

City of Madison

MADISON DEPARTMENT



OF TRANSPORTATION

Oscar Mayer Equity Analysis

September 10, 2019

Contents

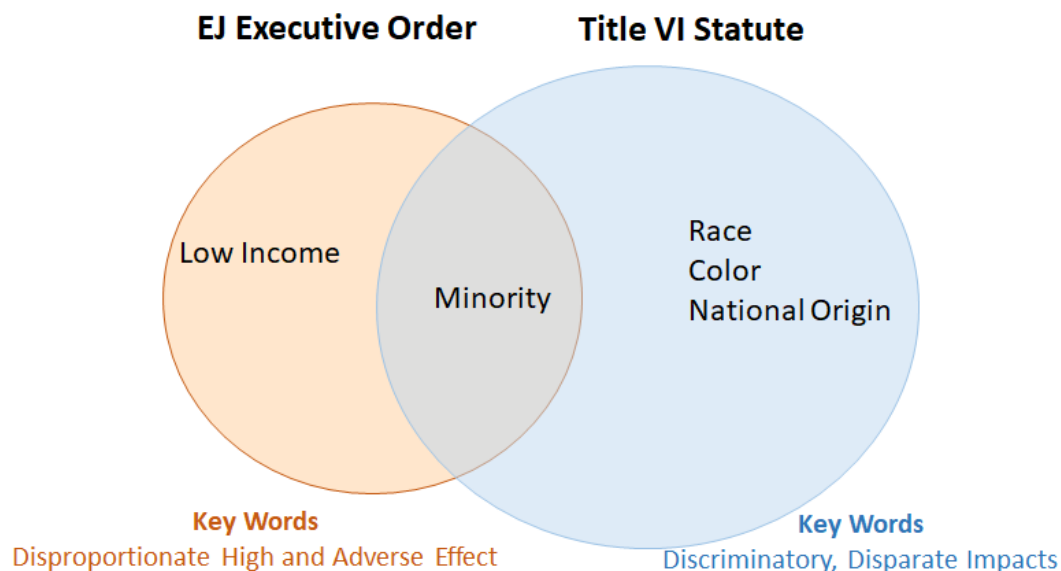
1.0	Environmental Justice and Title VI	1
2.0	Description of Potential Action	2
3.0	Demographics of Satellite Locations.....	7
4.0	Impact Causing Effects	8
5.0	Screening.....	9
6.0	Community Input	9
7.0	Impact Comparison – Oscar Mayer Site.....	12
8.0	Environmental Justice and Title VI.....	13

1.0 Environmental Justice and Title VI

Executive Order 12898 populations (EO 12898), commonly called the Executive Order on Environmental Justice, focuses on low-income and minority populations. The EO 12898 states that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. It is FTA’s policy to make environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and/or low income populations. This includes incorporating environmental justice and non-discrimination principles into transportation planning and decision making processes as well as project-specific environmental reviews.”¹

The Executive Order on Environmental Justice addresses disproportionately high and adverse effects on minority populations and low-income populations. Executive Order 12898 emphasizes that Federal agencies should use existing laws and programs to achieve EJ, including Title VI of the Civil Rights Act of 1964 (Title VI). Title VI prohibits the discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including matters related to language access for limited English proficient (LEP) persons. Neutral policies or practices that result in discriminatory effects or disparate impacts violate DOT’s Title VI regulations.

The following graphic illustrates the overlap between Environmental Justice and Title VI.



Other Protected Classes: Age, Sex, Disability, Limited English Proficiency

In 2012 FTA published circular FTA C 4702.1B, “Title VI Requirements and Guidelines for Federal Administration Recipients.” FTA 4703.1 provides further guidance on this issue.

The key concepts of Environmental Justice includes

¹ FTA Circular 4703.1

- A minority population is defined as any readily identifiable group of minority persons, and FHWA's policy is to include the elderly or disabled, who live in geographic proximity to the project area.
- Low-income population means any readily identifiable group of low-income persons (having a household income at or below the United States Department of Health and Human Services poverty guidelines) who live in geographic proximity to the project area.

A disproportionately high and adverse effect means:

- An adverse effect that is largely borne by a minority population and/or low-income population.
- An adverse effect that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

The three principal elements of Environmental Justice are as follows:

- Avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations.
- Ensure full and fair participation by all potentially affected communities in the transportation decision making process.
- Prevent the denial of, reduction in, or delay in the receipt of benefits by minority and low-income populations.

2.0 Description of Potential Action

Metro Transit is evaluating locations to construct a satellite bus facility to address critical bus storage shortages. Portions of their current bus storage facility are over 100 years old, the facility is storing 30 percent more buses than it was designed for. Metro bus service is at capacity and Metro cannot respond to requests for additional peak period service because they do not have the rolling stock to respond to those needs – a consequence of the limitations of the current bus storage facility.

Obtaining more bus storage is a recommendation in many recent transportation plans.

