Eleven Oaks Realty, 2016). The neighborhood is generally bordered by Red Willow Drive on the west and north, Callbram Lane on the east, and Landsman Drive and Boiling Drive on the south.
  - The Valley View neighborhood is generally bordered by Smokey Hill Road on the west-northwest, SH 71 on the northeast, Chinook Drive on the southeast, and Moccasin Path and Pinto Path on the southwest.
  - Scenic Brook is a neighborhood of over 300 homes built from the 1960s to the 1980s (Places to go, 2016). Bordered to the east by SH 71, the south by US 290/Oak Meadow Drive and Scenic Brook Drive, and the Windmill Run neighborhood on the northwest, Scenic Brook West is located at the “Y” in Oak Hill.
  - Loma Vista Estates is a neighborhood with 85 homes, tree-lined streets, and properties of an acre or more (Reilly Realtors, 2016). Loma Vista Estates is located east of RM 1826 and south of US 290.
  - Legend Oaks II is a large neighborhood located south of the “Y,” generally along Escarpment Blvd. and Convict Hill Road. This neighborhood is composed of 646 homes (Legend Oaks II, 2015).

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- Legend Oaks is a southwest Austin neighborhood that was established in 1987. Today the development includes over 350 homes with a recreation center, swimming pool and cabana, covered playscape, tennis court, picnic tables and barbeques throughout the neighborhood park (Legend Oaks, 2015). This neighborhood barely extends into the 0.5 mile community facility Study Area and is bordered to the north and west by Convict Hill Road, extending northeast of Convict Hill Road, and bordered on the southeast by Oliver Loving Trail and Abilene Trail.
  - The Woods of Legend Oaks is a small neighborhood located just west of William Cannon Drive, south of US 290, and bordered to the south by Convict Hill Road.
  - Lantana Ridge Southwest is bordered by Rialto Blvd. to the north, Wier Hills Road to the east, William Cannon to the west, and Journeyville Drive to the south. Three builders broke ground on this neighborhood in 2005, with a minimal inventory of new homes and lots still available (Eleven Oaks Realty, 2015a).
  - Aviara is condominium complex which resembles a neighborhood of single family homes (Eleven Oaks Realty, 2015b). The residents have access to a community pool and playground. This complex is located off Aviara Drive, northeast of Old Bee Caves Road.
  - Northeast of William Cannon Drive, G.K. Beckett Estates borders the Forest Oaks Memorial on the northwest, and McCarty Lane/Williamson Creek on the east.
  - Holiday Mobile Home Park is located at 5801 W. Highway 290 and has 38 mobile home lots.
  - Alexander Oaks is a low rent public housing community operated by the Housing Authority of Travis County and located at 6119 Valiant Circle off Old Fredericksburg Road. This neighborhood includes 51 duplexes that range from one to four bedrooms. Rentals are income-based utilizing eligibility guidelines set by Housing and Urban Development (HUD). All units in this neighborhood serve tenants at 40 percent of the area's median income and five percent of the units are American with Disabilities Act (ADA) compliant (COA, 2017a).
  - Westcreek is a fairly large neighborhood located west of Monterey Oaks Blvd., north of William Cannon Drive, east of McCarty Lane, and south of US 290. Homes in Westcreek were built in the late 1970s and early 1980s with home sizes ranging from 1,200 to 2,500 square feet (Eleven Oaks Realty, 2015c).
  - Oak Park is a small neighborhood located off Parkwood Drive, and Oakclaire Drive, north of US 290.
  - Another small neighborhood, Oak Acres, occurs north of US 290 off Oak Blvd.
  - Travis Country is a neighborhood bordered by Southwest Parkway to the south, Mopac South to the east, Foster Road to the west, and Barton Creek to the north. Built in seven sections between 1973 and 2000, Travis Country contains about 1,500 homes within its boundaries (Travis County Online, 2015).

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(b) Environmental Consequences

(i) No Build Alternative

Under the No-Build Alternative, neighborhoods and community facilities within the Study Area could be negatively affected over time. As the region continues to grow, more vehicles would be on the roadway, creating increased congestion and reduced mobility for those who live and work within the Study Area, as well as those commuting through it. Increased congestion along the US 290/SH 71 corridor may encourage drivers to seek alternate routes through neighborhoods using local streets, and thereby increase congestion on local streets.

(ii) Alternative A

With Alternative A, approximately 8.4 acres would be acquired from the Ridgeview Austin HOA (two parcels). The area to be acquired is along the south side of US 290 east of Southview Road (Circle Drive). These parcels are currently undeveloped, and zoned Common Areas and Undeveloped; acquisition of them would not result in any relocations or displacements.

The neighborhoods and community facilities within the Study Area would experience temporary effects related to construction activities, such as temporary changes in traffic patterns. A traffic control plan would be developed prior to construction to manage and route traffic safely and efficiently, and maintain access to local streets, businesses, and other facilities. The traffic control plan would detail how motorists would be alerted to the time and day of lane closures. Furthermore, construction activities would be scheduled accordingly to minimize traffic disruption within the corridor.

Alternative A would add capacity and reduce congestion within the corridor. While overall mobility would be improved, the project would result in changes in access in a number of areas with each build alternative as described in **Section 5**. Alternative A generally follows the existing roadway, and would not serve to further divide, separate or isolate any neighborhood or community facilities, and would not affect community cohesion.

(iii) Alternative C

Impacts would be the same as those described for Alternative A.

## 2.3 Police, Fire and Emergency Services

(a) Affected Environment

There were three fire stations, one emergency medical service (EMS) facility, and two medical facilities located within approximately 1/2-mile of the project area's existing right-of-way (**Figure 2.3-1**). These facilities include:

- Seton Southwest Hospital at 7900 FM 1826, Austin, TX 78737
- Nextcare Urgent Care at 6001 W. William Cannon Dir., Austin, TX 78749

- 
- Austin Fire Dept. EMS Station at 5401 McCarty Lane, Austin, TX 78749
  - Austin Fire Dept. Station # 27 at 5401 McCarty Lane, Austin, TX 78749
  - Austin Fire Dept. Station # 37 at 8660 Highway 71 West, Austin, TX 78735
  - Oak Hill Fire Dept., Travis County Station 301 at 9211 Circle Drive, Austin, TX 78736

No police stations or substations were located within 1/2-mile of the existing corridor's ROW.

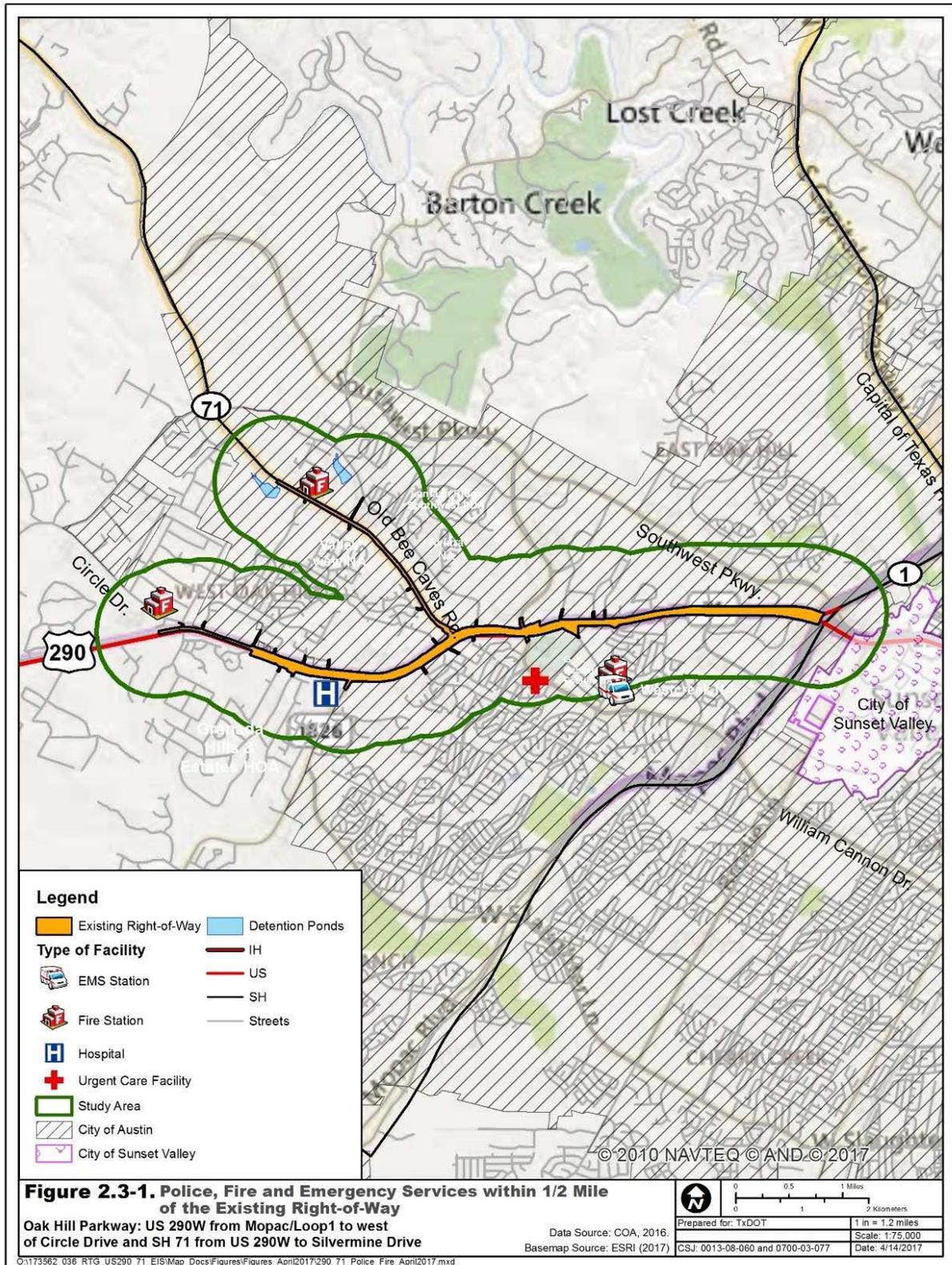


Figure 2.3-1. Police, Fire and Emergency Services within the Study Area

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(b) Environmental Consequences

(i) No Build Alternative

No changes would be made to the US 290/SH 71 facility with the No Build Alternative, so routes currently taken by emergency responders would not change. In the future, increased congestion may affect travel times for emergency responders or the time it takes for citizens to access medical facilities within the Study Area.

(ii) Alternative A

Under Alternative A, no police station, fire or EMS stations, or medical service facilities would be displaced. During construction there would be temporary changes in traffic patterns which may affect emergency responders in the short-term. Emergency service providers would receive notification prior to construction and/or temporary roadway closures or detours.

After construction, Alternative A would be expected to reduce congestion and travel times, and improve access, mobility and reliability within the Oak Hill Parkway corridor potentially improving emergency response time. The proposed project would result in changes in access in a number of areas.

(iii) Alternative C

Impacts would be the same as those described for Alternative A.

## 2.4 Schools

(a) Affected Environment

There are eight schools located within approximately ½-mile of the project area's existing ROW. They are described below from west to east and shown on **Figure 2.4-1**.

- Austin Waldorf School is a private school located south of US 290 at 8700 South View Road. The Austin Waldorf School serves almost 400 students from kindergarten through twelfth grade, and is a fully accredited member of the Association of Waldorf Schools of North America, and the Independent School Association of the Southwest (Waldorf, 2015).
- ACC is a public, two-year college offering associate certificates in more than 180 areas. The Pinnacle Campus is located north of US 290 at 7748 Highway 290 West (ACC, 2015).

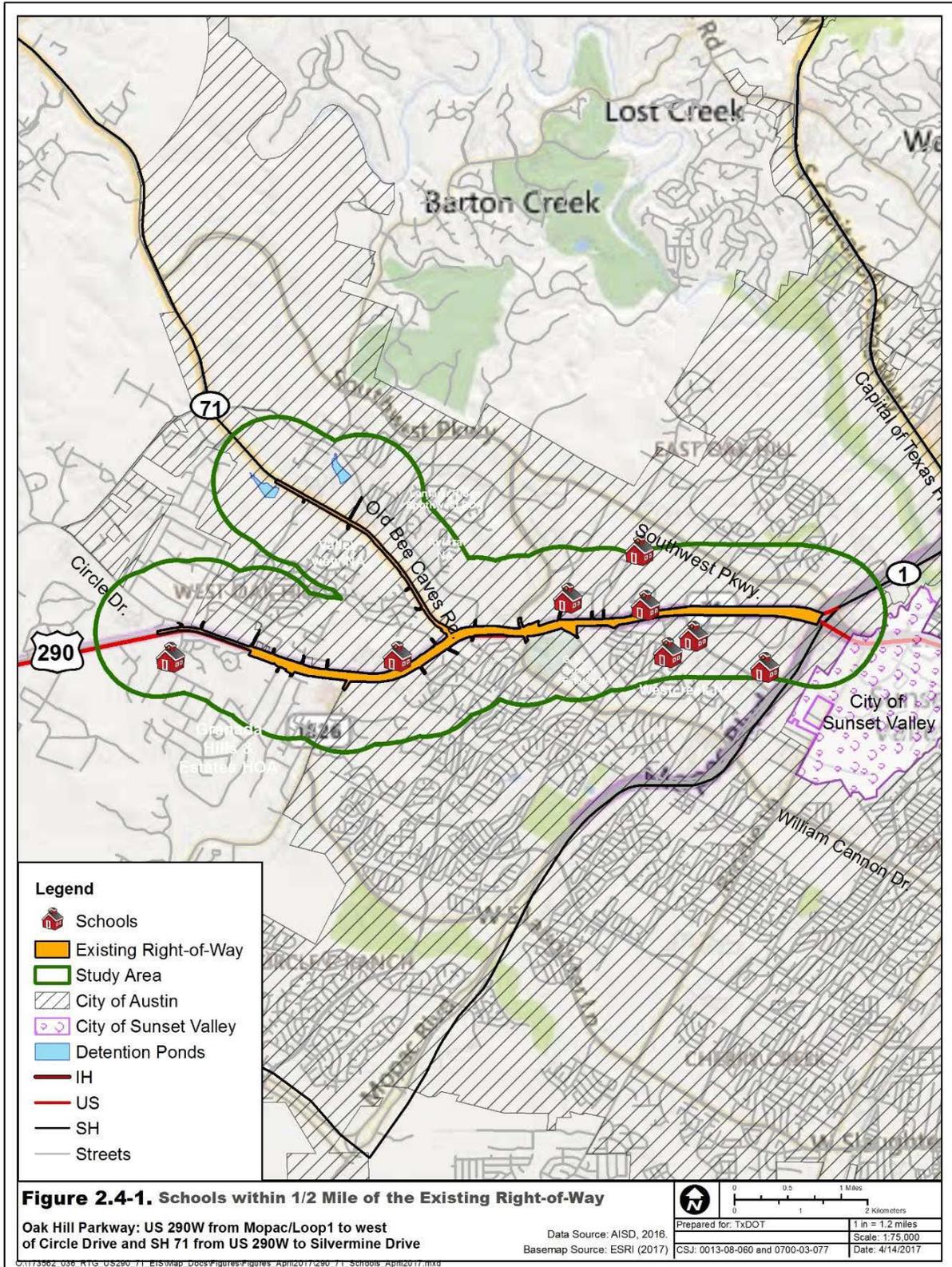


Figure 2.4-1. Schools within the Study Area

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- Located north of US 290 at 6101 Patton Ranch Road, Oak Hill Elementary School is part of the Austin Independent School District (AISD). This public school offers pre-kindergarten to fifth grade education (AISD, 2015a).
  - J.A. Patton Elementary School is located south of US 290 at 6001 Westcreek Drive. This public school is part of AISD and offers pre-kindergarten to fifth grade education programs (AISD, 2015b).
  - Austin Montessori School is situated at 5677 Oak Blvd., at the corner of US 290 and Oak Blvd. This campus, which is known as the Gaines Creek Campus, is an adolescent community which includes grades seventh through ninth (AMS, 2015).
  - St. Andrews Episcopal School is a private Christian school accredited by the Independent School Association of the Southwest, and the Southwestern Association of Episcopal Schools. The Upper School campus is located at 5901 Southwest Parkway, north of US 290 within the project area (St. Andrews, 2015).
  - Clint Small Jr. Middle School is located south of US 290 at 4801 Monterey Oaks Boulevard. This middle school is part of AISD and provides education for grades six through eight. In addition to its general middle school curriculum, Small Middle School is also an AISD “Green-Tech” campus with course offerings in both environmental studies and technology (AISD, 2015c; Clint Small Middle School, 2015).
  - Veritas Academy is a private, Classical Christian University Model School located south of US 290 at 4220 Monterey Oaks Boulevard. Veritas Academy offers courses for grades pre-kindergarten through twelfth grade (Veritas Academy, 2015).

(b) Environmental Consequences

(i) No Build Alternative

No new right-of-way would be required, and no schools would be directly impacted by the No Build Alternative. However, congestion along the corridor would be expected to increase under the No Build Alternative, likely resulting in longer travel times to and from schools in and around the Study Area.

(ii) Alternative A

Alternative A would require the acquisition of 1.44 acres of property from ACC (0.14 acres zoned Educational, 0.22 acres zoned Parking, and 1.1 acres zoned Undeveloped) and 1.37 acres from the Austin Waldorf School. These acquisitions would be from currently undeveloped or driveway portions of the school’s property adjacent to US 290 which do not serve an educational/recreational purpose for the schools. No school buildings or facilities would be affected by the acquisitions.

During construction, temporary changes in traffic patterns may occur which could cause minor changes to bus routes or school commutes through the Study Area. Temporary road closures and/or detours would be properly marked. After construction, Alternative A would be expected

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to reduce congestion and travel times, and improve mobility and reliability within the Oak Hill Parkway corridor. While the project would result in changes in access in a number of areas throughout the corridor, an overall reduction in travel times to schools in the Study Area would be expected with Alternative A.

(i) Alternative C

Alternative C would require the acquisition of 1.5 acres of property from ACC (0.14 acres zoned Educational, 0.22 acres zoned Parking, and 1.14 acres zoned Undeveloped), and 1.37 acres from the Austin Waldorf School. The other impacts, as described for Alternative A, would be the same for Alternative C.

## 2.5 Places of Worship

(a) Affected Environment

There were 13 places of worship within the Study Area. These are listed from north to south along SH 71, then west to east along US 290, and their locations are shown on **Figure 2.5-1**.

- LifeAustin Church (PromiseLand West) is located west of SH 71 at 8901 SH 71, Austin, TX 78735.
- Oak Hill Assembly of God is located east of SH 71 at 8203 West SH 71, Austin, TX 78735. The physical location of this church could not be verified during the field survey August 31, 2015.
- Southwest Family Fellowship is located west of SH 71 at 8203 West Highway 71, Austin, TX 78735.
- Austin Ridge Bible Church Southwest is located east of SH 71 at 7416 West SH 71, Austin, TX 78735.
- Hill Country Baptist Church of Oak Hill is located west of SH 71 at 6902 Scenic Brook Drive, Austin, TX 78736.
- Scenic Hills Baptist Church is located north of US 290 at 8305 Mowinkle Drive, Austin, TX 78736.
- Oak Hill United Methodist Church is located south of US 290 at 7815 US 290, Austin, TX 78736.
- First Baptist Church of Oak Hill is located south of US 290 at 6907 Convict Hill Road, Austin, TX 78749.
- Western Hills Church of Christ is located north of US 290 at 6211 Parkwood Drive, Austin, TX 78735.
- Oak Hill Bible Church is located south of US 290 at 6117 US 290, Austin, TX 78749.
- Impact Family Church is located south of US 290 at 4801 Monterey Oaks Blvd., Austin, TX 78749.

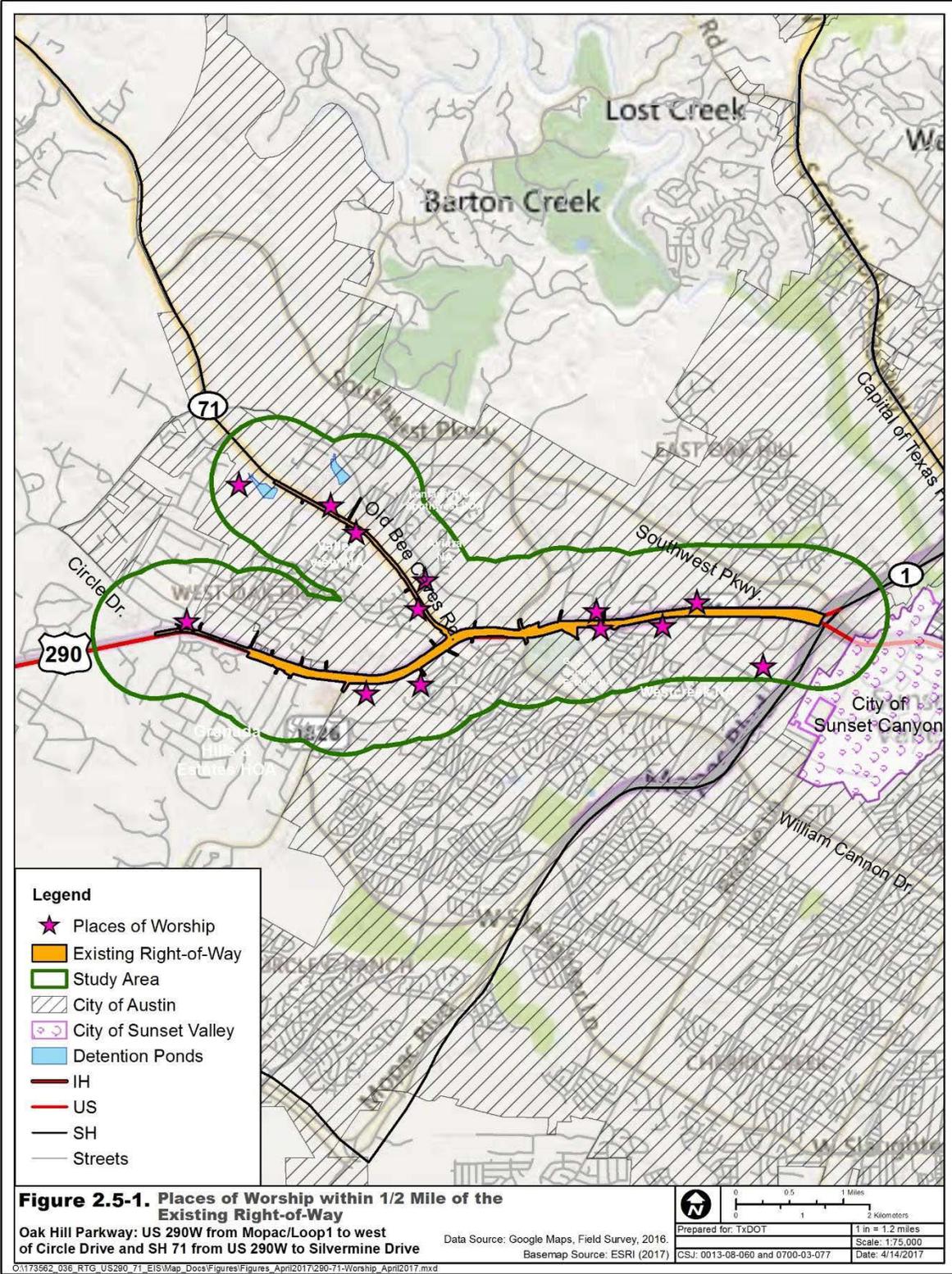


Figure 2.5-1. Places of Worship within the Study Area

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- One Chapel is located north of US 290 at 5508 US 290, Austin, TX 78735.
  - Austin Oaks Church is located south of US 290 at 4220 Monterey Oaks Blvd., Austin, TX 78749.

(b) Environmental Consequences

(i) No Build Alternative

No right-of-way would be required for the No Build Alternative, and no places of worship would be directly affected. However, increased congestion and reduced mobility through the corridor would be expected under this alternative. In the long-term, the No Build Alternative could require longer travel times to reach places of worship within the Study Area.

(ii) Alternative A

Alternative A would require the acquisition of approximately 3.98 acres from places of worship (0.14 acres from Hill Country Baptist Church, 0.7 acres from Scenic Hills Baptist Church, and 3.14 acres LifeAustin) (see **Table A-1** in **Appendix A**). These acquisitions would be from currently undeveloped or driveway portions of these churches' property. These portions of the property are not used for worship or gathering purposes. No buildings at these places of worship would be affected by the acquisitions, and no displacements or changes to the active use of the property would occur.

After construction, Alternative A would be expected to reduce congestion and travel times, and improve mobility and reliability within the Oak Hill Parkway corridor. While the project would result in changes in access in a number of areas throughout the corridor, an overall reduction in travel times to places of worship in the Study Area would be expected with Alternative A.

(iii) Alternative C

Impacts would be the same as those described for Alternative A (see **Table A-2** in **Appendix A**).

