



Form Community Impacts Assessment Technical Report

Project Name: I-35 Capital Express North Project

Control Section Job Number (CSJ): 0015-10-062 & 0015-13-389

Report Date: 02/25/2021

District: Austin

County(ies): Travis and Williamson

Let Date: 06/2022

Project Classification: Environmental Assessment

Report Version

Draft ☐

Revised ☐

Final ☒

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

A. Project Screening

Would the proposed project involve ANY of the following conditions?

- Creation of a new grade separation that is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway, which does not result in a multi-level interchange).
- Displacements are limited to structures that appear to be unoccupied or otherwise unused.
- Expansion of the roadway pavement by the width of one vehicle lane or more, but the expansion is limited to a project area with at least one of the following main characteristics:
 - Rural projects - characterized by scattered residences, sparse population overall, and has limited pedestrian activity adjacent to the project area
 - Development is predominately industrial or agricultural
 - Widening roadway approaches for bridge work
- Construction of a new - or extension of an existing - raised median or median barrier where at least one of the following project descriptions is true:
 - Does not deny access to any driveways or cross streets (although travel patterns may still be impacted)
 - Does not continue longer than 3 miles without a break or crossover
 - Does not occur in front of a school or emergency responder dispatch location such as police stations, fire stations, or hospital emergency room (not to include standalone urgent care centers not associated with a traditional hospital)

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

☐ Other ***Consult ENV SME** to determine what level of documentation is required. After contacting, if the SME concurs that a summary statement is sufficient for this project, fill in the summary in the space provided below and leave this box checked.*

☐ Yes *If there is a reason to believe that the project would have the potential to result in adverse temporary or permanent impacts to community resources, proceed to **Section B**. Otherwise, provide a brief summary of why community impacts are not anticipated in the text box below to conclude the analysis. **Do not complete the remainder of this Community Impacts Assessment Technical Report Form.***

Summary Statement

<Insert Text Here>

Prepared by: <Name, Title>

B. Community Study Area

Please answer all of the following questions in full sentences and proceed to **Section C**.

1. **Describe the overall objective of the improvements (e.g., to reduce congestion at an intersection, to improve operational efficiency, etc.).**

As is included in the Capital Area Metropolitan Planning Organization (CAMPO) 2040 Regional Transportation Plan (2015), Interstate Highway 35 (I-35) is ranked at the top of Texas Department of Transportation's (TxDOT) list of 100 most congested road segments in the state. The proposed project is anticipated to improve safety and mobility. In order to achieve this, the proposed project would extend approximately 11.5 miles along I-35 from State Highway 45 North (SH 45N) in Williamson County to US Highway 290 East (US 290E) in Travis County and would include adding one non-tolled high-occupancy vehicle managed lane in each direction, reconstructing six bridges, constructing a Diverging Diamond Intersection (DDI) at Wells Branch Parkway, adding pedestrian and bicycle paths, and making additional safety and mobility improvements within the project limits.

2. **Define the Community Study Area by identifying community study area boundaries, and describe the methodology used for developing the community study area (i.e. explain the reasoning for why the study area boundaries are appropriate for the project).**

Attach a map showing the community study area, the location of the project limits, as well as the locations of all community facilities within the study area (e.g., schools, places of worship, health care facilities, recreation centers, social services, libraries, emergency services, etc.).

The boundaries of the community study area consist of census blocks that are adjacent to the project area. The census blocks are located in the cities of Austin, Round Rock, and Wells Branch Municipal Utility District primarily within Travis County. However, census blocks at and north of SH 45N are located in Williamson County. The community study area consists of the census geographies that would most likely experience access, travel pattern, and community cohesion impacts as a result of the proposed project.

3. **Describe existing land use and community character.**

The proposed project passes through the I-35 commercial corridor and includes suburban communities that are part of the Austin Urbanized Area. Uses include motels, restaurants, retail, light industrial, and multifamily residential. Commercial uses include but are not limited to, retail shops, restaurants, hotels/motels, commercial strip centers, automobile repair shops, and gasoline service stations. High-density residential neighborhoods and apartment complexes are also located adjacent to the roadway. Multiple community facilities are located adjacent to the proposed project and include parks, two cemeteries, multiple places of worship, schools and daycares, urgent cares, and government offices.



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4. Identify community facilities within the community study area by listing and describing them in the table below. Use this table to inform what is included in the map, described in B.2 above.

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
<#>	See Table in Attachments	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
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C. Demographics

Attach tables and maps to this Community Impacts Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, and income. The TxDOT Census Data Tool includes all of this information in its screening report. Include other demographic data as appropriate, such as employment, disability, and age data for the community study area. A template demographics table is provided as Appendix A of this form found in the CIA Toolkit. Following completion of this section, proceed to **Section D**.

1. What data sources were used?

- ☒ U.S. Census Bureau
- ☒ American Community Survey (ACS)
- ☐ Texas Demographics Center
- ☒ Texas Education Agency – “Texas Academic Performance Reports”
- ☒ Site Visit – Date of Site Visit: November 2019, March and November, 2020
- ☒ Current and/or historic aerial photographs
- ☐ Other <Insert Text>

2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45-percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances. Attach a map of these EJ census areas.

Of the 295 census blocks within the study area, 100 are populated; 65 of the populated blocks have minority populations that account for 50 percent or more of the total population of the blocks. Compared to the minority population of block groups, the next largest census geography, most of the blocks show a similar percentage. The Census Geographies Map shows the location of these census blocks. The minority population makes up 77.3 percent of the total study area census block population, with the Hispanic or Latino population making up the largest portion of that percentage

at 58.4 percent followed by Black or African American (13.2 percent), Asian (3.6 percent), Two or More Races (1.6 percent), American Indian and Alaska Native and Some Other Race (0.2 percent) and Native Hawaiian and Other Pacific Islander (0.1 percent). Table 1 in the attachments provides the complete race and ethnicity data for populated study area blocks. Environmental Justice (EJ) blocks and block groups (i.e., census geographies that have a minority population 50 percent or greater or those that have a median household income at or below the DHHS Poverty level) are highlighted.

3. What is the current U.S. Department of Health and Human Services (HHS) poverty level for a family of four, and what year is this based on?

The 2021 poverty level for a family of four is \$26,500.

4. How many of the census geographies show a median household income below the HHS poverty level? What are the median incomes of each those census geographies? If there are more than four block groups in the study area, list the range of incomes (e.g., Median income in the study area ranges from \$32,415 to \$47,651). Median household income should be evaluated at the block group level if available. Attach a map of these EJ census areas.

One block group within or intersecting the study area (Block Group 2 of Census Tract 18.33) has a median household income (MHI) below the HHS poverty level at \$26,500. The Census Geographies Map in the attachments shows the location of this low-income EJ Block Group. The rest of the block groups within the study area have a wide range of median income from \$30,350 to \$95,298. Table 2 in the attachments includes the median incomes for households in the study area.

5. Do any of the census geographies show the presence of persons who speak English “less than very well?” Which languages are spoken by those with limited English proficiency? Language spoken should be evaluated at the block group level if available.

The majority of the block groups in the study area have notable populations with limited English proficiency (LEP). The percentage of LEP populations range from 4.1 percent in Census Tract 18.32 Block Group 2 to 58.4 percent in Census Tract 18.06 Block Group 1. Spanish speakers make up the majority of LEP persons with 16.8 percent of the total followed by Asian and Pacific Islander (3.0 percent), Indo-European (1.8 percent), and Other (1.4 percent). All but one of the block groups have an LEP population of 5 percent or greater, which is the Safe Harbor threshold for providing written translation of vital documents. There are 11 block groups that have an LEP population of 25 percent or greater and the study area as a whole has an LEP population of 22.9 percent.

D. Site Visit

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

1. **Was a site visit conducted? If so, indicate when the site visit was conducted, attach documentation (including notes and photographs) from the field visit, and complete the rest of Section D.**

A site visit should be conducted for most projects within a reasonable time frame to provide accurate and timely information. If not, explain why site visit was either not conducted at all or was conducted outside of the general time period as this form.

Yes, a site visit was conducted in November 2019. Follow-up site visits were done in March 2020 and November 2020. Photos from the site visits are located in the attachments.

2. **Were there signs observed in languages other than English? Describe the language(s) observed as well as the frequency and general location of signs in other languages (e.g., throughout the community study area, concentrated in a particular vicinity, etc.).**

Yes, there were signs and advertisements throughout the study area that were in Spanish for businesses and places of worship. There were also Indo-European advertisements located on the building that contains the Shahi grocery store and café at the southeast corner of Parmer Lane and Lamar Boulevard.

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

Yes. There were multiple places of worship that primarily serve Hispanic and Latino populations. There was also a Hare Krishna Temple that serves a Hindu population. There were also many businesses that serve specific populations. Most of these serve Hispanic and Latino populations; however, there are others. There is a Burmese Store, an Africarib Market that caters to African and Caribbean populations, and an Indian supermarket.

4. **Were there observable signs of persons with disabilities, such as ramps on homes or public transportation vehicles, or stops specifically designed for persons with disabilities?**

There were no ramps on homes observed during the site visit; however, there were multiple people in wheelchairs throughout the study area. There is a low-income apartment complex that offers special needs units.

- 5. Were there signs of other vulnerable populations (including children and elderly persons), such as the presence of daycares, elementary schools, or assisted living facilities?**

Yes, there were multiple schools and daycares within the study area.

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

Yes, there was an apartment complex, Spring Terrace, that offers affordable housing for single adults with on-site support services. Multiple homeless camps were observed during a site visit in March 2020 around Walnut Creek.

- 7. Were there signs of other modes of transportation, such as bus stops, train stations, or designated bicycle lanes or bicycle lane signage? Did you observe cyclists in the area? Are there sidewalks or trails? Did you observe dirt pathways from pedestrian activity adjacent to the proposed facility? If any of these signs are present, please describe their location and extent and show on a map, if necessary.**

Yes, there are bus stops, buses, bicycle lanes, and sidewalks throughout the study area. There is the Capital Metro Tech Ridge Park and Ride in the Parmer Center south of Howard Lane. Bicycle lanes are located on cross streets to I-35 and sidewalks are located on cross streets as well as along I-35 frontage roads. No bicyclists were observed using the facilities during the site visit, but there were a few pedestrians seen throughout the study area. Goat paths were observed in a few areas where sidewalks are not present.

- 8. Based on the observations made during the site visit and the data provided in Sections B and C, summarize the general character of the community study area. Consider the present condition as well as the overall development trends within the community study area.**

The general character of the study area is commercial, including multiple strip malls and large shopping centers, and light industrial developments primarily around I-35. In addition, construction of new apartment buildings and retail businesses was observed during the site visits. The study area is diverse with a minority population of over 75 percent. There are numerous businesses and places of worship that serve minority populations along the corridor. These are primarily Hispanic or Latino, however, there are also some that serve Asian populations.

E. Public Involvement

*Following completion of this section, proceed to **Section F**. Attempts should be made to integrate public involvement throughout the NEPA process. If timelines or other factors affect the possibility of conducting public involvement before this CIA, it is recommended that public involvement documentation be shared with ENV SMEs at a later date.*

- 1. Please describe the public involvement efforts planned or previously carried out for the proposed project. If no public involvement is planned, briefly explain why and proceed to section F.**

Three open house public meetings have been conducted for the proposed project. Public Meeting #1 was held on August 22, 2016, Public Meeting #2 was held on February 2, 2017, and Public Meeting #3 was held on October 24, 2019. Meetings with Affected Property Owners (MAPOs) are scheduled to be held in March and April 2021. A public hearing is planned for May 2021.

- 2. If public involvement has already occurred or is ongoing, what type of feedback has been received from the public regarding the proposed project or other community-related issues (i.e., what is the general sentiment of the public regarding the proposed project).**

The project originally included a tolled express lane in each direction. Comments from the first and second public meeting were largely against the proposed tolled express lanes. Multiple people also recommended requiring trucks to travel on SH 130 to free up I-35 for general motorists. Many comments also called for the completion of flyovers at SH 45 and there were also concerns about including pedestrian and bicycle infrastructure so close to fast-paced traffic.

After the second public meeting, the project scope changed from tolled express lanes to non-tolled managed (HOV) lanes. The non-tolled managed lanes concept was presented at the third public meeting. The bulk of the comments received indicated support for variable-priced tolling for the proposed new lanes. Other comments received noted concerns for pedestrian and bicycle safety and access, and requests for other multimodal (i.e., transit) accommodations.

- 3. If public involvement has already occurred or is ongoing, and if feedback has been received from the public, how has this feedback been incorporated into the proposed project? Have attempts been made to address specific concerns of the public?**

The original project included a tolled lane in each direction; however, after receiving numerous comments that were against the tolled lanes, the project now includes non-tolled managed HOV lanes instead.

F. Displacements

Would the proposed project result in **any** potential displacements?

- ☐ No Proceed to **Section G**, Access and Travel Patterns.
- ☒ Yes Answer the questions in all applicable sections in F, then proceed to Section G. Check the types of displacements that apply:

<input type="checkbox"/>	Residential	Answer all questions in Section F.1 .
<input checked="" type="checkbox"/>	Commercial	Answer all questions in Section F.2 .
<input type="checkbox"/>	Other	Such as places of worship, community centers, or schools, answer all questions in Section F.3 .

1. Residential Displacements

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

<Insert Text Here>

- b. Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined? It should be noted that that costs associated with these properties are for analysis purposes only. Actual purchase price of acquired properties will be determined at the time of acquisition.

<Insert Text Here>

2. Commercial Displacements

If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only the questions below should be answered.

*If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** in the CIA Toolkit for guidance on how to further analyze economic impacts (unless there is reason to believe that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section).*

a. What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?

Businesses in the study area include restaurants, retail, distribution and warehouses, auto-related businesses such as gas stations, mechanic service stations, and car sales, and other retail stores, hotels, self-storage, and financial institutions.

b. Which businesses would potentially be displaced subject to final design considerations (including those that are impacted in a manner that would prevent them from continuing to operate because of loss of parking, removal of access, etc.)?