- Madison's Comprehensive Plan, Imagine Madison, Land Use and Transportation Strategy 1a calls for building a new bus storage and maintenance facility to support an expanded bus fleet.
- Madison Area Transportation Planning Board's 2013 to 2017 Transit Development Plan Recommendation 17 calls for increasing the capacity of the existing bus garage or constructing a new facility.
- Madison Area Transportation Planning Boards 2050 Regional Transportation Plan, Transit Recommendation 1 calls for expanding bus storage.

Proposals and site-specific studies have been performed over the past 14 years to address components of this problem. Some of the recommendations from these reports are currently being implemented (improvements to the 1101 East Washington Ave facility), while others have been dismissed because of high infrastructure costs (Nakoosa satellite facility and expansion at the existing facility).

Several sites have been identified as being potential hosts for a satellite bus facility. Figure 2.0-1 roughly illustrates the location of the potential satellite locations. Exhibits 1 and 2 provide a better understanding of the locations in reference to Metro’s operating routes and Madison’s future land use.



Figure 2.0-1 Satellite Facility Locations

The following paragraphs summarize alternative sites.

- **Highway 30 Site –Satellite Site** – Madison enlisted the services of Mead & Hunt and Kueny Architects LLC to prepare a generic site design and cost estimate for programming purposes to evaluate the cost effectiveness of constructing a new facility versus purchasing and repurposing an already constructed facility. The generic site is referred to being located near Highway 30 and Packers Avenue, a location relatively efficient for Metro operations since it is within a quarter mile of the North Transfer Point . However, the generic site design and cost estimate could apply to facilities at other locations. A likely location would be north of Highway 30. Since MG&E has recently purchased the vacant parcel closest to Packers Ave, a satellite facility would probably need to occupy the Pick n Save grocery store site, or the adjacent storage unit site.



Figure 2.0-2 Possible Highway 30 Locations

The generic site design and cost estimate would be broken into three phases. This site option would probably require the purchase and possible razing of either the existing Pick n Save grocery store (6.6 acres), or the recently repurposed Shopko store which currently houses storage units (12.4 acres). Other vacant parcels in the area have recently been purchased and will be used for other purposes. The phasing of a site could occur in three phases. They include:

- Phase 1 – Site and utility work, 15 articulated buses, 40 regular buses, 1 wash/service island, and 6 maintenance bays.
- Phase 2 – Office support space, 10 articulated buses, 120 regular buses, 1 wash/service island, and 12 maintenance bays.
- Phase 3 – Additional office support space, 5 articulated buses, 85 regular buses, and 10 maintenance bays.

- The former Kraft/Oscar Mayer site near Highway 30 and Packers Avenue – The site is now owned by Reich Brothers Holdings and the City has the opportunity to purchase Buildings 43 and 50 with 15 acres on the north side of the site. The site is directly east of Metro’s North Transfer Point and associated park and ride lot. This site would be suitable for a satellite facility to supplement a larger facility. Additional buildings could make it suitable to host more of



Figure 2.0-3 Location of the Oscar Mayer site

Metro’s operations. A rail crossing exists on the site that could be used to access the North Transfer Point. The following are the characteristics of the site:

- Building 43 – 30 regular buses, or a combination of articulated buses and regular buses, and a bus wash.
- Buildings 50 and 50A – 40 regular buses, or a combination of articulated buses and regular buses as well as, 9 rapid repair lanes, 4 regular maintenance bays, and 1 bus wash lane.

- The former Cub Foods site on Nakoosa Trail – This site of 15 acres was purchased by the City for municipal fleet use, and part of the site (about 5.75 acres) could be available for a Metro facilities site. This alternative site would have the following features.
 - 20 standard buses
 - 36 articulated buses
 - 2 wash/service islands
 - 9 service bays
 - Area – the portion of the site available is about 5.75 acres, which is sufficient for a satellite facility but would not allow Metro to relocate all buses and services from the 1101 East Washington Ave facility.

The topography of the Nakoosa site increases construction cost. Also, Metro use of this site would prevent fleet or other City services from expanding in the future.

- East and/or West Locations – It has been suggested that Metro might operate more efficiently if there were two sites serving the City, one on the west side and one on the east side. This alternative site assumes one east and one west site near the transfer points. If it was near the East Transfer Point, a likely location would be the south portion of the former Swiss Colony Warehouse. Previous overtures by city staff did not indicate that the parcel was for sale, however recent inquiries by developers indicate that it may be changing hands. For the West Transfer Point, it is likely the satellite facility would be located in either West Gate Mall, or the