## 2.6 Cemeteries

(a) Affected Environment

According to cemetery layers obtained from the Texas Historical Commission's (THC) GIS data, there were six cemeteries within the Study Area (**Figure 2.6-1**). These include, from west to east:

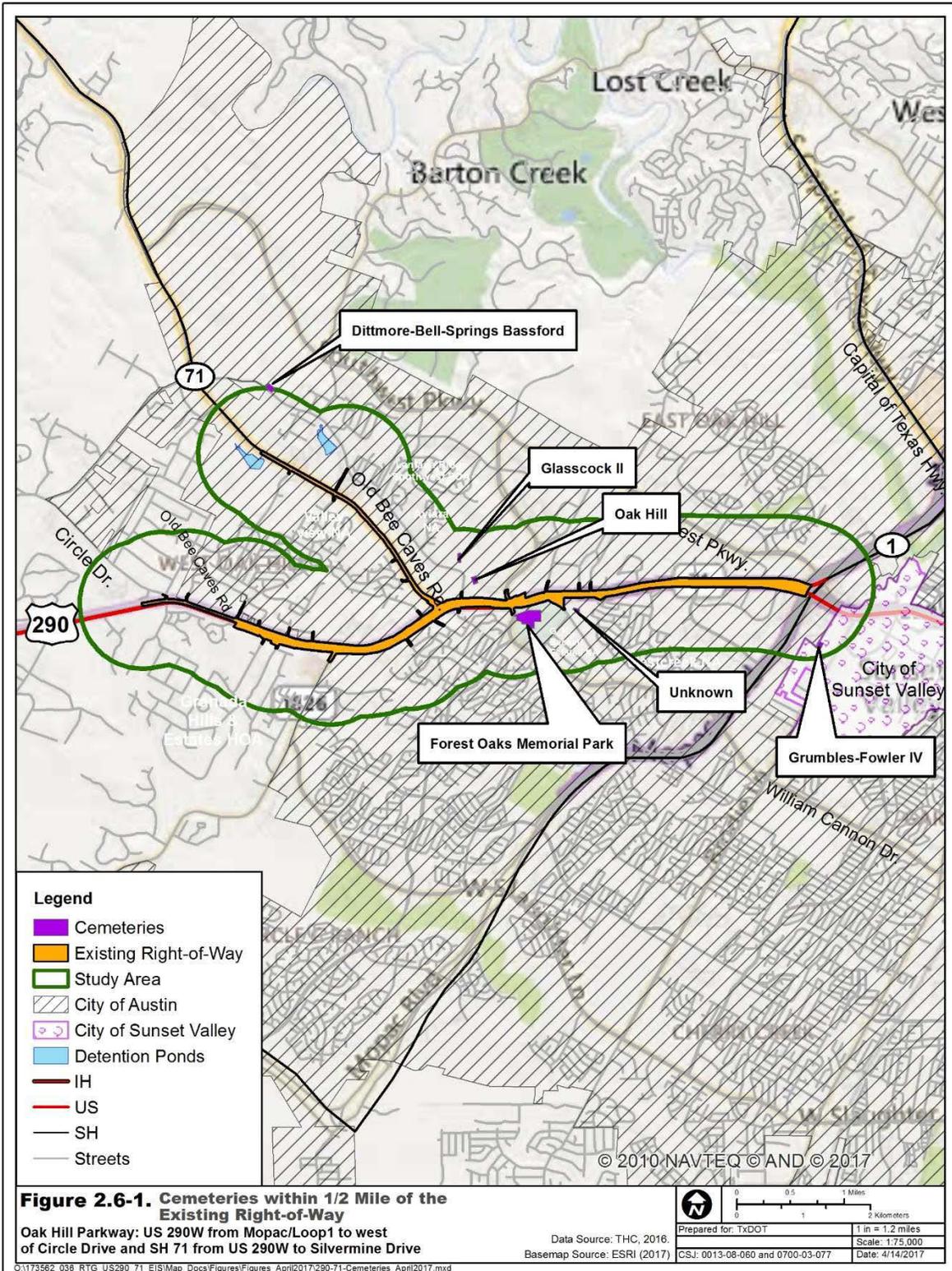


Figure 2.6-1. Cemeteries within the Study Area

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- Dittmore-Bell-Springs Bassford cemetery is north of the proposed project area off Old Bee Caves Road, almost 0.5 miles north of the northernmost project terminus of SH 71. This cemetery plot is approximately 1.6 acres.
  - Glasscock II cemetery is north of US 290 near Old Bee Caves Road, west of the NXP Semiconductors (formerly Freescale) compound. Glasscock II is approximately 0.25 miles north of the project area. This cemetery plot is approximately 1.1 acres.
  - Oak Hill cemetery is north of US 290 between Old Bee Caves Road and W. William Cannon Drive adjacent to the NXP Semiconductor compound to the west. According to the THC map layers, this cemetery plot is 1.42 acres.
  - Cook Walden/Forest Oaks Memorial Park is located at 6300 West William Cannon Drive, Austin, TX 78749, south of US 290. According to THC's map layers, this cemetery is approximately 12.4 acres and is adjacent to the project corridor.
  - Unknown. According to the GIS map layers, a cemetery plot is located southeast of the US 290/Joe Tanner intersection in the parking lot of the Oak Hill Youth Sport Center, less than 0.1 miles from the proposed project area. This unnamed cemetery is approximately 0.75 acres.
  - Grumbles-Fowler IV cemetery is approximately 1.1 acres and is shown to be located east of MoPac Expressway in the stormwater detention basin located adjacent to Home Depot's parking lot. This cemetery plot is approximately 0.4 miles southeast from the proposed project area.

(b) Environmental Consequences

(i) No Build Alternative

No right-of-way would be required for the No Build Alternative, and no cemeteries would be directly affected. However, increased congestion, and reduced mobility through the corridor would be expected under this alternative. In the long-term, the No Build Alternative could require longer travel times to reach places of worship within the Study Area.

(ii) Alternative A

Under Alternative A, approximately 0.12 acres would be acquired from SCI Funeral Services. The acquired parcels would be slivers along William Cannon Drive and would affect the entrance driveway to the Cook-Walden/Forest Oaks Funeral Home and Memorial Park. The acquisition of right-of-way in this area would not affect the function of the cemetery or funeral home. During construction, access to this cemetery/funeral home may be temporarily affected. However, TxDOT and the Mobility Authority would work with the funeral home to ensure their operations would be ongoing during construction.

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(iii) Alternative C

Impacts for Alternative C would be the same as those described for Alternative A.

## 2.7 Parkland, Greenbelts and Recreational Facilities

### (a) Affected Environment

There were sixteen parklands, greenbelts or recreational facilities located within the Study Area (**Figure 2.7-1**). From north to south on SH 71 and approximately west to east along US 290, these areas include:

- Barton Creek Habitat Preserve is located along four miles of Barton Creek in southwest Travis County, approximately 0.5 miles north of the far northern terminus of the proposed project area. This preserve is approximately 4,100 acres owned by the Nature Conservancy and managed as part of the Balcones Canyonlands Preserve (BCP). The BCP was developed as part of the Balcones Canyonlands Conservation Plan (BCCP), and covers over 30,400 acres in western Travis County.

The preserve was created to protect eight federally-listed endangered species including two song birds, the Golden-cheeked Warbler and the Black-capped Vireo, and six karst invertebrates. In addition to the endangered species, the preserve is home to a variety of other rare plants and animals, and woodlands, wetlands, grasslands, and karst habitats. The preserve is managed under the terms of the BCCP and a Section 10(a), Endangered Species Act permit authorized by the U.S. Fish and Wildlife Service to Travis County and the COA. Several public and private cooperating partners, such as the Lower Colorado River Authority, the Nature Conservancy of Texas, the Travis Audubon Society, and other private landowners, own and manage some of the land in the preserve system (Travis County 2016b). Currently public visitation is limited to scheduled volunteer workdays and arranged visits.

- Windmill Run Park, a public Travis County Park, is located at 8100 Kirkham Drive. This park is approximately 16 acres with amenities including playscapes, a ball field, picnic tables, and trails (Travis County, 2015). Windmill Run Park is northwest of the “Y” at Oak Hill, approximately 0.2 mile from the proposed project area.
- Legend Oaks Neighborhood Park is located at 7724 Escarpment Boulevard. This public park, owned by the COA includes approximately 7.3 acres (COA, 2015) and is approximately 0.4 mile southeast of the proposed project area. This recreational area also includes a pool, clubhouse, and tennis court which are limited to use by members of the Legend Oaks I Homeowners Association (HOA).

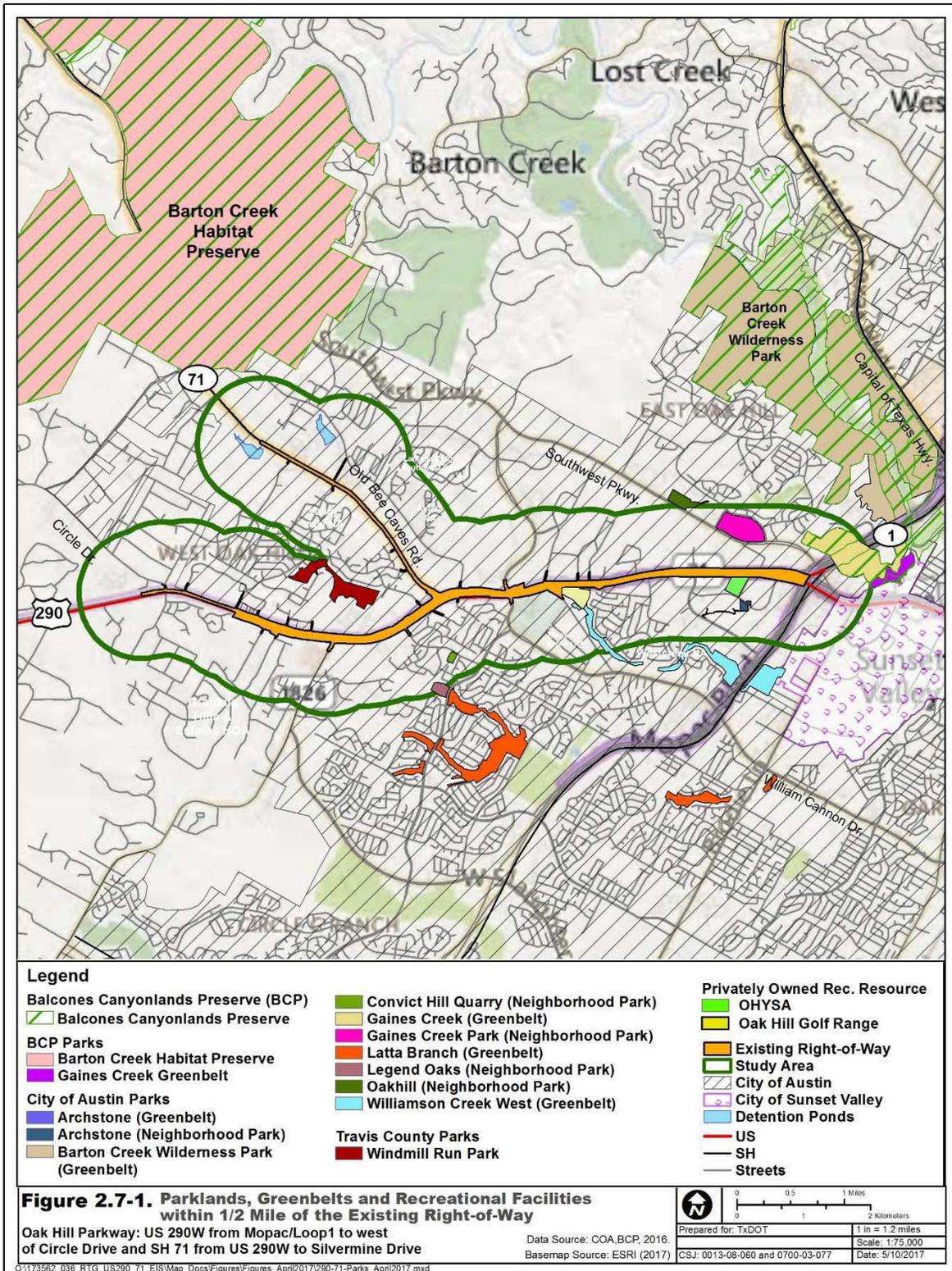


Figure 2.7-1. Parklands, Greenbelts and Recreational Facilities within the Study Area

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- The Latta Branch Greenbelt, a public park managed by Austin Parks and Recreation, is located at 7910 Beckett Road and includes approximately 126 acres. Recreational amenities include 1.9 miles of trails and a picnic shelter (COA, 2015; Austin Parks Foundation, 2015a). The Latta Branch Greenbelt is approximately 0.5 mile southeast from the proposed project area.
  - Convict Hill Quarry Neighborhood Park is located at 6511 Convict Hill Road and contains approximately 2.81 acres. This public park, owned by the COA, features a nature trail through woodland habitat (Austin Parks Foundation, 2015b).
  - The Oak Hill Youth Sports Association baseball field is privately owned and utilized by numerous baseball teams that pay for their use. This field is located at 6301 Joe Tanner Lane, adjacent to US 290 (OHYSA, 2017).
  - Williamson Creek West Greenbelt is a public park owned by the COA and located at 6310 Brush Country Rd. The greenbelt includes approximately 76.25 acres (COA, 2015). This day use area includes hiking/walking trails, and wildlife viewing opportunities (Nature Rocks Austin, 2015c). The greenbelt area begins less than 0.1 mile southeast of the project area along McCarty Lane.
  - Oakhill Neighborhood Park, a public park owned by the COA, is located at 5408 Southwest Parkway. This park is approximately 12.7 acres (COA, 2015). Oakhill Neighborhood Park is approximately 0.4 miles north of the proposed project area.
  - Gaines Creek Neighborhood Park, located at 4801 Republic of Texas Boulevard, is a 37.91 acre public park owned by the COA. The park is largely undeveloped but features a nature trail (approximately 0.7 miles), benches, and a picnic table. (Austin Parks Foundation, 2015c). This park is approximately 0.2 miles north of the proposed project right-of-way.
  - The Oak Hill Golf Range is privately owned and rents golf supplies for personal practice. This facility is located at 5423 W. Highway 290, but is scheduled to close May 14, 2017 to make way for a Baylor, Scott & White Hospital (OHGR, 2017).
  - Archstone Greenbelt is comprised of 1.73 acres, and Archstone Neighborhood Park is comprised of 3.3 acres. Both public recreational areas are located near 4308 Staggerbrush Road. The park is currently undeveloped, but there is a 0.4 mile trail, and a wooded area within the greenbelt (Austin Parks Foundation 2015d).
  - Barton Creek Wilderness Park, and Gaines Creek Greenbelt are two areas which occur within the boundaries of the BCP. This area is located approximately 0.2 miles north of the proposed project area. The Barton Creek Wilderness Park, available to the public, surrounds the west end of the Barton Creek Greenbelt and features miles of heavily wooded hike and bike trails. The park, which is owned by the COA, is popular with, runners, dog lovers, bikers, and day hikers (NRA, 2015a).
  - Gaines Creek Greenbelt provides access to the Barton Creek Greenbelt and Wilderness Park along its trails and is used by nature lovers, dog walkers, waders and mountain bikers. This approximately 121 acre greenbelt is a COA and City of Sunset Valley public

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recreational area located at 4800 S. MoPac Expressway. This greenbelt is considered a day use and wildlife watching area; park amenities include a 0.7 mile trail, and open space to be used by hikers, bikers and nature enthusiasts (Austin Explorer 2014 and COA 2015). This park is approximately 0.2 miles north of the eastern project terminus.

Neighborhood parks were also present within the Study Area including:

- L.A. Felder Park, located at 9002 El Rey Blvd., is owned and maintained by the Granada Hills HOA and open to the public. Amenities include a playscape, picnic tables, barbecue facilities, and a play field. The pool and tennis court are available for use with a membership only.
- Westcreek Greenway/Pocket Park is located at the dead-end of Westcreek Drive behind Patton Elementary School. The Westcreek Neighborhood Association worked with the COA to get this area designated as a public pocket park. In March 2016, volunteers removed trash, construction debris, and invasive vegetation from the area to prepare the park for future development (Westcreek, 2016).
- Blue Valley Amenity Area is a multi-purpose public park which is part of the Travis Country neighborhood. The amenity area includes frontage on Sycamore Creek, a pond/wildlife area, swim center, and pavilion, tennis courts, basketball courts, playground, and picnic facilities (Travis Country, 2016a). Some of these amenities require a neighborhood membership for their use.

(b) Environmental Consequences

(i) No Build Alternative

The No Build Alternative would not directly impact any parkland within the Study Area. As congestion within the corridor increases, increased travel times to parks and recreational areas may be expected.

(ii) Alternative A

No parklands would be directly impacted by Alternative A. Improved mobility within the corridor would allow for easier access to parklands within the project corridor. While overall mobility would be improved, the proposed project would result in changes in access in a number of areas with both build alternatives.

(iii) Alternative C

Alternative C would require acquisition of 0.2 acres from Oak Hill Youth Sports Association along US 290 at its intersection with Joe Tanner Lane. This land is zoned parks/greenbelt; and is a baseball field complex with eight baseball diamonds. Alternative C would potentially affect one baseball diamond in this complex. This sports complex is privately owned by the Oak Hill Youth Sports Association, and is not a publically-owned park or recreation area;

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therefore, Section 4(f) does not apply. Improved mobility within the corridor would allow for easier access to parklands within the project corridor.

## 2.8 Other Community Facilities

### (a) Affected Environment

A Capital Metro park-and-ride facility is located east of the intersection of US 290 and William Cannon Drive on the south side of US 290 (Capital Metro, 2015). The Oak Hill Park & Ride serves as a commuter hub for southwest Austin, providing flier service into the city center and to UT. The U.S. Postal Service has a Post Office at 6104 Old Fredericksburg Road adjacent to the project corridor and the Southwest Family YMCA is located at 6219 Oakclaire Dir. This YMCA includes group exercise classes, youth sports, specialty fitness, and aquatic programs (YMCA, 2017).

The Travis County Community Center at Oak Hill is located at 8656 TX-71 on the northeast side of SH 71 northwest of Fletcher Lane (Travis County, 2017). Services available at the Travis County Community Center at Oak Hill, include:

- Food programs - SNAP food benefit applications and a food pantry
- Housing-related assistance - one-time rent/mortgage assistance, financial assistance for utilities, home repairs and energy efficiency home repairs
- Job search services - a computer resource room and accessories to use for job searches, access to the Community Resources Bulletin board which posts current information about jobs and other services, and referrals to the Workforce and Education Neighborhood Centers for education and training opportunities
- Clothing closet – access to donated clothing for individuals receiving services through Family Support Services
- Access to social workers and caseworkers including drop-in services several times a month
- Senior Program - provides a place for older adults to gather

The Oak Hill Health Center located at 8656-A Highway 71 West on the northeast side of SH 71 northwest of Fletcher Lane. This community care center is a Federally-Qualified Health Center which has met strict guidelines established by the Federal Bureau of Primary Health Care. CommUnityCare provides outpatient primary healthcare, dental care, limited specialty care, lab work, radiology services including mammography, a full service pharmacy, and behavioural health services. These services are provided to all Travis County residents including those without health insurance.

### (b) Environmental Consequences

#### (i) No Build Alternative

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The No Build Alternative would not directly impact any other community facilities within the Study Area. As congestion within the corridor increases, increased travel times to access community facilities within the Study Area may be expected.

(ii) Alternative A

Under Alternative A, there would be no direct effects to any of the other community facilities within the Study Area including Oak Hill Park-and-Ride, the Southwest Branch of the YMCA, the post office, Travis County Community Center, or Oak Hill Health Center. These facilities would continue to operate and the services they provide would not be adversely affected. Once constructed, improved mobility and reduced travel times would make accessing these facilities even easier.

(iii) Alternative C

Impacts for Alternative C would be the same as those described for Alternative A.

### 3.0 Demographic Characteristics

#### 3.1 Demographics of the Study Area

A demographic Study Area was developed to analyze the social and economic conditions of the population living and working in proximity to the project including demographic, employment, and income characteristics. The demographic Study Area includes the Census tracts, block groups, and blocks which were wholly or partially within a 1/2-mile buffer of the existing right-of-way (**Figure 3.1-1**). This study area for demographics was selected to gather demographic information about the population in close proximity to the corridor who would be likely to use the proposed facility and be directly affected by its construction. This area is predominantly located within the COA, but also includes a small portion of the City of Sunset Valley and some unincorporated areas of Travis County. Socioeconomic information was collected from the U.S. Census Bureau 2010 decennial census, and the 2010-2014 American Community Survey (ACS). It should be noted that the data contained in the ACS are estimates, not actual counts. **Tables C-1 through C-5 in Appendix C** provide detailed census tables for the Study Area.

The Study Area included portions of ten Census tracts (CT), 20 block groups (BG) and 300 census blocks as listed below:

- Census Tract 17.33, Block Group 1, Blocks 1000 to 1001, and 1006
- Census Tract 17.33, Block Group 2, Blocks 2000 to 2006
- Census Tract 17.37, Block Group 1, Blocks 1000 to 1015
- Census Tract 17.37, Block Group 3, Blocks 3000 to 3005, 3007, and 3024 to 3027
- Census Tract 17.38, Block Group 1, Blocks 1000 to 1005 and 1007 to 1009

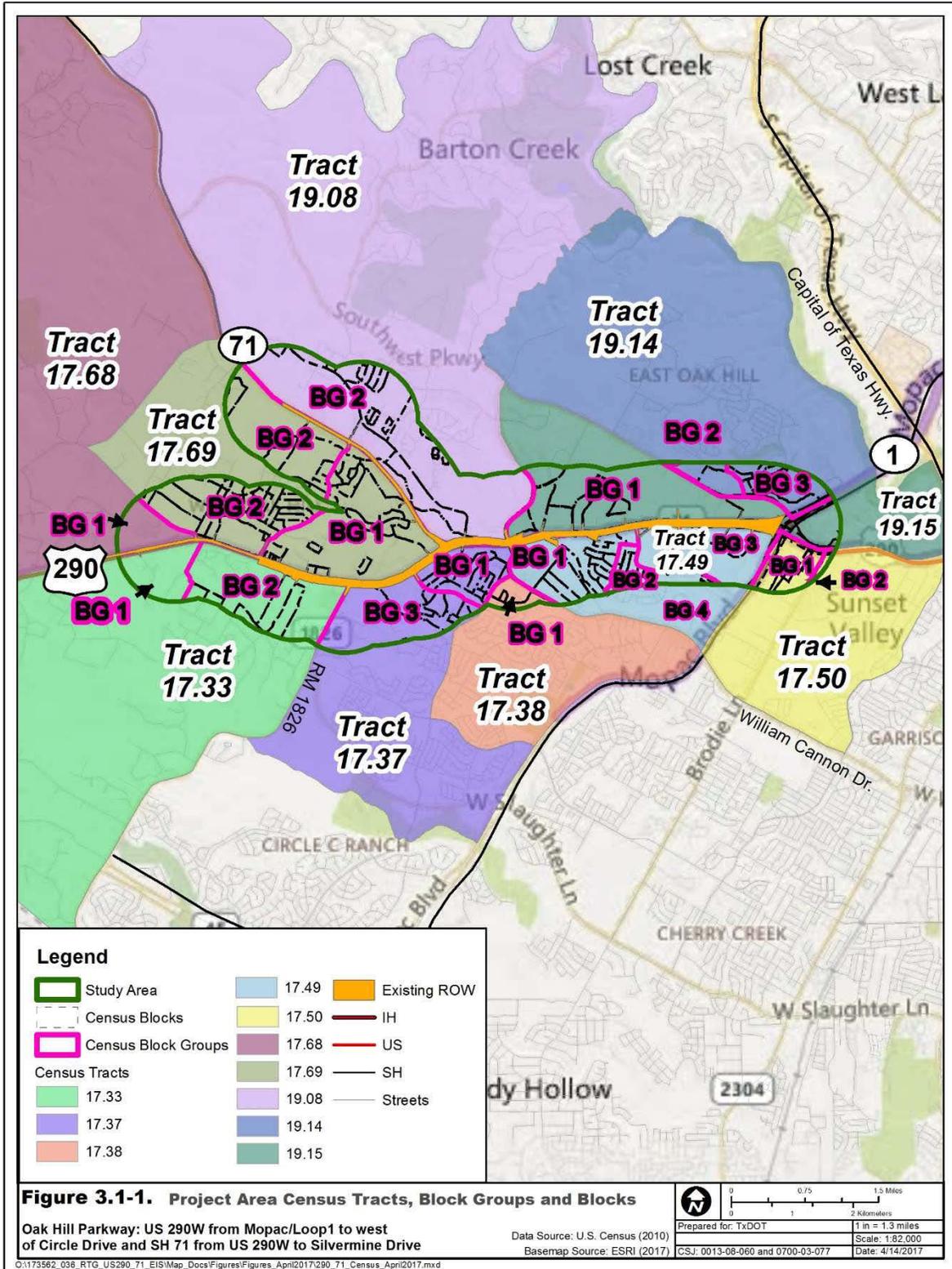


Figure 3.1-1. Project Area Census Tracts, Block Groups and Blocks

- Census Tract 17.38, Block Group 3, Blocks 3000, 3001 and 3003
- Census Tract 17.49, Block Group 1, Blocks 1000 to 1019 and 1021
- Census Tract 17.49, Block Group 2, Blocks 2000 to 2011 and 2013
- Census Tract 17.49, Block Group 3, Blocks 3000 to 3008
- Census Tract 17.49, Block Group 4, Blocks 4000 to 4011, 4013 and 4015
- Census Tract 17.50, Block Group 1, Blocks 1000 to 1016, 1018, and 1021
- Census Tract 17.50, Block Group 2, Blocks 2003, 2004, 2012, 2019, 2020, 2025, 2026, and 2028
- Census Tract 17.68, Block Group 1, Blocks 1014 to 1019
- Census Tract 17.69, Block Group 1, Blocks 1000 to 1026
- Census Tract 17.69, Block Group 2, Blocks 2008, 2010 to 2023, 2027, 2030, 2033, 2036, 2037, 2039 to 2058
- Census Tract 19.08, Block Group 2, Blocks 2001 to 2007, 2009 to 2013, 2015, 2016, 2018, 2019, 2021, 2022, 2026, 2031 to 2037
- Census Tract 19.14, Block Group 1, Blocks 1023 to 1024
- Census Tract 19.14, Block Group 2, Blocks 2003, 2004, and 2008 to 2012
- Census Tract 19.14, Block Group 3, Blocks 3000 to 3001, 3003, 3005, 3006, 3008, 3009, 3013 to 3020 and 3030
- Census Tract 19.15, Block Group 1, Blocks 1004 to 1007, 1009 to 1022, 1024, and 1050 to 1054

(a) Historic Growth

The Austin area has experienced substantial and sustained growth since 1990, as demonstrated in **Tables 3.1-1 to 3.1-3**. **Table 3.1-1** shows the historic population growth of geographies within proximity to the proposed project corridor. Hays County experienced the most growth over the time period, followed by the small City of Sunset Valley. Travis County nearly doubled its population over the 24 year period. Population projections from the CAMPO 2040 Plan show the populations within Travis and Hays counties continuing to grow to 1,732,860 and 628,309, respectively, in 2040 (CAMPO, 2015). Continued growth in these counties would be expected to increase the demand for area roadways including US 290 and SH 71.

**Table 3.1-1. Historic Population Growth**

Demographic Characteristics	Travis County	Hays County	Austin	Dripping Springs	Sunset Valley	
Population	1990 <sup>1</sup>	581,024	65,767	497,154	1,192	312
	2000 <sup>2</sup>	812,280	99,070	656,562	1,548	365
	2010 <sup>2</sup>	1,024,266	157,107	790,390	1,788	650
	2014 <sup>3</sup>	1,151,145	185,025	912,791	2,231	749
	1990-2014 % Change	98.1%	181.3%	83.6%	87.2%	140.1%

<sup>1</sup>Population of Counties by Decennial Census: 1900 to 1990

Accessed online June 1, 2015 at <http://www.census.gov/population/cencounts/tx190090.txt>

<sup>2</sup> Texas County populations. Compiled by The County Information Program, Texas Association of Counties. Accessed online June 1, 2015 at <http://www.txcip.org/tac/census/profile>.