The businesses that would be displaced include GTO Auto Wheels, Pickup Heaven and offices for an unknown auto-related business (all located on Parcel ID 246690), A-1 Tires (Parcel ID 246691), and Thermo King of Austin (Parcel ID 246692). The buildings that are intersected by the proposed ROW are the main businesses on each parcel. Each parcel has additional buildings that appear to be used for storage on them that would not be displaced by the proposed ROW. There is another building on the parcel where A-1 Tires is located, Monte Carlo Social Club, that also would not be displaced. It should be noted that the Pickup Heaven building is located within the boundaries of parcel ID 246690, however, Travis CAD also lists Pickup Heaven as the property owners 'doing business as' of Parcel ID 246691.

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

These businesses are not unique to the area. Two tire shops would be displaced, however, there are approximately 14 other tire shops within the study area and more general auto repair shops. Pickup Heaven is a truck accessories store that

would be displaced and there are approximately seven other truck accessories stores within the study area. Thermo King of Austin is a sales, service, and parts dealership for transport temperature control systems. The nearest business that appears to offer the same type of service and equipment is approximately 15 miles to the north in Round Rock.

- d. Do these businesses serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

The affected businesses do not appear to serve a specific population.

- e. Have any business owners indicated that they would or would not relocate if the proposed project is implemented?** *Base your answer on any information that is already available, there is no need to poll business owners for the sole purpose of answering this question.*

Business owners have not been contacted and it is unknown if they would plan to relocate at this time.

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

Customers generally access these businesses by car. People may also access these businesses by bus, as there are bus stops located near the I-35/Rundberg Lane interchange and a sidewalk along the frontage road between Rundberg Lane and Showplace Lane just to the south of the displaced businesses.

- g. Are there replacement properties available for relocation of the businesses? Are there parcels available of comparable size, zoning, or special access needs (e.g., adjacent to a railroad)?**

The five businesses in question are zoned industrial or commercial. GTO Auto Wheels, unnamed auto-related business offices (name unknown), and Pickup Heaven are zoned industrial and are found on the same parcel, however, they can likely be separated. A-1 Tires and Thermo King of Austin are zoned commercial. These businesses are found on three parcels. The size of the parcels ranges from 1 acre to 2.5 acres. The parcels' land market value ranges from \$705,000 to \$1,645,000 according to the Travis Central Appraisal District (CAD). These businesses are being relocated because the proposed right of way intersects with

the buildings' current locations. The buildings are located as far back into the parcels as possible. Because they are losing parking space and because there is no room available for the buildings to be moved further back into the parcel, the businesses would likely not be able to stay on their current parcels. Some other areas exist where these businesses could relocate.

There are two undeveloped parcels found approximately 0.5 mile south of the businesses' current location. These two parcels are on the I-35/Hermitage Dr. intersection and are 0.5 acre and 0.65 acre in size. The undeveloped parcels are found adjacent to I-35, similar to the businesses' current parcels. According to Travis CAD, the market value for these land parcels ranges from \$165,000 to \$237,000. Both parcels are zoned to allow for automobile repair services.

There is one land parcel located off I-35 on Howard Lane. This parcel is approximately 5 miles away from the current business locations. Zoning for this location was not found, however, it is located between a gas station and a used car dealership. Although this site is not adjacent to I-35, it is less than 500 feet west of it. The parcel size is a little more than 1 acre. According to Travis CAD, the value of this parcel is \$444,000.

One piece of land is for sale approximately 6 miles north of these businesses' current location on Parmer Lane. The land sits 1 mile west of I-35 and is being sold for \$582,000, according to LoopNet, a commercial real estate site. This land is 1.78 acres, which is similar in size to the parcels the businesses are currently situated on. The zoning on this land allows for automotive repair services.

Another piece of land is being sold on Rundberg Lane, about 0.5 mile away from the businesses' current location. The land is 1.4 acres and is being sold for \$1.4 million according to LoopNet. The size of this lot is similar to the businesses' current parcels. The land is undeveloped and sits 800 feet west of I-35. The land is zoned to allow for commercial use, including automotive repair services.

Another parcel is being sold in Round Rock on Bowman Drive, located approximately 12 miles north of the businesses' current location. The land is found approximately 0.3 mile east of I-35. This land is 0.78 acre and is being sold for \$350,000 according to LoopNet. The land is undeveloped, is zoned to allow for vehicle repairs, and is similar in size to the businesses' current parcels.

There is also a lot of land that is zoned to allow for auto repair/auto service in Pflugerville at the intersection of SH 130 and SH 45 and along most of SH 130 going south from that point. Much of this land is undeveloped, including land found adjacent to SH 130. These are large parcels and would need to be subdivided to attain a parcel similarly sized to the businesses' current parcels. This area is found about 20 miles away from the businesses' current location; no market valuation was found for parcels in this area.

There are currently several existing parcels that could serve as replacements for these businesses, many of which are close to the businesses' current location and allow for automobile repair services. Large portions of undeveloped land in Pflugerville exist that are zoned to allow for automobile repair services. The parcels mentioned above could serve as replacement parcels for the displaced businesses.

3. Other Displacements

*Other displacements could include but are not limited to places of worship, community centers, or schools. If other displacements would occur, answer all of the questions in this section and proceed to **Section G**.*

- a. What non-residential and non-commercial displacements would potentially occur subject to final design considerations? Where are these facilities located?**

<Insert Text Here>

- b. Do the potentially displaced facilities serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

<Insert Text Here>

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

<Insert Text Here>

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

<Insert Text Here>

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

<Insert Text Here>

G. Access and Travel Patterns

Would the project result in **permanent change to or loss of existing access, creation of new access, or permanent change in travel patterns to any modes of transportation?**

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

☒ Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), **complete Section G.1. only** and proceed to **Section H**.
- If the project would be constructed on new location but would not create a new bypass or reliever route, **complete Section G.2. only** and proceed to **Section H**.
- If the project would create a new bypass or reliever route, **complete Sections G.2. and G.3.** and proceed to **Section H**.

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

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

All of the above modes were observed during the site visit to the study area; however, the predominant mode of access is by car.

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

I-35 is a major interstate that stretches from Duluth, Minnesota to Laredo, Texas. I-35 is a major thoroughfare through Austin and Round Rock as well as a congested route for through traffic and commuters in and around Austin. Bicycle lanes, when present, are located along cross streets; therefore, travelers of that mode are generally traveling east and west within the study area. Sidewalks are located along the majority of the corridor within the study area; however, there are portions where sidewalks are not located.

According to Longitudinal Employer Home Demographics, the areas from where most commuters to the study area travel from are Pflugerville (1,520 commuters), Cedar Park (1,402 commuters), San Antonio (810 commuters), Georgetown (787 commuters), Brushy Creek (666 commuters), Leander (493 commuters), Houston (457 commuters) as well as

from other parts of Austin (10,817 commuters) and Round Rock (3,632 commuters). More than half of the commuters to the study area travel more than 10 miles with nearly 20 percent traveling over 50 miles.

Within the study area, 3,640 people live in the area; of those, 163 also work there. There are 34,725 people that are employed within the study area but do not live there with the majority of people living north, south, and southwest of the study area.

- c. Describe how the proposed project would permanently change access and travel patterns along the facility and within the community study area compared to the existing condition, including beneficial and adverse impacts. Please include estimated travel time changes, as appropriate.**

Vehicle access to I-35 and parcels along the I-35 frontage roads within the project limits overall would not change. Pedestrian and bicycle access and mobility through the corridor would be improved due to the proposed addition of a continuous shared-use path along the frontage road in both directions within the project limits, as well as on-street bike lanes and sidewalks at east/west crossings. Regional access and mobility would also be improved due to the proposed addition of HOV managed lanes and an additional frontage road lane through the corridor.

The Wells Branch Parkway at I-35 intersection would be changed from a traditional intersection to a DDI. Movements through this intersection would be altered, which would require drivers to find other means of getting to the other side of the intersection along the frontage roads. Depending on the location in the study area, this could either be accomplished by using alternate roadways to access the collector-distributor lanes, traveling through parking lots to access a driveway that provides access to the collector-distributor roads, by making a right turn onto Wells Branch Parkway and access the parcels from those roadways, or by making a U-turn and turning right to continue on the I-35 frontage road. A DDI is also being constructed at the I-35/Parmer Lane intersection, however, those improvements were environmentally cleared under a separate stand-alone project.

Collector-distributor roads are proposed at Howard Lane, Yager Lane/Tech Ridge Boulevard, and Rundberg lane. These would allow traffic on the frontage roads to avoid travel through traffic signals, which would decrease travel time and improve mobility. There would also be turning lanes added at Howard Lane, the Lakes Boulevard, and Grand Avenue Parkway, which would improve mobility by allowing turning and through traffic to move at the same time. Additional travel lanes near Grand Avenue Parkway and Parmer Lane and a realignment of the Braker Lane crossing would also improve mobility.

- d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.g. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

The project corridor is largely commercial, thus many businesses would experience the changes. Neighborhoods along the corridor include Wells Branch, Oak Ridge, North Lamar, Clear Creek Estates, Windsor Hills, Georgian Acres, Heritage Hills, and St. Johns. No community facilities would be directly affected by losing access. The changes could affect travel time to and from community facilities.

Public transit would utilize the managed lanes, so those who ride transit routes that utilize I-35 through the project corridor would also experience the benefits of using the managed lanes.

The specific areas that would be affected by the reconfiguration of the Wells Branch Parkway DDI include the community facilities of Cook-Walden Funeral Home and Cemetery and Capital Memorial Park located at the southeast corner of the interchange. Travelers from these community facilities would need to make a right turn onto Wells Branch Parkway and make a U-turn before being able to continue on northbound I-35. Travelers from Iglesia Nuevo Amanecer and Life Changers Church off of Fleischer Drive may also be affected as the on-ramp to southbound I-35 begins near this cross street. Traffic may be able to enter I-35 at this location; however depending on traffic may need to travel on the frontage road, turn right onto Wells Branch Parkway, and make a U-turn before continuing south onto I-35. Businesses and multifamily residents at the northwest corner of the interchange would also be affected. Travelers from Austin Turf Grass, KFC, McSpadden's Tire and Automotive, 7-11, and Colonial Grant at Wells Branch apartments as well as other businesses and neighborhoods off of Fleischer Drive would all need to either turn right onto Wells Branch Parkway from the I-35 frontage road and make a U-turn before proceeding south or find an alternate route through driveways and neighborhood streets in order to access southbound I-35.

Mobility would be improved in the areas near Howard Lane, The Lakes Boulevard, and Grand Avenue Parkway by separating turning traffic from through traffic. This would most likely affect multifamily neighborhoods along The Lakes Boulevard such as the Vinyard Apartments, Lantower Tech Ridge Apartments, Lakewood Apartments, The Oaks at Techridge and Villas Tech Ridge, as well as the Centre Howard Lane shopping center, the Broadstone Grand Avenue apartment complex along Grand Avenue Parkway and the Pamela Heights neighborhood along Grand Avenue Parkway and the southbound frontage road. The added turning lane at Howard Lane could also benefit traffic in and out of the John B. Connally High School campus.

- e. How would the proposed project affect emergency response times? Please calculate added distance and/or estimated travel times for any potential response time increases.**

It is anticipated that emergency response times would improve with the addition of a frontage road lane and one managed lane in each direction. These additional lanes would reduce congestion and allow vehicles to move over for emergency vehicles to pass by.

- f. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment or livestock trailers across the highway?**

No, there are no active farms or ranches in the community study area.

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

Signage and information about the new traffic patterns would help travelers navigate the changes, particularly usage of the proposed managed lanes and the DDI at Wells Branch Parkway, where overhead signs, pavement markings, and traffic signals would be installed. TxDOT regularly works with local police departments to enforce safe driving when traffic patterns change.

2. Changes in Access and Travel Patterns for Construction of Highway on New Locations

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

<Insert Text Here>

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

<Insert Text Here>

- c. Describe the changes in access and travel patterns that would result from the proposed project, including any beneficial and adverse impacts. For new location projects, consider whether access to previously inaccessible areas would be created, as well as how the introduction of the project to the area could change previously established travel patterns on other facilities in the community study area.**

<Insert Text Here>

- d. Describe the specific areas that would be affected by these changes. What residences or businesses are located near the proposed new-location facility? Which community facilities listed in Section B.d. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

<Insert Text Here>

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

<Insert Text Here>

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

<Insert Text Here>

- g. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment, livestock, or trailers across the highway?**

<Insert Text Here>

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

<Insert Text Here>

3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects

- a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?**

<Insert Text Here>

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

<Insert Text Here>

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

<Insert Text>

H. Community Cohesion

Does the project involve one or more of the following elements?

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a freeway facility
- Addition of tolled or managed lanes
- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.
- Introduction of a new median along a previously undivided facility

☐ No *Proceed to **Section I, Environmental Justice.***

☒ Yes *Answer all questions in this section and proceed to **Section I.***

1. **Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.**

The corridor within the community study area is predominately commercial with scattered light industrial, office, and residential. The study area is already separated by the existing highway and frontage roads. The majority of development along the study area was built around the highway beginning in the mid-1960s. There are no cohesive neighborhoods that are located within the study area that would be adversely impacted by the proposed project.

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

The existing highway is already a significant physical and visual separation within the community; thus, widening is not anticipated to meaningfully increase the sense of separation. The shared-use path would connect more of the community and increase access for all users.

- 3. Describe whether the changes associated with the proposed project (including impacts to access and travel patterns) would directly or indirectly result in separation or isolation of any geographic areas or groups of people. Consider all modes if multiple modes are used in the community study area.**

The existing highway already creates a significant physical and visual separation within the community; thus, widening is not anticipated to meaningfully increase the sense of separation or isolation of any geographic area or group of people overall. There would be five commercial displacements that are all located on three adjacent parcels just north of Showplace Lane. These displacements could have an impact on community cohesion in the immediate area as employees and customers would no longer travel to this area for these goods and services or employment. Overall, however the displaced businesses would not have an impact on the entire study area's community cohesion. The proposed shared-use path and other bicycle/pedestrian improvements would connect more of the community and increase access for all users.