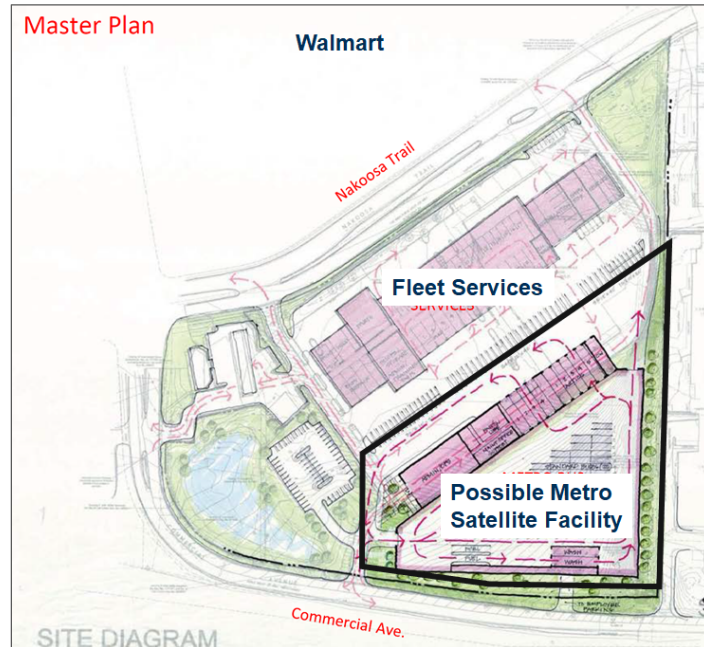


Figure 2.0-4 Nakoosa Trail Site Plan



Figure 2.0-5 East Transfer Point Location



Figure 2.0-6 West Transfer Point Location

shopping mall directly to the south. These parcels are in transition and may change ownership soon. It should be noted that a Metro satellite would be inconsistent with the zoning and planned land use in this area.

For the purposes of this analysis, each site was assumed to have the following features:

- o 120 standard buses
- o 20 to 25 articulated buses
- o 1 wash/service island
- o 14 service bays
- o Office support space.
- South Location – The Metro Facilities Analysis did not specifically look at a south satellite location, but instead assumed it would have the same financial metrics as a west or east satellite location. If a satellite facility was selected near the South Transfer Point, it could be located west or east of the transfer point. Neither of these parcels is currently available. It could also be located about 0.7 miles to the north in a former Thorstad Chevrolet dealership. In past years the city had also inquired about that parcel, but it is currently being used.

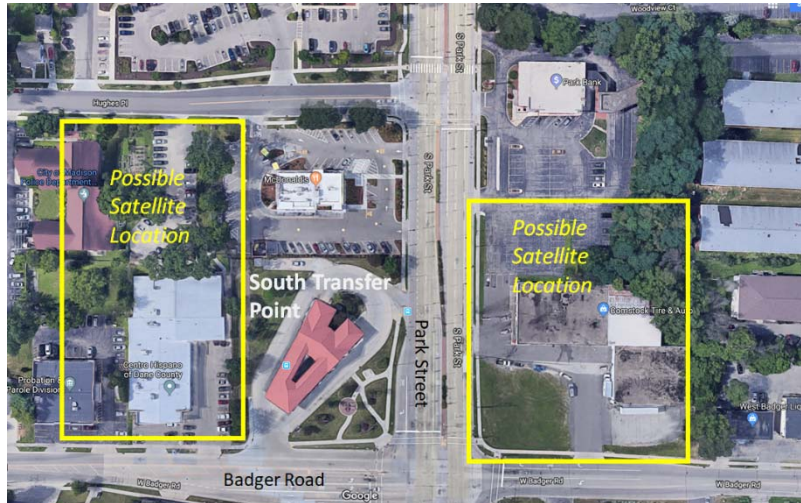


Figure 2.0-7 South Transfer Point Locations

The following Table 2.0-1 provides an updated net present value analysis that was performed for the sites in February of 2019. Aside from the primary facility at 1101 East Washington Ave, Oscar Mayer has the lowest net present value per bus while keeping the capital investment in a feasible range.

Facility Type	Primary	Satellite	Satellite	Satellite	Satellite	Satellite
Alternative Site	1101 East Wash	Hwy 30 Phase 1	Hwy 30 Phase 1&2	Oscar Mayer	Nakoosa	East or West
Number of buses	215	55	185	70	56	140 each
Total CIP (2019-2024)	\$57.1M	\$70.3M	\$138.6M	\$39M+	\$49.9M	\$100.2M
CIP cost per bus	\$266K	\$1,277K	\$749K	\$559K	\$890K	\$716K
7% Nominal Discount Rate						
NPV of costs 7%	\$46M*	\$52M	\$104M	\$38M*	\$37M	\$75M
NPV cost per bus 7%	\$215k*	\$952k	\$564k	\$546k*	\$655k	\$540k
Other						
Added Annual Deadhead Op Cost	\$0M	\$0M	+\$1.1M	\$0	\$0M	+\$0.9M
*Includes \$60M rehabilitation in 2045 + Portion of Oscar Mayer Cost borne by FTA Small Starts CIP = Capital Improvement Program NPV = Net Present Value of costs for facility life until 2050						

Table 2.0-1 Revised Net Present Value Analysis Summary

3.0 Demographics of Satellite Locations

Exhibits 3 through 9 show the locations of the sites being considered along a dot representation of protected classes of people. They include:

- Exhibit 3 Low Income Households (ACS 2016 POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE)
- Exhibit 4 Persons of Color (ACS 2016 Race)
- Exhibit 5 Black or African American (ACS 2016 Race)
- Exhibit 6 Asian American (ACS 2016 Race)
- Exhibit 7 Hispanic or Latino Population (ACS 2016 Race)
- Exhibit 8 Disabled Population (ACS 2016)
- Exhibit 9 Elderly (over 65) (ACS 2016)

Generally, the Oscar Mayer, Highway 30, Nakoosa, East, and West locations do not have population directly adjacent to the sites because they generally lie within either an employment or industrial zoned district. The South location, adjacent to the South Transfer Point, is proximate to residential areas and therefore closer to people.