<sup>3</sup> 2010-2014 American Community Survey 5 year, estimates, Tables S2301 and S1101.

The number of households has increased within Travis and Hays counties as well as the cities of Austin, Dripping Springs and Sunset Valley (**Table 3.1-2**). The number of households is increasing at a slower rate than the growth of the population. According to the Austin Real Estate Report, central Texas has a low inventory and needs a greater influx of all housing types and price points (ABOR, 2016). The median price for a single-family home in 2016 was \$253,000 in Hays County, \$335,000 in Travis County, and \$355,000 in Austin (ABOR, 2016).

**Table 3.1-2. Historic Household Growth**

Demographic Characteristics	Travis County	Hays County	Austin	Dripping Springs	Sunset Valley	
Households	2000 <sup>4</sup>	320,766	33,410	265,649	554	146
	2010	404,467	55,245	324,892	662	304
	2014 <sup>3</sup>	419,496	58,749	337,791	633	266
	2000-2014 % Change	30.7%	75.8%	27.2%	14.3%	82.2%

<sup>3</sup> 2010-2014 American Community Survey 5 year, estimates, Tables S2301 and S1101.

<sup>4</sup> U.S. Decennial Census 2000, Summary File 3, Table P043.

**Table 3.1-3** shows the historic employment growth of geographies within proximity to the proposed project corridor. Sunset Valley experienced the most growth over the time period, with 94.8 percent growth in employment over the 24 year period. Employment within Hays County increased by over 60 percent and Travis County and Austin by over 30 percent. Employment forecasts indicate that employment in both Travis and Hays counties will more than double to 1,195,673 and 270,173, respectively, by 2040 (CAMPO, 2015).

**Table 3.1-3. Historic Employment Growth**

Demographic Characteristics	Travis County	Hays County	Austin	Dripping Springs	Sunset Valley	
Employment	2000 <sup>5</sup>	441,691	50,563	360,296	838	194
	2010 <sup>4</sup>	522,061	71,400	417,847	861	217
	2014 <sup>3</sup>	577,864	82,105	472,559	955	378
	2000-2014 % Change	30.8%	62.4%	31.2%	14.0%	94.8%

<sup>3</sup> 2010-2014 American Community Survey 5 year, estimates, Tables S2301 and S1101.

<sup>4</sup> U.S. Decennial Census 2000, Summary File 3, Table P043.

<sup>5</sup> 2006-2010 American Community Survey 5 year estimates, Table S2301.

(b) Race and Ethnicity

As shown in **Table 3.1-4**, the demographic Study Area is predominantly white non-Hispanic or non-Latino (68.5 percent) based on 2014 ACS block group data. The remaining nearly 32 percent of the Study Area population is composed of racial and ethnic minorities including Hispanic or Latino (19.2 percent), Asian (8.6 percent), Black or African American (1.7 percent), and American Indian or Alaska Native, Native Hawaiian or Pacific Islander and other races or two or more races accounting for approximately 2.1 percent.

The areas of comparison, including Travis and Hays counties, and the cities of Austin, Dripping Springs and Sunset Valley included more diversity than the Study Area. The City of Austin (51.3 percent) and Travis County (49.9 percent) had the greatest minority populations followed by Dripping Springs (42.6 percent), Hays County (42.2 percent), Sunset Valley (41.3 percent), and the Study Area (29.9 percent).

**Table 3.1-4. Race and Ethnicity**

Geographic Area / Census Tract	Total Population	Not Hispanic or Latino						Hispanic or Latino of any Race # %	Total Minority # %
		White # %	Black or African American # %	American Indian or Alaskan Native # %	Asian # %	Native Hawaiian or Pacific Islander # %	Other Races or Two or More Races # %		
Travis County	1,092,810	546,993 50.1%	87,332 8.0%	2,097 0.2%	64,658 5.9%	603 0.1%	23,117 2.1%	368,010 33.7%	545,817 49.9%
Hays County	170,410	97,384 57.8%	5,682 3.3%	474 0.3%	1,950 1.2%	91 0.04%	2,966 1.3%	61,863 35.9%	73,026 42.2%
Austin	864,218	420,506 48.7%	64,781 7.5%	1,557 0.2%	56,089 6.5%	571 0.1%	19,738 2.3%	300,976 34.8%	443,712 51.3%
Dripping Springs	2,088	1,198 57.4%	7 0.3%	41 2.0%	27 1.3%	0 0.0%	76 3.6%	739 35.4%	890 42.6%
Sunset Valley	697	409 58.7%	0 0.0%	0 0.0%	44 6.3%	0 0.0%	19 2.7%	225 32.3%	288 41.3%
17.33 BG1	2,247	1,959 87.2%	48 2.1%	0 0.0%	16 0.7%	0 0.0%	12 0.5%	212 9.4%	288 12.8%
17.33 BG2	1,459	1,005 68.9%	0 0.0%	0 0.0%	1 0.1%	0 0.0%	0 0.0%	453 31.0%	454 31.1%
17.37 BG1	1,065	764 71.7%	0 0.0%	0 0.0%	162 15.2%	0 0.0%	0 0.0%	139 13.1%	301 28.3%
17.37 BG2	5,811	3,423	318	40	753	0	33	1,244	2,388

Geographic Area / Census Tract	Total Population	Not Hispanic or Latino						Hispanic or Latino of any Race # %	Total Minority # %
		White # %	Black or African American # %	American Indian or Alaskan Native # %	Asian # %	Native Hawaiian or Pacific Islander # %	Other Races or Two or More Races # %		
		58.9%	5.5%	0.7%	13.0%	0.0%	0.6%	21.4%	41.1%
17.37 BG3	4,013	3,159	0	0	103	0	138	613	854
		78.7%	0.0%	0.0%	2.6%	0.0%	3.4%	15.3%	21.3%
17.38 BG1	1,048	675	0	0	129	0	31	213	
		64.4%	0.0%	0.0%	12.3%	0.0%	3.0%	20.3%	35.6%
17.38 BG3	973	687	13	0	103	0	59	111	286
		70.6%	1.3%	0.0%	10.6%	0.0%	6.1%	11.4%	29.4%
17.49 BG1	1,336	1,175	122	0	1	0	0	38	
		87.9%	9.1%	0.0%	0.1%	0.0%	0.0%	2.8%	
17.49 BG2	904	659	13	0	0	0	9	223	245
		72.9%	1.4%	0.0%	0.0%	0.0%	1.0%	24.7%	27.1%
17.49 BG3	1,647	637	31	0	644	0	88	247	
		38.7%	1.9%	0.0%	39.1%	0.0%	5.3%	15.0%	
17.49 BG4	1,922	1,133	0	0	480	0	36	273	789
		58.9%	0.0%	0.0%	25.0%	0.0%	1.9%	14.2%	41.1%
17.50 BG1	780	485	16	0	65	0	48	166	
		62.2%	2.1%	0.0%	8.3%	0.0%	6.2%	21.3%	
17.50 BG2	1,457	597	0	0	69	0	31	760	860
		41.0%	0.0%	0.0%	4.7%	0.0%	2.1%	52.2%	59.0%
17.68 BG1	1,360	1,181	32	0	52	0	21	74	
		86.8%	2.4%	0.0%	3.8%	0.0%	1.5%	5.4%	
17.69 BG1	1,495	1,380	1	0	49	0	0	65	115
		92.3%	0.1%	0.0%	3.3%	0.0%	0.0%	4.3%	7.7%
17.69 BG2	3,847	2,322	3	0	243	22	85	1,172	
		60.4%	0.1%	0.0%	6.3%	0.6%	2.2%	30.5%	
19.08 BG2	5,624	3,288	124	11	659	0	51	1,491	2,336
		58.5%	2.2%	0.2%	11.7%	0.0%	0.9%	26.5%	41.5%
19.14 BG1		2,035	0	0	138	0	118	611	867

Geographic Area / Census Tract	Total Population	Not Hispanic or Latino						Hispanic or Latino of any Race	Total Minority
		White # %	Black or African American # %	American Indian or Alaskan Native # %	Asian # %	Native Hawaiian or Pacific Islander # %	Other Races or Two or More Races # %		
19.14 BG2	856	808 94.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	19 2.2%	29 3.4%	48 5.6%
19.14 BG3	2,383	2,107 88.4%	19 0.8%	10 0.4%	84 3.5%	0 0.0%	24 1.0%	139 5.8%	
19.15 BG1	1,757	1,267 72.1%	6 0.3%	0 0.0%	115 6.5%	27 1.5%	8 0.5%	334 19.0%	490 27.9%
Total Study Area CTs	44,886	30,746 68.5%	746 1.7%	61 0.2%	3,866 8.6%	49 0.1%	811 1.8%	8,607 19.2%	

USCB, 2014a. American Fact Finder ACS 2014 5-year estimates – Table B03002.  
[http://factfinder.census.gov/faces/nav/jsf/pages/download\\_center.xhtml](http://factfinder.census.gov/faces/nav/jsf/pages/download_center.xhtml)

(c) Household Income

Household income data are used to understand the economic characteristics of a project area and to identify the presence of low-income populations. According to the U.S. Department of Health and Human Services (HHS) 2017 poverty guidelines, a household is considered low-income if they earn less than \$24,600 for a four-person family/household (HHS, 2017).

Income data from the 2010-2014 ACS was used to determine median household income at the BG level, the lowest level for which income information is collected. **Table 3.1-5** shows income data for the BGs within the Study Area. The ACS measured income over a period of five years (2010-2014); the numbers shown represent an average of those sampled over that period. As shown in **Table 3.1-5**, the 2014 median household income in the demographic Study Area ranged between \$57,434 and \$171,806, and more than half of the households earned more than \$75,000 per year. The Study Area had a smaller percentage of households that earned less than \$25,000 per year than Travis or Hays counties, Austin or Dripping Springs (11.3 percent for the Study Area compared to 20.3 percent, 23.6 percent, 21.8 percent, and 20.8 percent, respectively). The City of Sunset Valley had the smallest share of the population that earned less than \$25,000 per year (six percent). The Study Area and Sunset Valley had the greatest percentage of households who earn more than \$100,000 per year (42.4 percent and 63.5 percent, respectively, compared with Travis County (27.7 percent), Hays County (26.0 percent), Austin (24.9 percent), and Dripping Springs (22.1 percent).

**Table 3.1-5. Income Characteristics (In 2014 Inflation-Adjusted Dollars)**

Household Income	Study Area # %	Travis County # %	Hays County # %	Austin # %	Dripping Springs # %	Sunset Valley # %
Less than \$10,000	596 3.2%	29,746 7.1%	4,624 7.9%	26,767 7.8%	50 6.9%	6 2.2%
\$10,000 to \$14,999	551 3.0%	17,954 4.3%	3,071 5.2%	15,490 4.5%	21 2.9%	5 1.9%
\$15,000 to \$19,999	318 1.7%	17,762 4.2%	3,153 5.4%	15,453 4.5%	25 3.5%	5 1.9%
\$20,000 to \$24,999	635 3.4%	19,804 4.7%	3,005 5.1%	17,173 5.0%	54 7.5%	0 0.0%
\$25,000 to 29,999	453 2.5%	17,919 4.3%	2,801 4.8%	15,753 4.6%	27 3.7%	0 0.0%
\$30,000 to \$34,999	608 3.3%	20,093 4.8%	2,455 4.2%	17,943 5.2%	25 3.5%	10 3.7%
\$35,000 to \$39,000	710 3.9%	19,624 4.7%	2,342 4.0%	17,430 5.1%	25 3.5%	2 0.7%
\$40,000 to \$44,999	610 3.3%	20,056 4.8%	2,220 3.8%	17,312 5.0%	39 5.4%	10 3.7%
\$45,000 to \$49,999	468 2.5%	16,781 4.0%	2,104 3.6%	13,726 4.0%	61 8.4%	3 1.1%
\$50,000 to \$59,999	1,319 7.2%	31,036 7.4%	4,091 7.0%	26,170 7.6%	63 8.7%	10 3.7%
\$60,000 to \$74,999	1,889 10.3%	41,907 10.0%	5,965 10.2%	34,492 10.0%	46 6.4%	22 8.2%
\$75,000 to 99,999	2,448 13.3%	50,570 12.1%	7,624 13.0%	40,828 11.9%	126 17.5%	25 9.3%
\$100,000 to \$124,999	2,468 13.4%	37,272 8.9%	5,300 9.0%	28,587 8.3%	54 7.5%	28 10.4%

Household Income	Study Area # %	Travis County # %	Hays County # %	Austin # %	Dripping Springs # %	
\$125,000 to \$149,999	1,494 8.1%	21,853 5.2%	3,410 5.8%	16,934 4.9%	29 4.0%	31 11.5%
\$150,000 to \$199,999	1,852 10.1%	24,707 5.9%	3,543 6.0%	18,638 5.4%	48 6.6%	41 15.2%
\$200,000 or More	1,987 10.8%	32,412 7.7%	3,041 5.2%	21,593 6.3%	29 4.0%	71 26.4%
Total Households	18,406	419,496	58,749	344,289	722	269
Median Household Income	\$57,434 to \$171,806	\$59,620	\$58,878	\$55,216	\$57,929	\$130,982

ACS, 2014 Tables B19001 and B19013

(d) Other Demographic Characteristics

The median age of the Study Area’s population is approximately 25 to 29 years old, compared to approximately 20 years old for Austin, 30 to 34 years old for Travis and Hays counties, 35 to 39 years old for Dripping Springs, and 40 to 44 years old for the City of Sunset Valley. As shown in **Table 3.1-6**, the Study Area has a slightly higher percentage of residents 65 years of age and older (10.4 percent) compared to Travis County with 7.9 percent, Hays County with 9.2 percent, and Austin with 7.3 percent. Dripping Springs reported 13.7 percent and the City of Sunset Valley 13.6 percent. Females comprise approximately 50.7 percent of the Study Area population, which is slightly higher than the surrounding county and communities (ACS, 2014).

**Table 3.1-6. Sex and Age of Population**

Geo. Area/ Block Group	Total Pop.	Males				Females				% of Pop. 65 and Over
		Total % of Pop.	Under 5	5-64	65+	Total% of Pop.	Under 5	5-64	65+	
Travis County	1,092,810	550,502 / 50.4%	39,912	472,784	37,806	542,308 / 49.6%	37,783	456,337	48,188	7.9%
Hays County	170,410	84,862 / 49.8%	5,484	72,225	7,153	85,548 / 50.2%	5,400	71,568	8,580	9.2%
Austin	864,218	435,573 / 50.4%	30,630	377,930	27,013	428,645 / 49.6%	29,851	362,387	36,407	7.3%

Geo. Area/ Block Group	Total Pop.	Males				Females				% of Pop. 65 and Over
		Total % of Pop.	Under 5	5-64	65+	Total% of Pop.	Under 5	5-64	65+	
Dripping Springs	2,088	1,055 / 50.5%	48	863	144	1,033 / 49.5%	64	827	142	13.7%
Sunset Valley	697	326 / 46.8%	31	257	38	371 / 43.2%	19	295	57	13.6%
<b>Study Area</b>										
CT 17.33, BG 1	2,247	1,124 / 50.0%	54	859	211	1,123 / 50.0%	78	930	115	14.5%
CT 17.33, BG 2	1,459	728 / 49.9%	53	642	33	731 / 50.1%	62	635	34	4.6%
CT 17.37, BG 1	1,065	471 / 44.2%	18	441	12	594 / 55.8%	0	541	53	6.1%
CT 17.37, BG 3	4,013	1,867 / 46.5%	143	1,503	221	2,146 / 53.5%	103	1,755	288	12.7%
CT 17.38, BG 1	1,048	525 / 50.1%	91	434	0	523 / 49.9%	0	498	25	2.4%
CT 17.38, BG 3	973	446 / 45.8%	19	367	60	527 / 54.2%	25	415	87	15.1%
CT 17.49, BG 1	1,336	530 / 39.7%	45	410	75	806 / 60.3%	51	519	236	23.3%
CT 17.49, BG 2	904	453 / 50.1%	12	375	66	451 / 49.9%	15	397	39	11.6%
CT 17.49, BG 3	1,647	831 / 50.5%	104	706	21	816 / 49.5%	27	694	95	7.0%
CT 17.49, BG 4	1,922	1,125 / 58.5%	11	1,019	95	797 / 41.5%	0	750	47	7.4%
CT 17.50, BG 1	780	434 / 55.6%	0	414	20	346 / 44.4%	3	343	0	2.6%

Geo. Area/ Block Group	Total Pop.	Males				Females				% of Pop. 65 and Over
		Total % of Pop.	Under 5	5-64	65+	Total% of Pop.	Under 5	5-64	65+	
CT 17.50, BG 2	1,457	708 / 48.6%	31	643	34	749 / 51.4%	53	644	52	5.9%
CT 17.68, BG 1	1,360	715 / 52.6%	49	570	96	645 / 47.4%	27	446	172	19.7%
CT 17.69, BG 1	1,495	864 / 57.8%	118	637	109	631 / 42.2%	15	565	51	10.7%
CT 17.69, BG 2	3,847	1,904 / 49.5%	152	1,520	232	1,943 / 50.5%	72	1,663	208	11.4%
CT 19.08, BG 2	5,624	3,068 / 54.6%	204	2,829	35	2,556 / 45.4%	361	2,131	64	1.8%
CT 19.14, BG 1	2,902	1,337 / 46.1%	95	1,189	53	1,565 / 53.9%	32	1,444	89	4.9%
CT 19.14, BG 2	856	321 / 37.5%	16	249	56	535 / 62.5%	50	458	27	9.7%
CT 19.14, BG 3	2,383	998 / 41.9%	0	838	160	1,385 / 58.1%	65	883	437	25.1%
CT 19.15, BG 1	1,757	803 / 45.7%	80	552	171	954 / 54.3%	43	707	204	21.3%
Total Study Area	39,075	18,128 / 46.4%	1,295	16,197	1,760	19,823 / 50.7%	1,082	16,418	2,323	10.4%

ACS, 2014. Table B01001

There were several Census block groups where the percentage of the population 65 years of age or older, is more than twice the percentage observed in surrounding Travis County or Austin. These block groups were CT 17.49, BG 1 with 23.3 percent; CT 17.68, BG 1 with 19.7 percent; CT 19.14, BG 3 with 25.1 percent; and CT 19.15, BG 1 with 21.3 percent. These block groups are shown on **Figure 3.1-2**.

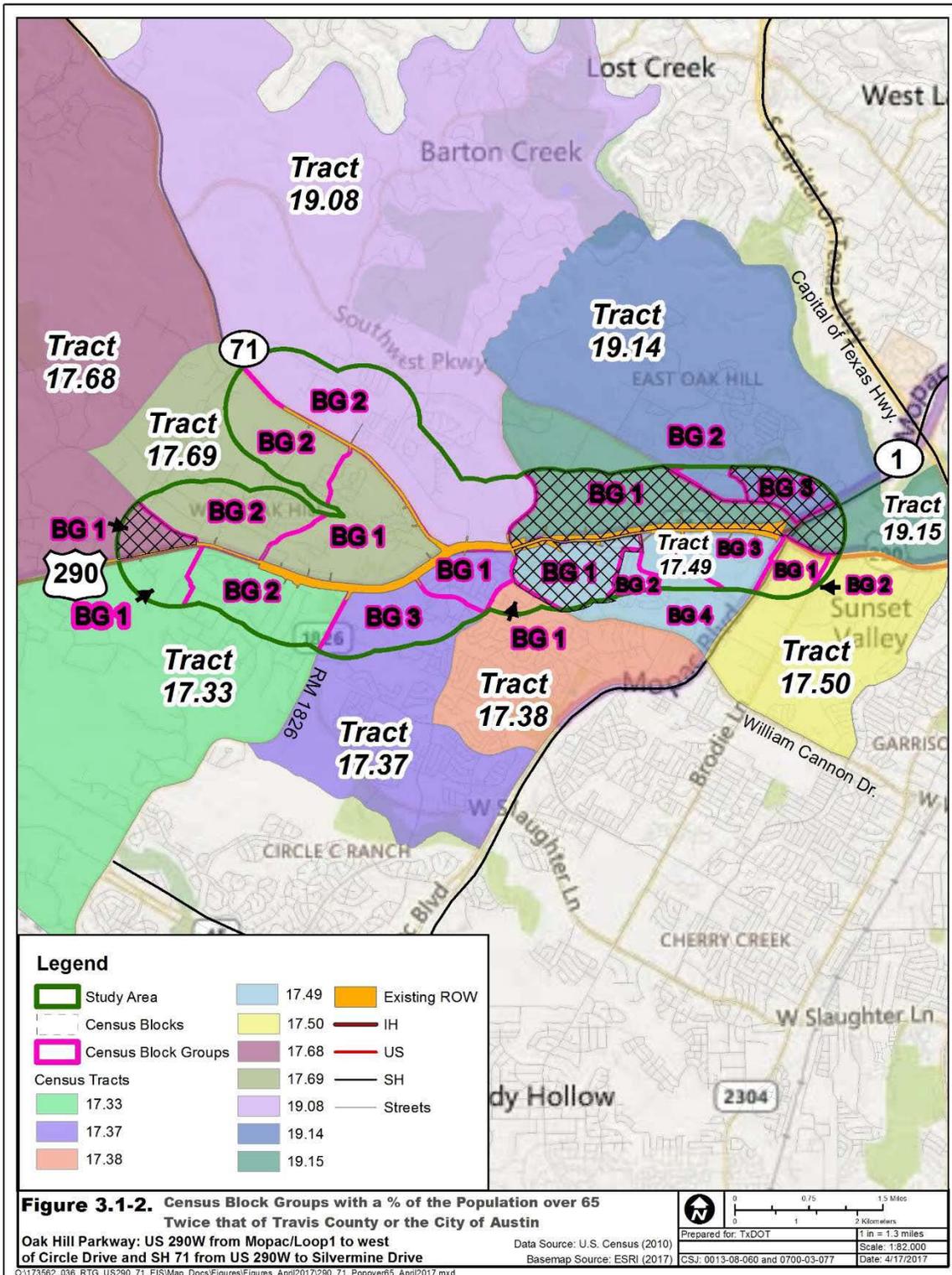


Figure 3.1-2. Census Block Groups with a % of the Population over 65 Twice that of Travis County or the City of Austin

The ACS also collects data on disability at the census tract level. **Table 3.1-7** below summarizes the disability status of the civilian, non-institutionalized population. As shown in this table, the percentage of people with a disability within the overall Study Area is below the percentage found in Travis County or the COA.

**Table 3.1-7. Disability Status (ACS, 2014)**

Geography	Population	With Disability	Percentage with Disability
Travis County	1,085,648	95,061	8.8 %
Austin	859,383	75,521	8.8 %
CT 17.33	3,677	410	11.2 %
CT 17.37	10,889	634	5.8 %
CT 17.38	6,719	645	9.6 %
CT 17.49	5,701	350	6.1 %
CT 17.50	4,780	275	5.8 %
CT 17.68	5,869	489	8.3 %
CT 17.69	5,342	434	8.1 %
CT 19.08	9,132	608	6.7 %
CT 19.14	6,141	351	5.7 %
CT 19.15	1,629	179	11 %
Total for CT in Study Area	59,879	4,375	7.8 %

ACS, 2014. Table S1810.

Census tracts within the Study Area had a percentages of disabled people in similar proportions to Travis County and the City of Austin. There did not appear to be a concentration of disabled people within the Census tracts viewed.

## 3.2 Employment and Economic Conditions

### (a) Employment

Of the labor force that lives within the socioeconomic Study Area, the largest economic sectors were educational services, health care and social services, and professional, scientific, management, administrative and waste management services, as shown on **Table 3.2-1**. These employment trends are consistent with the dominant economic sectors in Austin and Travis County. Retail trade and construction were also major economic sectors along with educational services, health care and social services, in Hays County and Dripping Springs.

**Table 3.2-1. Employment Characteristics**

Employment Characteristic	Study Area	Travis County	Austin	Hays County	Dripping Springs	Sunset Valley
Not In Labor Force	11,977	240,671	185,659	45,131	551	168
In Labor Force	26,556 100.0%	620,528 100.0%	507,243 100.0%	88,592 100.0%	1,032 100.0%	380 100.0%
Armed Forces	0 0.0%	718 0.1%	557 0.1%	256 0.3%	0 0.0%	0 0.0%
Civilian Labor Force	26,556 100.0%	619,810 99.9%	506,686 99.9%	88,336 99.7%	1,032 100.0%	380 100.0%
	Civilian Employment Status					
Unemployed	1,357 5.1%	41,955 6.8%	34,321 6.8%	6,214 7.0%	78 7.6%	2 0.5%
Employed	25,199 94.9%	577,855 93.1%	472,365 93.1%	82,122 92.7%	954 92.4%	378 99.5%
	Employed Civilian by Industry					
Agriculture, Forestry, fishing and hunting, mining	298 1.1%	3,552 0.6%	2,644 0.6%	784 1.0%	19 2.0%	7 1.9%
Construction	976 3.7%	42,446 7.3%	33,221 7.0%	6,427 7.8%	157 16.5%	3 0.8%
Manufacturing	2,491 9.4%	46,446 8.0%	35,004 7.4%	5,504 6.7%	78 8.2%	20 5.3%
Wholesale Trade	568 2.1%	12,336 2.1%	8,880 1.9%	2,138 2.6%	4 0.4%	3 0.8%
Retail Trade	2,215 8.3%	59,334 10.3%	49,479 10.5%	11,534 14.0%	135 14.2%	12 3.2%

Transportation and warehousing, and utilities	788 3.0%	17,540 3.0%	12,546 2.7%	3,394 4.1%	23 2.4%	5 1.3%
Information	697 2.6%	15,679 2.7%	13,104 2.8%	1,739 2.1%	14 1.5%	14 3.7%
Finance and insurance, real estate, and rental and leasing	2,001 7.5%	41,223 7.1%	33,101 7.0%	4,795 5.8%	64 6.7%	27 7.1%
Professional, scientific, management, administrative, and waste management services	4,870 18.3%	91,178 15.8%	75,911 16.1%	8,691 10.6%	110 11.5%	78 20.6%
Educational services, health care, and social services	5,570 21.0%	118,614 20.5%	98,462 20.8%	19,831 24.1%	178 18.7%	108 28.6%
Arts, entertainment, recreation, accommodation and food services	1,868 7.0%	61,510 10.6%	55,457 11.7%	8,420 10.3%	64 6.7%	51 13.5%
Other services except public administration	1,129 4.3%	31,421 5.4%	25,912 5.5%	3,822 4.7%	76 8.0%	20 5.3%
Public administration	1,728 6.5%	36,576 6.3%	28,644 6.1%	5,043 6.1%	32 3.4%	30 7.9%

Source: USCB, 2014b, ACS 2010-2014 Tables B23035 and C24030.