- 4. Describe whether the changes associated with the proposed project would affect use of local services and community facilities. Would the project make access to these services and facilities more or less convenient? Would the frequency with which people access other parts of the community change? Consider all modes if multiple modes are used in the community study area.**

Since the proposed project does not include any road closures or other changes in access for the community, overall it is not anticipated to have an impact on the way that people use local services and facilities. It could, however, change who uses local services and community facilities. Travelers using the managed lanes would be more likely to travel through the study area and less likely to use and access local services and community facilities as they would be less convenient to access.

The proposed project would change the way that people within the community access other parts of the community or participate in local activities. The reconfiguration of the Wells Branch Parkway interchange would change how people access properties and the roadway at the southeastern and northwestern corners. Changes would particularly be experienced by those traveling to and from community facilities, businesses, and neighborhoods south of Fleischer Drive to Wells Branch Parkway. These travelers would have the alternative to drive through neighborhoods or business driveways in order to access Wells Branch Parkway and I-35 rather than making a right turn onto Wells Branch Parkway from the I-35 frontage road before continuing south.

There would also be five commercial displacements, all located on three adjacent parcels north of Showplace Lane. This would change how people use and access these local services. The businesses would either have to move to other parcels in the study area or to other parts of Austin outside of the study area. This would have an impact on community cohesion in the immediate area as employees and customers would no longer travel to this area for these goods and services or employment.

With the proposed addition of a shared-use path (along I-35) and bike lanes/sidewalks (at east/west crossings), there is the potential to increase pedestrian and bicycle activity within the community, so some trips within the community to participate in local activities that had previously been taken by car could shift to walking or biking. The shared-use path, bike lanes, and sidewalks, as well as improved interchanges, would allow for easier and safer east/west travel throughout the community at interchanges to provide more connectivity throughout the study area.

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

No

I. Environmental Justice

Based on the data provided in Section C., does the community study area include any minority or low-income census geographies (i.e., “EJ census geographies”)?

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

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

All of the five commercial displacements would occur in EJ census geographies. The displacements are all located on three adjacent parcels and are all located in the same block group (Census Tract 18.23 Block Group 3).

2. Would there be impacts related to access and/or travel patterns? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?

Pedestrian and bicycle access would improve with the proposed project; this improvement would benefit EJ and non-EJ geographies alike. Public transit would utilize the managed lanes, so those who ride transit routes that utilize I-35 through the project corridor would also experience the benefits of using the managed lanes.

Travel pattern and access changes would occur at the I-35/Wells Branch Parkway intersection as a result of the proposed DDI. This may have an impact on EJ populations that are located near the northwest corner of the I-35/Wells Branch Parkway. Travelers to and from these properties south of Fleischer Drive turning onto southbound I-35 would need to turn west onto Wells Branch Parkway and make a U-turn before continuing south. The EJ population of the multifamily complexes and a single-family neighborhood at this location would experience these changes more than non-EJ populations traveling in the area as the changes would impact them permanently in their daily commutes.

3. Would there be impacts related to community cohesion? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?

Overall, community cohesion would not be impacted as a result of the proposed project. The existing highway already creates a significant physical and visual separation within the community; thus, widening is not anticipated to meaningfully increase the sense of separation or isolation of any geographic area or group of people. The shared-use path and other bicycle/pedestrian

improvements would connect more of the community and increase access for all users including both EJ and non-EJ census geographies.

The five displaced businesses are all located in Block 3001 of Census Tract 18.23, Block Group 3, which is a minority EJ census geography. Therefore, impacts due to displacements would be disproportionate to EJ populations as businesses would be lost in that block group. The jobs lost could also have a disproportionate impact on this or surrounding EJ block groups. At this time, it is unknown if the employees at the displaced businesses also live in the area. There are limited comparable parcels within the community study area which may result in the businesses moving outside of the study area (to nearby available replacement parcels) or closing. See the attached Census Geographies map for more information. The ROW acquisition that would result in the five displacements was necessary to provide for safety and operational efficiency of the proposed roadway. In order to avoid ROW acquisition in that location, additional ROW would have been required from the other side of I-35, which is also an EJ area, resulting in other commercial displacements. These commercial displacements would have likely included auto-related businesses, a lawn sprinkler business, and a Hispanic grocery store.

- 4. Do any of the displaced businesses, community facilities or services specifically cater to minority or low-income populations? Would the services provided cease, be reduced, or be forced to temporarily stop if displaced? If so, where is the nearest comparable service provided? Consider the effects to EJ populations that reside within the community study area as well as EJ populations that may reside elsewhere but still rely on the services being provided by these establishments.**

While all of the potentially displaced businesses are located in an EJ block group, none of them appear to cater to minority or low-income populations. There are comparable businesses located nearby and throughout the corridor.

- 5. Based on the other technical documentation prepared for the proposed project, would there be any impacts to the human environment (e.g., noise, air quality, etc.) that could affect the community study area? If yes, would these impacts occur in EJ census geographies or non-EJ census geographies?**

Yes, there would be noise impacts throughout the corridor and would occur in EJ and non-EJ areas alike. EJ populations would not be disproportionately affected by any temporary noise impacts resulting from the proposed project. A noise analysis is being conducted and mitigation (i.e., noise barriers) would be proposed where determined to be feasible and reasonable.

- 6. Has the community experienced substantial impacts from past transportation projects such as a new roadway causing a large number of displacements or introducing a barrier and separating parts of the community? Describe any recurring community impacts that may be perpetuated by the proposed project.**

The initial construction of I-35 through Austin had a substantial impact on the community surrounding the corridor by displacing residents and businesses and creating a larger barrier than the existing grade level roadway. According to Imagine Austin, the city's comprehensive plan, I-35 facilitated Austin's north-south development orientation and also created a physical barrier between east and west Austin. However, the majority of the study area was undeveloped at the time I-35 was constructed.

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

No

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

Minimization measures have been taken through the design process. A preliminary design included proposed ROW that would have resulted in multifamily apartment displacements in an EJ census geography. Coordination with design staff resulted in design measures to avoid the displacements at the apartment complex. TxDOT guidance includes the USDOT Order 5610.1(a), which requires the Operating Administrations (OA) to ensure actions that will have a disproportionately high and adverse effect on minority or low-income populations only will be carried out if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable. Likewise, TxDOT guidance includes the FHWA Order 6640.23, which includes providing, if permitted by law and consistent with EO 12898, offsetting benefits and opportunities to enhance the communities, neighborhoods, and individuals affected by the proposed project.

Proposed ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Rights afforded to displaced persons include: a notice as soon as it is feasible, an appraisal of the property, a written offer not less than the appraised fair market value, an opportunity to consider the offer and partake in negotiations, and payment for moving expenses. Mitigation measures are needed to offset the impacts to the EJ population. Examples include working with the affected property and business owners to help with any additional provisions for relocation assistance for nearby available properties or establishing initiatives to create employment and training opportunities for the affected community.

- 9. In consideration of all the impacts to EJ populations described above and any mitigation proposed, would impacts to EJ populations be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations? Describe why or why not.**

Overall, the proposed project would improve mobility and safety along I-35. Pedestrian and bicycle access would improve with the proposed project; this improvement would benefit EJ and non-EJ communities alike. Public transit would utilize the managed lanes, so those who ride transit routes that travel on I-35 through the project corridor would also experience the benefits of using the managed lanes. There would be travel pattern modifications at the I-35/Wells Branch Parkway intersection as a result of the proposed DDI that would affect the EJ census geography at the northeast corner of the intersection. However, these changes would also affect non-EJ census geographies at that intersection, so impacts to those EJ communities would not be considered disproportionate. These changes are proposed in order to improve mobility and safety and would overall be an improvement for EJ and non-EJ communities alike.

The benefits of the proposed project, such as improved mobility and the safety and operational efficiency of the proposed roadway, help offset the adverse impacts of the displacements. There is a substantial need for the I-35 Capital Express North improvements and the alternative of increasing proposed ROW on the other side of the roadway from the proposed displacements would have had more severe social and economic impacts.

J. Limited English Proficiency

Based on the data provided in Section C. and observations made during the site visit, are LEP persons likely to be present in the community study area? Remember that requests for accommodations **must** be considered, and in most cases provided.

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

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

Spanish speakers make up the majority of LEP persons with 16.8 percent of the total followed by Asian and Pacific Islander (3.0 percent), Indo-European (1.8 percent), and Other (1.4 percent). All but one of the block groups have an LEP population of 5 percent or greater, which is the Safe Harbor threshold for providing written translation of vital documents. There are 11 block groups that have an LEP populations of 25 percent or greater and the study area as a whole has an LEP population of 22.9 percent.

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

Alternatively, describe why no accommodations were provided.

Three open house public meetings have been conducted for the proposed project. All public meeting notices were publicized in Spanish-language newspapers and all public meetings had staff available to assist with Spanish translation. No specific requests were made for Spanish (or other languages) translation services at any of the public meetings

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

MAPOs are planned to be held in March and April 2021. A public hearing is scheduled for May 2021. Public notices will be publicized in Spanish language newspapers and the meetings will have staff available to assist with Spanish translation. No specific requests have been made in the past so plans to accommodate LEP persons has not changed for future public involvement.

K. Conclusions

Following approval of the Community Impacts Assessment Technical Report form by TxDOT ENV, this summary must be included in the draft EA or draft EIS, if one is being prepared.

In the text box provided below, provide a summary of the analysis conducted above and include the following information:

- Whether EJ populations occur within the community study area
- Summary of impacts related to displacements
- Summary of impacts related to access and travel patterns
- Summary of impacts related to community cohesion
- Summary of impacts to EJ populations, including a statement regarding whether, in consideration of all the impacts to EJ populations described above and any mitigation proposed, impacts to EJ populations would be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations
- Summary of LEP issues and accommodations

If some of the above components of the analysis do not apply to a particular project, please indicate this in the conclusion statements (i.e., “The proposed project would not result in any displacements; therefore, a displacements analysis was not required.”).

Of the 100 populated census blocks within and intersecting the study area, 65 have a minority population of 50 percent or greater. The minority population makes up 77.3 percent of the population in the entire study area, with the Hispanic or Latino population making up the largest portion. There is one block group that shows a median household income below the 2021 DHHA level of \$26,500.

There would be five commercial displacements due to a loss of structure, which would change how people use and access these local services. The businesses would either have to move to other parcels within the study area or to other parts of Austin outside of the study area. The five businesses are all located on three adjacent parcels north of Showplace Lane, which could have an impact on community cohesion in the immediate area as employees and customers would no longer travel to this area for these goods and services or employment. Overall, the displaced businesses would not have an impact on the entire study area's community cohesion.

The proposed project is anticipated to improve safety and mobility. Vehicle access to I-35 and parcels along the I-35 frontage roads within the project limits would not change. Pedestrian and bicycle access and mobility through the corridor would be improved due to the proposed addition of a continuous shared-use path along the frontage road in both directions within the project limits, and the proposed bike lanes and sidewalks at east/west crossings. Regional access and mobility, as well as emergency response times, would also be improved due to the proposed managed HOV lanes and additional frontage road

lanes throughout the corridor. The reconfiguration of the Wells Branch Parkway interchange to a DDI would change the way travelers access and travel to properties in the area. The proposed collector-distributor roads, added turning lanes, and realignment of the Braker Lane crossing would help decrease travel time and improve mobility throughout the corridor. Overall, the way people access properties along the roadway and access the roadway from properties would remain largely unchanged.

The existing highway is already a significant physical and visual barrier within the community; therefore, the widening of the roadway is not anticipated to meaningfully increase the sense of separation or isolation of any geographic area or group of people. The addition of a shared-use path and other bicycle/pedestrian improvements does have the potential to increase pedestrian and bicycle activity within the community, which could improve connectivity.

The proposed project would have a positive impact on mobility and safety by adding a managed HOV lane in each direction, as well as other improvements (e.g., collector-distributor roads). The reconfiguration of the Wells Branch Parkway interchange would not disproportionately affect the nearby EJ census blocks more than non-EJ populations. These changes are proposed in order to improve mobility and safety and would overall be an improvement to EJ and non-EJ communities alike.

All block groups within and intersecting the study area have an LEP population, which ranges from 4.1 percent to 58.4 percent. The LEP population makes up 22.9 percent of the total population. Spanish speakers make up the majority of LEP persons with 16.8 percent of the total followed by Asian and Pacific Islander (3.0 percent), Indo-European (1.8 percent), and Other (1.4 percent). In order to accommodate LEP populations within the study area, the public meetings were publicized in Spanish-language newspapers and had translation services to assist any Spanish speakers who attended. The same LEP accommodations will be made at future planned public involvement, including MAPOs in March and April 2021 and a Public Hearing in May 2021.

Prepared by: Leigh Raderschadt, Environmental Planner.