Table 3.0-1 shows the racial composition of residents living in the block group of each of the potential satellite locations, as obtained from the ACS 2017 estimates. The racial demographic for each satellite location is roughly comparable to that of Madison as a whole, except for the South and East locations. The East location has fewer persons of color (minorities) than the City of Madison, while the South location has more persons of color.

	Total Population	White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian and Pacific Islander Alone	Some Other Race Alone	Two or More Races	More Races, including Some Other Race
West Location	1308	1061 81%	53 4%	9 1%	77 6%	0 0%	0 0%	108 8%	9 1%
South Location	2623	1002 38%	708 27%	41 2%	90 3%	0 0%	613 23%	169 6%	104 4%
Oscar Mayer	1495	1210 81%	253 17%	10 1%	0 0%	0 0%	13 1%	9 1%	0 0%
Highway 30	1099	782 71%	88 8%	52 5%	91 8%	0 0%	71 6%	15 1%	0 0%
Nakoosa	2248	1741 77%	412 18%	0 0%	25 1%	0 0%	48 2%	22 1%	0 0%
East Location	958	920 96%	0 0%	7 1%	31 3%	0 0%	0 0%	0 0%	0 0%
Madison, City of	248,856	196,174 79%	16,273 7%	947 0%	21,836 9%	120 0%	4,802 2%	8,704 3%	1,113 0%

Table 3.0-1 Racial Composition of Potential Satellite Locations

The U.S. Census defines Hispanic or Latino to refer to "a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race" and states that Hispanics or Latinos can be of any race, any ancestry, and any ethnicity. Table 3.0-2 shows the Hispanic and Latino composition of the populations adjacent to the satellite locations, categorized by race. Generally all sites are comparable to the City of Madison Latino composition, with the exception of the South and Highway 30 sites, which both have substantially more Hispanic or Latino population than Madison as a whole.

American Community Survey, 2016 Five Year Estimates, Table B03002

	Total Population	Hispanic or Latino	Hispanic or Latino, White Alone	Hispanic or Latino, Black or African American Alone	Hispanic or Latino, American Indian or Alaska Native Alone	Hispanic or Latino, Asian Alone	Hispanic or Latino, Hawaiian or Pacific Islander Alone	Hispanic or Latino, Some Other Race Alone	Hispanic or Latino, Two or More Races	Hispanic or Latino, Two Races Including Some Other Race							
West Location	1,284	54	4%	44	3%	0	0%	0	0%	0	0%	0	0%	10	1%	10	1%
South Location	2,267	763	34%	64	3%	0	0%	0	0%	0	0%	601	27%	98	4%	82	4%
Oscar Mayer	1,439	13	1%	0	0%	0	0%	0	0%	0	0%	13	1%	0	0%	0	0%
Highway 30	1,011	274	27%	159	16%	0	0%	46	5%	0	0%	69	7%	0	0%	0	0%
Nakoosa	2,401	77	3%	47	2%	0	0%	0	0%	0	0%	30	1%	0	0%	0	0%
East Location	1,056	54	5%	54	5%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Madison, City of	248,856	16,110	6%	9664	4%	416	0%	179	0%	129	0%	4321	2%	1401	1%	811	0%

Table 3.0-2 Hispanic or Latino Composition of Potential Satellite Locations

Poverty thresholds are the income dollar amounts used by the U.S. Census as a statistical measure to determine a household’s poverty status. They are issued each year in September and are the basis for determining the national poverty rate. Poverty thresholds vary according to the size of the household and the ages of the members, and they do not vary from state to state, and they are updated annually for inflation. Note that the Federal Government’s definition of poverty is different than the US Census, however widespread data using the Federal definition is not available. Therefore the US Census’s data on poverty serves as a surrogate for analysis. Table 3.0-3 illustrates the number of people in poverty within the census tracts (as opposed to block groups) for each of the satellite locations.

Most locations have fewer residents in poverty than the Madison average, with the exception of the Highway 30 and South locations, which are slightly greater.

American Community Survey, 2017 Five Year Estimates Table S

	Total Population for Det of Poverty Status	Total in Poverty	Percentage in Poverty
West Location	1,666	200	12%
South Location	5,242	1,254	24%
Oscar Mayer	4,462	553	12%
Highway 30	1,948	450	23%
Nakoosa	5,562	531	10%
East Location	3,267	254	8%
Madison, City of	237,559	43,568	18%

Table 3.0-3 People in Poverty

4.0 Impact Causing Effects

A. System Effects

Overall, obtaining a satellite facility is expected to benefit all city residents, including persons of color and low income families. Obtaining more bus storage gives Metro Transit the capability to add buses and provide additional service. With a satellite facility, it is likely that Metro will add Bus Rapid Transit, as well as increase frequency on peripheral routes. Without a satellite facility providing bus storage, Metro is unable to expand service or frequency.