Large employers within the Study Area include Seton Southwest Hospital, NXP (formerly Freescale Semiconductor), ACC Pinnacle campus, HEB, and Target. Three Austin Independent School District schools are also adjacent to the Study Area.

#### (b) Commercial Activity

The commercial activity along the US 290/SH 71 corridor includes office complexes, retail shopping centers, supermarkets, restaurants and hotels. Nodes of commercial activity within the corridor are described below, in general order from west to east along US 290 then north to south along SH 71.

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A gas station and convenience store (Speedy Stop) is located on the north side of the intersection of US 290 and RM 1826.

There are two large retail centers located at the intersection of US 290 and SH 71. A strip center anchored by Goodwill, Planet Fitness, and AutoZone is located on the northwest corner of the intersection, and an HEB grocery store anchors the strip center on the northeast side of the intersection. The HEB strip center includes restaurants including McDonald's, Little Caesars Pizza, and several retail stores including Firestone Complete Auto Care, and Once Upon a Child, a pre-owned children's clothing and furniture reseller. Starbucks Coffee, and Prosperity Bank are located on the south side of US 290 at this intersection.

Between SH 71 and William Cannon Drive on the south side of US 290, a few small, locally owned businesses were currently present including The Donut Hole, Austin Shoe Hospital, and Music City Motors, a used car lot.

The Oak Hill Centre is located at the southwest corner of US 290 and William Cannon Drive. This strip center includes O'Reilly Auto Parts, Painting with a Twist, Postal Annex, Hertz Rent-a-Car, a dry cleaner, and other businesses as well as restaurants and bars including Via 313 (pizzeria), Detour (bar), Sweet Treats Bakery, and Juiceland. The Cook-Walden Forest Oaks Memorial Park and funeral home are located across from the Oak Hill Centre, near the southeast corner of US 290 and William Cannon Drive.

The Hampton Inn Austin/Oak Hill is located between William Cannon Drive and Patton Ranch Road, south of US 290. This hotel features 106 guest rooms, a conference/meeting space, and an outdoor pool. A small strip center on the north side of US 290 that backs up to Williamson Creek includes several small stores, a fueling facility and convenience store, and a restaurant.

The north side of US 290 between Patton Ranch Road and Oakdale Drive includes Austin Pizza Garden, Red's Indoor Shooting Range, and two strip centers which include a gas station and quick stop, along with various small businesses. A tire resale store and storage facility is located on the northwest side of US 290 between Patton Ranch Road and Oakdale Dir.

The eastern-most portion of the project corridor on the south side of the roadway includes facilities including Westcreek Soccer Fields, My Gym Children's Fitness Center, the Heart of Texas Motel, Oak Hill Golf Range, At Home (home furnishings store), and other small businesses. The southeast corner of the project corridor is a strip center anchored by Target.

On the north side of the corridor, many businesses including a lawn and landscape supply, A-Tex Towing, Jewel Motors, South Austin Marine (a boat retailer), and several other small businesses and office structures were present between Oak Claire and Mopac. Extended

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Stay America, a short or long-term hotel facility, is present near the northeast corner of the project corridor.

(c) Educational and Healthcare Activity

Some large educational institutions and medical facilities were located along the US 290/SH 71 project corridor. The Seton Southwest Hospital and its associated medical office complexes are present near the southwest intersection of US 290 and RM 1826. Seton Southwest is an acute care hospital providing a range of inpatient and outpatient medical, surgical, obstetric, and rehabilitation services. This facility is recognized as one of the safest places in America to deliver your baby and features nine labor and delivery rooms, two antepartum rooms, six postpartum rooms, and a level II neo-natal intensive care unit (Seton, 2015).

### 3.3 Environmental Consequences

(a) No-Build Alternative

The demographic characteristics of the corridor would not be expected to change with the No-Build Alternative. The economic and commercial activity through the proposed project's corridor includes places of employment as well as places of commerce. Under the No-Build Alternative, congestion within the corridor would increase, and travel times would grow, potentially making accessing these commercial locations more difficult. In addition, the anticipated congestion and unreliable travel times through the corridor could make office and retail space less desirable as people would not choose to travel through the area. The No-Build Alternative would not directly affect employment or the economy within the Study Area.

(b) Alternative A

With Alternative A, changes to the demographics of the community would not be expected to occur. Travel conditions along US 290 and SH 71 through the corridor are projected to improve with selection of a Build Alternative. Proposed mainlanes combined with other roadway improvements would alleviate some of the traffic volume along the existing frontage roads, and make accessing businesses and offices easier. The CAMPO 2040 Plan shows the Oak Hill area as an activity center. Activity centers aim to concentrate development in locations to facilitate the use and efficiency of transit service, shorter commutes, and minimization of sprawl (CAMPO, 2015). Activity centers should be a mixture of land use so jobs and residents are represented.



Figure 3.3-1. Displacements and Driveway Impacts

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Four businesses, a Speedy Stop gas station, an office building currently housing an engineering firm, The Donut Hole and Capital Collision, which would be displaced by the proposed project (discussed in **Section 4** and shown on **Figure 4.3-1**). This would result in the loss of approximately 15 highly specialized jobs (a loss of approximately 0.1 percent of the professional and scientific jobs in the Study Area) and approximately 15 entry level positions (a loss of approximately 0.06 percent of the retail jobs within the Study Area). Alternative A would not be expected to directly impact commercial activity, employment or the demographics of the corridor. None of the major employers within the project corridor would be directly affected by Alternative A. Implementation of Alternative A would not be expected to change the race and ethnicity or income characteristics of the Study Area.

(c) Alternative C

Impacts would be the same as those discussed for Alternative A.

## 4.0 Displacements and Relocations

### 4.1 Legal and Regulatory Background

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (Uniform Act) contains specific requirements that determine the manner in which a government entity acquires private property for public use when federal funds are used for a project. The purpose of this act is to provide a uniform policy for fair and equitable treatment of persons and businesses displaced as a result of federal and federally-assisted programs in accordance with the following objectives:

- To ensure that owners of real property to be acquired for federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in federal and federally-assisted land acquisition programs.
- To ensure that persons displaced as a direct result of federal and federally-assisted projects are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as result of projects designed for the benefit of the public as a whole.
- To ensure that agencies implement these regulations in a manner that is efficient and cost effective.

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## 4.2 Methodology

The potential for displacements and relocations resulting from the Oak Hill Parkway project were identified utilizing schematics provided November 2016 and based on information provided by project engineers.

## 4.3 Environmental Consequences

### (a) No-Build Alternative

No new right-of-way would be acquired for the No Build Alternative. Therefore, no displacements or relocations would occur.

### (b) Alternative A

Eighty parcels, totalling approximately 74.58 acres, would be acquired for Alternative A (see **Appendix A, Table A-1**), and would result in two commercial and one residential property displacements (**Figure 4.3-1**) due to right-of-way acquisition, and two commercial displacements due to removal of access. The following paragraphs provide more information about each of the displaced parcels.

Parcel 14 includes a commercial property, an office building at 8556 West Hwy. 290, located west of the intersection of Thunderbird Road and US 290. This building was recently constructed; and as of February 2017, PGH Engineers & Consultants currently occupy a portion of the building. Signs indicating available single and multiple office units for this property were observed on February 15, 2017 during a field survey of the study area. PGH Engineers & Consultants provide petroleum and environmental services for the oil and gas industry; they do not provide services for any vulnerable population. The project corridor continues to develop, and many signs indicating office, commercial and residential spaces for lease were observed within the Study Area. If the company decided to relocate their offices, or it became necessary appropriate office space should be available. There were several other engineers office's located in the project area, however, likely not specializing in the petroleum industry. This property owner will be contacted by certified letter detaining the proposed project action prior to May 2, 2017. Parcel 21e contains the Speedy Stop Food Store. Speedy Stop is a gas station and convenience store located on the north side of the intersection of US 290 and RM 1826. It is unknown whether this business could relocate within the project area, however, there were at least six other gas station/convenience stores along US 290 and SH 71 within the proposed project area. The closest gas stations to the Speedy Stop Food Store are approximately 1.4 miles to the west on US 290, approximately 1.3 miles east-northeast on SH 71 and approximately 1.6 miles east on US 290. This store is generally accessed by car and does not serve a specific vulnerable population of people. A certified letter was sent to the owners of this property on February 27, 2017; follow-up email

and phone conversations have occurred. Appendix B includes the certified letter receipt and email documentation of the phone conversation between the project team and Speedy Stop.

The unemployment rate within the Study Area is 5.1 percent (USCB, 2014b) and employment characteristics of the Study Area and surrounding communities were discussed previously in **Section 3.2**. This is slightly lower than the surrounding communities. The area is rapidly developing with a variety of new businesses opening frequently and comparable job opportunities would be expected to be available within the project area for office workers and retail staff.

Parcel 76 includes the only impacted residential property. This property is located on the west side of SH 71 across from Mountain Shadows Drive and is zoned agricultural. According to Travis County Appraisal District (TCAD) property search, there are no improvements on this property and the parcel consists of 5.88 acres of native pasture. However, a house and several outbuildings were present on this parcel and were visible on aerial photography and as evidenced from the SH 71 ROW during a visit to the project area February 15, 2017. A search of homes for sale on Zillow.com on February 27, 2017 showed over 30 homes and/or lots for sale within one mile of Parcel 76. Housing on these would be comparable, but most would be on single-family sized lots and with no additional acreage. The owners of this property have been contacted and met with the project team on April 3, 2017, meeting minutes are provided in **Appendix B**.

Consistent with the U.S. Department of Transportation (DOT) policy as mandated by the Uniform Act, all property owners from whom property is needed are entitled to receive just compensation for their land. Just compensation is based on fair market value of the property. The Mobility Authority in coordination with TxDOT would provide information and resources to the affected property owners.

One hundred and eighty-nine driveways (includes both developed and dirt/gravel access) were counted within the existing right-of-way onto US 290/SH 71, based on aerial photography. As shown in **Table 4.3-1** and **Figure 4.3-1**, access to the majority of driveways (51.3 percent) would remain or be rebuilt to function similar to the existing condition, however, 31 driveways (just over 16 percent of the existing driveways) would be eliminated, and access to 61 driveways (approximately 32 percent of existing driveways) would change from having two-way access to/from the roadway to having one-way frontage road access.

**Table 4.3-1. Driveway Access Changes – Alternative A**

Access to Roadways Remains Similar to Existing	Driveways Eliminated*	Access to Roadways Changes from Two-Way to One-Way
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97 51.3%	31 16.4%	61 32.3%
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\*With the exception of the driveways discussed in the following paragraphs, where driveways are eliminated, access would be provided in another location or access to the parcel would no longer be required because the parcel would be within existing or proposed right-of-way.

Land use on the remaining portions of the affected parcels would not be impacted by the proposed project, unless mentioned in the following paragraphs. In addition to changes in driveway access, access to/from US 290/SH 71 from some area neighborhoods and roadways may change as discussed in **Section 5**.

Several businesses near the “Y” currently utilize TxDOT’s existing right-of-way for business activities and parking. These businesses include Tino’s Tex-Mex, Kowabunga Coffee, The Donut Hole, City Collision, and Amco Insurance. Under Alternative A, it is not anticipated that any new right-of-way would be taken from these parcels. However, due to expected frontage road elevations, access to two parcels would not be maintained and the businesses would be displaced. These parcels include City Collision and The Donut Hole. Access to the remaining businesses would be maintained with Alternative A, but the existing TxDOT right-of-way would be required for the project and their business parking areas on TxDOT ROW would be reduced.

City Collision is an auto body and paint shop located at 6861 W. US Hwy. 290 at the southwest intersection of US 290 and Hill Oaks Drive; the parcel’s TCAD Property ID is 311749. A search for auto body shops identified three within the Study Area. The business does not serve a specific population of people and employment within the industry would be available within the Study Area.

The Donut Hole, TCAD Property ID 311750, is located at 6863 W. US Hwy. 290. This dessert shop is just west of City Collision near the southwest intersection of US 290 and Hill Oaks Drive. Two other dessert or donut shops were identified within the Study Area. It would be expected that employees of this location would be able to find similar work within or near the Study Area.

Contact with these property owners was initiated with a certified letter in 2015 asking for a meeting to discuss proposed project impacts. In 2015, it appeared that access to the all of these businesses could be maintained. Now that project impacts are known, the owners of properties where businesses would be displaced, including City Collision and The Donut Hole, will be contacted again in May 2017.

Since early in the project development, TxDOT and the Mobility Authority have coordinated with certain stakeholders and landowners where right-of-way would be acquired, to provide information about how the proposed roadway widening may affect their property and offering

to set up a meeting to discuss proposed project impacts. Documentation of this stakeholder interaction is included in **Appendix B**.

If aerial and/or underground utilities require adjustments, they would be handled in a manner such that no significant disruption of service would take place while the adjustments are being made. Utility adjustments would occur according to standard TxDOT and Mobility Authority procedures.

(c) Alternative C

Eighty-seven parcels, totalling approximately 75.19 acres, would be acquired for Alternative C. The required right-of-way acquisition would result in two commercial and one residential property displacements (**Figure 4.3-1**), the displacements would be the same as described above for Alternative A. **Table A-2** in **Appendix A** describes the affected properties where property acquisition would occur.

One hundred and eighty-nine driveways (includes both developed and dirt/gravel access) were counted within the existing right-of-way within the project area, based on aerial photography. As shown in **Table 4.3-2** and **Figure 4.3-1**, access to the majority of driveways (50.8 percent) would remain or be rebuilt to function similar to the existing condition, however, 36 driveways (about 19 percent of existing driveways) would be eliminated and access to 57 driveways (just over 30 percent) would change from having two-way access to/from the roadway to having one-way frontage road access. It would be anticipated that land use on the remaining portions of the affected parcels would not be impacted by the proposed project. As mentioned under Alternative A, changes in access to and from area roadways and neighborhoods onto the facility may also change as discussed in **Section 5**.

**Table 4.3-2. Driveway Access Changes – Alternative C**

Access to Roadways Remains Similar to Existing	Driveways Eliminated*	Access to Roadways Changes from Two-Way to One-Way
96 50.8%	36 19.1%	57 30.2%

\*With the exception of the driveways discussed in the following paragraphs, where driveways are eliminated, access would be provided in another location or access to the parcel would no longer be required because the parcel would be within existing or proposed right-of-way.

As described above for Alternative A, several businesses currently utilize TxDOT’s existing right-of-way for business activities and parking. Under Alternative C, this right-of-way would be required for the project and impacts would be the same as for Alternative A, including the

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displacement of City Collision and The Donut Hole because access to these properties would not be maintained. Documentation of stakeholder interactions is included in **Appendix B**.

Potential impacts to employees from displaced businesses would be the same as for Alternative A, as would impacts to utilities.

## 5.0 Access Analysis

### 5.1 Current Access and Alterations

Currently, mainlanes end near Joe Tanner Lane transitioning to a general four-lane roadway with a center left-turn lane to the west (in areas away from major intersections such as at William Cannon Drive or the “Y”). This configuration provides the opportunity for two-way access from neighborhoods and businesses onto and off US 290 and SH 71 west of Joe Tanner Lane.

In the existing condition, there were 36 access points which allow direct left-turn access from intersecting roadways onto US 290, and six access points providing left-turn access onto SH 71. There are currently 63 direct access points from US 290 onto intersecting roadways, and 12 direct access points from SH 71 onto area roadways. These access points were analyzed to determine where access changes would occur with each alternative. The access points were determined to either have the same access, improved access (areas where access would be provided where there is currently no access onto the facility or where direct connectors or other features would reduce the length travelled to access), or reduced access (areas where a commuter would have to travel a longer distance to access the same point. With proposed improvements this would occur when an access point is eliminated or where a commuter is no longer able to make a left-hand-turn and would have to make a right-turn and utilize a Texas Turnaround to reach the same access point). All right turns were determined to be the same as the existing condition.

Currently, access through the corridor is primarily provided by car. Bicycle and pedestrian facilities along the corridor are intermittent. The project corridor is currently served by Capital Metropolitan Transportation Authority (Capital Metro). Capital Metro provides urban public transportation services and complementary paratransit services within its service area. Several service routes travel through the corridor, these include:

- Route 5 – MetroBus local service along US 290/SH 71 to Monterey Oaks and Staggerbrush Road to Downtown Austin
- Route 171 – MetroExpress or MetroFlyer service along US 290/SH 71 to Scenic Brook and Silvermine Drive. Service goes north on MoPac to Downtown Austin

- Route 970 – MetroExpress or MetroFlyer service north of US 290/SH 71 along William Cannon Drive and Southwest Parkway. Service goes north on MoPac to Downtown Austin
- Route 333 – MetroBus local service from Travis County Precinct 3 (along SH 71) and the ACC Pinnacle campus south and east along William Cannon Drive to east of IH 35

Oak Hill Park & Ride is located within the project area near the southeast corner of US 290/SH 71 and William Cannon Drive.

(a) No Build Alternative

Under the No Build Alternative there would be no changes to access or travel patterns within the corridor.

(b) Alternative A

**Table 5.1-1** summarizes the changes in access that would result under Alternative A. As shown on the table, cumulatively there would be 21 access points where commuters would have reduced access and they would have to travel a longer distance to reach the same point. For Alternative A, this includes access points at:

- Northbound roadways to westbound US 290 – Southview Road, El Rey Blvd., and Joe Tanner Lane (access point is eliminated with Alternative A);
- Southbound roadways to eastbound US 290 – Patton Ranch Road, Old Bee Caves Road, ACC Drive, Hudson Loop, Boling Drive, and Thunderbird Road;
- Eastbound US 290 to intersecting roadways – Northbound Circle Drive/ Mowinkle Drive, southbound Southview Drive, northbound Boling Drive, northbound ACC Drive, northbound Oak Meadow Drive, northbound Old Bee Caves Road, and northbound Patton Ranch Road;
- Westbound US 290 to intersecting roadways – southbound McCarty Lane, and southbound El Rey Blvd.;
- Northbound roadways to westbound SH 71 – Hill Meadow Drive;
- Eastbound SH 71 to intersecting roadways – none; and
- Westbound SH 71 to intersecting roadways – southbound Hill Meadow Drive.

**Table 5.1-1. Access Changes – Alternative A**

Access Description	Number of Locations Studied	Locations with the Same Access	Improved Access Points	Reduced Access*	Additional Length Required to Access (ft.)
To US 290 from Roadways	36	23	3	9	28,050
From US 290 to Roadways	63	51	3	10	38,950

To SH 71 from Roadways	6	5	0	1	1,800
From SH 71 to Roadways	12	11	0	1	4,600
<b>Total Alternative A</b>	<b>117</b>	<b>90</b>	<b>6</b>	<b>21</b>	<b>73,400</b>

\*Reduced access points are those where a traveller would need to travel a longer distance with implementation of the alternative than under the existing condition to reach the same point (ex. instead of making a left-turn onto the facility, a driver would now need to turn right and go through a Texas turnaround).

It should be noted that left-hand-turns onto the existing facility may be difficult and dangerous due to congestion and or speed of traffic. Therefore, even though the traffic pattern would change and commuters would no longer have the option for left-hand turns onto the facility at a number of locations, Alternative A would include the benefits of enhanced safety and in some cases reduced travel time even though a longer distance may have to be travelled to reach a point due to the forced use of a right-hand-turn and Texas turnaround. These access changes would not be expected to impact community cohesion, as areas would still be easily accessible and safety would be increased.

The reduced access changes would require traveling an additional distance ranging between 0.4 mile and 1.25 miles. At most with this alternative, reduced access would result in a commuter having to travel approximately 1.25 miles longer than the current condition. This worst case would be from a traveller on southbound Hudson Loop accessing eastbound US 290 and it would be estimated that it would take approximately two to three minutes to travel this distance.

There would be six locations where access to or from US 290 or SH 71 would be improved. These include Wolf Creek Pass to access westbound US 290, Hill Oaks Drive to access westbound US 290, SH 71 to access eastbound US 290, and westbound US 290 to access southbound Hill Oaks Drive, westbound SH 71, and southbound Wolf Creek Pass.

Community facilities were discussed in **Section 2**, it would be expected that there would be minor changes to travel patterns and detours would occur during construction and commuters would be notified per TxDOT requirements by electronic signs and other ways, prior to their occurrence. Access to community facilities would remain open, and once implemented Alternative A would result in improved mobility and reliability through the corridor. Emergency service providers would receive notification about changes to travel patterns which may affect their routes prior to construction and/or temporary roadway closures or detours.

Alternative A would provide improvements to the roadway network and bicycle and pedestrian facilities which would be consistent with the CAMPO 2040 regional transportation plan and the 2014 Austin Bicycle Plan by providing a SUP along its length. Greater access to commuters utilizing other modes of travel, besides a single-occupancy vehicle, would be provided with this Alternative. Alternative A would be implemented with input from Capital Metro to implement appropriate transit options within the corridor.

(c) Alternative C

**Table 5.1-2** summarizes the changes in access that would result under Alternative C. As shown on the table, cumulatively there would be 25 access points where it would take commuters longer to reach the same point. For Alternative C, intersections where there would be longer access points include:

- Northbound roadways to westbound US 290 – same as Alternative A;
- Southbound roadways to eastbound US 290 – same as Alternative A with a longer access change at Old Bee Caves Road;
- Eastbound US 290 to intersecting roadways – same as Alternative A;
- Westbound US 290 to intersecting roadways – same access points as Alternative A with a shorter access change at southbound McCarty Lane;
- Northbound roadways to westbound SH 71 – Hill Meadow Drive, Development Drive, and Silvermine Drive;
- Eastbound SH 71 to intersecting roadways – northbound Development Drive; and
- Westbound SH 71 to intersecting roadways – southbound Development Drive, and southbound Hill Meadow Drive.

As with Alternative A, safety would be enhanced with Alternative C and a commuter would have to travel between 0.4 mile and 1.25 miles to reach the same access point.

**Table 5.1-2. Access Changes – Alternative C**

Access Description	Number of Locations Studied	Locations with the Same Access	Improved Access Points	Reduced Access*	Additional Length Required to Access (feet)
To US 290 from Roadways	36	23	3	9	31,000
From US 290 to Roadways	63	51	3	10	37,550
To SH 71 from Roadways	6	3	0	3	0
From SH 71 to Roadways	12	9	0	3	7,400
<b>Total Alternative C</b>	<b>117</b>	<b>86</b>	<b>6</b>	<b>25</b>	<b>75,950</b>

\*Reduced access points are those where a traveller would need to travel a longer distance with implementation of the alternative than under the existing condition to reach the same point (ex. instead of making a left-turn onto the facility, a driver would now need to turn right and go through a Texas turnaround).

There would be six locations where access to or from US 290 or SH 71 would be improved. These include Wolf Creek Pass to access westbound US 290, Hill Oaks Drive to access

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westbound US 290, SH 71 to access eastbound US 290, and westbound US 290 to access southbound Hill Oaks Drive, westbound SH 71, and southbound Wolf Creek Pass.

Impacts to community facilities and bicycle, pedestrian and transit services would be expected to be similar to Alternative A.

## 6.0 Community Cohesion

The previous sections describe the land use, community characteristics, displacements and changes to access and travel within the project area. The project has had extensive public involvement since its inception, with numerous open houses, workshops and stakeholder meetings. Public Meeting Summary Reports for the Oak Hill Parkway Project are detailed under separate cover. Capital Metro, Austin's public transit provider, as well as Travis County and the City of Austin have all been involved with the proposed project as participating agencies and have received information about the proposed project. Capital Metro has been involved in several of the public involvement events for the proposed project to provide and gather information from the public on how best to provide mass transit within the proposed project corridor.

### (a) No Build Alternative

There would be no changes to community cohesion under the No Build Alternative.

### (b) Alternative A

It would not be anticipated that Alternative A would negatively affect community cohesion. While there will be changes in access and travel patterns with this alternative, would not be anticipated that local travel times would increase by more than two to three minutes at certain locations, as discussed in **Section 5**, and overall travel times through the corridor would be anticipated to decrease due to addition of roadway capacity and reduction of traffic congestion.

Four commercial and one residential displacement would occur with this alternative and several other businesses on the south side of US 290 just east of the "Y" may be potentially affected due to changes in access; however these displacements would not be expected to affect community cohesion. As discussed in **Section 4**, there would be some acquisition of property from neighborhoods, educational facilities, churches and cemeteries. This property acquisition would not affect the use and function of those properties and they would continue to function in the same manner after implementation of this alternative.

Furthermore, Alternative A includes the construction of a shared-use path (SUP) along its length. The SUP would provide pedestrian and bicycle connectivity within the corridor; this

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connectivity would improve access to community facilities within the project area. In the future, the SUP could be connected to other bikeway and trail projects within the greater Austin area providing access to/from Oak Hill to other areas. Capital Metro has been involved with engaging the public about the proposed project and is actively working to ensure mass transit within the corridor fits the public's needs and helps to foster community cohesion and access within and out of the Oak Hill area.

(c) Alternative C

In general, impacts to community cohesion would be the same for Alternative C as those mentioned above. In addition, acquisition of land from Oak Hill Youth Sports Association may affect one of eight baseball diamonds at this sports complex; this location would still be expected to be a draw for community members.

## 7.0 Environmental Justice

### 7.1 Regulatory Requirements and Methodology

Executive Order (EO) 12898, "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations," requires each federal agency 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." The Federal Highway Administration (FHWA) has identified three fundamental principles of environmental justice (FHWA, 2015).

The three fundamental principles of environmental justice are:

- To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Disproportionately high and adverse human health or environmental effects are defined as adverse effects that:

- Are predominately borne by a minority population and/or a low-income population; or

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- Will be suffered by the minority population and/or low-income population, and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the nonminority population and/or non-low-income populations.

(a) Definitions

EO 12898 and the DOT and FHWA Orders on Environmental Justice address people belonging to any of the following groups (FHWA, 2011):

- Black (having origins from any of the black racial groups of Africa);
- Hispanic/Latino (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- Asian (having origins from any place of the original peoples of the Far East, Southeast Asian, the Indian Subcontinent, or the Pacific Islands); or
- American Indian and Alaskan Native (having origins from any of the original people of North America and now maintaining cultural identification through tribal affiliation or community recognition).
- Low-Income (a person whose household income [or in the case of a community or group, whose median household income] is at or below the HHS poverty guideline for a family of four which is \$ 24,600 for 2017 (HHS, 2017).