I-35 Capital Express North Project
Community Impacts Assessment Attachments
CSJ: 0015-10-062 & 0015-13-389

LIST OF ATTACHMENTS

- **Community Facilities Table** (8 pages)
- **Project Location Map** (1 page)
- **Land Use and Community Facilities Map** (5 pages)
- **Census Geographies Map** (5 pages)
- **Demographic Characteristics** (9 pages)
- **Project Photographs** (15 pages)

Community Facilities Table

Community Facilities

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	Art Institute of Austin	Education	Private	No	Yes	N/A
2	Concentra Urgent Care	Medical	Private	No	Yes	N/A
3	The Little Gym of Round Rock	Daycare	Private	Yes – Children	Yes	N/A
4	Goodwill Distribution Center	Thrift Store	Private	Yes – Low- income	Yes	N/A
5	Wells Branch Community Library	Civic	Public	No	No	N/A
6	Iglesia Nuevo Amanecer	Place of Worship	Private	Yes - Hispanic or Latino	Yes	N/A
7	Life Changers Church	Place of Worship	Private	No	Yes	N/A
8	Capital Memorial Park	Cemetery	Private	No	Yes	N/A
9	Cook-Walden Funeral Home and Cemetery	Cemetery	Private	No	Yes	N/A
10	Renaissance Education Foundation	Non-Profit	Private	No	Yes	N/A
11	Ministerio Jesus el Rey	Place of Worship	Private	Yes – Hispanic or Latino	Yes	N/A

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
12	Centro Cristiano Zion	Place of Worship	Private	Yes - Hispanic or Latino	Yes	N/A
13	Memorial Hill Cemetery	Cemetery	Private	No	Yes	N/A
14	John B Connally High School	Education	Public	Yes – Children	No	N/A
15	Capital Metro Tech Ridge Park and Ride	Public Transit	Public	No	No	N/A
16	Boy Scouts of America	Non-Profit	Private	Yes – Children	Yes	N/A
17	Frank Fickett Scout Training and Services Center	Non-Profit	Private	Yes – Children	Yes	N/A
18	NYOS Charter School	Education	Private	Yes – Children	No	N/A
19	CareNow Urgent Care	Medical	Private	No	Yes	N/A
20	Park Central Park	Parks and Recreation	Public	No	No	N/A
21	TCEQ	Government Facility	Public	No	Yes	N/A
22	Austin Korean Baptist Church	Place of Worship	Private	Yes – Koreans	No	N/A
23	VFW Post 8787	Non-Profit Veterans Services	Public	No	No	N/A

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
24	Girl Scouts of Central Texas	Non-Profit	Private	Yes – Children	Yes	N/A
25	ISKCON Austin Hare Krishna Temple	Place of Worship	Private	Yes – Primarily Asian	Yes	N/A
26	Northern Walnut Creek Greenbelt	Parks and Recreation	Public	No	No	N/A
27	St. Mark United Methodist Church	Place of Worship	Private	No	No	N/A
28	Walnut Creek Elementary	Education	Public	Yes – Children	No	N/A
29	Chinatown Center	Cultural, Community, and Retail center	Private	Yes – Asian	No	N/A
30	Praise Jesus Church	Place of Worship	Private	No	No	N/A
31	Iglesia Jesucristo es mi Refugio	Place of Worship	Private	Yes – Hispanic or Latino	Yes	N/A
32	Austin Restoration Ministries	Place of Worship	Private	No	Yes	N/A
33	Brownie Neighborhood Park	Parks and Recreation	Public	No	No	N/A
34	IDEA Rundberg	Education	Private	Yes – Children	Yes	N/A
35	CommUnit Care Rundberg	Medical	Private	No	No	N/A

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
36	Iglesia Ni Cristo	Place of Worship	Private	Yes – Hispanic or Latino	No	N/A
37	IRS Taxpayer Assistance Center	Government Facility	Public	No	Yes	N/A
38	Iglesia Angelica Emmanuel	Place of Worship	Private	Yes – Hispanic or Latino	Yes	N/A
39	Texas Highway Patrol	Government Facility	Public	No	Yes	N/A
40	Workforce Childcare Solution	Daycare	Private	Yes – Children	Yes	Not confirmed – appeared to be office space
41	Fiskville Cemetery	Cemetery	Private	No	No	N/A
42	Upper Little Walnut Creek Greenbelt	Parks and Recreation	Public	No	Yes	Would be impacted by proposed project – Potential 4(f) and Chapter 26 Impacts
43	Barwood Neighborhood Park	Parks and Recreation	Public	No	Yes	N/A
44	All Faiths Funeral and Cremation Services	Memorial	Private	No	Yes	N/A

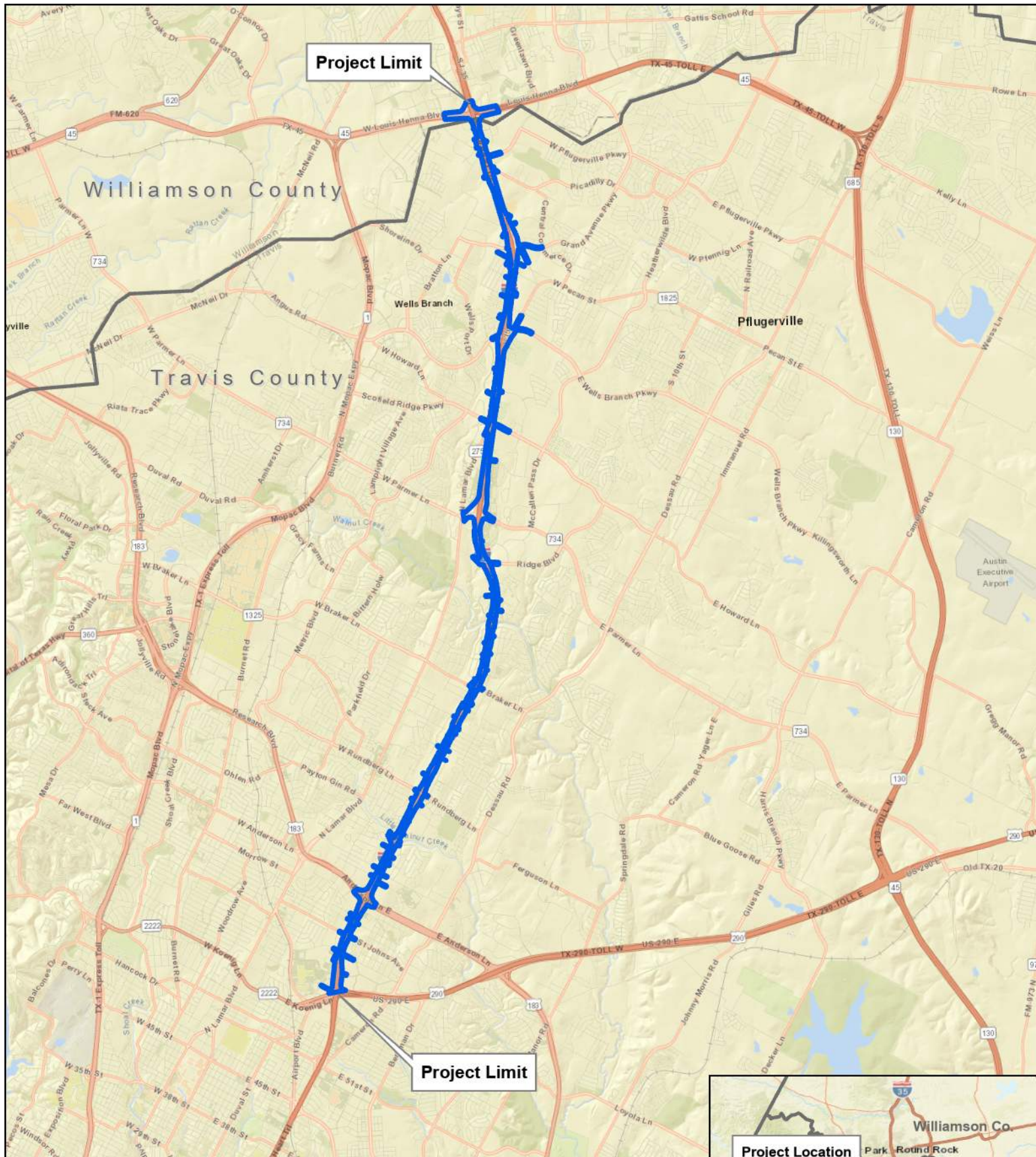
#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
45	Georgian Acres Neighborhood Park	Parks and Recreation	Public	No	No	N/A
46	North Acres Greenbelt	Parks and Recreation	Public	No	No	N/A
47	Cedars International Academy	Education	Private	Yes – Children	Yes	N/A
48	Veterans of Foreign Wars	Non-Profit Veterans Services	Public	No	Yes	N/A
49	Texas Propane Gas Association	Non-Profit Trade Association	Public	No	Yes	N/A
50	Edwards Home Health and Hospice	Medical	Private	No	Yes	N/A
51	Austin LifeCare	Medical	Private	No	Yes	N/A
52	KLBJ Radio Station	Communications	Private	No	Yes	N/A
53	Speech-Language Play	Daycare	Private	Yes – Children	No	N/A
54	Light of the World Church	Place of Worship	Private	Yes – Hispanic or Latino	No	N/A
55	Church of Jesus Christ of Latter Day Saints (LDS)	Place of Worship	Private	No	No	N/A
56	Hart Elementary School	Education	Public	Yes – Children	No	N/A

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
57	Austin District Headquarters (TxDOT)	Government Facility	Public	No	Yes	N/A
58	Daughters of the Republic of Texas Museum	Arts and Culture	Public	No	No	N/A
59	CASA of Travis County	Social Services	Public	Yes – Children	No	N/A
60	Seton Hospital	Medical	Private	No	No	N/A
61	Travis Appraisal Review Board	Government Facility	Public	No	No	N/A
62	Goodwill Staffing Services	Non-profit	Private	Yes – Low Income	No	N/A
63	TX Higher Ed Coordinating Board	Government Facility/Education	Public	No	No	N/A
64	KIPP Austin Collegiate	Education	Private	Yes – Children	No	N/A
65	Austin Peel and Son Funeral Home	Memorial	Private	No	Yes	N/A
66	Victory Children's Center	Education	Private	Yes - Children	Yes	N/A
67	Victory Life Church	Place of Worship	Private	No	Yes	N/A
68	New Zion Missionary Baptist Church	Place of Worship	Private	No	No	N/A

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
69	Refugee Services of Texas	Non-Profit	Private	Yes – Minorities	No	N/A
70	Arrow Child & Family Ministries	Social Services	Private	Yes – Children	No	N/A
71	For the City Center	Non-Profit	Private	No	No	N/A
72	PelotonU	Education	Private	No	No	N/A
73	Changing Times Ministries Austin	Place of Worship	Private	No	Yes	N/A
74	U.S. Post Office	Government Facility	Public	No	No	N/A
75	Black's Memorial Missionary Baptist Church	Place of Worship	Private	No	No	N/A
76	St. John Park	Parks and Recreation	Public	No	No	N/A
77	Housing Authority of Texas	Government Facility	Public	Yes – Low- Income	No	N/A
78	Cedars International Next Generation High School	Education	Private	Yes – Children	No	N/A
79	The Good Shepherd Anglican Church Austin	Place of Worship	Private	No	No	N/A
80	Austin Creative Reuse Center	Thrift Store/Non- Profit	Private	Yes – Low- income	Yes	N/A

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
81	Cordovan Art School @ Jerry's Artarama	Arts and Culture	Private	No	Yes	N/A
82	Aveda Arts & Sciences Institute Austin	Education	Private	No	Yes	N/A

Project Location Map



Project Location

I-35 Capital Express North

From SH 45N to US 290E
Travis & Williamson Counties, TX
CSJs: 0015-10-062, 0015-13-389