B. Traffic Effects Common to All Locations

Between 50 and 100 buses would be stored at the various satellite locations. It is anticipated that bus departures in the morning pullout starting at 5 am would be between 40 to 70 buses per hour in this 1.5 hour timeframe, depending on the location and storage available. The morning pull in after peak service could range from 30 to 40 buses per hour. This range of 30 to 40 buses per hour also holds true for the afternoon pullout and pull in for the afternoon peak service.

C. Direct Impacts and Opportunity Costs

Effects to each specific area include direct impacts, eg relocations, property acquisitions, and opportunity costs. Opportunity costs are the loss of potential benefits from other alternatives when one alternative is chosen. Table 4.0-1 summarizes both the direct impacts and the opportunity costs.

D. Employment Effects

Initially, the satellite facility would host between 20 to 50 jobs, with the majority being bus drivers, and the remainder being mechanics and other support personnel. Depending on the size of the building, the ultimate employment could rise to 100 or more jobs.

5.0 Screening

The Oscar Mayer Satellite was selected as the site to pursue for satellite operations for reasons cited in the Metro Facilities Analysis. Reasons given in the for this selection include:

- The property is available and being marketed.
- It is zoned appropriately for a Metro satellite facility.
- The property has the lowest capital expenditure and corresponding debt service.
- Oscar Mayer has the lowest net present value of costs.
- The location would not increase operating (deadhead) costs.
- Oscar Mayer has the lowest housing cost per bus.
- Preserves the ability to relocate more of Metro's operations from the 1101 East Washington Ave facility.

Table 4.01 indicates that the south and Highway 30 locations have the highest percentages of minority and low income populations respectively. The table also indicates that only East Transfer Point and the Oscar Mayer sites would not have relocation impacts. The other satellite locations, including the south location, have greater opportunity costs which would impact the adjacent neighborhoods to a greater degree. Of the two sites with lower relocation and opportunity costs, only the Oscar Mayer site is actively being marketed.

Oscar Mayer has the lowest number of minorities living in the census block group of the sites being evaluated, and is about in the middle of those evaluated for households in poverty. While the Oscar Mayer census block group does not have a higher number of minorities or low income individuals, there are several social services in the vicinity. The Dane County job center lies just 0.1 miles west of the North Transfer Point. Additionally, Dane County Health Services Neighborhood Intervention Team lies directly adjacent to the job center and is also served by the North Transfer Point.

6.0 Community Input

A. Sherman Neighborhood Meeting – March 4, 2019

City staff presented the potential of the City purchasing the north portion of Oscar Mayer and using it for satellite bus facility at the Sherman Neighborhood Associations annual meeting on March 4, 2019. From 40 to 50 residents were at the meeting, with ethnicity generally reflecting the demographics of the neighborhood. Concerns raised by the neighborhood included the possible increase in traffic and noise associated with it. They also raised the desire to have Oscar Mayer Way (a partial local roadway) fully extend through the site. They attendees supported the possibility of using the rail corridor for a shared

Table 4.0-1 Direct Impacts and Opportunity Costs

	East Location (Transfer Point)	Oscar Mayer	Highway 30
Description	A satellite facility at this location would probably be constructed in the former Swiss Colony parcel.	A satellite facility at this location would occupy the north 15 acres of the 53 acre former Oscar Mayer Plant. The satellite would use Buildings 43 and 50.	The vacant property north of Highway 30 has recently been purchased by MG&E. Therefore, a satellite facility in this location would have to occupy other uses in the area – either the existing Pick n Save or the former Shopko building currently being used for storage units.
Percentage of Block Group persons of Color	4 percent	19 percent	29 percent
Percentage of Census Tract in Poverty	8 percent	12 percent	23 percent
Planned Land Use	The planned land use for this parcel is regional mixed commercial. A Metro bus facility at this location would not be consistent with the planned use. Zoned IL – Industrial Limited District. A Metro facility would be consistent with the zoning.	The planned land use for this parcel is industrial. A Metro bus facility at this location would not be consistent with the planned use. Zoned IG – Industrial General. A Metro bus facility would be consistent with this zoning.	The planned land use is employment. A Metro bus facility at this location would be consistent with this land use. Zoned PD – Planned Development District.
Relocations	Locating a satellite facility at this location probably would not require relocations of businesses or residents.	Locating a satellite facility at this location would not require relocations of businesses or residents.	Locating a satellite facility at this location would require the relocation of at least one business, either the grocery store or the storage unit facility.
Amount of property to acquire	10 to 15 acres	15 acres	15 acres
Property Available?	City staff discussions with the owner indicated it was not available, although recent development proposals have indicated that it is for sale.	The parcel is being actively marketed for warehousing, so it is available for city purchase.	Property in this area is not currently for sale.
Opportunity cost of property use by Metro.	The current special area plan calls for regional mixed use with the potential to have a large grocery store (Woodmans) in this location.	If Metro does not occupy these buildings, it is likely a warehousing firm or distributor will occupy the buildings instead. Light or heavy industrial would also be allowed uses.	If Metro occupies the location occupied by the grocery store, this relocation would represent a loss to the adjacent community. If Metro occupies the land occupied by the storage unit facility, it does remove a facility used by the Madison community, but may not represent as much of a loss as the loss of a grocery store.
Closest residential property to potential Metro Bldg	200 to 300 feet	500 to 600 feet	500 to 600 feet