A Minority Population means any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, a geographically dispersed/transient (such as migrant workers or Native Americans) set of individuals, where either type or group experiences common conditions of environmental exposure or effect. Minority populations were identified based on the federal Council on Environmental Quality's (CEQ's) guidance document *Environmental Justice: Guidance Under the National Environmental Policy Act* (CEQ, 1997). Based on this guidance:

“Minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis . . .”

A Low-Income Population is any readily identifiable group of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy or activity. Unlike the CEQ guidance (1997) on minority populations, no guidance document contains a quantitative definition of how many low-income individuals constitute a low-income population. For this analysis, a block group would be determined to have a high concentration of low-income individuals (a low-income population) if: 1) there is a meaningfully greater percentage of people in poverty based on the 2017 definition of poverty

than the surrounding county area, and/or 2) the median household income of a census block group is below the HHS poverty guidelines.

## 7.2 Affected Environment

As presented in **Section 3**, just over 30 percent of the population in the demographic Study Area 2014 ACS block groups identified themselves as a minority race or ethnicity, compared to 49.5 percent of the population within Travis County as a whole.

Data from the 2010 Census showed the demographic Study Area included 300 census blocks, of which 92 contained no population, and 22 included a minority population of 50 percent or greater (**Table 7.2-1**). **Figure 7.2-1** shows the majority of these areas occur within three portions of the Study Area; 1) near the intersection of US 290 and Loop 1, 2) along Old Bee Caves Rd. near its intersection with Fletcher Lane, and 3) west of the intersection of US 290 and CR 1826.

**Table 7.2-1. Census Blocks Where Percent Minority is 50 Percent or Greater**

Census Tract	Block	Total Population	Minority Population	Percent Minority Population
17.33	2000	353	177	50.1%
17.37	1008	6	3	50.0%
17.37	3014	81	43	53.1%
17.49	1007	52	30	57.7%
17.49	1011	60	58	96.7%
17.49	1020	2	2	100.0%
17.49	3003	3	2	66.7%
17.49	3005	1701	996	58.6%
17.49	3008	269	149	55.4%
17.49	4008	44	23	52.3%
17.69	1022	3	3	100.0%
17.69	1023	4	2	50.0%
17.69	2037	24	12	50.0%
19.08	2006	55	31	56.4%
19.08	2010	657	354	53.9%
19.08	2011	96	88	91.7%
19.08	2013	106	80	75.5%
19.08	2016	100	76	76.0%
19.08	2028	41	27	65.9%
19.08	2031	489	412	84.3%
19.15	1016	2	1	50.0%
19.15	1025	1	1	100.0%

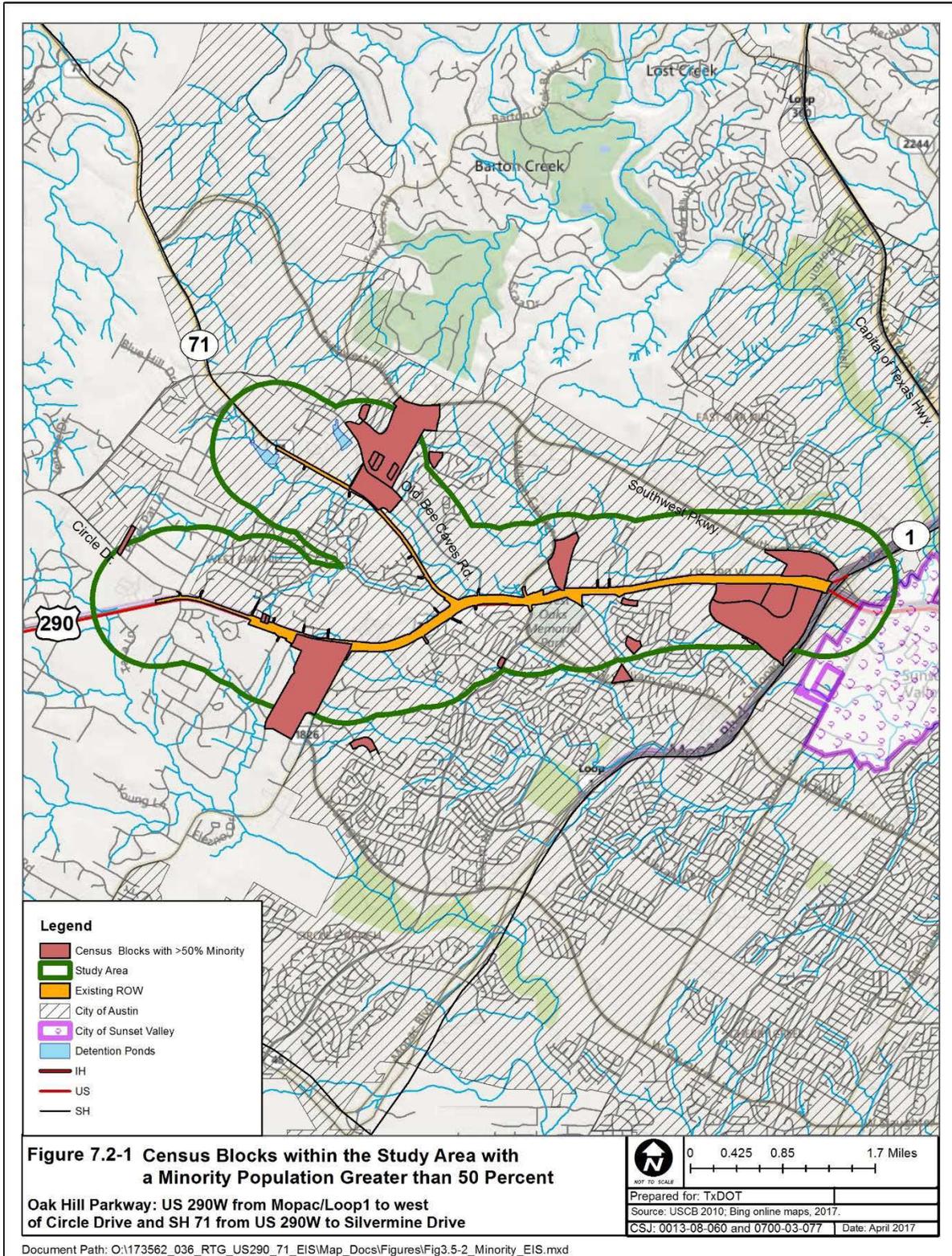


Figure 7.2-1. Census Blocks within the Study Area with a Minority Population 50 Percent or Greater

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The minority population of the Study Area does not exceed 50 percent overall, and is not meaningfully greater than the minority population percentage in the general population of Travis County, therefore no disproportionately high and adverse human health or environmental effects to minority populations are anticipated from the project.

As shown in **Table 7.2-2**, no block groups in the Study Area had a median household income below the 2017 poverty guideline of \$24,600 for a family of four. The 2010-2014 ACS data showed two Census tracts: 17.38, block group 1 (18.5 percent), and Census tract 19.08, block group 2 (18.6 percent), with an income below the poverty level (**Table 7.2-2**). While these block groups exhibited a slightly higher percentage below the poverty level than Travis or Hays counties (17.5 percent and 17.3 percent, respectively), their percentages were not meaningfully greater, and were below the percentages found within the cities of Austin and Dripping Springs. Based on the Census data and FHWA guidelines, there are no low-income populations within the Study Area. However, there are low-income individuals and families within the Study Area. As mentioned **Section 2**, the Alexander Oaks apartment homes located off Old Fredericksburg Road is a low rent public housing community operated by the Travis County Housing Authority. To qualify, residents must be low-income and rent is based on the family's anticipated gross annual income less deductions. Alexander Oaks has 51 units.

In addition to this community, there are two Foundation Communities apartment complexes within the Study Area including the Live Oak Trails Apartment at 8500 W. Hwy 71 and Southwest Trails Apartment at 8405 Old Bee Caves Road. Foundation Communities is a local non-profit founded in 1990 which provides affordable, attractive homes, and free on-site support services for thousands of families, veterans, seniors, and individuals with disabilities (Foundation Communities, 2017). Units for At-Risk/Homeless Families are available through the Children's Home Initiative Program. Services available at these apartments include free after- school and summer learning programs, and adult education classes.

Two community centers, the West Rural Community Center and the Oak Hill Health Center (described in **Section 2**), provide services primarily to low-income individuals or families or those seeking employment.

Table 7.2-2. Income Data

Geography	Population	Individuals below Poverty Level	Percentage of Population below Poverty Level	Median Household Income
Travis County	1,070,711	187,574	17.5 %	\$59,620
Hays County	163,401	28,239	17.3 %	\$58,878
Austin	844,908	160,922	19.0 %	\$55,216
Dripping Springs	2070	393	19.0 %	\$57,929
City of Sunset Valley	697	10	1.4 %	\$130,982
<b>Study Area</b>				
CT 17.33, BG 1	2,247	78	3.5 %	\$138,295
CT 17.33, BG 2	1,430	113	7.9 %	\$78,750
CT 17.37, BG 1	1,065	0	0.0 %	\$70,536
CT 17.37, BG 3	4,013	178	4.4 %	\$118,264
CT 17.38, BG 1	1,048	194	18.5 %	\$81,019
CT 17.38, BG 3	973	0	0.0 %	\$113,824
CT 17.49, BG 1	1,228	175	14.3 %	\$90,296
CT 17.49, BG 2	904	15	1.7 %	\$80,917
CT 17.49, BG 3	1,647	74	4.5 %	\$58,274
CT 17.49, BG 4	1,922	178	9.3 %	\$57,434
CT 17.50, BG 1	780	49	6.3 %	\$62,685
CT 17.50, BG 2	157	235	16.1 %	\$66,500
CT 17.68, BG 1	1,252	16	1.3 %	\$74,352
CT 17.69, BG 1	1,495	82	5.5 %	\$61,840

				Median Household Income
CT 17.69, BG 2	3,847	228	5.9 %	\$93,690
CT 19.08, BG 2	5,624	1048	18.6 %	\$75,203
CT 19.14, BG 1	2,888	147	5.1 %	\$74,236
CT 19.14, BG 2	856	19	2.2 %	\$171,806
CT 19.14, BG 3	2,383	20	0.8 %	\$72,371
CT 19.15, BG 1	1,604	92	5.7 %	\$70,875
Study Area Totals or Percentage	37,363	2,941	7.9%	\$57,434 to \$171,806

USCB, 2014c, 2010-2014 ACS Tables B17021, B19001 and B19013

### 7.3 Environmental Consequences

In order to evaluate whether an action has the potential to result in disproportionately high and adverse effects on EJ populations, consideration must be given to the potential adverse and beneficial effects of the action, and who (EJ and/or non-EJ populations) would experience these effects.

#### (a) No-Build Alternative

The No-Build Alternative would not provide improvements to US 290 or SH 71 through the project area. As such, the existing transportation challenges as expressed in the Purpose and Need for the Oak Hill Parkway Project (congestion in the corridor causing unreliable traffic operations, travel time delays, poor level of service, congestion affecting emergency response, and transit times within the corridor, and lack of connectivity) would not be addressed. The adverse effects of the No-Build Alternative would be experienced by all people that use US 290 and SH 71 through Oak Hill. Since both EJ and non-EJ populations would be affected in the same way, the No-Build Alternative would not be expected to result in disproportionately high and adverse impacts on EJ populations.

#### (b) Alternative A

As shown on **Figure 7.2-1**, minority populations were present within the Study Area, primarily concentrated around the intersection of US 290 and Mopac, near US 290 and William Cannon, near US 290 and RM 1826, and off SH 71 and Old Bee Caves Road. Impacts to

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minority populations would not be expected to be disproportionate or adverse, compared to the population as a whole. According to the most recently available Census information, no low-income populations were present within the Study Area based on federal guidelines. However, there are low-income individuals and families living within the Study Area and communities and facilities that cater to the low-income community. No impacts to the services provided to the low-income community, including healthcare, educational programs, and employment services, would be expected with the proposed project. Similarly, low-income housing within the Study Area would not be affected.

As mentioned in **Section 4**, four businesses and one residence would be displaced due to Alternative A. The displacements would not be located in an area that is predominantly minority or low-income. As described in **Sections 5** and **6**, the proposed improvements would affect travel patterns and access within the corridor, however, they would not be expected to negatively affect community cohesion as travel times at certain locations would only be expected to increase by two to three minutes and overall travel times within the corridor would be expected to decrease. Furthermore, these impacts would occur throughout the corridor and not specifically in EJ areas. The SUP would increase access to all pedestrians and bicyclists throughout the corridor. The main impacts to minority populations would be during construction, and would be experienced by all people (minority and non-minority) in the same way.

A Traffic Noise Analysis, Air Quality Analysis, and Hazardous Materials Technical Report are being completed for the proposed project and will be submitted under separate cover. These technical reports will analyze noise impacts to receivers along the corridor, impacts to air quality, and hazardous materials impacts as a result of the build alternatives. Impacts would not be expected to impact minority populations within the project corridor disproportionately.

The mainlanes on Alternative A would likely be toll lanes. Tolling has the potential to disproportionately impact a low-income population because a low-income person would have to use a larger percentage of his or her income to pay tolls when compared to the general population, given the same level of use. However, no low-income populations, per the federal guidelines, were present within the Study Area. A project-level tolling analysis is being conducted for the proposed project to address impacts to minority and low-income populations.

Therefore, Alternative A would not be expected to result in disproportionately high and adverse impacts to EJ populations.

(c) Alternative C

Impacts for Alternative C would be the same as those described for Alternative A.

## 8.0 Limited English Proficiency

### 8.1 Regulatory Requirements and Methodology

Limited English Proficiency (LEP) is defined as having “limited ability to read, write, speak, or understand English” (67 FR 41459). Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, requires federal agencies to examine the services they provide, identify any need for services to LEP persons, and develop and implement a plan to provide those services so that LEP persons can have meaningful access to them. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Restoration Act of 1987.

LEP individuals are defined as those who speak English “well,” “not well” or “not at all.” Data from the 2010-2014 American Community Survey were gathered at the census block group level to determine if there were LEP populations that could be affected by the proposed project (Table 8.1-1). As Census data is self-reported, an individual’s ability to speak English represents the respondent’s own perception about his/her ability to speak English.

**Table 8.1-1. English Proficiency**

Geography	Total Population 5 and Over	English Only	Spanish	Other Indo-European	Asian and Pacific Islander	Other	Speaks English Well, Not Well or Not at All
CT 17.33, BG 1	2,115	90.1 %	7.4 %	2.5 %	0.0 %	0.0 %	3.1%
CT 17.33, BG 2	1,344	73.2 %	26.0 %	0.8 %	0.1 %	0.0 %	16.7 %
CT 17.37, BG 1	1,047	85.8 %	2.2 %	0.0 %	12.0 %	0.0 %	8.8 %
CT 17.37, BG 3	3,767	89.5 %	7.2 %	1.4 %	1.9 %	0.0 %	3.4%
CT 17.38, BG 1	957	72.3 %	22.0 %	0.0 %	5.7 %	0.0 %	6.2 %
CT 17.38, BG 3	929	79.8 %	12.4 %	7.8 %	0.0 %	0.0 %	0.8 %
CT 17.49, BG 1	1,240	96.4 %	3.5 %	0.0 %	0.1 %	0.0 %	0.1 %
CT 17.49, BG 2	877	84.8 %	15.2 %	0.0 %	0.0 %	0.0 %	3.8 %
CT 17.49, BG 3	1,516	54.3 %	11.2 %	18.5 %	16.0 %	0.0 %	11.9 %

Geography	Total Population 5 and Over	English Only	Spanish	Other Indo-European	Asian and Pacific Islander	Other	Speaks English Well, Not Well or Not at All
CT 17.49, BG 4	1,911	73.1 %	6.6 %	12.4 %	7.9 %	0.0 %	7.0 %
CT 17.50, BG 1	777	78.4 %	11.4 %	10.2 %	0.0 %	0.0 %	3.9 %
CT 17.50, BG 2	1,373	49.2 %	45.1 %	2.6 %	2.7 %	0.4 %	26.3 %
CT 17.68, BG 1	1,284	91.5 %	5.8 %	0.5 %	1.4 %	0.8 %	1.8 %
CT 17.69, BG 1	1,362	90.9 %	4.6 %	1.3 %	3.2 %	0.0 %	2.5 %
CT 17.69, BG 2	3,623	78.8 %	11.8 %	4.5 %	4.8 %	0.0 %	3.8 %
CT 19.08, BG 2	5,059	68.2 %	20.1 %	4.7 %	6.4 %	0.6 %	13.5 %
CT 19.14, BG 1	2,775	81.8 %	9.9 %	2.6 %	5.7 %	0.0 %	3.4 %
CT 19.14, BG 2	790	88.6 %	1.3 %	4.9 %	5.2 %	0.0 %	0 %
CT 19.14, BG 3	2,218	94.2 %	4.5 %	0.4 %	0.8 %	0.0 %	1.2 %
CT 19.15, BG 1	1,634	83.3 %	10.7 %	4.8 %	1.3 %	0.0 %	7.5 %
Study Area Totals and Percentages	36,698	78.4%	12.8%	4.7%	3.9%	0.2%	6.6%

USCB, 2014d, 2010-2014 - ACS Table 16004

## 8.2 Affected Environment

While no street signs, commercial signs, or other forms of communication in a foreign language were observed during the field investigations, there are LEP populations present within the Study Area. **Table 8.1-1** shows the English proficiency within the Census block groups in the Study Area. Overall, more than six percent of the population in the Census block groups within the Study Area are considered LEP, with Spanish being the most common language after English. The percentages for those speaking Spanish, other Indo-European, Asian and Pacific Islander, and other languages include those who may also speak English “very well.” Those individuals who speak English “less than very well” are considered to have LEP.

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### 8.3 Environmental Consequences

#### (a) No Build Alternative

TxDOT would provide meaningful communications to stakeholders, as needed, for the No Build Alternative. Communication would be in accordance with EO 13166 to ensure stakeholders can participate fully. To date, project information has not been provided in any language besides English and no requests have been made for translation services.

#### (b) Alternative A

The Oak Hill Parkway Team has provided, and will continue to provide, meaningful communications to stakeholders who could be affected by the construction and operations of the project. Meaningful communication includes conveying messages, reports, and other materials in language(s) that local citizens can understand to the greatest extent practical. Any Public Hearing notice will be published in English and Spanish (in *Ahora Si*). That publication will include a statement saying “If you require a Spanish translator please contact the TxDOT Point of Contact no later than seven days prior to the public hearing”.

TxDOT and the Mobility Authority have and will continue to conduct public involvement activities for the proposed project in accordance with EO 13166 to ensure full and fair participation.

#### (c) Alternative C

Impacts for Alternative C would be the same as those described for Alternative A.

### 9.0 Conclusions

The project would require the acquisition of right-of-way (74.58 acres for Alternative A and 75.19 acres for Alternative C), and each of the Build Alternatives would displace four businesses and one residence. Based on the analysis of impacts and benefits, the Oak Hill Parkway project would provide overall benefits to the socioeconomic resources in the project area. There are commercial activity centers, residential neighborhoods, and community facilities, such as emergency service providers, schools, places of worship, and parklands within the Oak Hill Parkway corridor. Access to and from some area roadways and neighborhoods onto US 290 and SH 71 would change with implementation of a build alternative and the function of some driveways would be eliminated or changed (two-way access to the facility changing to one-way access). These changes would occur with the build alternatives and would change traffic patterns in the area. Travellers through the corridor would still have access to community facilities and resources, even though traffic patterns would change, overall congestion would be reduced and mobility and travel times improved such that these resources would be more easily accessible.

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The proposed project would not be expected to negatively affect community cohesion, and the addition of a SUP throughout the corridor would improve access for pedestrians and bicyclists throughout the corridor potentially fostering community cohesion. The proposed project would not be expected to change the demographics of the project Study Area or disproportionately or adversely affect environmental justice communities.

As identified in the CAMPO 2040 Plan, the Build Alternatives would include tolled mainlanes (unless funding from another source became available). Tolling has the possibility of disproportionately and adversely affecting environmental justice populations. While minority populations were present within the Study Area, no low-income populations were identified within the Study Area. A project-level tolling analysis is being completed for the proposed project.

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## Acronyms and Abbreviations

ACC	Austin Community College
ACS	American Community Survey
AISD	Austin Independent School District
BCCP	Balcones Canyonlands Conservation Plan
BCP	Balcones Canyonlands Preserve
BG	Block group
CAMPO	Capital Area Metropolitan Planning Organization
Capital Metro	Capital Metropolitan Transportation Authority
CEQ	Council on Environmental Quality
COA	City of Austin
CT	Census tract
DOT	U.S. Department of Transportation
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMS	Emergency Medical Services
EO	Executive Order
ETJ	Extra-territorial jurisdiction
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HHS	U.S. Department of Health and Human Services
LEP	Limited English proficiency
LWTP	Land, Water and Transportation Plan
Mobility Authority	Central Texas Regional Mobility Authority
Mopac	State Loop 1
RM	Ranch-to-Market Road
ROW	Right-of-way
RTP	Regional Transportation Plan
SH	State Highway
SL	State Loop
SUP	Shared Use Path
THC	Texas Historical Commission
TxDOT	Texas Department of Transportation
US	U.S. Highway
USCB	U.S. Census Bureau
Y	Locally common name for the junction of U.S. 290 and SH 71

**Table A-1. Proposed Right-of-Way Acquisition for Alternative A**

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
1	312277	263	0.01	Undeveloped	900 - Undeveloped
2	312276	1,816	0.04	Undeveloped/Driveway	300 - Commercial
3	312275	1,559	0.04	Undeveloped/Driveway	100 - Single Family
4	553460	140	0.00	Undeveloped	300 - Commercial
5	312236	1,920	0.04	Driveway and Parking	520 - Warehouse
6	312237	4,821	0.11	Undeveloped/Driveway	100 - Single Family
7	312243	239	0.01	Undeveloped	900 - Undeveloped
8	509442	17,274	0.40	Undeveloped/Driveway	640 - Educational
9	809533	42,218	0.97	Undeveloped	640 - Educational
10	809963	218,553	5.02	Undeveloped/Driveway	740 - Common Areas
11	842069	147,174	3.38	Undeveloped	900 - Undeveloped
12	312270	30,340	0.70	Undeveloped	900 - Undeveloped
13	312221	24,148	0.55	Undeveloped/Driveway	900 - Undeveloped
14	312220	25,259	0.58	Undeveloped/Driveway	900 - Undeveloped
15	312223	15,415	0.35	Undeveloped	100 - Single Family
16	312222	18,221	0.42	Undeveloped	100 - Single Family
17	446656	170,685	3.92	Undeveloped	900 - Undeveloped
18	312076	47,119	1.08	Undeveloped	900 - Undeveloped
19	312095	9,414	0.22	Undeveloped	100 - Single Family
20	312096	6,272	0.14	Undeveloped	100 - Single Family
21	312097	890	0.02	Undeveloped	100 - Single Family
21a	315295	1,053	0.02	Undeveloped	100 - Single Family
21b	315301	12,875	0.30	Undeveloped/Driveway	900 - Undeveloped
21c	315304	5,718	0.13	Undeveloped	900 - Undeveloped
21d	315305	6,400	0.15	Undeveloped	900 - Undeveloped
21e	315303	47,102	1.08	Speedy Stop Convenience Store	300 - Commercial
21f	859323	26,111	0.60	Undeveloped/Driveway	900 - Undeveloped
21g	315293	9,492	0.22	Undeveloped/Driveway	900 - Undeveloped

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
21h	315292	5,990	0.14	Undeveloped	640 – Educational
21i	315291	9,562	0.22	Undeveloped	850 – Parking
21j	311884	2,922	0.07	Undeveloped	900 – Undeveloped
25ac	315284	E.D. process		Undeveloped	900 – Undeveloped
26	311884	37,867	0.87	Undeveloped/Driveway	900 – Undeveloped
27	311883	6,302	0.14	Undeveloped	900 – Undeveloped
28	311882	77	0.00	Undeveloped	900 – Undeveloped
29	311850	2,009	0.05	Undeveloped	
30	311854	40,088	0.92	Undeveloped	160- Large Lot Single Family
31	311853	3,045	0.07	Undeveloped	300 – Commercial
32	311721	31,138	0.71	Undeveloped/Driveway	900 – Undeveloped
33	311722	11,299	0.26	Undeveloped	900 – Undeveloped
34	311725	722	0.02	Undeveloped	900 – Undeveloped
35	464693	77,274	1.77	Undeveloped	900 – Undeveloped
36	311726	83,394	1.91	Detention Pond Property	510 – Manufacturing
41	311780	14,070	0.32	Undeveloped/Driveway	300 – Commercial
42	311680	16,900	0.39	Undeveloped along creek	900 – Undeveloped
43	311683	3,107	0.07	Undeveloped along creek	900 – Undeveloped
44	311717	440	0.01	Undeveloped	530 – Misc. Industrial
45	311690	911	0.02	Undeveloped	870 – Utilities
45a-c	311707	16,697	0.38	Undeveloped	740 – Common Areas
47	306462	451	0.01	Undeveloped	100 – Single Family
48	306463	1,848	0.04	Undeveloped	100 – Single Family
49	306464	3,863	0.09	Undeveloped/Driveway	100 – Single Family
50	306465	12,104	0.28	Undeveloped/Driveway	100 – Single Family
51	306469	5,069	0.12	Undeveloped/Driveway	220 – Apartment/Condo
52	306466	11,740	0.27	Undeveloped/Driveway	100 – Single Family
53	306468	9,399	0.22	Undeveloped/Driveway	910 – Agricultural
54	308781	1,715	0.04	Undeveloped/Driveway	100 – Single Family
55	308782	3,283	0.08	Undeveloped/Driveway	100 – Single Family

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
56	308784	3,301	0.08	Undeveloped/Driveway	400 – Office
57	464695	16,262	0.37	Undeveloped/Driveway	300 – Commercial
58	464696	6,141	0.14	Undeveloped/Driveway	300 – Commercial
59	308755	6,125	0.14	Undeveloped/Driveway	650 – Meeting & Assembly
60	311842	11,968	0.27	Undeveloped/Driveway	
61	311848	18,970	0.44	Undeveloped/Driveway	300 – Commercial
63	308761	159	0.00	Parking	
64	308760	318	0.01	Parking	300 – Commercial
65	311852	2,645	0.06	Undeveloped/Driveway	
	484453	114	0.00	Undeveloped	300 – Commercial
67	311699	987	0.02	Undeveloped/Driveway	
68	311692	2,633	0.06	Undeveloped/Driveway	670 – Cemetery
69	311693	1,929	0.04	Undeveloped	
70	311684	17,767	0.41	Undeveloped	850 – Parking
71	372114	193,637	4.45	Undeveloped	900 – Undeveloped
72	308916	15,246	0.35	Undeveloped in Floodplain	900 - Undeveloped
73	308917	30,144	0.69	Undeveloped in Floodplain	
74	308918	23,522	0.54	Undeveloped in Floodplain	900 - Undeveloped
75	101515	668,469	15.35	Undeveloped/Driveway in Floodplain	
76	464535	300,520	6.90	Driveway/ Rural outstructures	910 - Agricultural
77	304780	381,196	8.75	Driveway/ Rural outstructures	
78	101541	136,608	3.14	Undeveloped/Roadway	650 – Meeting & Assembly