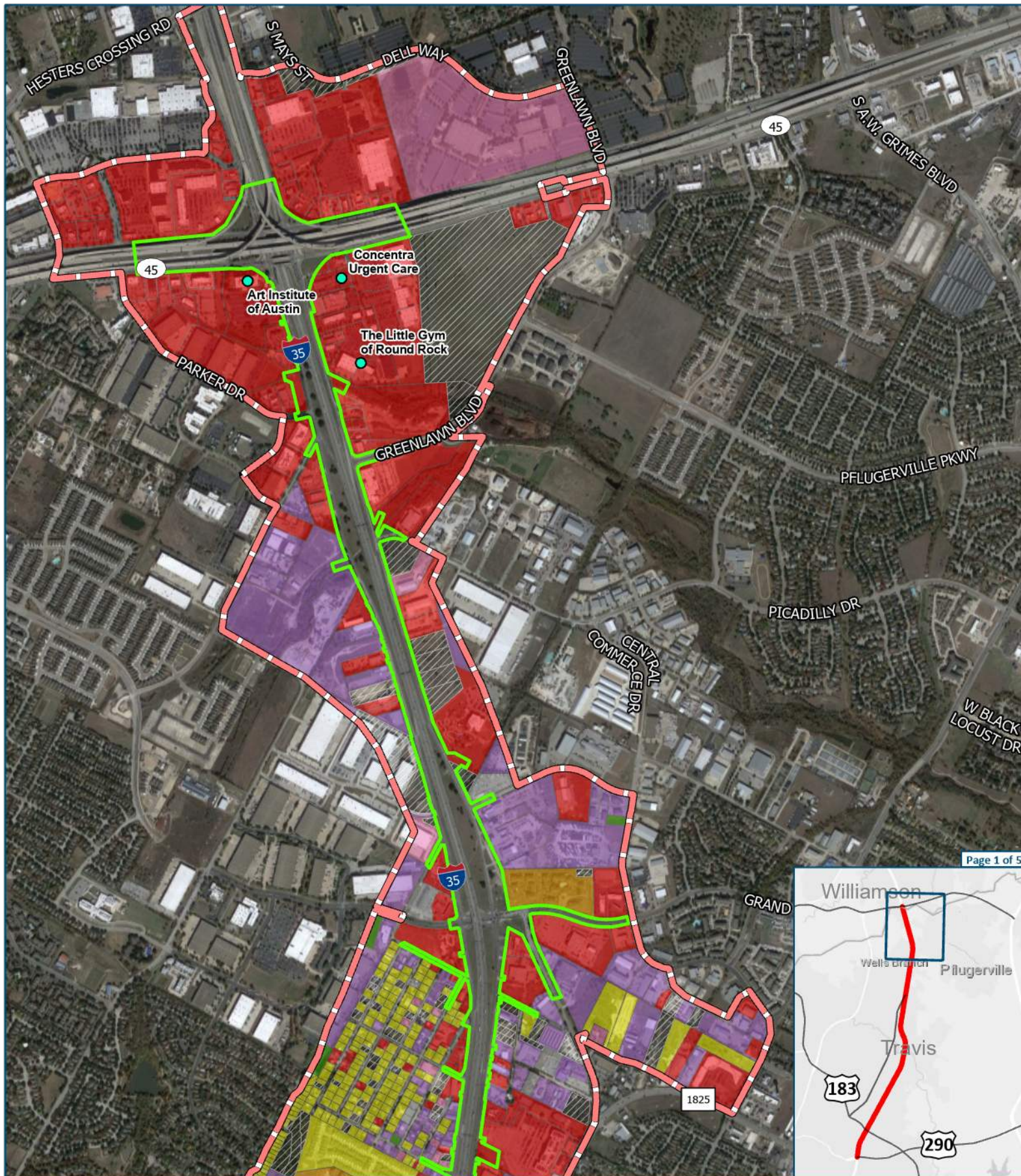
-  Project Area
-  County Boundary



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Miles



Land Use and Community Facilities Map



Page 1 of 5

Land Use and Community Facilities

I-35 Capital Express North

From SH 45N to US 290E

Travis & Williamson Counties, TX

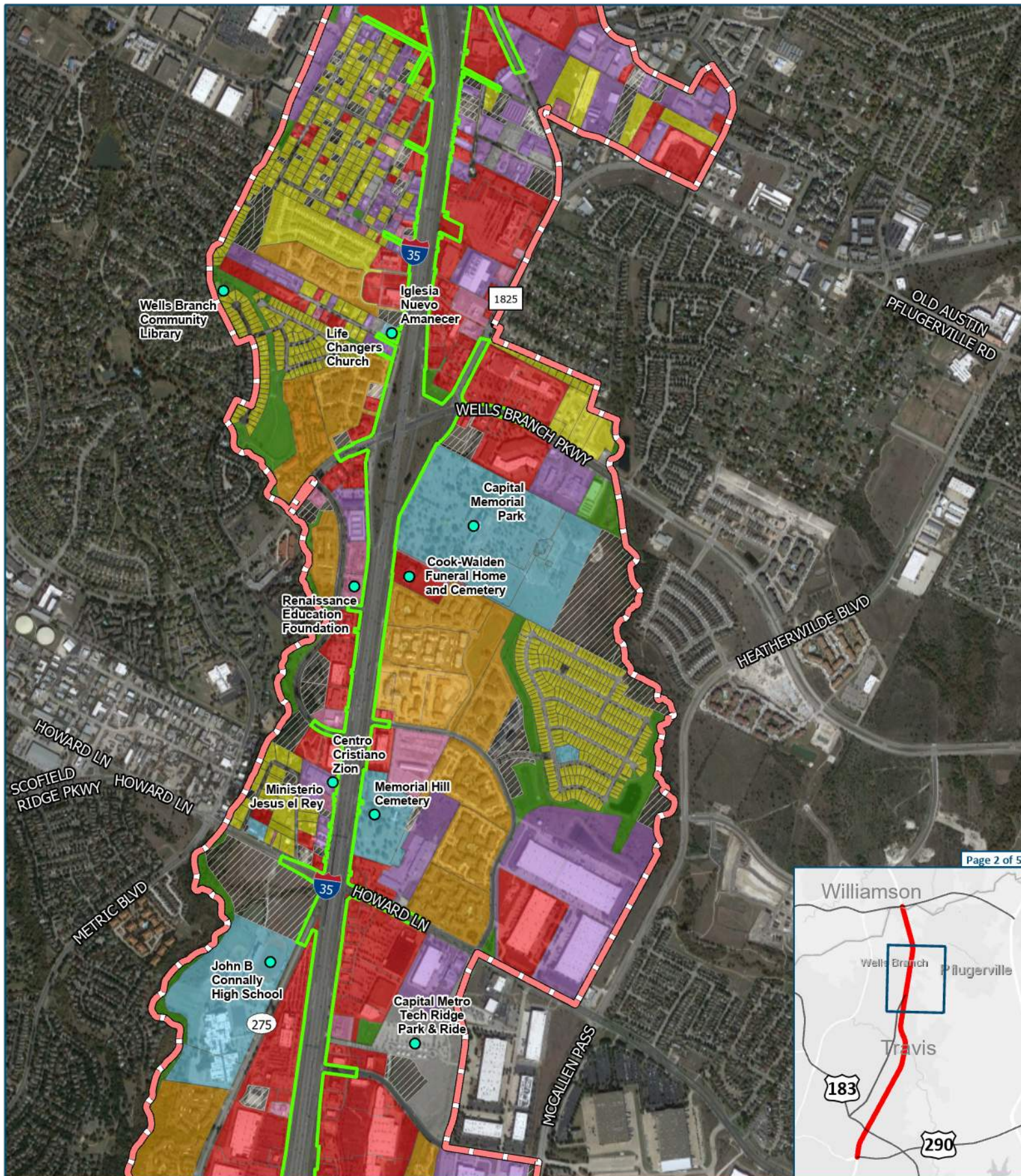
CSJs: 0015-10-062, 0015-13-389

- | | |
|--|--|
| ● Community Facilities | Office |
| CIA Study Area | Industrial |
| Project Area | Civic |
| Land Use | Parks and Open Space |
| Single Family | Transportation and Utilities |
| Multi-family | Undeveloped |
| Commercial | |