	Nakoosa Trail Location	South Location (Transfer Point)	West Location (Transfer Point)
Description	A satellite facility at this location would probably be constructed in a portion of the parcel that is not occupied by Madison’s Fleet Services	This option would involve placing a satellite facility near the South Transfer Point. This is a difficult location in that areas to the north include commercial establishments, and the area to the south includes the newly constructed Madison College. Parcels south of the Beltline exist, but there is no convenient access to them.	This option would involve placing a satellite facility somewhere in the West Gate area.
Percentage of Block Group persons of Color	23 percent	62 percent	19 percent
Percentage of Census Tract in Poverty	10 percent	24 percent	12 percent
Planned Land Use	The planned land use for this parcel is industrial. It is zoned IL – Industrial Limited. A Metro bus facility at this location would be consistent with the planned use and zoning.	The planned land use for the areas near the South Transfer Point is community mixed use. It is zoned CC –Commercial Center District. A Metro facility would not be consistent with this planned use or zoning.	The planned land use for areas near the West Transfer Point are regional mixed use, or employment. It is zoned CC – Commercial Center District or SE – Suburban Employment. A Metro facility would not be consistent with this planned land use or zoning.
Relocations	Locating a satellite facility at this location probably would not require relocations of businesses or residents.	Locating a satellite near the South Transfer Point probably would have major relocation impacts. Relocations could involve a fast food establishment, a community advocacy organization, and or residential properties. If the satellite were located about 0.75 miles to the north on Park Street, relocations could be greatly reduced. Yet currently there are other planning focuses for this area.	Locating a Metro Facility near the West Transfer Point would require purchase of several existing commercial buildings. Some of these buildings are currently vacant, however it is likely some relocations would be required.
Amount of property to acquire	5.75 acres		
Property Available?	Since the City of Madison owns this parcel, it is available for use. Yet, because it is only 5 acres, there is no room for further expansion in the future.	No, none of the parcels that would be needed for a satellite facility near the South Transfer Point are on the market.	Yes, a portion of the parcel in the southeast quadrant is for sale. However, approvals for Metro bus facility in a commercial district are unlikely.
Opportunity cost of property use by Metro.	If Metro uses this portion of the parcel, it would be unavailable for future use by Madison Fleet Services. It is unlikely that other private entities or services would occupy this portion of the site.	It would be difficult for Metro to build a satellite facility in this location without having a substantial disruptive impact to the adjacent neighborhood by eliminating stores, services, or residences.	A Metro bus facility in this area likely would be in place of commercial properties.
Closest residential property	1100 to 1300 feet	200 to 300 feet	1000 feet or more