RTG, 2016a; COA, 2012

**Table A-2. Proposed Right-of-Way Acquisition for Alternative C**

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
1	312277	263	0.01	Undeveloped	900 - Undeveloped
2	312276	1,816	0.04	Undeveloped/Driveway	300 - Commercial
3	312275	1,559	0.04	Undeveloped/Driveway	100 - Single Family
	553460	140	0.00	Undeveloped	300 - Commercial
5	312236	1,920	0.04	Driveway and Parking	520 - Warehouse
6	312237	4,821	0.11	Undeveloped/Driveway	100 - Single Family
7	312243	239	0.01	Undeveloped	900 - Undeveloped
8	509442	17,274	0.40	Undeveloped/Driveway	640 - Educational
9	809533	42,218	0.97	Undeveloped	640 - Educational
10	809963	218,553	5.02	Undeveloped/Driveway	740 - Common Areas
11	842069	147,464	3.39	Undeveloped	910 - Undeveloped/ Agricultural
12	312270	30,340	0.70	Undeveloped	900 - Undeveloped
13	312221	24,148	0.55	Undeveloped/Driveway	900 - Undeveloped
14	312220	25,259	0.58	Undeveloped/Driveway	900 - Undeveloped
15	312223	15,415	0.35	Undeveloped	100 - Single Family
16	312222	18,221	0.42	Undeveloped	100 - Single Family
17	446656	170,685	3.92	Undeveloped	900 - Undeveloped
18	312076	47,119	1.08	Undeveloped	900 - Undeveloped
19	312095	9,414	0.22	Undeveloped	100 - Single Family
20	312096	6,272	0.14	Undeveloped	100 - Single Family
21	312097	890	0.02	Undeveloped	100 - Single Family
21a	315295	1,053	0.02	Undeveloped	100 - Single Family
21b	315301	12,875	0.30	Undeveloped/Driveway	900 - Undeveloped
21c	315304	5,718	0.13	Undeveloped	900 - Undeveloped
21d	315305	6,400	0.15	Undeveloped	900 - Undeveloped
21e	315303	47,102	1.08	Speedy Stop Convenience Store	300 - Commercial

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
21f	859323	26,111	0.60	Undeveloped/Driveway	900 - Undeveloped
21g	315293	9,492	0.22	Undeveloped/Driveway	900 - Undeveloped
21h	315292	5,990	0.14	Undeveloped	640 - Educational
21i	315291	9,562	0.22	Undeveloped	850 - Parking
21j	311884	2,922	0.07	Undeveloped	900 - Undeveloped
25ac	315284	E.D. process	0	Undeveloped	900 - Undeveloped
26	311884	38,446	0.88	Undeveloped/Driveway	900 - Undeveloped
	311883	7,677	0.18	Undeveloped	900 - Undeveloped
28	311882	649	0.01	Undeveloped	900 - Undeveloped
28a	311887	632	0.01	Undeveloped	300 - Commercial
30	311854	7,298	0.17	Undeveloped	160 - Large Lot Single Family
31	311853	3,045	0.07	Undeveloped	300 - Commercial
32	311721	31,138	0.71	Undeveloped/Driveway	900 - Undeveloped
33	311722	11,299	0.26	Undeveloped	900 - Undeveloped
34	311725	722	0.02	Undeveloped	900 - Undeveloped
35	464693	31,297	0.72	Undeveloped	900 - Undeveloped
36	311726	176,562	4.05	Detention Pond Property	510 - Manufacturing
40	311775	1,234	0.03	Undeveloped	850 - Parking
41	311780	14,070	0.32	Undeveloped/Driveway	300 - Commercial
42	311680	16,900	0.39	Undeveloped along creek	900 - Undeveloped
43	311683	3,107	0.07	Undeveloped along creek	900 - Undeveloped
44	311717	440	0.01	Undeveloped	530 - Misc. Industrial
44a	311700	4,805	0.11	Undeveloped	870 - Utilities
45	311690	4,205	0.10	Undeveloped	870 - Utilities
45a-c	311707	16,697	0.38	Undeveloped	740 - Common Areas
45d	311705	11,974	0.27	Undeveloped	740 - Common Areas
46	311496	8,516	0.20	Undeveloped/Baseball Diamond	710 - Parks/Greenbelt
47	306462	451	0.01	Undeveloped	100 - Single Family
48	306463	1,848	0.04	Undeveloped	100 - Single Family

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
49	306464	3,863	0.09	Undeveloped/Driveway	100 - Single Family
50	306465	12,104	0.28	Undeveloped/Driveway	100 - Single Family
51	306469	5,069	0.12	Undeveloped/Driveway	220 - Apartment/Condo
52	306466	11,740	0.27	Undeveloped/Driveway	100 - Single Family
53	306468	9,399	0.22	Undeveloped/Driveway	910 - Agricultural
54	308781	1,715	0.04	Undeveloped/Driveway	100 - Single Family
55	308782	3,283	0.08	Undeveloped/Driveway	100 - Single Family
56	308784	3,301	0.08	Undeveloped/Driveway	400 - Office
57	464695	16,262	0.37	Undeveloped/Driveway	300 - Commercial
58	464696	6,141	0.14	Undeveloped/Driveway	300 - Commercial
59	308755	6,125	0.14	Undeveloped/Driveway	650 - Meetings & Assembly
60	311842	11,591	0.27	Undeveloped/Driveway	300 - Commercial
61	311848	17,455	0.40	Undeveloped/Driveway	300 - Commercial
62	308762	735	0.02	Parking	300 - Commercial
62c	364078	544	0.01	No Improvements/Parking	300 - Commercial
63	308761	806	0.02	Parking	300 - Commercial
	308760	819	0.02	Parking	300 - Commercial
65	311852	4,139	0.10	Undeveloped/Driveway	400 - Office
29	311850	109	0.00	Undeveloped	300 - Commercial
66	484453	114	0.00	Undeveloped	300 - Commercial
67	311699	987	0.02	Undeveloped/Driveway	400 - Office
68	311692	2,617	0.06	Undeveloped/Driveway	670- Cemetery
69	311693	1,867	0.04	Undeveloped	670- Cemetery
70	311684	16,715	0.38	Undeveloped	850 - Parking
71	372114	193,637	4.45	Undeveloped	900 - Undeveloped
72	308916	15,246	0.35	Undeveloped in Floodplain	900 - Undeveloped
73	308917	30,144	0.69	Undeveloped in Floodplain	900 - Undeveloped
74	308918	23,522	0.54	Undeveloped in Floodplain	900 - Undeveloped

Parcel Number	Travis Central Appraisal District Number	Take Area (Square Feet)	Take Area (Acres)	Current Land Use on Take Area	Zoning of Parcel (COA, 2012)
75	101515	668,469	15.35	Undeveloped/Driveway in Floodplain	200 - Multi Family
76	464535	300,520	6.90	Driveway/ Rural outstructures	
77	304780	381,196	8.75	Driveway/ Rural outstructures	910 - Agricultural
78	101541	136,608	3.14		650 - Meeting & Assembly



**Appendix B**  
**Oak Hill Parkway ROW Public Involvement Summary**  
**Status of Stakeholder Meetings – Bluff Properties - May 2015 –**  
**December 2015**

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On May 27, 2015, the Oak Hill Parkway project team sent out letters to 58 different property owners (ROW stakeholders) requesting meetings in order to discuss the possible need for right of way in order to accommodate two possible alternative designs: A and C. On September 17, 2015, the team sent out an additional 30 certified letters to property owners who had not responded to the original May 2015 letter. On December 1, 2015, the team identified two more properties that would be affected by the project and sent out certified letters. Out of that effort, 34 ROW stakeholders responded and 26 ROW stakeholders have yet to respond. Each ROW stakeholder who responded was given maps showing the two different alternatives and the possible square footage of their property that would be needed for right of way. Of those respondents, the project team was requested to meet, and attended meetings, with 22 ROW stakeholders in order to give a project update and answer any questions the stakeholders may have.

Additionally, the project team sent out letters to four property owners (detention pond stakeholders) in order to request a meeting regarding a possible detention pond on their property, as well as six certified letters to property owners (bluff stakeholders) whose properties are adjacent to a large bluff that is situated on the south side of Highway 290.

Below are the results of the letters, meetings, and team action items specific to the bluff property owners<sup>1</sup>:

**ROW Stakeholders**

*Parcels 13-14:* [REDACTED], No Meeting Necessary

- Also a bluff property owner
- Possible potential location for detention pond
- Maps sent on June 18, 2015
- Would like to be updated once a decision has been made regarding ROW

*Parcels 15-16:* [REDACTED], No Response

- Letter sent on May 27, 2015

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<sup>1</sup> Property owner names have been redacted for owner privacy.



**Appendix B**  
**Oak Hill Parkway ROW Public Involvement Summary**  
**Status of Stakeholder Meetings – Bluff Properties - May 2015 –**  
**December 2015**

- 
- Certified letter sent on September 17, 2015
  - Also a bluff property owner
  - Possible potential location for detention pond

**Bluff Stakeholders**

- ██████████
- They are open to selling but would like to look at their options.
  - They currently have a lease agreement with their tenant.
  - They are aware that they have been using TxDOT ROW for their parking.

- ██████████
- ██████████ lives in Buda, Texas, and has agreed to contact the project team the next time she travels to Austin, Texas, in order to set up a meeting while she is in town for other business.

- ██
- The property has been handed down through the family. The building was rehabilitated six years ago with a lot of struggle and money to meet City standards. They have one more year on the lease to the donut shop. There are beautiful trees in front of their lot. The couple owns a tax service business.
  - TxDOT purchased some of the land back in the 90s.
  - They now have two driveways. They would like two driveways but understand that there may be only room for one.
  - They asked if they didn't sell the property, would TxDOT purchase the land at a later date. We explained that an attorney would need to address that question, but likely that would need to go to a court not through a TxDOT ROW office.
  - They wanted to understand that soft costs like business leases and driveways would be taken into account. James explained if damages were done, then TxDOT would consider those. It would be the TxDOT ROW office that would make those determinations.

- ██████████ – No Response
- Letter sent on May 27, 2015
  - Certified letter was sent on September 30, 2015

Table C-1. Race and Ethnicity by Census Block

Census Tract	Census Block	Total Population	Total Minority Population	Not Hispanic / Latino								Hispanic / Latino							
				Total	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Pacific Islander	Some Other Race	Two or More Races	Total	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Pacific Islander	Some Other Race	Two or More Races
17.33	1000	892	153	800	739	9	3	33	0	3	13	92	72	0	4	0	0	14	2
		100.0%	17.2%	89.7%	82.8%	1.0%	0.3%	3.7%	0.0%	0.3%	1.5%	10.3%	8.1%	0.0%	0.5%	0.0%	0.0%	1.6%	0.2%
17.33	1001	31	4	27	27	0	0	0	0	0	0	4	1	0	0	0	0	3	0
		100.0%	12.9%	87.1%	87.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.9%	3.2%	0.0%	0.0%	0.0%	0.0%	9.7%	0.0%
17.33	1006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.33	2000	353	177	188	176	4	0	0	0	0	8	165	69	0	1	0	0	94	1
		100.0%	50.1%	53.3%	49.9%	1.1%	0.0%	0.0%	0.0%	0.0%	2.3%	46.7%	19.5%	0.0%	0.3%	0.0%	0.0%	26.6%	0.3%
17.33	2001	149	17	138	132	3	0	1	0	0	2	11	11	0	0	0	0	0	0
		100.0%	11.4%	92.6%	88.6%	2.0%	0.0%	0.7%	0.0%	0.0%	1.3%	7.4%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.33	2002	101	17	88	84	0	0	2	0	0	2	13	12	0	0	0	0	1	0
		100.0%	16.8%	87.1%	83.2%	0.0%	0.0%	2.0%	0.0%	0.0%	2.0%	12.9%	11.9%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%
17.33	2003	51	3	48	48	0	0	0	0	0	0	3	3	0	0	0	0	0	0
		100.0%	5.9%	94.1%	94.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.33	2004	34	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.33	2005	105	14	91	91	0	0	0	0	0	0	14	13	0	0	0	0	1	0
		100.0%	13.3%	86.7%	86.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	12.4%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%
17.33	2006	27	5	26	22	0	0	4	0	0	0	1	1	0	0	0	0	0	0
		100.0%	18.5%	96.3%	81.5%	0.0%	0.0%	14.8%	0.0%	0.0%	0.0%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1000	58	7	51	51	0	0	0	0	0	0	7	4	0	0	1	0	0	2
		100.0%	12.1%	87.9%	87.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.1%	6.9%	0.0%	0.0%	1.7%	0.0%	0.0%	3.5%
17.37	1001	212	57	185	155	4	0	26	0	0	0	27	27	0	0	0	0	0	0
		100.0%	26.9%	87.3%	73.1%	1.9%	0.0%	12.3%	0.0%	0.0%	0.0%	12.7%	12.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1002	88	22	76	66	0	0	5	0	0	5	12	3	0	0	0	0	7	2
		100.0%	25.0%	86.4%	75.0%	0.0%	0.0%	5.7%	0.0%	0.0%	5.7%	13.6%	3.4%	0.0%	0.0%	0.0%	0.0%	8.0%	2.3%
17.37	1003	88	42	77	46	0	1	30	0	0	0	11	11	0	0	0	0	0	0
		100.0%	47.7%	87.5%	52.3%	0.0%	1.1%	34.1%	0.0%	0.0%	0.0%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1004	38	2	36	36	0	0	0	0	0	0	2	2	0	0	0	0	0	0
		100.0%	5.3%	94.7%	94.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1005	74	16	67	58	0	0	3	0	0	6	7	7	0	0	0	0	0	0

		100.0%	21.6%	90.5%	78.4%	0.0%	0.0%	4.1%	0.0%	0.0%	8.1%	9.5%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1006	25	2	24	23	0	0	0	0	1	0	1	1	0	0	0	0	0	0
		100.0%	8.0%	96.0%	92.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1007	68	21	52	47	0	3	2	0	0	0	16	8	0	0	0	0	5	3
		100.0%	30.9%	76.5%	69.1%	0.0%	4.4%	2.9%	0.0%	0.0%	0.0%	23.5%	11.8%	0.0%	0.0%	0.0%	0.0%	7.4%	4.4%
17.37	1008	6	3	6	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0
		100.0%	50.0%	100.0%	50.0%	0.0%	0.0%	33.3%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1009	49	12	49	37	4	0	7	0	0	1	0	0	0	0	0	0	0	0
		100.0%	24.5%	100.0%	75.5%	8.2%	0.0%	14.3%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1010	111	27	94	84	2	0	7	0	0	1	17	15	0	0	0	0	0	2
		100.0%	24.3%	84.7%	75.7%	1.8%	0.0%	6.3%	0.0%	0.0%	0.9%	15.3%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	1011	31	13	24	18	1	0	3	0	0	2	7	5	0	0	0	0	2	0
		100.0%	41.9%	77.4%	58.1%	3.2%	0.0%	9.7%	0.0%	0.0%	6.5%	22.6%	16.1%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%
17.37	1012	66	13	60	53	0	0	7	0	0	0	6	2	0	0	0	0	4	0
		100.0%	19.7%	90.9%	80.3%	0.0%	0.0%	10.6%	0.0%	0.0%	0.0%	9.1%	3.0%	0.0%	0.0%	0.0%	0.0%	6.1%	0.0%
17.37	1013	53	15	50	38	0	0	12	0	0	0	3	0	0	0	0	0	3	0
		100.0%	28.3%	94.3%	71.7%	0.0%	0.0%	22.6%	0.0%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	5.7%	0.0%
17.37	1014																		
17.37	1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.37	3000	626	170	520	456	10	0	36	0	2	16	106	70	0	5	0	0	25	6
		100.0%	27.2%	83.1%	72.8%	1.6%	0.0%	5.8%	0.0%	0.3%	2.6%	16.9%	11.2%	0.0%	0.8%	0.0%	0.0%	4.0%	1.0%
17.37	3001	62	13	53	49	1	0	3	0	0	0	9	8	0	0	0	0	0	1
		100.0%	21.0%	85.5%	79.0%	1.6%	0.0%	4.8%	0.0%	0.0%	0.0%	14.5%	12.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
17.37	3002	181	43	158	138	2	0	16	0	0	2	23	17	0	0	0	0	5	1
		100.0%	23.8%	87.3%	76.2%	1.1%	0.0%	8.8%	0.0%	0.0%	1.1%	12.7%	9.4%	0.0%	0.0%	0.0%	0.0%	2.8%	0.6%
17.37	3003	71	22	65	49	0	0	12	0	0	4	6	3	0	0	0	0	3	0
		100.0%	31.0%	91.6%	69.0%	0.0%	0.0%	16.9%	0.0%	0.0%	5.6%	8.5%	4.2%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%
17.37	3004	43	9	37	34	0	0	1	0	0	2	6	6	0	0	0	0	0	0
		100.0%	20.9%	86.1%	79.1%	0.0%	0.0%	2.3%	0.0%	0.0%	4.7%	14.0%	14.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.37	3005	902	222	790	680	23	3	70	0	0	14	112	97	0	4	0	0	9	2
		100.0%	24.6%	87.6%	75.4%	2.5%	0.3%	7.8%	0.0%	0.0%	1.6%	12.4%	10.8%	0.0%	0.4%	0.0%	0.0%	1.0%	0.2%
17.37	3007	57	16	47	41	3	0	0	0	0	3	10	5	0	0	0	0	5	0
		100.0%	28.1%	82.5%	71.9%	5.3%	0.0%	0.0%	0.0%	0.0%	5.3%	17.5%	8.8%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%
17.37	3024	167	44	143	123	4	0	12	0	0	4	24	23	0	0	0	0	1	0
		100.0%	26.3%	85.6%	73.7%	2.4%	0.0%	7.2%	0.0%	0.0%	2.4%	14.4%	13.8%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%
17.37	3025	72	14	62	58	0	0	4	0	0	0	10	2	0	0	0	0	8	0
		100.0%	19.4%	86.1%	80.6%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	13.9%	2.8%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%
17.37	3026	80	13	79	67	4	0	8	0	0	0	15	0	0	0	0	0	1	0

		100.0%	16.3%	98.8%	83.8%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	1.3	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%
17.37	3027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.38	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.38	1001	187	55	164	132	9	0	19	0	0	4	23	18	0	0	0	0	4	1
		100.0%	29.4%	87.7%	70.6%	4.8%	0.0%	10.2%	0.0%	0.0%	2.1%	12.3%	9.6%	0.0%	0.0%	0.0%	0.0%	2.1%	0.5%
17.38	1002	36	8	31	28	1	0	1	0	0	1	5	1	0	0	0	0	4	0
		100.0%	22.2%	86.1%	77.8%	2.8%	0.0%	2.8%	0.0%	0.0%	2.8%	13.9%	2.8%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%
17.38	1003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.38	1004	312	57	274	255	2	0	17	0	0	0	38	31	1	0	0	0	3	3
		100.0%	18.3%	87.8%	81.7%	0.6%	0.0%	5.4%	0.0%	0.0%	0.0%	12.2%	9.9%	0.3%	0.0%	0.0%	0.0%	1.0%	1.0%
17.38	1005	56	11	49	45	1	0	0	0	0	3	7	5	0	0	0	0	2	0
		100.0%	19.6%	87.5%	80.4%	1.8%	0.0%	0.0%	0.0%	0.0%	5.4%	12.5%	8.9%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%
17.38	1007	40	13	28	27	0	0	1	0	0	0	12	7	0	0	0	0	5	0
		100.0%	32.5%	70.0%	67.5%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	30.0%	17.5%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%
17.38	1008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.38	1009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.38	1010	46	9	37	37	0	0	0	0	0	0	9	4	0	0	0	0	5	0
		100.0%	19.6%	80.4%	80.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.6%	8.7%	0.0%	0.0%	0.0%	0.0%	10.9%	0.0%
17.38	3000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.38	3001	75	14	69	61	3	0	3	0	0	2	6	6	0	0	0	0	0	0
		100.0%	18.7%	92.0%	81.3%	4.0%	0.0%	4.0%	0.0%	0.0%	2.7%	8.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.38	3003	100	22	83	78	0	0	2	0	0	3	17	13	0	0	0	0	4	0
		100.0%	22.0%	83.0%	78.0%	0.0%	0.0%	2.0%	0.0%	0.0%	3.0%	17.0%	13.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%
17.49	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	1001	20	2	18	18	0	0	0	0	0	0	2	0	0	0	0	0	2	0
		100.0%	10.0%	90.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%
17.49	1002	23	2	21	21	0	0	0	0	0	0	2	1	0	0	0	0	1	0
		100.0%	8.7%	91.3%	91.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.7%	4.3%	0.0%	0.0%	0.0%	0.0%	4.4%	0.0%
17.49	1003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	1004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	1005	358	134	297	224	59	0	7	0	2	5	61	43	0	1	0	0	16	1
		100.0%	37.4%	83.0%	62.6%	16.5%	0.0%	2.0%	0.0%	0.6%	1.4%	17.0%	12.0%	0.0%	0.3%	0.0%	0.0%	4.5%	0.3%
17.49	1006	97	30	78	67	5	0	2	0	0	4	19	13	0	0	0	0	5	1

		100.0%	30.9%	80.4%	69.1%	5.2%	0.0%	2.1%	0.0%	0.0%	4.1%	19.6%	13.4%	0.0%	0.0%	0.0%	0.0%	5.2%	1.0%	
17.49	1007	52	30	34	22	3	0	6	0	0	3	18	6	0	0	0	0	6	6	
		100.0%	57.7%	65.4%	42.3%	5.8%	0.0%	11.5%	0.0%	0.0%	5.8%	34.6%	11.5%	0.0%	0.0%	0.0%	0.0%	11.5%	11.5%	
17.49		57	18	46	39	5	0	2	0	0	0	11	7	0	0	0	0	4	0	
		100.0%	31.6%	80.7%	68.4%	8.8%	0.0%	3.5%	0.0%	0.0%	0.0%	19.3%	12.3%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	
17.49	1009	71	23	50	48	0	0	0	0	0	2	21	14	0	1	0	0	3	3	
		100.0%	32.4%	70.4%	67.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	29.6%	19.7%	0.0%	1.4%	0.0%	0.0%	4.2%	4.2%	
17.49		59	11	50	48	2	0	0	0	0	0	9	4	0	0	0	0	5	0	
		100.0%	18.6%	84.8%	81.4%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	15.3%	6.8%	0.0%	0.0%	0.0%	0.0%	8.5%	0.0%	
17.49	1011	60	58	38	2	34	0	0	0	0	2	22	16	1	0	0	0	5	0	
		100.0%	96.7%	63.3%	3.3%	56.7%	0.0%	0.0%	0.0%	0.0%	3.3%	36.7%	26.7%	1.2%	0.0%	0.0%	0.0%	8.3%	0.0%	
17.49																				
17.49	1013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17.49		13	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.49	1015	13	2	11	11	0	0	0	0	0	0	2	1	0	0	0	0	1	0	
		100.0%	15.4%	84.6%	84.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	
17.49		38	5	34	33	0	0	1	0	0	0	4	4	0	0	0	0	0	0	
		100.0%	13.2%	89.5%	86.8%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	10.5%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
17.49	1017	58	13	48	45	0	0	1	0	0	2	10	4	0	0	0	0	1	5	
		100.0%	22.4%	82.8%	77.6%	0.0%	0.0%	1.7%	0.0%	0.0%	3.4%	17.2%	6.9%	0.0%	0.0%	0.0%	0.0%	1.7%	8.6%	
17.49		241	65	194	176	10	1	5	0	0	2	47	40	0	0	0	0	5	2	
		100.0%	27.0%	80.5%	73.0%	4.1%	0.4%	2.1%	0.0%	0.0%	0.8%	19.5%	16.6%	0.0%	0.0%	0.0%	0.0%	2.1%	0.8	
17.49	1019	110	29	90	81	0	0	3	3	0	3	20	19	0	1	0	0	0	0	
		100.0%	26.4%	81.8%	73.6%	0.0%	0.0%	2.7%	2.7%	0.0%	2.7%	18.2%	17.3%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	
17.49		58	18	51	40	11	0	0	0	0	0	7	6	0	0	1	0	0	0	
		100.0%	31.0%	87.9%	69.0%	19.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.1%	10.3%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	
17.49	2000	91	21	75	70	0	0	5	0	0	0	16	13	3	0	0	0	0	0	
		100.0%	23.1%	82.4%	76.9%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	17.6%	14.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
17.49		131	45	100	86	6	0	6	0	0	2	31	26	0	0	0	0	4	1	
		100.0%	34.4%	76.3%	65.6%	4.6%	0.0%	4.6%	0.0%	0.0%	1.5%	23.7%	19.8%	0.0%	0.0%	0.0%	0.0%	3.1%	0.8%	
17.49	2002	94	20	86	74	11	0	1	0	0	0	8	8	0	0	0	0	0	0	
		100.0%	21.3%	91.5%	78.7%	11.7%	0.0%	1.1%	0.0%	0.0%	0.0%	8.5%	8.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
17.49		54	15	39	39	0	0	0	0	0	0	15	12	0	0	0	0	3	0	
		100.0%	27.8%	72.2%	72.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.8%	22.2%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	
17.49	2004	105	34	85	71	0	0	1	0	10	3	20	15	1	0	0	0	2	2	
		100.0%	32.4%	81.0%	67.6%	0.0%	0.0%	1.0%	0.0%	9.5%	2.9%	19.0%	14.3%	1.0%	0.0%	0.0%	0.0%	1.9%	1.9%	