0 1,000 2,000
Feet

Source: Google Imagery 2019, TCAD 2020



Page 2 of 5

Land Use and Community Facilities

I-35 Capital Express North

From SH 45N to US 290E

Travis & Williamson Counties, TX

CSJs: 0015-10-062, 0015-13-389

Community Facilities

CIA Study Area

Project Area

Land Use

Single Family

Multi-family

Commercial

Office

Industrial

Civic

Parks and Open Space

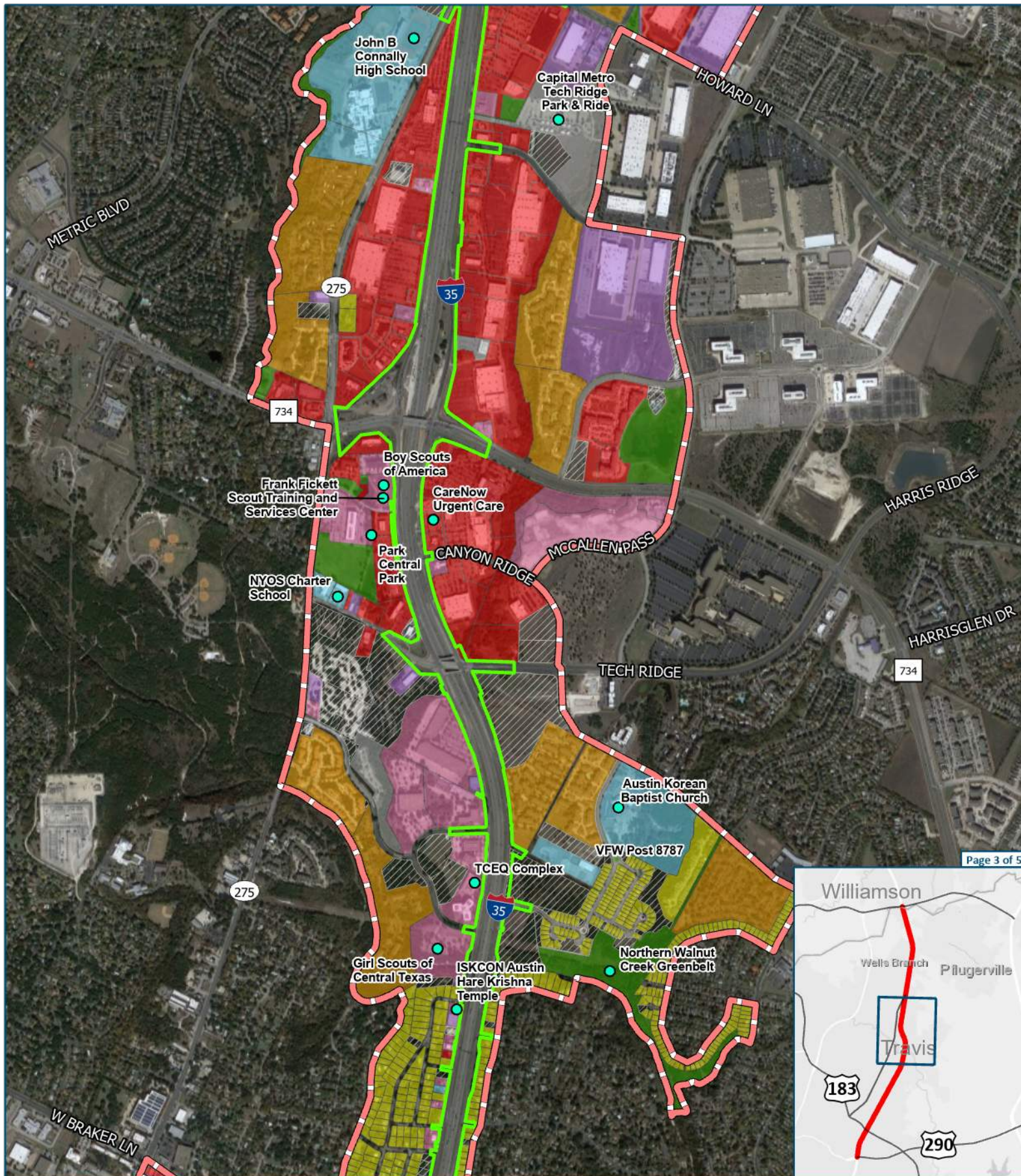
Transportation and Utilities

Undeveloped



0 1,000 2,000
Feet

Source: Google Imagery 2019, TCAD 2020



Page 3 of 5

Land Use and Community Facilities

I-35 Capital Express North

From SH 45N to US 290E

Travis & Williamson Counties, TX

CSJs: 0015-10-062, 0015-13-389

Community Facilities

CIA Study Area

Project Area

Land Use

Single Family

Multi-family

Commercial

Office

Industrial

Civic

Parks and Open Space

Transportation and Utilities

Undeveloped



0 1,000 2,000
Feet

Source: Google Imagery 2019, TCAD 2020



Land Use and Community Facilities

I-35 Capital Express North

From SH 45N to US 290E

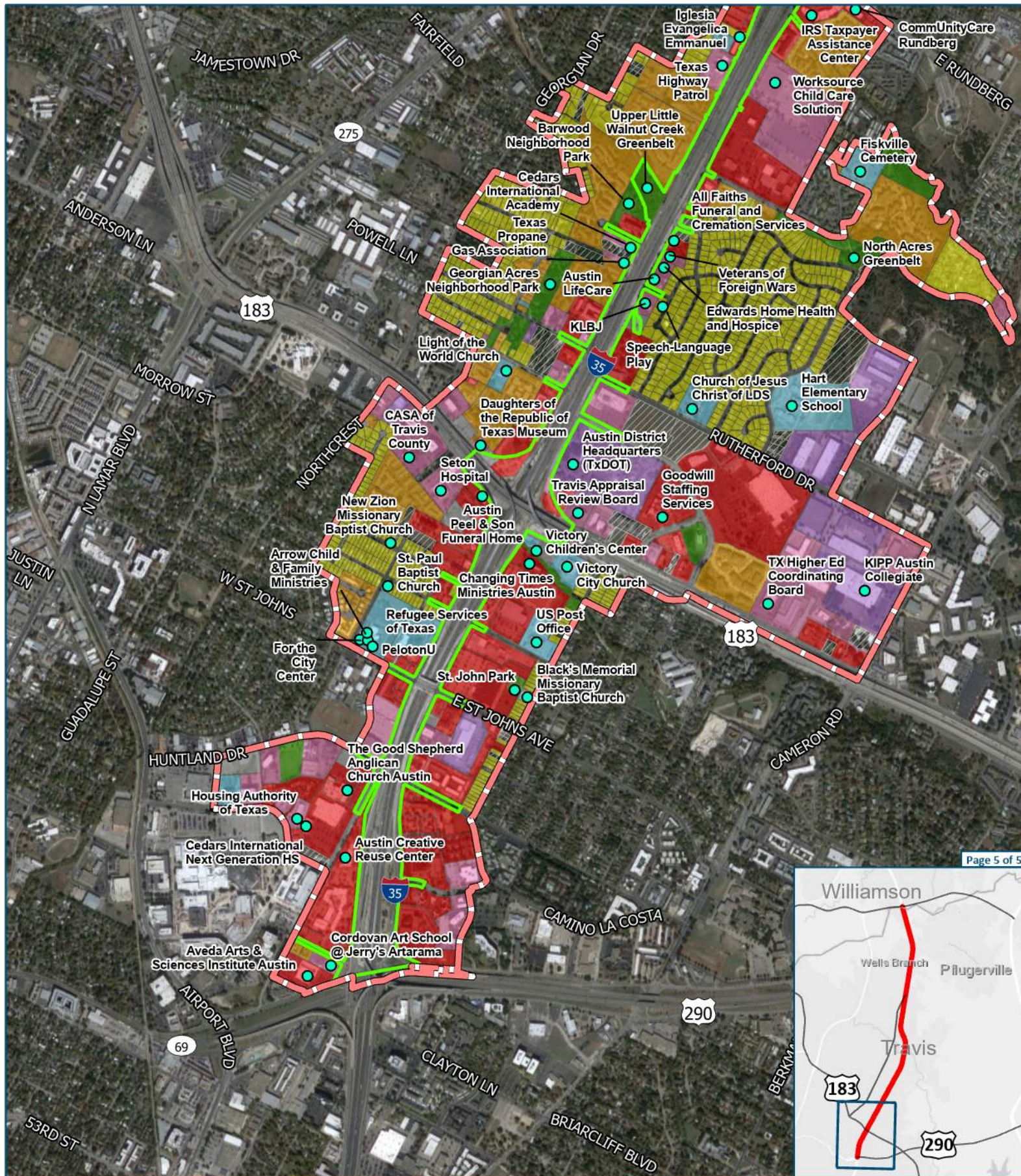
Travis & Williamson Counties, TX

CSJs: 0015-10-062, 0015-13-389



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Feet

Source: Google Imagery 2019, TCAD 2020



Land Use and Community Facilities

I-35 Capital Express North

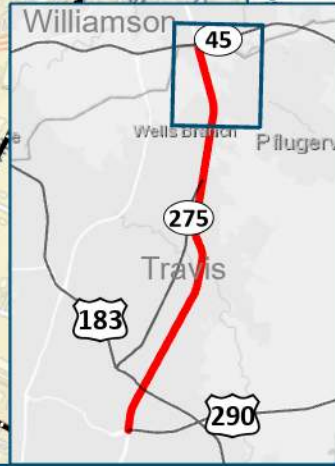
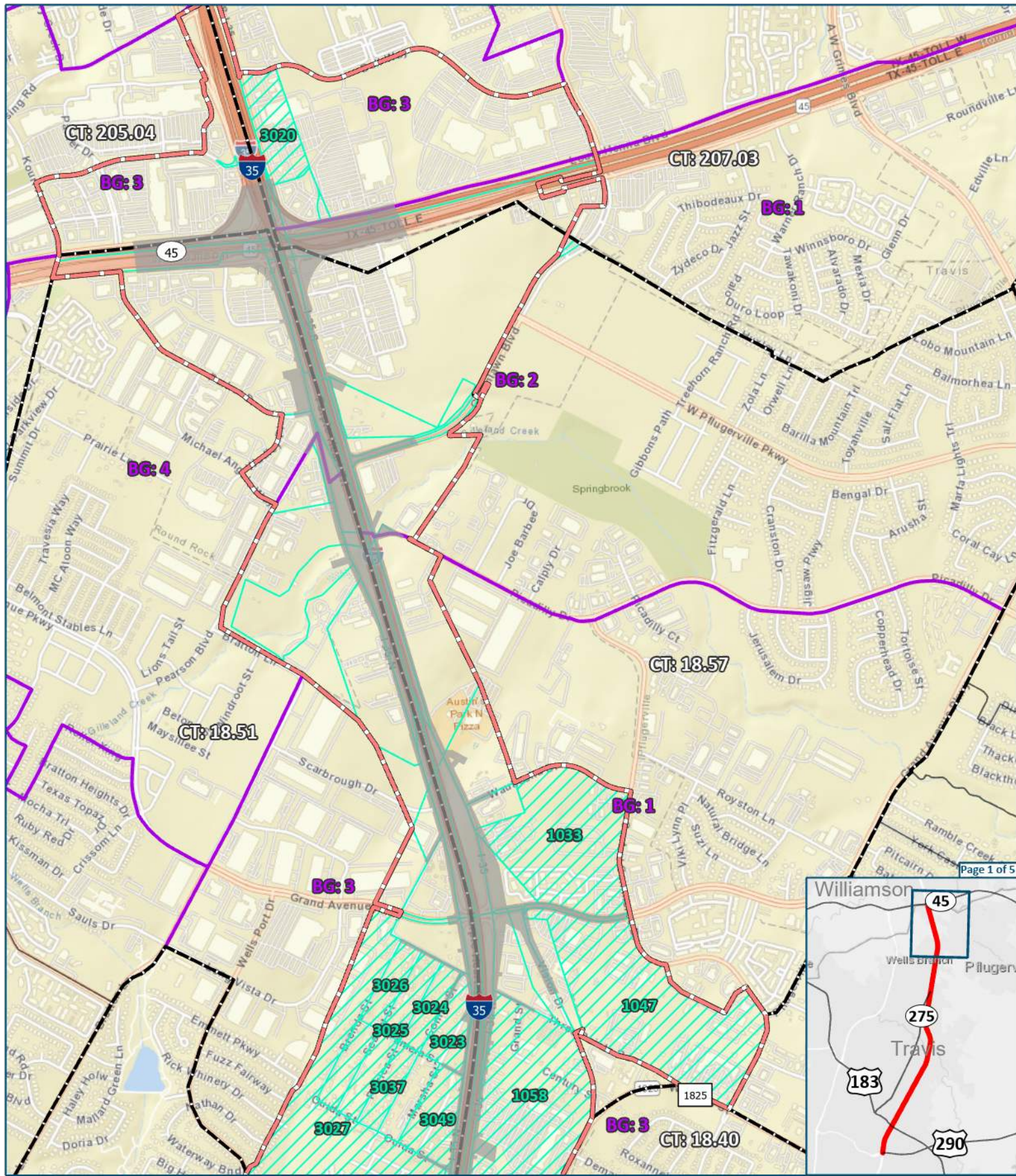
From SH 45N to US 290E

Travis & Williamson Counties, TX

CSJs: 0015-10-062, 0015-13-389



Census Geographies Map



Census Geographies

I-35 Capital Express North

From SH 45N to US 290E
Travis & Williamson Counties, TX
CSJs: 0015-10-062, 0015-13-389

- Study Area
- Project Area
- Displacement
- Census Tract

Block Group - Median Household Income

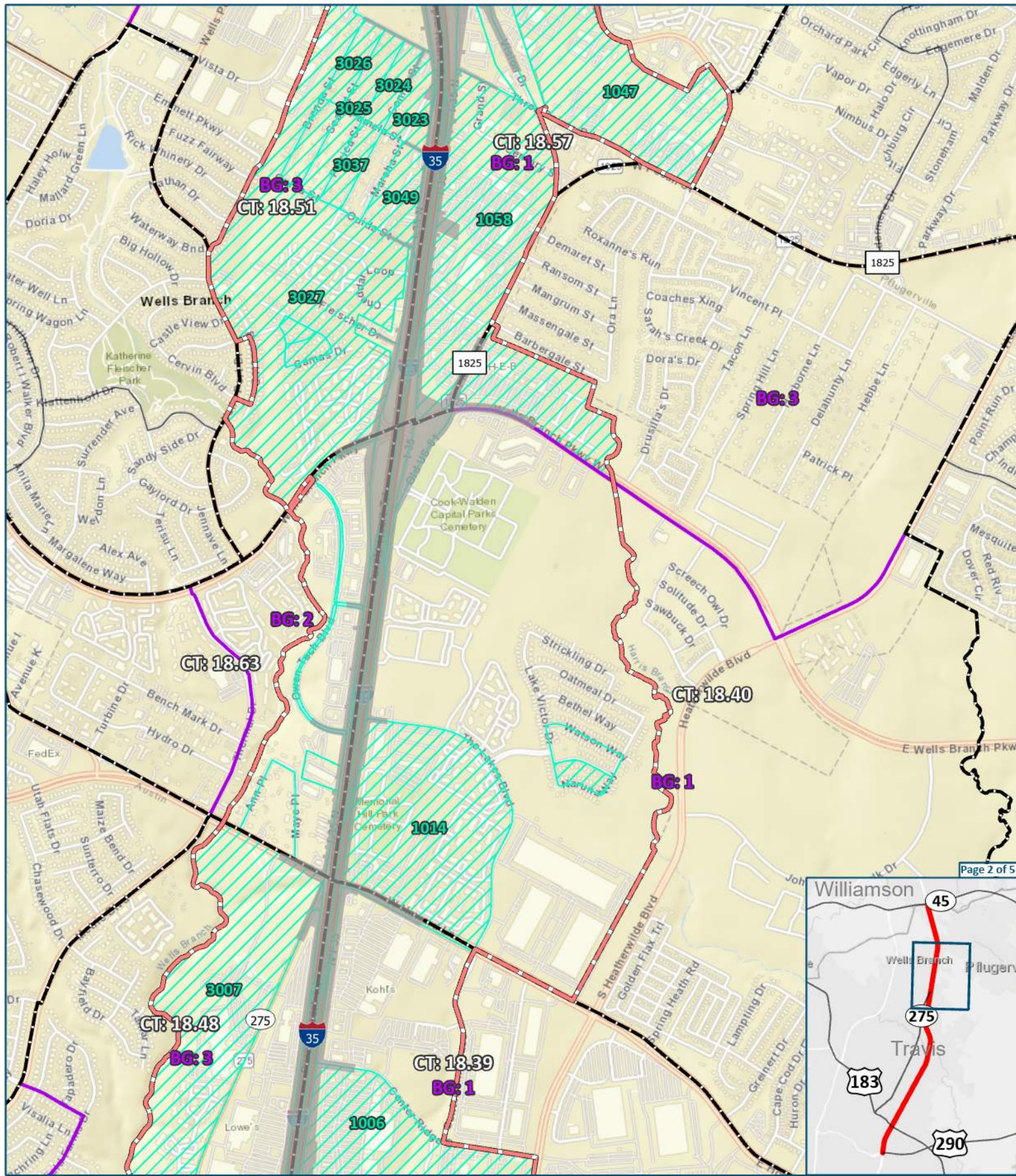
- \$26,500 or Less
- Greater than \$26,500

Census Blocks - % Minority

- Less than 50%
- 50% or Greater



0 1,000 2,000
Feet







Census Geographies

I-35 Capital Express North



From SH 45N to US 290E

Travis & Williamson Counties, TX



CSJs: 0015-10-062, 0015-13-389

-  Study Area
-  Project Area
-  Displacement
-  Census Tract

Block Group - Median Household Income

-  \$26,500 or Less
-  Greater than \$26,500

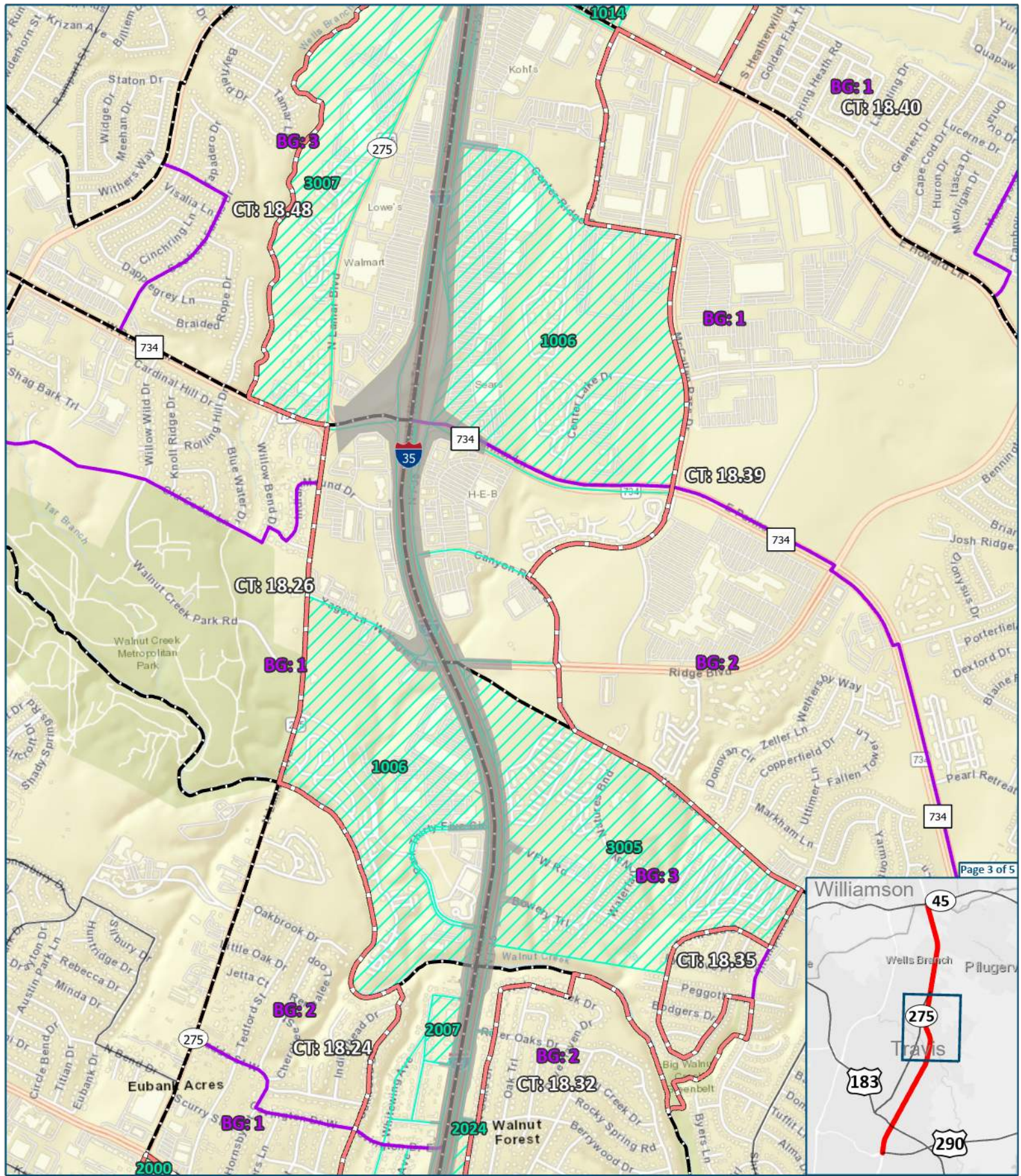
Census Blocks - % Minority

-  Less than 50%
-  50% or Greater



0 1,000 2,000
Feet

Source: ESRI Basemaps



Census Geographies

I-35 Capital Express North

From SH 45N to US 290E
Travis & Williamson Counties, TX
CSJs: 0015-10-062, 0015-13-389

- Study Area
- Project Area
- Displacement
- Census Tract

Block Group - Median Household Income

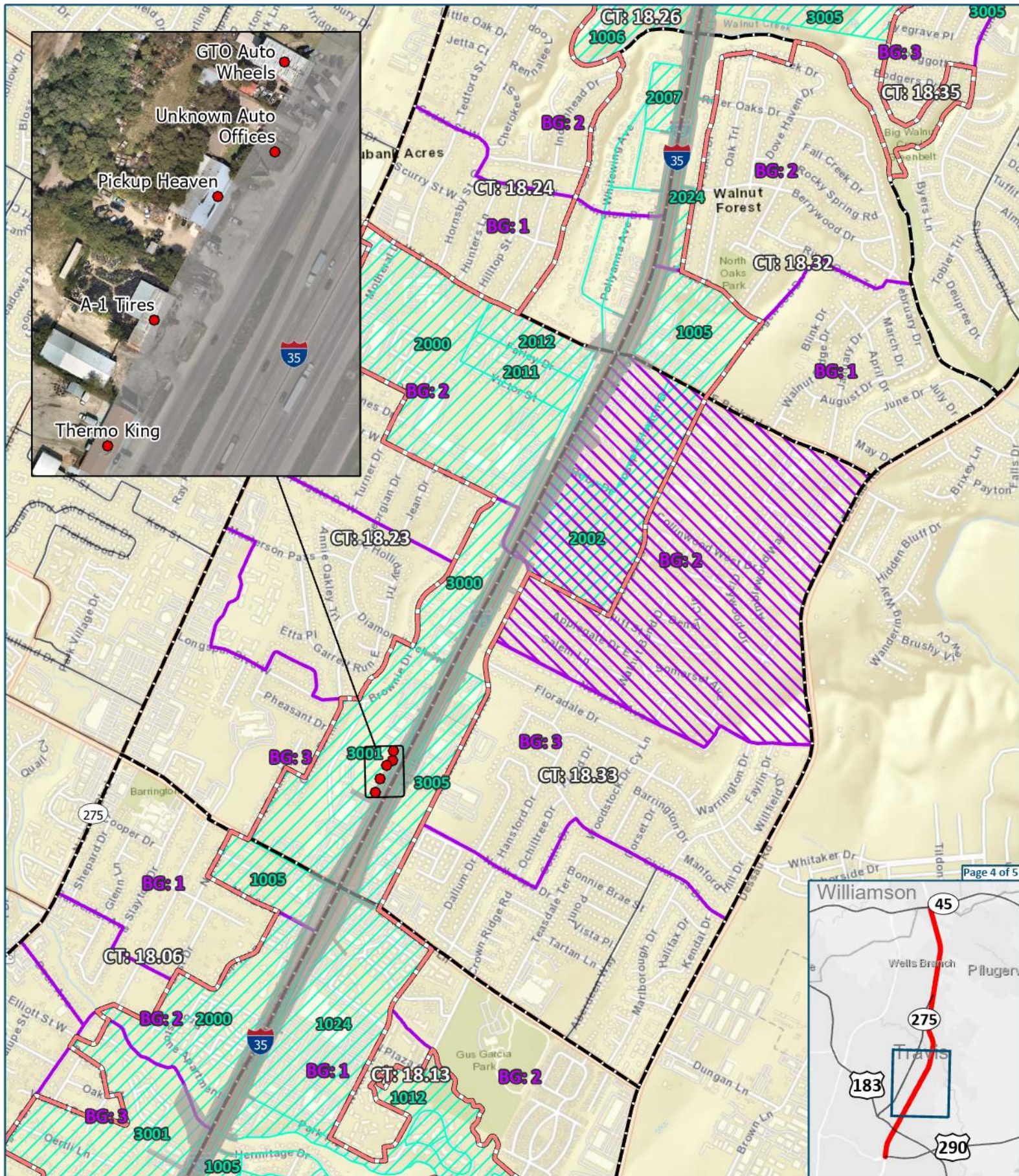
- \$26,500 or Less
- Greater than \$26,500