Table 6.0-1 Service Provider Interviews

	Dane County Health Services Neighborhood Intervention Team	North Side Planning Council	Dane County Job Center	Forward Services Corp & Employment and Training Association
What percentage of your constituents would you estimate use transit?	The clientele served by the DCHS Neighborhood Intervention Team are youth and families participating in the juvenile justice program. For the children, it is estimated that about 75% use transit and about 50% of the family members. Staff from the Team also spend a good deal of time providing rides for the clientele.	A high percentage of people are the north side use transit. The North Side Planning Council serves low-income families, who are dependent on the transit system.	The Dane County Job Center has 18 programs designed to help people find jobs, as well as obtain training. The Job Center also gives out about 100 bus passes per month, so transit access is very important to the clientele.	Approximately 50% of our W-2 and FSET caseloads are using transit About 10-25% of our Dislocated Workers (laid-off), 90% of the Out of School Youth & 80-90% of the Adults we serve.
How many of them do you think use the North Transfer Point?	Most of the kids and families that ride Metro Transit use the North Transfer Point. There are many direct routes serving that location.	Many north side residents use the North Transfer Point, as there are many direct routes serving that location.	Most of the people using the Job Center services go through the North Transfer Point. In addition, there is a fair amount of elderly and low-income housing located on the north side.	Not aware of this figure but safe to say that a significant portion of the 50% above are using North Transfer Point. If they are using the bus, 100% use the North Transfer Point
How do you feel using a portion of the Oscar Mayer site as a satellite facility could affect the area?		Oscar Mayer should be another employment area, as it has a great location and would help provide north side residents access to jobs.	It is hopeful that this initiative would have a positive impact on the area, as redevelopment would be much-needed and could lead to additional investment in the area.	
- Who would be most affected?	The clientele are kids and their families, and they would be most affected by the initiative.	The residents of the Sherman Neighborhood Association would be affected, as they are adjacent to the Oscar Mayer development area. The Association is not pleased that they were not consulted prior to this initiative moving forward.	The clientele that use the Job Center services would be most affected.	Local community and working folks Variety of program participants at the Dane JC
- What do you think the “positives” or benefits could be?	This initiative could be part of a broader redevelopment of the area, which could improve conditions there. The area is currently rather isolated and boxed-in by heavy traffic streets.	Better bus access could be a result, which would be helpful. Better access for families needing child care would be helpful. Having to deal with child care is often a deterrent to getting and keeping a job (particularly with poor levels of transit available to low-income people). Any redevelopment of that location should include amenities (like child care and other supportive services) that directly benefit the residents of the area.	As noted above, this area is largely vacant now so any additional investment would have a positive impact. Certainly, more employment is needed in this area.	Better and more transportation options
- What do you think the “negatives” or impacts could be?	The Team is concerned about youth hanging around at the North Transfer Point, increasing the potential for loitering and fighting.	Additional traffic could be generated by the initiative, which could make the pedestrian environment worse.	More traffic coming in and out of the site could have a negative impact. The pedestrian system is not very good at the moment. Crossing Packers Avenue is especially difficult (it acts as a major barrier). Better pedestrian crossings would help.	Increased overall traffic volume, but the positive outweighs the negative
How would the City operating a bus garage compare with another warehousing user?	Both possible uses would likely generate additional noise and traffic, although it is not that big of a deal. Much of the traffic would probably be heading east towards Packers Ave.	They would both be similar, in terms of impact and ability to provide additional jobs. A better vision for this area would be transit-oriented development, with retail and employment uses.	The City could potentially help a different kind of redevelopment occur, not just more warehousing. The kind of development now happening along East Washington would be a good improvement.	Should be fine if red tape (layers of bureaucracy) and politics aren't a factor We think the increased jobs and more routes and parking options would be great for the area - love the idea
Are there any measures that the City could take that could meet the transportation needs of the area?	Better bus service would be helpful, especially during evenings and weekends. The area should be made safer, with good lighting and security measures. Additional traffic should be routed toward Packers Ave.	The City should provide better bus frequency to this area. Evening service is especially difficult, particularly given the fact that many jobs are in the evening. Having the bus system operate with less transfers would also be desirable.	The City could certainly make improvements to pedestrian safety and connectivity in the area, especially for those using transit and not driving.	Continue exploring options for any and all transportation venues Maybe explore a way to connect to Sun Prairie and more options for American Parkway as many temp or staffing agencies are there. Many JC participants struggle to get out there.

use path. Also, if Metro purchased the property, those attending wanted Metro to participate in the special area plan for the Oscar Mayer site.

B. Oscar Mayer Special Area Plan

The Oscar Mayer Special Area Plan is the second phase of the City's effort to reuse and redevelop Oscar Mayer and surrounding sites that may change in the future. It will build off the vision and redevelopment objectives created in the Strategic Assessment (phase 1), which focus on economic development, equity, leveraging transit, sustainability and redevelopment character. The special area plan will establish detailed, site-specific guidance for future development addressing land use, building scale and design, new streets and paths, and public open spaces.

The Oscar Mayer Special Area Plan kicked off on June 19, with a Walk and Talk event at Oscar Mayer. The walking tour had about 50 people attend. Key discussion items during the tour included:



Figure 6.0-1 Oscar Mayer Walk and Talk Tour

- Difficulty or absences of connections to and through the Oscar Mayer site.
- The possibility of Metro Transit’s use of the north 15 acres as a satellite garage.
- Leveraging transit and the presence of the adjacent North Transfer Point, along with the possibility of bringing Bus Rapid Transit to the area.
- The vacant Hartmeyer properties (to the west) and what could done with those properties.
- Traffic related questions, including:
 - The Intersection of Commercial and Oscar Rd (Packers service road). Attendees wondered if the intersection will need shifting to allow greater spacing between it and Packers Ave.
 - One additional full access intersection with Packers Ave at Coolidge that would access the Oscar site which should take some of the burden off this intersection is desired.
 - The desire for a future intersection on Sherman near the rail crossing, giving an additional access point to the Hartmeyer property and Oscar Mayer?

C. Service Provider Interviews

As mentioned, while the block groups by Oscar Mayer do not have a higher percentage of minority or low income populations and communities, there are several service providers in the area that help these communities. The staff team interviewed several service providers with a standard set of questions. The service providers contacted include:

- **DCHS – Neighborhood Intervention Team**
 The Neighborhood Intervention Team and Program (N.I.P.) is a unit of the Children, Youth, and Families Division of the Dane County Department of Human Services. It offers innovative Community Supervision Services and Early Intervention Services to boys and girls ages 10-17

who are delinquent or at risk for delinquency. N.I.P. programming is based on the principles of the Balanced and Restorative Justice Model. Programming seeks to redirect youth by simultaneously holding youth accountable for their behaviors, building youth competencies, and protecting the community.

- Northside Planning Council

The Northside Planning Council is a nonprofit community development organization. It has the goal of advancing racial and economic equity, with focus areas that include small business incubation, food security, regional food system coordination, vocational training, commercial district revitalization, community journalism, grassroots leadership development, and community organizing.

- Dane County Job Center

The Dane County Job Center is associated with the Wisconsin Department of Workforce Development. They help link workers with jobs. They also help with training, including career planning, skills and education.