17.49	2005	134 100.0%	33 24.6%	114 85.1%	101 75.4%	2 1.5%	0 0.0%	3 2.2%	0 0.0%	0 0.0%	8 6.0%	20 14.9%	16 11.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 2.2%	1 0.8%
17.49	2006	39 100.0%	6 15.4%	34 87.2%	33 84.6%	0 0.0%	1 2.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 12.8%	4 10.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 2.6%
17.49	2007	74 100.0%	25 33.8%	62 83.8%	49 66.2%	2 2.7%	1 1.4%	4 5.4%	0 0.0%	0 0.0%	6 8.1%	12 16.2%	11 14.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 1.4%	0 0.0%
17.49	2008	48 100.0%	0 0.0%	48 100.0%	48 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.49	2009	33 100.0%	9 27.3%	30 90.9%	24 72.7%	6 18.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 9.1%	1 3.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 6.1%	0 0.0%
17.49	2010	42 100.0%	7 16.7%	40 95.2%	35 83.3%	5 11.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 4.8%	2 4.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.49	2011	60 100.0%	17 28.3%	44 73.3%	43 71.7%	1 1.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	16 26.7%	9 15.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 11.7%	0 0.0%
17.49	2013	61 100.0%	15 24.6%	49 80.3%	46 75.4%	2 3.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 1.6%	12 19.7%	12 19.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.49	3000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	3001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	3002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	3003	3 100.0%	2 66.7%	1 33.3%	1 33.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 66.7%	1 33.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 33.3%
17.49	3004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	3005	1,701 100.0%	996 58.6%	1325 77.9%	705 41.4%	51 3.0%	11 0.6%	507 29.8%	0 0.0%	1 0.1%	50 2.9%	376 22.1%	226 13.3%	5 0.3%	6 0.4%	1 0.1%	1 0.1%	115 6.8%	22 1.3%
17.49	3006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	3007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	3008	269 100.0%	149 55.4%	198 73.6%	120 44.6%	5 1.9%	1 0.4%	68 25.3%	0 0.0%	0 0.0%	4 1.5%	71 26.4%	31 11.5%	1 0.4%	0 0.0%	0 0.0%	0 0.0%	30 11.2%	9 3.4%
17.49	4000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	4001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	4002	4 100.0%	1 25.0%	3 75.0%	3 75.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 25.0%	1 25.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.49	4003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17.49	4004	640 100.0%	241 37.7%	503 78.6%	399 62.3%	11 1.7%	1 0.2%	78 12.2%	0 0.0%	1 0.2%	13 2.0%	137 21.4%	86 13.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	43 6.7%	8 1.3%
17.49	4005	75 100.0%	31 41.3%	71 94.7%	44 58.7%	4 5.3%	0 0.0%	22 29.3%	0 0.0%	0 0.0%	1 1.3%	4 5.3%	1 1.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 4.0%	0 0.0%
17.49	4006	159 100.0%	58 36.5%	120 75.5%	101 63.5%	2 1.3%	0 0.0%	14 8.8%	0 0.0%	0 0.0%	3 1.9%	39 24.5%	26 16.4%	0 0.0%	0 0.0%	1 0.6%	0 0.0%	11 6.9%	1 0.6%
17.49	4007	180 100.0%	65 36.1%	150 83.3%	115 63.9%	3 1.7%	0 0.0%	29 16.1%	0 0.0%	0 0.0%	3 1.7%	30 16.7%	20 11.1%	0 0.0%	1 0.6%	0 0.0%	0 0.0%	6 3.3%	3 1.7%
17.49	4008	44 100.0%	23 52.3%	35 79.6%	21 47.7%	0 0.0%	0 0.0%	10 22.7%	0 0.0%	0 0.0%	4 9.1%	9 20.5%	4 9.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 9.1%	1 2.3%
17.49	4009	182 100.0%	79 43.4%	138 75.8%	103 56.6%	1 0.5%	0 0.0%	28 15.4%	0 0.0%	0 0.0%	6 3.3%	44 24.2%	26 14.3%	0 0.0%	0 0.0%	1 0.6%	0 0.0%	15 8.2%	2 1.1%
17.49	4010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.49	4011	282 100.0%	51 18.1%	248 87.9%	231 81.9%	2 0.7%	0 0.0%	6 2.1%	0 0.0%	0 0.0%	9 3.2%	34 12.1%	21 7.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	8 2.8%	5 1.8%
17.49	4013	65 100.0%	22 33.8%	53 81.5%	43 66.2%	0 0.0%	0 0.0%	6 9.2%	0 0.0%	0 0.0%	4 6.2%	12 18.5%	12 18.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.49	4015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1012	650 100.0%	246 37.8%	471 72.5%	404 62.2%	23 3.5%	2 0.3%	32 4.9%	1 0.2%	0 0.0%	9 1.4%	179 27.5%	106 16.3%	5 0.8%	3 0.5%	0 0.0%	0 0.0%	46 7.1%	19 2.9%

17.50	1013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1015	54 100.0%	19 35.2%	41 75.9%	35 64.8%	2 3.7%	0 0.0%	3 5.6%	0 0.0%	0 0.0%	1 1.9%	13 24.1%	8 14.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 7.4%	1 1.9%
17.50	1016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1018	101 100.0%	36 35.6%	75 74.3%	65 64.4%	2 2.0%	0 0.0%	6 5.9%	0 0.0%	0 0.0%	2 2.0%	26 25.7%	12 11.9%	1 1.0%	0 0.0%	0 0.0%	0 0.0%	13 12.9%	0 0.0%
17.50	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	1023	13 100.0%	1 7.7%	13 100.0%	12 92.3%	0 0.0%	0 0.0%	1 7.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.50	2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	2012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	2020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	2025	257 100.0%	97 37.7%	216 84.1%	160 62.3%	6 2.3%	1 0.4%	46 17.9%	0 0.0%	0 0.0%	3 1.2%	41 16.0%	31 12.1%	0 0.0%	2 0.8%	0 0.0%	0 0.0%	6 2.3%	2 0.8%
17.50	2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.50	2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.68	1014	465 100.0%	87 18.7%	389 83.7%	378 81.3%	0 0.0%	1 0.2%	2 0.4%	0 0.0%	0 0.0%	8 1.7%	76 16.3%	35 7.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	36 7.7%	5 1.1%
17.68	1015	26 100.0%	1 3.8%	25 96.2%	25 96.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 3.8%	1 3.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.68	1016	29 100.0%	13 44.8%	16 55.2%	16 55.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	13 44.8%	3 10.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	10 34.5%	0 0.0%
17.68	1017	30 100.0%	9 30.0%	22 73.3%	21 70.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 3.3%	8 26.7%	5 16.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 6.7%	1 3.3%
17.68	1018	16 100.0%	6 37.5%	11 68.8%	10 62.5%	0 0.0%	0 0.0%	1 6.3%	0 0.0%	0 0.0%	0 0.0%	5 31.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 31.3%	0 0.0%
17.68	1019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17.69	1000	44 100.0%	7 15.9%	37 84.1%	37 84.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 15.9%	1 2.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	6 13.6%	0 0.0%
17.69	1001	110 100.0%	20 18.2%	93 84.6%	90 81.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.9%	2 1.8%	17 15.5%	7 6.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	6 5.5%	4 3.6%
17.69	1002	27 100.0%	4 14.8%	23 85.2%	23 85.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 14.8%	4 14.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1003	29 100.0%	5 17.2%	26 89.7%	24 82.8%	0 0.0%	1 3.4%	0 0.0%	0 0.0%	0 0.0%	1 3.4%	3 10.3%	3 10.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1004	18 100.0%	3 16.7%	15 83.3%	15 83.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 16.7%	3 16.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1005	55 100.0%	7 12.7%	54 98.2%	48 87.3%	0 0.0%	0 0.0%	6 10.9%	0 0.0%	0 0.0%	0 0.0%	1 1.8%	1 1.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1006	146 100.0%	28 19.2%	127 87.0%	118 80.8%	3 2.1%	0 0.0%	2 1.4%	0 0.0%	0 0.0%	4 2.7%	19 13.0%	8 5.5%	0 0.0%	0 0.0%	1 0.7%	0	8 5.5%	2 1.4%
17.69	1007	288 100.0%	64 22.2%	241 83.7%	224 77.8%	0 0.0%	1 0.3%	4 1.4%	0 0.0%	2 0.7%	10 3.5%	47 16.3%	37 12.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 1.4%	6 2.1%
17.69	1008	50 100.0%	21 42.0%	38 76.0%	29 58.0%	0 0.0%	0 0.0%	0 0.0%	6 12.0%	0 0.0%	3 6.0%	12 24.0%	2 4.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	6 12.0%	4 8.0%
17.69	1009	67 100.0%	15 22.4%	56 83.6%	52 77.6%	1 1.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 4.5%	11 16.4%	11 16.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1010	35 100.0%	5 14.3%	32 91.4%	30 85.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 5.7%	3 8.6%	2 5.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 2.9%
17.69	1011	529 100.0%	123 23.3%	447 84.5%	406 76.7%	8 1.5%	1 0.2%	17 3.2%	0 0.0%	0 0.0%	15 2.8%	82 15.5%	47 8.9%	0 0.0%	2 0.4%	0 0.0%	0 0.0%	22 4.2%	11 2.1%
17.69	1012	2 100.0%	0 0.0%	2 100.0%	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.69	1014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.69	1015	31 100.0%	8 25.8%	24 77.4%	23 74.2%	1 3.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 22.6%	7 22.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1016	127 100.0%	29 22.8%	109 85.8%	98 77.2%	6 4.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 3.9%	18 14.2%	14 11.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 3.2%	0 0.0%
17.69	1017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.69	1018	19 100.0%	7 36.8%	12 63.2%	12 63.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 36.8%	7 36.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1019	23 100.0%	6 26.1%	17 73.9%	17 73.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	6 26.1%	6 26.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17.69	1021	2 100.0%	0 0.0%	2 100.0%	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1022	3 100.0%	3 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 100.0%
17.69	1023	4 100.0%	2 50.0%	4 100.0%	2 50.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 50.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1024	43 100.0%	12 27.9%	36 83.7%	31 72.1%	1 2.3%	0 0.0%	0 0.0%	0 0.0%	3 7.0%	1 2.3%	7 16.3%	7 16.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	1025	83 100.0%	24 28.9%	62 74.7%	59 71.1%	1 1.2%	0 0.0%	1 1.2%	1 1.2%	0 0.0%	0 0.0%	21 25.3%	17 20.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 4.8%	0 0.0%
17.69	1026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.69	2008	7 100.0%	0 0.0%	7 100.0%	7 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2010	95 100.0%	28 29.5%	86 90.5%	67 70.5%	10 10.5%	0 0.0%	7 7.4%	0 0.0%	0 0.0%	2 2.1%	9 9.5%	8 8.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 1.1%
17.69	2011	456 100.0%	126 27.6%	381 83.6%	330 72.4%	7 1.5%	0 0.0%	28 6.1%	3 0.7%	0 0.0%	13 2.9%	75 16.4%	43 9.4%	1 0.2%	1 0.2%	2 0.4%	0 0.0%	21 4.6%	7 1.5%
17.69	2012	99 100.0%	16 16.2%	90 90.9%	83 83.8%	0 0.0%	0 0.0%	2 2.0%	0 0.0%	0 0.0%	5 5.1%	9 9.1%	3 3.0%	0 0.0%	1 1.0%	0 0.0%	0 0.0%	1 1.0%	4 4.0%
17.69	2013	29 100.0%	4 13.8%	26 89.7%	25 86.2%	0 0.0%	1 3.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 10.3%	3 10.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2014	43 100.0%	9 20.9%	36 83.7%	34 79.1%	2 4.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 16.3%	7 16.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2015	83 100.0%	15 18.1%	71 85.5%	68 81.9%	0 0.0%	1 1.2%	1 1.2%	0 0.0%	0 0.0%	1 1.2%	12 14.5%	7 8.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 2.4%	3 3.6%
17.69	2016	181 100.0%	59 32.6%	138 76.2%	122 67.4%	1 0.6%	0 0.0%	10 5.5%	0 0.0%	0 0.0%	5 2.8%	43 23.8%	35 19.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	8 4.4%	0 0.0%
17.69	2017	97 100.0%	20 20.6%	80 82.5%	77 79.4%	3 3.15	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	17 17.5%	10 10.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 7.2%	0 0.0%
17.69	2018	41 100.0%	5 12.2%	36 87.8%	36 87.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 12.2%	3 7.3%	0 0.0%	2 4.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2019	143 100.0%	36 25.2%	127 88.8%	107 74.8%	2 1.4%	0 0.0%	16 11.2%	0 0.0%	0 0.0%	2 1.4%	16 11.2%	12 8.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 2.8%
17.69	2020	50 100.0%	8 16.0%	48 96.0%	42 84.0%	0 0.0%	0 0.0%	4 8.0%	0 0.0%	0 0.0%	2 4.0%	2 4.0%	2 4.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2021	22 100.0%	4 18.2%	19 86.4%	18 81.8%	0 0.0%	0 0.0%	1 4.5%	0 0.0%	0 0.0%	0 0.0%	3 13.6%	3 13.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2022	7 100.0%	0 0.0%	7 100.0%	7 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

17.69	2023	12 100.0%	0 0.0%	12 100.0%	12 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2027	43 100.0%	9 20.9%	41 95.4%	34 79.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 16.3%	0 0.0%	2 4.7%	2 4.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2030	209 100.0%	40 19.1%	176 84.2%	169 80.9%	2 1.0%	1 0.5%	0 0.0%	0 0.0%	2 1.0%	2 1.0%	33 15.8%	17 8.1%	2 1.0%	0 0.0%	0 0.0%	0 0.0%	14 6.7%	0 0.0%
17.69	2033	4 100.0%	0 0.0%	4 100.0%	4 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2036	14 100.0%	1 7.1%	14 100.0%	13 92.9%	0 0.0%	1 7.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2037	24 100.0%	12 50.0%	13 54.2%	12 50.0%	0 0.0%	0 0.0%	0 0.0%	1 4.2%	0 0.0%	0 0.0%	11 45.8%	8 33.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 8.3%	1 4.2%
17.69	2039	32 100.0%	3 9.4%	29 90.6%	29 90.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 9.4%	3 9.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2040	61 100.0%	17 27.9%	44 72.1%	44 72.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	17 27.9%	15 24.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 3.3%	0 0.0%
17.69	2041	95 100.0%	9 9.5%	88 92.6%	86 90.5%	2 2.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 7.4%	5 5.3%	0 0.0%	0 0.0%	1 1.1%	0 0.0%	1 1.1%	0 0.0%
17.69	2042	22 100.0%	4 18.2%	18 81.8%	18 81.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 18.2%	4 18.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2043	219 100.0%	82 37.4%	181 82.7%	137 62.6%	12 5.5%	1 0.5%	30 13.7%	0 0.0%	0 0.0%	1 0.5%	38 17.4%	19 8.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	10 4.6%	9 4.1%
17.69	2044	72 100.0%	17 23.6%	65 90.3%	55 76.4%	0 0.0%	0 0.0%	6 8.3%	0 0.0%	0 0.0%	4 5.6%	7 9.7%	3 4.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 1.4%	3 4.2%
17.69	2045	72 100.0%	18 25.0%	68 94.4%	54 75.0%	0 0.0%	3 4.2%	11 15.3%	0 0.0%	0 0.0%	0 0.0%	4 5.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 5.6%	0 0.0%
17.69	2046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.69	2047	128 100.0%	48 37.5%	112 87.5%	80 62.5%	1 0.8%	0 0.0%	28 21.9%	0 0.0%	0 0.0%	3 2.3%	16 12.5%	13 10.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2048	94 100.0%	38 40.4%	83 88.3%	56 59.6%	0 0.0%	0 0.0%	21 22.3%	0 0.0%	0 0.0%	6 6.4%	11 11.7%	11 11.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2049	82 100.0%	26 31.7%	74 90.2%	56 68.3%	1 1.2%	2 2.4%	15 18.3%	0 0.0%	0 0.0%	0 0.0%	8 9.8%	8 9.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
17.69	2050	53 100.0%	12 22.6%	42 79.3%	41 77.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 1.9%	11 20.8%	2 3.8%	0 0.0%	1 1.9%	1 1.9%	0 0.0%	7 13.2%	0 0.0%
17.69	2051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17.69		2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
		100.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
17.69	2053	63	26	41	37	0	1	2	0	0	1	22	21	0	0	0	0	1	0
		100.0%	41.3%	65.1%	58.7%	0.0%	1.6%	3.2%	0.0%	0.0%	1.6%	34.9%	33.3%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%
17.69		92	14	83	78	0	1	0	0	0	4	9	5	0	0	0	0	4	0
		100.0%	15.2%	90.2%	84.8%	0.0%	1.1%	0.0%	0.0%	0.0%	4.3%	9.8%	5.4%	0.0%	0.0%	0.0%	0.0%	4.4%	0.0%
17.69	2055	112	24	98	88	4	1	3	0	1	1	14	11	0	0	0	0	2	1
		100.0%	21.4%	87.5%	78.6%	3.6%	0.9%	2.7%	0.0%	0.9%	0.9%	12.5%	9.8%	0.0%	0.0%	0.0%	0.0%	1.8%	0.9%
17.69		60	9	52	51	0	0	0	0	0	1	8	8	0	0	0	0	0	0
		100.0%	15.0%	86.7%	85.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	13.3%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17.69	2057	77	6	72	71	0	0	1	0	0	0	5	4	0	0	0	0	0	1
		100.0%	7.8%	93.5%	92.2%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	6.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
17.69		93	16	77	77	0	0	0	0	0	0	16	12	0	0	0	0	4	0
		100.0%	17.2%	82.8%	82.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.2%	12.9%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%
19.08	2001	464	140	402	324	19	6	34	0	3	16	62	38	0	0	1	0	17	6
		100.0%	30.2%	86.6%	69.8%	4.1%	1.3%	7.3%	0.0%	0.6%	3.4%	13.4%	8.2%	0.0%	0.0%	0.2%	0.0%	3.7%	1.3%
19.08		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2003	854	304	644	550	27	2	33	4	1	27	210	125	1	2	0	0	58	24
		100.0%	35.6%	75.4%	64.4%	3.2%	0.2%	3.9%	0.5%	0.1%	3.2%	24.6%	14.6%	0.1%	0.2%	0.0%	0.0%	6.8%	2.8%
19.08		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2005	64	18	58	46	3	0	9	0	0	0	6	5	0	0	0	0	1	0
		100.0%	28.1%	90.6%	71.9%	4.7%	0.0%	14.1%	0.0%	0.0%	0.0%	9.4%	7.8%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%
19.08		55	31	45	24	3	0	18	0	0	0	10	5	0	0	0	0	5	0
		100.0%	56.4%	81.8%	43.6%	5.5%	0.0%	32.7%	0.0%	0.0%	0.0%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%
19.08	2007	69	25	48	44	0	0	2	2	0	0	21	21	0	0	0	0	0	0
		100.0%	36.2%	69.6%	63.8%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	30.4%	30.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.08		124	16	120	108	0	0	11	0	0	1	4	4	0	0	0	0	0	0
		100.0%	12.9%	96.8%	87.1%	0.0%	0.0%	8.9%	0.0%	0.0%	0.8%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.08	2010	657	354	351	303	3	3	21	1	5	15	306	115	0	0	1	0	180	10
		100.0%	53.9%	53.4%	46.1%	0.5%	0.5%	3.2%	0.2%	0.8%	2.3%	46.6%	17.5%	0.0%	0.0%	0.2%	0.0%	27.4%	1.5%
19.08		96	88	8	8	0	0	0	0	0	0	88	21	7	15	0	0	42	3
		100.0%	91.7%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	21.9%	7.3%	15.6%	0.0%	0.0%	43.8%	3.1%
19.08	2012	123	43	110	80	2	0	28	0	0	0	13	11	0	0	0	0	0	2
		100.0%	35.0%	89.4%	65.0%	1.6%	0.0%	22.8%	0.0%	0.0%	0.0%	10.6%	8.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
19.08		106	80	29	26	3	0	0	0	0	0	77	13	2	8	0	0	51	3
		100.0%	75.5%	27.4%	24.5%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	72.6%	12.3%	1.9%	7.6%	0.0%	0.0%	48.1%	2.8%
19.08	2015	81	25	71	56	0	0	15	0	0	0	10	7	0	1	0	0	2	0
		100.0%	30.9%	87.7%	69.1%	0.0%	0.0%	18.5%	0.0%	0.0%	0.0%	12.3%	8.6%	0.0%	1.2%	0.0%	0.0%	2.5%	0.0%

19.08	2016	100	76	29	24	0	0	5	0	0	0	71	23	0	5	0	0	42	1
		100.0%	76.0%	29.0%	24.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	71.0%	23.0%	0.0%	5.0%	0.0%	0.0%	42.0%	1.0%
19.08	2018	533	258	332	275	2	0	52	0	1	2	201	99	7	0	3	0	80	12
		100.0%	48.4%	62.3%	51.6%	0.4%	0.0%	9.8%	0.0%	0.2%	0.4%	37.7%	18.6%	1.3%	0.0%	0.6%	0.0%	15.0%	2.3%
19.08	2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2026	122	39	118	83	0	0	33	0	0	2	4	4	0	0	0	0	0	0
		100.0%	32.0%	96.7%	68.0%	0.0%	0.0%	27.0%	0.0%	0.0%	1.6%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.08	2031	489	412	92	77	6	0	0	0	4	5	397	147	0	0	0	0	241	9
		100.0%	84.3%	18.8%	15.7%	1.2%	0.0%	0.0%	0.0%	0.8%	1.0%	81.2%	30.1%	0.0%	0.0%	0.0%	0.0%	49.3%	1.8%
19.08	2032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2033	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2034	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.08	2035	12	1	11	11	0	0	0	0	0	0	1	1	0	0	0	0	0	0
		100.0%	8.3%	91.7%	91.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.08	2036	15	2	13	13	0	0	0	0	0	0	2	2	0	0	0	0	0	0
		100.0%	13.3%	86.7%	86.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.08	2037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	1023	1,070	287	913	783	20	2	78	0	2	28	157	124	2	0	2	0	23	6
		100.0%	26.8%	85.3%	73.2%	1.9%	0.2%	7.3%	0.0%	0.2%	2.6%	14.7%	11.6%	0.2%	0.0%	0.2%	0.0%	2.2%	0.6%
19.14	1024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	2003	376	48	351	328	1	1	17	0	0	4	25	25	0	0	0	0	0	0
		100.0%	12.8%	93.4%	87.2%	0.3%	0.3%	4.5%	0.0%	0.0%	1.1%	6.6%	6.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.14	2004	46	6	41	40	0	0	1	0	0	0	5	1	0	1	0	0	3	0
		100.0%	13.0%	89.1%	87.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	10.9%	2.2%	0.0%	2.2%	0.0%	0.0%	6.5%	0.0%
19.14	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	2009	116	17	105	99	0	0	6	0	0	0	11	11	0	0	0	0	0	0
		100.0%	14.7%	90.5%	85.3%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	9.5%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.14	2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	2012	83	6	77	77	0	0	0	0	0	0	6	5	0	0	0	0	1	0
		100.0%	7.2%	92.8%	92.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.2%	6.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%

19.14	3000	752 100.0%	174 23.1%	649 86.3%	578 76.9%	8 1.1%	8 1.1%	42 5.6%	0 0.0%	3 0.4%	10 1.3%	103 13.7%	89 11.8%	0 0.0%	1 0.1%	1 0.1%	0 0.0%	8 1.1%	4 0.5%
19.14	3001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	3003	205 100.0%	8 3.9%	201 98.1%	197 96.1%	0 0.0%	1 0.5%	3 1.5%	0 0.0%	0 0.0%	0 0.0%	4 2.0%	4 2.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.14	3005	64 100.0%	4 6.3%	63 98.4%	60 93.8%	1 1.6%	1 1.6%	1 1.6%	0 0.0%	0 0.0%	0 0.0%	1 1.6%	1 1.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.14	3006	24 100.0%	0 0.0%	24 100.0%	24 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.14	3008	47 100.0%	2 4.3%	45 95.7%	45 95.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 4.3%	2 4.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.14	3009	41 100.0%	1 2.4%	40 97.6%	40 97.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 2.4%	1 2.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.14	3013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	3014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	3015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	3016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	3017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.14	3018	51 100.0%	1 2.0%	50 98.0%	50 98.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 2.0%	1 2.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.14	3019	119 100.0%	18 15.1%	104 87.4%	101 84.9%	0 0.0%	0 0.0%	1 0.8%	0 0.0%	2 1.7%	0 0.0%	15 12.6%	12 10.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.8%	2 1.7%
19.14	3020	113 100.0%	17 15.0%	99 87.6%	96 85.0%	2 1.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.9%	14 12.4%	8 7.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 2.7%	3 2.7%
19.14	3030	40 100.0%	5 12.5%	38 95.0%	35 87.5%	2 5.0%	0 0.0%	1 2.5%	0 0.0%	0 0.0%	0 0.0%	2 5.0%	2 5.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
19.15	1004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19.15	1012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1013																		
19.15	1014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1016	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		100.0%	50.0%	100.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.15	1017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1018	225	33	202	192	0	0	6	0	0	4	23	16	0	0	0	0	7	0
		100.0%	14.7%	89.8%	85.3%	0.0%	0.0%	2.7%	0.0%	0.0%	1.8%	10.2%	7.1%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%
19.15	1019	26	1	25	25	0	0	0	0	0	0	1	0	0	0	0	0	0	1
		100.0%	3.8%	96.2%	96.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%
19.15	1020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1021	53	18	37	35	1	0	0	0	0	1	16	7	2	0	0	0	3	4
		100.0%	34.0%	69.8%	66.0%	1.9%	0.0%	0.0%	0.0%	0.0%	1.9%	30.2%	13.2%	3.8%	0.0%	0.0%	0.0%	5.7%	7.6%
19.15	1022	543	169	443	374	13	4	42	0	2	8	100	80	0	0	0	0	11	9
		100.0%	31.1%	81.6%	68.9%	2.4%	0.7%	7.7%	0.0%	0.4%	1.5%	18.4%	14.7%	0.0%	0.0%	0.0%	0.0%	2.0%	1.7%
19.15	1024	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.15	1050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15	1052	70	10	63	60	0	0	1	0	0	2	7	6	0	0	0	0	1	0
		100.0%	14.3%	90.0%	85.7%	0.0%	0.0%	1.4%	0.0%	0.0%	2.9%	10.0%	8.6%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%
19.15	1053																		
19.15	1054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: USCB, 2010. Table P5 accessed September 22, 2015.