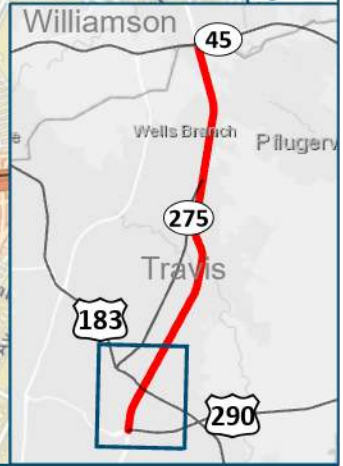
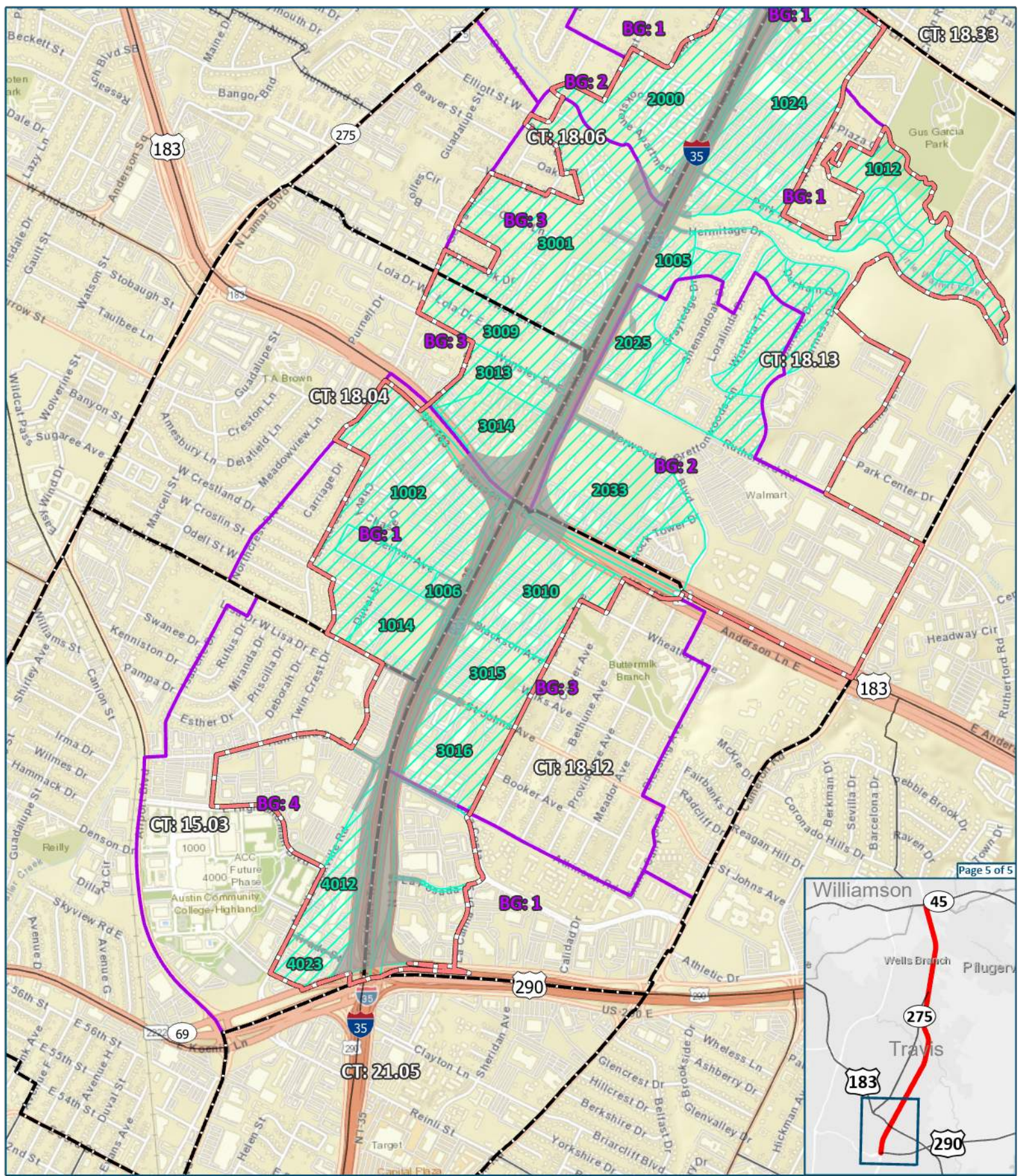
Census Blocks - % Minority

- Less than 50%
- 50% or Greater



Source: ESRI Basemaps





Census Geographies

I-35 Capital Express North

From SH 45N to US 290E
Travis & Williamson Counties, TX
CSJs: 0015-10-062, 0015-13-389

- Study Area
- Project Area
- Displacement
- Census Tract

Block Group - Median Household Income

- \$26,500 or Less
- Greater than \$26,500

Census Blocks - % Minority

- Less than 50%
- 50% or Greater



Demographic Characteristics

Table 1: Race and Ethnicity by Census Block, 2010

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races	Hispanic or Latino	Minority Percentage
15.03	4	4012	2	1	0	1	0	0	0	0	0	50.0%
		4023	115	6	8	0	7	0	0	0	94	94.8%
	CT 15.03 BG 4		674	388	25	1	16	0	0	4	240	42.40%
18.04	1	1002	1431	243	116	1	19	1	2	23	1026	83.0%
		1003	83	8	16	0	4	0	0	0	55	90.4%
		1006	1	0	1	0	0	0	0	0	0	100.0%
		1007	97	11	20	2	0	0	0	6	58	88.7%
		1014	31	6	8	0	0	0	0	0	17	80.6%
		1016	4	1	0	0	0	2	0	0	1	75.0%
	CT 18.04 BG 1		2149	481	167	3	28	3	5	36	1426	77.60%
	3	3009	239	29	9	0	9	0	0	0	192	87.9%
		3013	569	69	50	3	1	0	1	9	436	87.9%
		3014	277	83	23	0	4	0	0	1	166	70.0%
	CT 18.04 BG 3		3009	298	214	4	266	0	6	35	2186	90.10%
18.06	1	1005	174	31	3	3	8	0	0	4	125	82.2%
	CT 18.06 BG 1		1111	256	40	9	8	3	0	13	782	77.00%
	2	2000	1442	110	72	0	18	0	0	5	1237	92.4%
	CT 18.06 BG 2		1775	199	84	1	20	0	0	7	1464	88.80%
	3	3001	1939	340	298	4	5	1	1	30	1260	82.5%
	CT 18.06 BG 3		2074	386	305	4	9	1	1	31	1337	81.40%
18.12	1	1005	7	4	0	0	1	0	0	2	0	42.9%
	CT 18.12 BG 1		1451	624	168	4	55	2	0	37	561	57.00%
	3	3010	135	17	14	0	1	0	0	1	102	87.4%
		3015	65	11	15	0	0	0	0	1	38	83.1%
		3016	207	76	68	0	0	0	0	3	60	63.3%
	CT 18.12 BG 3		3113	211	471	5	6	0	1	15	2404	93.20%
18.13	1	1005	32	16	0	0	0	0	0	0	16	50.0%
		1006	37	20	0	1	0	0	0	0	16	45.9%
		1007	88	46	1	0	12	0	0	1	28	47.7%
		1008	55	39	1	0	0	0	0	0	15	29.1%
		1009	59	29	0	0	0	0	0	0	30	50.8%
		1010	78	25	28	0	1	0	0	1	23	67.9%
		1011	56	26	13	0	2	1	1	2	11	53.6%
		1012	717	26	26	0	0	0	3	7	655	96.4%

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races	Hispanic or Latino	Minority Percentage
		1013	81	7	4	0	6	0	0	0	64	91.4%
		1014	230	6	34	0	2	0	0	3	185	97.4%
		1022	286	15	47	0	10	0	0	3	211	94.8%
		1024	1244	54	65	3	2	0	0	10	1110	95.7%
		1028	48	12	10	2	0	0	0	0	24	75.0%
	CT 18.13 BG 1		3730	511	331	9	60	2	5	33	2779	86.30%
	2	2024	97	19	17	1	3	0	0	4	53	80.4%
		2025	46	22	3	0	0	0	0	1	20	52.2%
		2026	36	27	0	1	0	0	0	0	8	25.0%
		2027	45	39	3	0	0	0	0	0	3	13.3%
		2028	45	19	9	0	6	0	0	0	11	57.8%
		2029	102	52	28	0	0	0	0	0	22	49.0%
		2030	85	49	7	1	0	0	0	4	24	42.4%
		2031	113	56	32	0	6	0	0	5	14	50.4%
		2032	34	3	21	0	0	0	0	0	10	91.2%
		2033	7	3	0	0	4	0	0	0	0	57.1%
	CT 18.13 BG 2		2123	406	261	9	67	0	8	30	1342	80.90%
18.23	2	2000	135	23	6	0	1	0	0	0	105	83.0%
		2011	24	1	0	0	0	0	0	1	22	95.8%
		2012	18	0	0	0	0	0	0	0	18	100.0%
	CT 18.23 BG 2		860	170	63	0	32	0	0	9	586	80.20%
	3	3000	304	10	22	0	3	0	0	2	267	96.7%
		3001	439	30	31	0	14	0	0	4	360	93.2%
	CT 18.23 BG 3		2179	163	209	0	31	0	4	13	1759	92.50%
18.24	1	1001	45	29	8	0	0	0	0	0	8	35.6%
		1002	54	44	0	1	0	0	0	0	9	18.5%
		1003	89	55	5	0	2	0	0	0	27	38.2%
	CT 18.24 BG 1		571	375	43	1	3	0	0	9	140	34.30%
	2	2005	117	83	1	0	11	0	0	4	18	29.1%
		2006	32	24	2	0	0	0	0	0	6	25.0%
		2007	19	8	0	0	1	0	0	0	10	57.9%
		2009	26	16	0	0	2	0	0	0	8	38.5%
		2010	22	19	0	0	0	0	0	1	2	13.6%
	CT 18.24 BG 2		1163	676	65	3	104	0	6	32	277	41.90%
18.26	1	1001	4	4	0	0	0	0	0	0	0	0.0%
		1006	439	172	113	3	10	1	1	13	126	60.8%

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races	Hispanic or Latino	Minority Percentage
	CT 18.26 BG 1		833	291	163	3	29	1	3	19	324	65.10%
18.32	11005		674	171	155	0	27	0	1	12	308	74.6%
	CT 18.32 BG 1		1558	554	360	4	41	0	2	36	561	64.40%
	2	2002	38	22	6	0	0	0	0	0	10	42.1%
		2016	22	12	0	0	0	0	0	0	10	45.5%
		2024	30	8	10	0	0	0	0	0	12	73.3%
	CT 18.32 BG 2		951	711	66	1	12	0	2	8	151	25.20%
18.33	2	2001	3	3	0	0	0	0	0	0	0	0.0%
		2002	50	12	7	0	0	0	0	3	28	76.0%
	CT 18.33 BG 2		1367	722	186	1	132	1	5	30	290	47.20%
	3	3005	7	2	2	0	0	0	0	0	3	71.4%
	CT 18.33 BG 3		1942	549	273	7	27	0	0	23	1063	71.70%
18.35	3	3004	2	2	0	0	0	0	0	0	0	0.0%
		3005	1637	274	326	3	55	0	4	32	943	83.3%
		3008	153	84	5	0	3	0	0	3	58	45.1%
	CT 18.35 BG 3		2251	459	394	4	91	0	6	41	1256	79.60%
18.39	1	1006	943	315	208	1	85	3	2	27	302	66.6%
	CT 18.39 BG 1		4214	1220	759	3	1167	3	9	100	953	71.00%
18.40	1	1005	150	80	13	0	12	0	1	2	42	46.7%
		1007	1	1	0	0	0	0	0	0	0	0.0%
		1009	30	16	3	0	2	0	0	0	9	46.7%
		1010	72	17	16	0	12	0	2	0	25	76.4%
		1014	552	168	113	0	24	2	8	22	215	69.6%
	CT 18.40 BG 1		4713	1142	702	6	313	2	12	93	2443	75.80%
	3	3047	15	7	0	0	0	0	0	0	8	53.3%
	CT 18.40 BG 3		2881	1153	413	14	245	1	5	48	1002	60.0%
18.48	3	3007	800	292	112	0	117	4	3	12	260	63.5%
	CT 18.48 BG 3		2186	921	243	5	489	4	10	55	459	57.90%
18.51	3	3023	24	2	0	0	0	0	0	0	22	91.7%
		3024	45	2	0	0	0	0	0	0	43	95.6%
		3025	38	4	0	0	7	0	0	0	27	89.5%
		3026	45	7	0	0	3	0	0	0	35	84.4%
		3027	1536	564	293	4	141	0	6	42	486	63.3%
		3028	3	2	0	0	0	0	0	1	0	33.3%
		3030	61	6	0	0	0	0	0	0	55	90.2%
		3031	15	9	0	0	0	0	0	0	6	40.0%

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races	Hispanic or Latino	Minority Percentage
		3033	22	9	1	0	0	0	0	1	11	59.1%
		3035	57	2	0	0	0	0	2	0	53	96.5%
		3037	62	12	0	0	0	0	0	0	50	80.6%
		3038	46	21	9	0	10	0	0	0	6	54.3%
		3049	19	1	1	0	0	0	0	0	17	94.7%
	CT 18.51 BG 3		2653	992	371	6	289	0	8	65	922	62.60%
	4	4006	9	5	3	0	0	0	0	0	1	44.4%
	CT 18.51 BG 4		1388	588	186	2	125	1	0	39	447	57.60%
18.57	1	1031	3	3	0	0	0	0	0	0	0	0.0%
		1033	364	154	72	1	29	0	2	11	95	57.7%
		1047	12	6	0	0	1	0	0	1	4	50.0%
		1058	18	1	0	1	4	0	0	0	12	94.4%
	CT 18.57 BG 1		2644	1131	452	5	249	1	7	65	734	57.20%
18.63	2	2001	4	3	0	0	0	1	0	0	0	25.0%
		2008	26	14	0	0	0	0	0	0	12	46.2%
		2010	27	17	0	0	0	0	0	0	10	37.0%
	CT 18.63 BG 2		1367	546	285	6	168	1	4	37	320	60.10%
207.03	3	3020	1	0	0	0	0	0	0	0	1	100.0%
	CT 207.03 BG 3		1114	602	90	4	1	0	1	19	397	46.00%
Study Area			19822	4504	2613	37	707	16	40	320	11585	77.3%

Source: U.S. Decennial Census, 2010. Table P9, "Hispanic or Latino or Not Hispanic or Latino"

Note: Only populated census blocks are represented. Green highlighted rows show census blocks that have a minority population of 50 percent or greater. Purple highlighted rows represent the block groups in which the blocks within the study area are located.

Table 2: Median Household Income and Households Living Below Poverty Level by Block Group, 2019

Census Tract	Block Group	Median Household Income	Households Living Below Poverty Level
15.03	4	\$77,750	15.9%
18.04	1	\$34,958	24.7%
	3	\$30,350	35.9%
18.06	1	N/A	0.0%
	2	\$42,336	14.0%
	3	\$40,050	13.1%
18.12	1	\$41,131	18.1%
	3	\$41,410	28.9%
18.13	1	\$40,333	21.3%
	2	\$47,802	27.2%
18.23	2	\$64,861	3.7%
	3	\$31,820	24.6%
18.24	1	\$65,313	8.9%
	2	\$75,526	7.0%
18.26	1	\$62,532	24.5%
18.32	1	\$41,023	8.9%
	2	\$95,298	0.0%
18.33	2	\$24,276	23.4%
	3	\$77,607	4.2%
18.35	3	\$49,623	10.9%
18.39	1	\$73,281	4.7%
	2	\$67,069	7.0%
18.40	1	\$65,694	12.8%
	3	\$73,412	14.5%
18.48	3	\$70,341	4.7%
18.51	3	\$67,797	12.1%
	4	\$90,119	12.8%
18.57	1	\$78,289	15.3%
	2	\$74,313	1.9%
18.63	2	\$40,333	14.1%
205.04	3	\$60,346	9.7%
207.03	1	\$62,188	11.8%

Census Tract	Block Group	Median Household Income	Households Living Below Poverty Level
	3	\$62,763	9.6%

Source: American Community Survey 5-Year Estimates, Tables B19013, "Median Household Income" and B17017, "Poverty Status by Household"

Note: Highlighted rows indicated block groups that have either a median household income below the 2020 DHHS poverty guidelines for a family of four and/or have a 25 percent or greater proportion of the population living below the 2020 DHHS poverty level. Rows that contain N/A showed no data.

Table 3: Limited English Proficiency by Block Group, 2019

Census Tract	Block Group	Total	Total LEP	Total LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian and Pacific Islander LEP	Asian and Pacific Islander LEP %	Other LEP	Other LEP %
15.03	4	878	86	9.8%	67	7.6%	0	0.0%	19	2.2%	0	0.0%
18.04	1	2,036	179	8.8%	142	7.0%	37	1.8%	0	0.0%	0	0.0%
	3	2,500	1,405	56.2%	857	34.3%	0	0.0%	290	11.6%	258	10.3%
18.06	1	1,289	753	58.4%	753	58.4%	0	0.0%	0	0.0%	0	0.0%
	2	1,978	744	37.6%	744	37.6%	0	0.0%	0	0.0%	0	0.0%
	3	2,197	885	40.3%	885	40.3%	0	0.0%	0	0.0%	0	0.0%
18.12	1	1,707	289	16.9%	289	16.9%	0	0.0%	0	0.0%	0	0.0%
	3	2,579	821	31.8%	782	30.3%	0	0.0%	39	1.5%	0	0.0%
18.13	1	3,683	1,804	49.0%	1,734	47.1%	19	0.5%	33	0.9%	18	0.5%
	2	2,959	1,086	36.7%	864	29.2%	174	5.9%	48	1.6%	0	0.0%
18.23	2	1,167	490	42.0%	303	26.0%	152	13.0%	0	0.0%	35	3.0%
	3	1,554	904	58.2%	904	58.2%	0	0.0%	0	0.0%	0	0.0%
18.24	1	693	43	6.2%	43	6.2%	0	0.0%	0	0.0%	0	0.0%
	2	1,312	163	12.4%	17	1.3%	20	1.5%	94	7.2%	32	2.4%
18.26	1	897	130	14.5%	122	13.6%	0	0.0%	8	0.9%	0	0.0%
18.32	1	1,971	277	14.1%	221	11.2%	26	1.3%	30	1.5%	0	0.0%
	2	828	34	4.1%	34	4.1%	0	0.0%	0	0.0%	0	0.0%
18.33	2	1,138	89	7.8%	27	2.4%	0	0.0%	62	5.4%	0	0.0%
	3	1,593	352	22.1%	313	19.6%	12	0.8%	0	0.0%	27	1.7%
18.35	3	2,845	622	21.9%	451	15.9%	29	1.0%	98	3.4%	44	1.5%
18.39	1	4,488	1,016	22.6%	106	2.4%	241	5.4%	613	13.7%	56	1.2%
	2	4,636	1,225	26.4%	704	15.2%	26	0.6%	213	4.6%	282	6.1%
18.40	1	6,882	1,752	25.5%	1,426	20.7%	195	2.8%	131	1.9%	0	0.0%
	3	2,295	338	14.7%	146	6.4%	0	0.0%	163	7.1%	29	1.3%

Census Tract	Block Group	Total	Total LEP	Total LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian and Pacific Islander LEP	Asian and Pacific Islander LEP %	Other LEP	Other LEP %
18.48	3	2,829	449	15.9%	124	4.4%	31	1.1%	201	7.1%	93	3.3%
18.51	3	2,562	296	11.6%	88	3.4%	109	4.3%	74	2.9%	25	1.0%
	4	1,794	192	10.7%	117	6.5%	75	4.2%	0	0.0%	0	0.0%
18.57	1	3,032	209	6.9%	209	6.9%	0	0.0%	0	0.0%	0	0.0%
	2	2,639	172	6.5%	172	6.5%	0	0.0%	0	0.0%	0	0.0%
18.63	2	1,174	269	22.9%	19	1.6%	182	15.5%	23	2.0%	45	3.8%
205.04	3	4,376	283	6.5%	127	2.9%	17	0.4%	139	3.2%	0	0.0%
207.03	1	2,133	106	5.0%	86	4.0%	20	0.9%	0	0.0%	0	0.0%
	3	2,317	149	6.4%	50	2.2%	0	0.0%	0	0.0%	99	4.3%
Total		76,961	17,612	22.9%	12,926	16.8%	1,365	1.8%	2,278	3.0%	1,043	1.4%

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

Note: Highlighted rows represent block groups that show an LEP population of 5 percent or greater, the Safe Harbor threshold for providing written translation of vital documents.

Table 4: Population 65 Years and Over Living Alone by Block Group, 2019

Census Tract	Block Group	Total Population 65 Years and Over	Percentage of Population 65 Years and Over Living Alone
15.03	4	149	34.9%
18.04	1	62	24.2%
	3	295	12.5%
18.06	1	259	0.0%
	2	31	100.0%
	3	144	0.0%
18.12	1	97	100.0%
	3	186	24.2%
18.13	1	210	19.5%
	2	305	22.6%
18.23	2	98	0.0%
	3	0	N/A
18.24	1	87	0.0%
	2	155	27.1%
18.26	1	39	20.5%

Census Tract	Block Group	Total Population 65 Years and Over	Percentage of Population 65 Years and Over Living Alone
18.32	1	236	22.9%
	2	177	33.3%
18.33	2	527	54.6%
	3	270	38.9%
18.35	3	211	41.7%
18.39	1	303	0.0%
	2	171	9.4%
18.40	1	358	5.9%
	3	200	23.0%
18.48	3	338	37.3%
18.51	3	428	37.6%
	4	73	0.0%
18.57	1	267	19.5%
	2	249	15.7%
18.63	2	155	50.3%
205.04	3	345	38.3%
207.03	1	0	N/A
	3	367	5.2%
Total		6,792	25.3%

Source: American Community Survey 5-Year Estimates, Table B09020, "Relationship by Household Type (Including Living Alone: for the Population 65 Years and Over"

Note: Highlighted rows represent block groups that show 25 percent or greater of the population 65 years and over who live alone. Rows that contain N/A showed now data.

Table 5: Population with a Disability by Census Tract, 2019

Census Tract	Total	Population with a Disability	Percentage of Population with a Disability
15.03	4,375	442	10.1%
18.04	6,757	724	10.7%
18.06	7,174	844	11.8%
18.12	7,876	934	11.9%
18.13	7,457	792	10.6%
18.23	7,254	729	10.0%
18.24	2,086	159	7.6%

Census Tract	Total	Population with a Disability	Percentage of Population with a Disability
18.26	2,788	317	11.4%
18.32	3,011	354	11.8%
18.33	9,461	1,643	17.4%
18.35	6,771	621	9.2%
18.39	10,165	855	8.4%
18.40	10,880	887	8.2%
18.48	5,226	563	10.8%
18.51	9,467	797	8.4%
18.57	6,214	740	11.9%
18.63	3,554	354	10.0%
205.04	10,753	1,127	10.5%
207.03	11,802	1,120	9.5%
Total	133,071	14,002	10.5%

Source: American Community Survey, 5-Year Estimates, Table B18101, "Sex by Age by Disability Status"

Project Photographs



Photo 1: Looking southeast at the northern project limits at the I-35/SH 45N interchange.



Photo 2: Typical view along I-35 in the northern portion of the study area.



Photo 3: New development along the NB frontage road just north of Piccadilly Drive.



Photo 4: Looking north along I-35 at typical roadway view from Scarborough Drive.



Photo 5: Iglesia Nuevo Amanecer and Life Changers Churches that share a building along SB frontage road.



Photo 6: Cook-Walden Capital Parks Funeral Home and Cemetery.



Photo 7: Looking south along I-35 frontage road toward Howard Lane.



Photo 8: Centro Cristiano Zion and Ministerio Jesus El Rey along SB frontage road.



Photo 9: Typical view of SB I-35 frontage road in the northern portion of the study area.



Photo 10: New construction of multifamily housing just north of The Lakes Boulevard.



Photo 11: Memorial Hill Cemetery.



Photo 12: Looking north along I-35 at typical roadway view just north of Parmer Lane.



Photo 13: Sign showing businesses and Park and Ride at Tech Ridge.



Photo 14: Typical view of roadway along I-35 south of Braker Lane.



Photo 15: ISKCON Austin Hare Krishna Temple.



Photo 16: Typical shopping center strip mall along I-35 at the corner of Rundberg.



Photo 17: Africarib Market in shopping center in Photo 16.



Photo 18: Looking northwest at GTO Auto Wheels, one of three potentially displaced businesses on the same parcel (Parcel ID 246690). The proposed ROW intersects the yellow building.



Photo 19: Looking southwest at the unknown auto offices located at 9602 North I-35. This building is on the same parcel (Parcel ID 246690) as GTO Auto Wheels above and the proposed ROW intersects the building.



Photo 20: Looking northwest at the unknown auto offices (Parcel ID 246690) located at 9602 North I-35.



Photo 21: Looking west at Pickup Heaven, which is on the same parcel as GTO Auto Wheels and the unknown auto offices (Parcel ID 246690). The proposed ROW intersects the building.



Photo 22: Looking northwest at A-1 Tires. The proposed ROW intersects the building. There is another building/business on the same parcel (Parcel ID 246691) that the proposed ROW does not intersect and would not be considered a displacement.



Photo 23: Looking west at Monte Carlo Social Club. The building is located on the same parcel as A-1 Tires (Parcel ID 246691), however the proposed ROW would not intersect the building.



Photo 24: Looking northwest at Thermo King of Austin (Parcel ID 246692). The proposed ROW would intersect this building.



Photo 25: Burmese Store selling Asian groceries near Rundberg.



Photo 26: Strip mall at the corner of I-35 and Rundberg containing many Hispanic or Latino businesses.



Photo 27: Bus stop along St. John's Avenue off of I-35.



Photo 28: Construction at the northwest corner of the I-35/US 183 interchange.



Photo 29: Looking west at shopping center along I-35.



Photo 30: Looking southeast at the southern project limits.