Table C-2. Household Income

Census Tract	Block Group	Average Household Size	Median Household Income	Total Households	Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$29,999	\$30,000 to \$34,999	\$35,000 to \$39,999	\$40,000 to \$44,999	\$45,000 to \$49,999	\$50,000 to \$59,999	\$60,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$124,999	\$125,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or More
17.33	1	2.74	\$138,295	817 100.0%	2 0.2%	25 3.1%	0 0.0%	0 0.0%	17 2.1%	0 0.0%	0 0.0%	17 2.1%	0 0.0%	10 1.2%	32 3.9%	127 15.5%	115 14.1%	143 17.5%	132 16.2%	197 24.1%
17.33	2	2.84	\$78,750	504 100.0%	19 3.8%	0 0.0%	12 2.4%	0 0.0%	20 4.0%	40 7.9%	39 7.7%	0 0.0%	19 3.8%	70 13.9%	23 4.6%	105 20.8%	47 9.3%	15 3.0%	24 4.8%	71 14.1%
17.37	1	2.35	\$70,536	454 100.0%	0 0.0%	0 0.0%	15 3.3%	64 14.1%	23 5.1%	16 3.5%	0 0.0%	68 15.0%	13 2.9%	25 5.5%	59 13.0%	22 4.8%	36 7.9%	33 7.3%	26 5.7%	54 11.9%
17.37	3	2.55	\$118,264	1,571 100.0%	16 1.0%	74 4.7%	15 1.0%	15 1.0%	26 1.7%	11 0.7%	36 2.3%	83 5.3%	47 3.0%	36 2.3%	36 2.3%	241 15.3%	198 12.6%	252 16.0%	236 15.0%	249 15.8%
17.38	1	2.58	\$81,019	406 100.0%	45 11.1%	28 6.9%	0 0.0%	13 3.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	19 4.7%	25 6.2%	50 12.3%	80 19.7%	25 6.2%	105 25.9%	16 3.9%	0 0.0%
17.38	3	2.41	\$113,824	404 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	35 8.7%	0 0.0%	0 0.0%	0 0.0%	36 8.9%	81 20.0%	78 19.3%	19 4.7%	66 16.3%	89 22.0%
17.49	1	2.29	\$90,296	528 100.0%	36 6.8%	15 2.8%	58 11.05	0 0.0%	0 0.0%	13 2.5%	15 2.8%	15 2.8%	32 6.1%	15 2.8%	43 8.1%	101 19.1%	87 16.5%	29 5.5%	50 9.5%	19 3.6%
17.49	2	2.80	\$80,917	323 100.0%	0 0.0%	0 0.0%	12 3.7%	29 9.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	38 11.8%	40 12.4%	93 28.8%	26 8.0%	45 13.9%	23 7.1%	17 5.3%
17.49	3	2.01	\$58,274	820 100.0%	45 5.5%	80 9.8%	10 1.2%	13 1.6%	10 1.2%	0 0.0%	81 9.9%	51 6.2%	45 5.5%	104 12.7%	79 9.6%	164 20.0%	100 12.2%	0 0.0%	38 4.6%	0 0.0%
17.49	4	1.28	\$57,434	1,011 100.0%	15 1.5%	28 2.8%	24 2.4%	105 10.4%	52 5.1%	11 1.1%	75 7.4%	70 6.9%	31 3.1%	116 11.5%	140 13.8%	97 9.6%	96 9.5%	72 7.1%	79 7.8%	0 0.0%
17.50	1	1.28	\$62,685	610 100.0%	31 5.1%	6 1.0%	9 1.5%	16 2.6%	16 2.6%	31 5.1%	26 4.3%	34 5.6%	6 1.0%	114 18.7%	140 23.0%	72 11.8%	82 13.4%	12 2.0%	15 2.5%	0 0.0%
17.50	2	2.57	\$66,500	566 100.0%	33 5.8%	31 5.5%	2 0.4%	37 6.5%	0 0.0%	52 9.2%	61 10.8%	21 3.7%	14 2.5%	10 1.8%	46 8.1%	25 4.4%	81 14.3%	42 7.4%	41 7.2%	70 12.4%
17.68	1	2.21	\$74,352	608 100.0%	0 0.0%	0 0.0%	0 0.0%	13 2.1%	17 2.8%	0 0.0%	91 15.0%	52 8.6%	29 4.8%	31 5.1%	78 12.8%	71 11.7%	45 7.4%	42 6.9%	58 9.5%	81 13.3%
17.69	1	2.39	\$61,840	623 100.0%	29 4.7%	19 3.0%	0 0.0%	0 0.0%	24 3.9%	67 10.8%	15 2.4%	9 1.4%	16 2.6%	106 17.0%	107 17.2%	74 11.9%	39 6.3%	54 8.7%	29 4.7%	35 5.6%
17.69	2	2.58	\$93,690	1,488 100.0%	51 3.4%	14 0.9%	24 1.6%	66 4.4%	21 1.4%	80 5.4%	18 1.2%	0 0.0%	34 2.3%	57 3.8%	178 12.0%	288 19.4%	305 20.5%	127 8.5%	111 7.5%	114 7.7%
19.08	2	2.73	\$75,203	2,062 100.0%	105 5.1%	60 2.9%	36 1.7%	170 8.2%	57 2.8%	85 4.1%	141 6.8%	38 1.8%	0 0.0%	114 5.5%	222 10.8%	219 10.6%	278 13.5%	90 4.4%	230 11.2%	217 10.5%
19.14	1	2.47	\$74,236	1,175 100.0%	134 11.4%	0 0.0%	0 0.0%	15 1.3%	42 3.6%	10 0.9%	18 1.5%	55 4.7%	44 3.7%	137 11.7%	138 11.7%	83 7.1%	99 8.4%	58 4.9%	99 8.4%	243 20.7%

Census Tract	Block Group	Average Household Size	Median Household Income	Total Households	Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$29,999	\$30,000 to \$34,999	\$35,000 to \$39,999	\$40,000 to \$44,999	\$45,000 to \$49,999	\$50,000 to \$59,999	\$60,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$124,999	\$125,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or More
19.14	2	2.65	\$171,806	323 100.0%	0 0.0%	19 5.9%	0 0.0%	8 2.5%	31 9.6%	52 16.1%	11 3.4%	84 26.0%	118 36.5%							
19.14	3	1.87	\$72,371	1,275 100.0%	0 0.0%	78 6.1%	36 2.8%	62 4.9%	73 5.7%	95 7.5%	15 1.2%	64 5.0%	0 0.0%	122 9.6%	103 8.1%	191 15.0%	151 11.8%	38 3.0%	189 14.8%	58 4.5%
19.15	1	2.02	\$70,875	805 100.0%	22 2.7%	61 7.6%	65 8.1%	2 0.2%	29 3.6%	38 4.7%	12 1.5%	25 3.1%	37 4.6%	60 7.5%	98 12.2%	125 15.5%	48 6.0%	111 13.8%	29 3.6%	43 5.3%

Source USCB, 2016. American Community Survey Table B19001, B19013, and B25010. Accessed February 24, 2016.

Table C-3. Sex and Age

Census Tract	Block Group	Total	Males	Females	Under 5 years	5 to 9 years	10 to 14 years	15 to 17 years	18 and 19 years	20 years	21 years	22 to 24 years	25 to 29 years	30 to 34 years	35 to 39 years	40 to 44 years	45 to 49 years	50 to 54 years	55 to 59 years	60 and 61 years	62 to 64 years	65 and 66 years	67 to 69 years	70 to 74 years	75 to 79 years	80 to 84 years	85 years and over
17.33	1	2,375 100.0%	1,177 49.6%	1,198 50.4%	107 4.5%	137 5.8%	175 7.4%	112 4.7%	56 2.4%	17 0.7%	19 0.8%	43 1.8%	86 3.6%	81 3.4%	110 4.6%	149 6.3%	238 10.0%	259 10.9%	271 11.4%	70 2.9%	116 4.9%	48 2.0%	81 3.4%	74 3.1%	43 1.8%	47 2.0%	36 1.5%
17.33	2	893 100.0%	449 50.3%	444 49.7%	43 4.8%	61 6.8%	68 7.6%	33 3.7%	27 3.0%	3 0.3%	5 0.6%	20 2.2%	30 3.4%	36 4.0%	46 5.2%	63 7.1%	78 8.7%	94 10.5%	86 9.6%	27 3.0%	38 4.3%	22 2.5%	15 1.7%	38 4.3%	29 3.2%	17 1.9%	14 1.6%
17.37	1	967 100.0%	477 49.3%	490 50.7%	66 6.8%	76 7.9%	66 6.8%	48 5.0%	13 1.3%	8 0.8%	4 0.4%	17 1.8%	46 4.8%	66 6.8%	76 7.9%	81 8.4%	94 9.7%	90 9.3%	91 9.4%	17 1.8%	30 3.1%	8 0.8%	16 1.7%	25 2.6%	10 1.0%	11 1.1%	8 0.8%
17.37	3	3,999 100.0%	1,925 48.1%	2,074 51.9%	364 9.1%	367 9.2%	276 6.9%	131 3.3%	70 1.8%	33 0.8%	19 0.5%	100 2.5%	181 4.5%	320 8.0%	451 11.3%	428 10.7%	338 8.5%	291 7.3%	191 4.8%	69 1.7%	120 3.0%	57 1.4%	51 1.3%	65 1.6%	32 0.8%	24 0.6%	21 0.5%
17.38	1	978 100.0%	499 51.0%	479 49.0%	77 7.9%	62 6.3%	51 5.2%	38 3.9%	19 1.9%	6 0.6%	3 0.3%	20 2.0%	61 6.2%	81 8.3%	91 9.3%	89 9.1%	87 8.9%	91 9.3%	85 8.7%	23 2.4%	22 2.2%	8 0.8%	20 2.0%	23 2.4%	6 0.6%	9 0.9%	6 0.6%
17.38	3	1,263 100.0%	627 49.6%	636 50.4%	76 6.0%	90 7.1%	97 7.7%	68 5.4%	24 1.9%	11 0.9%	8 0.6%	23 1.8%	53 4.2%	88 7.0%	80 6.3%	102 8.1%	117 9.3%	118 9.3%	127 10.1%	37 2.9%	46 3.6%	10 0.8%	25 2.0%	22 1.7%	13 1.0%	18 1.4%	10 0.8%
17.49	1	1,330 100.0%	596 44.8%	734 55.2%	64 4.8%	66 5.0%	78 5.9%	43 3.2%	28 2.1%	9 0.7%	16 1.2%	24 1.8%	89 6.7%	86 6.5%	96 7.2%	92 6.9%	95 7.1%	111 8.3%	120 9.0%	34 2.6%	48 3.6%	26 2.0%	30 2.3%	35 2.6%	38 2.9%	47 3.5%	55 4.1%
17.49	2	1,025 100.0%	507 49.5%	518 50.5%	70 6.8%	64 6.2%	64 6.2%	52 5.1%	16 1.6%	12 1.2%	4 0.4%	32 3.1%	89 8.7%	106 10.3%	87 8.5%	63 6.1%	74 7.2%	89 8.7%	86 8.4%	27 2.6%	31 3.0%	11 1.1%	19 1.9%	8 0.8%	15 1.5%	4 0.4%	2 0.2%
17.49	3	1,973 100.0%	1,030 52.2%	943 47.8%	149 7.6%	119 6.0%	101 5.1%	42 2.1%	36 1.8%	22 1.1%	32 1.6%	189 9.6%	411 20.8%	295 15.0%	190 9.6%	121 6.1%	89 4.5%	63 3.2%	55 2.8%	16 0.8%	17 0.9%	6 0.3%	3 0.2%	4 0.2%	3 0.2%	4 0.2%	6 0.3%
17.49	4	1,661 100.0%	770 46.4%	891 53.6%	68 4.1%	59 3.6%	51 3.1%	28 1.7%	16 1.0%	18 1.1%	24 1.4%	150 9.0%	355 21.4%	238 14.3%	124 7.5%	95 5.7%	78 4.7%	104 6.3%	87 5.2%	35 2.1%	38 2.3%	17 1.0%	17 1.0%	15 0.9%	15 0.9%	14 0.8%	15 0.9%
17.50	1	1,184 100.0%	606 51.2%	578 48.8%	39 3.3%	26 2.2%	17 1.4%	13 1.1%	10 0.8%	4 0.3%	19 1.6%	169 14.3%	370 31.3%	191 16.1%	93 7.9%	45 3.8%	56 4.7%	49 4.1%	43 3.6%	8 0.7%	5 0.4%	3 0.3%	7 0.6%	7 0.6%	3 0.3%	4 0.3%	3 0.3%
17.50	2	1,763 100.0%	904 51.3%	859 48.7%	145 8.2%	138 7.8%	111 6.3%	57 3.2%	46 2.6%	26 1.5%	23 1.3%	131 7.4%	203 11.5%	177 10.0%	151 8.6%	119 6.7%	99 5.6%	76 4.3%	88 5.0%	34 1.9%	36 2.0%	22 1.2%	26 1.5%	16 0.9%	20 1.1%	9 0.5%	10 0.6%
17.68	1	1,469 100.0%	714 48.6%	755 51.4%	49 3.3%	66 4.5%	75 5.1%	65 4.4%	43 2.9%	11 0.7%	12 0.8%	32 2.2%	58 3.9%	56 3.8%	65 4.4%	88 6.0%	142 9.7%	152 10.3%	170 11.6%	44 3.0%	66 4.5%	25 1.7%	49 3.3%	41 2.8%	53 3.6%	39 2.7%	68 4.6%
17.69	1	1,735 100.0%	832 48.0%	903 52.0%	108 6.2%	104 6.0%	93 5.4%	61 3.5%	36 2.1%	14 0.8%	15 0.9%	63 3.6%	136 7.8%	125 7.2%	135 7.8%	139 8.0%	131 7.6%	156 9.0%	140 8.1%	53 3.1%	45 2.6%	25 1.4%	39 2.2%	34 2.0%	35 2.0%	28 1.6%	20 1.2%
17.69	2	3,639 100.0%	1,829 50.3%	1,810 49.7%	275 7.6%	262 7.2%	195 5.4%	142 3.9%	72 2.0%	25 0.7%	23 0.6%	78 2.1%	170 4.7%	305 8.4%	293 8.1%	283 7.8%	319 8.8%	370 10.2%	300 8.2%	107 2.9%	115 3.2%	53 1.5%	71 2.0%	83 2.3%	54 1.5%	23 0.6%	21 0.6%
19.08	2	5,061 100.0%	2,513 49.7%	2,548 50.3%	512 10.1%	400 7.9%	297 5.9%	165 3.3%	80 1.6%	54 1.1%	69 1.4%	299 5.9%	593 11.7%	665 13.1%	496 9.8%	377 7.4%	301 5.9%	236 4.7%	208 4.1%	51 1.0%	69 1.4%	29 0.6%	43 0.8%	56 1.1%	29 0.6%	16 0.3%	16 0.3%
19.14	1	2,802 100.0%	1,382 49.3%	1,420 50.7%	190 6.8%	218 7.8%	244 8.7%	91 3.2%	36 1.3%	14 0.5%	23 0.8%	130 4.6%	273 9.7%	224 8.0%	251 9.0%	243 8.7%	265 9.5%	198 7.1%	139 5.0%	50 1.8%	59 2.1%	35 1.2%	30 1.1%	33 1.2%	23 0.8%	17 0.6%	16 0.6%
19.14	2	1,043 100.0%	517 49.6%	526 50.4%	78 7.6%	97 9.3%	73 7.0%	35 3.3%	13 1.2%	0 0.0%	3 0.3%	13 1.2%	32 3.0%	59 5.6%	87 8.2%	92 8.8%	97 9.3%	95 9.1%	76 7.2%	35 3.3%	60 5.7%	29 2.7%	28 2.6%	16 1.5%	7 0.7%	12 1.1%	6 0.6%

Census Tract	Block Group	Total	Males	Females	Under 5 years	5 to 9 years	10 to 14 years	15 to 17 years	18 and 19 years	20 years	21 years	22 to 24 years	25 to 29 years	30 to 34 years	35 to 39 years	40 to 44 years	45 to 49 years	50 to 54 years	55 to 59 years	60 and 61 years	62 to 64 years	65 and 66 years	67 to 69 years	70 to 74 years	75 to 79 years	80 to 84 years	85 years and over
		100.0%	49.6%	50.4%	7.5%	9.3%	7.0%	3.4%	1.2%	0.0%	0.3%	1.2%	3.1%	5.7%	8.3%	8.8%	9.3%	9.1%	7.3%	3.4%	5.8%	2.8%	2.7%	1.5%	0.7%	1.2%	0.6%
19.14	3	2,168	1015	1,153	94	87	114	55	20	12	9	69	198	197	166	135	162	153	162	58	77	41	43	45	61	68	142
		100.0%	46.8%	53.2%	4.3%	4.0%	5.3%	2.5%	0.9%	0.6%	0.4%	3.2%	9.1%	9.1%	7.7%	6.2%	7.5%	7.1%	7.5%	2.7%	3.6%	1.9%	2.0%	2.1%	2.8%	3.1%	6.5%
19.15	1	1,469	691	778	51	62	53	34	29	7	19	78	178	138	92	72	82	87	90	34	39	21	34	42	43	59	125
		100.0%	47.0%	53.0%	3.5%	4.2%	3.6%	2.3%	2.0%	0.5%	1.3%	5.3%	12.1%	9.4%	6.3%	4.9%	5.6%	5.9%	6.1%	2.3%	2.7%	1.4%	2.3%	2.9%	2.9%	4.0%	8.5%

USCB, 2010. Table P12

Table C-4. Industry

Census Tract	Block Group	In Labor Force			Civilian		Civilian Employed												
		Total	Armed Forces	Civilian	Unemployed	Employed	Agriculture, Forestry, Fishing and Hunting, and Mining	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation and Warehousing, and Utilities	Information	Finance and Insurance, Real Estate, and Rental and Leasing	Professional, Scientific, Management, Administrative, and Waste Management Services	Educational Services, Health Care, and Social Services	Arts, Entertainment, Recreation, Accommodation, and Food Services	Other Services except Public Administration	Public Administration
17.33	1	1,176	0 0.0%	1,176 100.0%	76 6.5%	1,100 93.5%	11 1.0%	32 2.9%	105 9.5%	7 0.6%	75 6.8%	36 3.3%	32 2.9%	69 6.3%	297 27.0%	302 27.5%	13 1.2%	31 2.8%	90 8.2%
17.33	2	693	0 0.0%	693 100.0%	45 6.5%	648 93.5%	0 0.0%	99 15.3%	77 11.9%	0 0.0%	14 2.2%	41 6.3%	31 4.8%	32 4.9%	101 15.6%	88 13.6%	87 13.4%	52 8.0%	26 4.0%
17.37	1	689	0 0.0%	689 100.0%	0 0.0%	689 100.0%	16 2.3%	0 0.0%	38 5.5%	52 7.5%	38 5.5%	39 5.7%	0 0.0%	36 5.2%	185 26.9%	90 13.1%	78 11.3%	85 12.3%	32 4.6%
17.37	3	2,161	0 0.0%	2,161 100.0%	94 4.3%	2,067 95.7%	18 0.9%	109 5.3%	240 11.6%	49 2.4%	204 9.9%	139 6.7%	67 3.2%	168 8.1%	343 16.6%	451 21.8%	136 6.6%	26 1.3%	117 5.7%
17.38	1	664	0 0.0%	664 100.0%	105 15.8%	559 84.2%	0 0.0%	17 3.0%	84 15.0%	22 3.9%	37 6.6%	17 3.0%	0 0.0%	74 13.2%	71 12.7%	161 28.8%	62 11.1%	0 0.0%	14 2.5%
17.38	3	585	0 0.0%	585 100.0%	18 3.1%	567 96.9%	22 3.9%	23 4.1%	113 19.9%	0 0.0%	23 4.1%	20 3.5%	20 3.5%	55 9.7%	87 15.3%	127 22.4%	14 2.5%	0 0.0%	63 11.1%
17.49	1	709	0 0.0%	709 100.0%	95 13.4%	614 86.6%	0 0.0%	15 2.4%	29 4.7%	51 8.3%	23 3.7%	1 0.2%	51 8.3%	47 7.7%	89 14.5%	68 11.1%	100 16.3%	0 0.0%	140 22.8%
17.49	2	641	0 0.0%	641 100.0%	62 9.7%	579 90.3%	0 0.0%	15 2.6%	107 18.5%	0 0.0%	115 19.9%	34 5.9%	10 1.7%	31 5.4%	60 10.4%	125 21.6%	67 11.6%	15 2.6%	0 0.0%
17.49	3	1,000	0 0.0%	1,000 100.0%	71 7.1%	929 92.9%	0 0.0%	0 0.0%	126 13.6%	0 0.0%	131 14.1%	9 1.0%	32 3.4%	18 1.9%	202 21.7%	193 20.8%	97 10.4%	45 4.8%	76 8.2%
17.50	1	675	0 0.0%	675 100.0%	15 2.2%	660 97.8%	11 1.7%	17 2.6%	90 13.6%	0 0.0%	55 8.3%	8 1.2%	92 13.9%	20 3.0%	119 18.0%	55 8.3%	69 10.5%	73 11.1%	51 7.7%
17.50	2	762	0 0.0%	762 100.0%	37 4.9%	725 95.1%	7 1.0%	68 9.4%	20 2.8%	14 1.9%	12 1.7%	5 0.7%	14 1.9%	38 5.2%	140 19.3%	177 24.4%	156 21.5%	33 4.6%	41 5.7%
17.50	3	1,853	0 0.0%	1,853 100.0%	73 3.9%	1,780 96.1%	0 0.0%	94 5.3%	188 10.6%	20 1.1%	184 10.3%	17 1.0%	0 0.0%	100 5.6%	383 21.5%	443 24.9%	143 8.0%	52 2.9%	156 8.8%
17.68	1	774	0 0.0%	774 100.0%	51 6.6%	723 93.4%	0 0.0%	77 10.7%	48 6.6%	99 13.7%	71 9.8%	37 5.1%	16 2.2%	94 13.0%	107 14.8%	80 11.1%	17 2.4%	18 2.5%	59 8.2%
17.69	1	779	0 0.0%	779 100.0%	27 3.5%	752 96.5%	0 0.0%	65 8.6%	49 6.5%	32 4.3%	52 6.9%	0 0.0%	25 3.3%	20 2.7%	134 17.8%	209 27.8%	51 6.8%	47 6.3%	68 9.0%

Census Tract	Block Group	In Labor Force			Civilian		Civilian Employed												
		Total	Armed Forces	Civilian	Unemployed	Employed	Agriculture, Forestry, Fishing and Hunting, and Mining	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation and Warehousing, and Utilities	Information	Finance and Insurance, Real Estate, and Rental and Leasing	Professional, Scientific, Management, Administrative, and Waste Management Services	Educational Services, Health Care, and Social Services	Arts, Entertainment, Recreation, Accommodation, and Food Services	Other Services except Public Administration	Public Administration
17.69	2	2,297	0 0.0%	2,297 100.0%	36 1.6%	2,261 98.4%	4 0.2%	127 5.6%	170 7.5%	14 0.6%	215 9.5%	8 0.4%	37 1.6%	177 7.8%	397 17.6%	745 33.0%	58 2.6%	95 4.2%	214 9.5%
19.08	2	3,318	0 0.0%	3,318 100.0%	271 8.2%	3,047 91.8%	47 1.5%	143 4.7%	301 9.9%	44 1.4%	352 11.6%	204 6.7%	52 1.7%	411 13.5%	569 18.7%	264 8.7%	235 7.7%	300 9.8%	125 4.1%
19.14	1	1,577	0 0.0%	1,577 100.0%	14 0.9%	1,563 99.1%	88 5.6%	0 0.0%	99 6.3%	13 0.8%	97 6.2%	0 0.0%	12 0.8%	102 6.5%	467 29.9%	474 30.3%	91 5.8%	18 1.2%	102 6.5%
19.14	2	588	0 0.0%	588 100.0%	46 7.8%	542 92.2%	0 0.0%	23 4.2%	80 14.8%	0 0.0%	31 5.7%	9 1.7%	0 0.0%	0 0.0%	160 29.5%	142 26.2%	57 10.5%	10 1.8%	30 5.5%
19.14	3	1,497	0 0.0%	1,497 100.0%	83 5.5%	1,414 94.5%	20 1.4%	25 1.8%	51 3.6%	62 4.4%	140 9.9%	23 1.6%	99 7.0%	101 7.1%	231 16.3%	474 33.5%	54 3.8%	55 3.9%	79 5.6%
19.15	1	950	0 0.0%	950 100.0%	6 0.6%	944 99.4%	0 0.0%	16 1.7%	189 20.0%	0 0.0%	49 5.2%	9 1.0%	19 2.0%	72 7.6%	146 15.5%	236 25.0%	103 10.9%	78 8.3%	27 2.9%

USCB, 2016. American Community Survey Table B23025 and Table C24030

Table C-5. Languages Spoken at Home

Languages	Census Tracts										Study Area
	17.33	17.37	17.38	17.49	17.50	17.68	17.69	19.08	19.14	19.15	
Total Speakers (5 and over)	3,352 100.0%	9,622 100.0%	6,207 100.0%	5,242 100.0%	4,608 100.0%	4,994 100.0%	4,952 100.0%	8,175 100.0%	5,947 100.0%	1,614 100.0%	
Speaks only English	2,803 82.4%	8,220 82.0%	5,055 82.6%	4,031 73.0%	3,439 74.7%	4,748 90.2%	4,065 84.4%	6,039 73.5%	5,220 85.8%	1,344 78.9%	44,964 82.2%
Spanish or Spanish Creole	486 14.7%	577 7.4%	936 12.0%	434 8.2%	948 19.9%	145 7.3%	489 8.0%	1,317 16.9%	371 8.9%	172 15.6%	
Speaks English less than “very well	232 6.3%	93 0.8%	290 1.3%	122 0.4%	543 6.4%	0 0.0%	34 0.0%	507 5.4%	28 0.0%	82 0.0%	1,931 3.5%
Other Indo-European Languages	61 1.8%	135 1.4%	149 2.4%	444 8.5%	149 3.2%	53 1.1%	181 3.7%	343 4.2%	131 2.2%	77 4.8%	
Speaks English less than “very well	31 0.9%	55 0.6%	0 0.0%	129 2.5%	36 0.8%	7 0.1%	9 0.2%	54 0.7%	13 0.2%	3 0.2%	337 0.6%

	Census Tracts										Study Area
	17.33	17.37	17.38	17.49	17.50	17.68	17.69	19.08	19.14	19.15	
Asian and Pacific Island Languages	2 0.1%	690 7.2%	50 1.5%	333 7.6%	65 1.9%	39 0.8%	217 4.4%	444 4.4%	225 3.3%	21 0.7%	
Speak English less than "very well"	2 0.1%	314 3.3%	10 0.2%	68 1.3%	12 0.3%	15 0.3%	125 2.5%	194 2.4%	62 1.0%	5 0.3%	807 1.5%
Other Unspecified Languages	0 0.0%	0 0.0%	17 0.3%	0 0.0%	7 0.2%	9 0.2%	0 0.0%	32 0.4%	0 0.0%	0 0.0%	
Speaks English less than "very well"	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

USCB 2016. American Community Survey Table B16004