- Forward Service Corp. & the Employment & Training Association Inc. (Combined Answers)

Forward Service Corporation is a non-profit employment and training organization that works with the Dane County Job Center. They help low-income Wisconsin adults and youth begin their careers. The corporation currently offer programs in 46 Wisconsin counties to provide training, education, career guidance, and supportive services.

The Employment and Training Association (EATA) operates various federal, state, and county funded training programs funded by the U.S. Department of Labor, U.S. Department of Agriculture, the Department of Human Services as well as through county and city tax levy dollars. EATA provides employment and training services throughout South Central Wisconsin.

After being briefed on the possibility of Metro Transit purchasing the north portion of the Oscar Mayer site and using two of its buildings for bus storage, the service providers were asked the following questions:

1. What percentage of your constituents would you estimate use transit?
2. How many of them do you think use the North Transfer Point?
3. How do you feel using a portion of the Oscar Mayer site as a satellite facility could affect the area?
 - a. Who would be most affected?
 - b. What do you think the “positives” or benefits could be?
 - c. What do you think the “negatives” or impacts could be?
4. How would the City operating a bus garage compare with another warehousing user?
5. Are there any measures that the City could take that could meet the transportation needs of the area?

Their answers are summarized in Table 6.0-1.

7.0 Impact Comparison – Oscar Mayer Site

The Oscar Mayer site is being actively marketed for warehousing. Its proximity to the airport and Highway 30 may make it particularly suited as a distribution facility. If Metro transit purchases the site, the satellite facility would take the place of another industrial use, and probably the use would be warehousing. The following paragraphs provide a brief comparison of the impacts associated with Metro using Oscar versus another warehousing facility.

A. Trip Generation

One of the most common concerns raised regarding the possible satellite use is the added traffic to streets. As recently as three years ago, Oscar Mayer was a fully functioning meat processing plant receiving deliveries and shipping product.

If Metro used the site as a satellite, most of the buses leaving the facility are expected to leave between 5:00 and 5:30 A.M. This is well before the A.M. peak hour that begins around the 7:00 A.M. hour. This also results in many of the employees at the facility arriving prior to this time. The return trips to the facility are staggered throughout the day as routes terminate. Most of the routes terminate after the peak commuting times have been completed for the day. Given existing roadway facilities adequately served the existing site use with very little delay, it is anticipated that impacts to traffic and parking will be negligible.

If summed, it is anticipated that Metro’s use of the Oscar Mayer facility could add up to 200 vehicles per day to these roadways. If purchased, expansion of the park n ride lot at the North Transfer Point could also add up to 200 vehicles per day to these roadways. These added trips represent a very small addition to area arterials are not anticipated to have an effect on traffic operations.

Figure 7.0-1 compare Metro’s trip generation to that of a warehouse, general light industrial use, or truck terminal using the Institute of Traffic Engineers trip generation manual (8th edition). The figures show that a different use is likely to generate anywhere from 3 to 7 times more traffic than the Metro satellite facility.

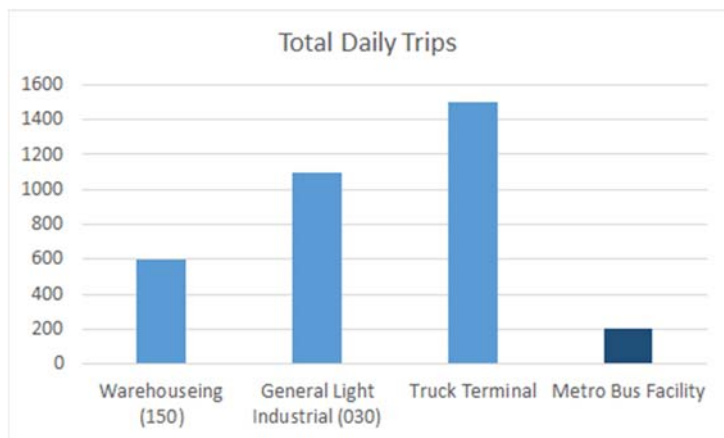


Figure 7.0-1 Metro Trip Generation Comparison

B. Site Impacts

Initially both Metro and another warehouse user would have relatively few site impacts. Metro is planning on adding more doors to Building 50. If either use were to reconstruct the parking lot, the site would be subject to new stormwater requirements and would likely require a detention/infiltration basin.

C. Air Quality

There are two categories of emissions. There are the pollutants that are regulated by the National Ambient Air Quality Standards, and there are greenhouse emissions. If diesel motor carriers are used

for both use types, the pollutant level would be relatively proportional to the traffic generated by the use. Warehousing, light industrial, and a truck terminal would all have higher emission levels.

Metro is exploring the conversion of its fleet to electric buses, and one of the factors for the selection of Oscar Mayer is its high level of electrical distribution capacity. The proposed Bus Rapid Transit buses are planned to be electric and would use Building 43. Building 50 would have electric buses as the fleet is slowly converted over 15 years.

It should be noted that Metro Transit is committed to carbon neutral transportation, yet the electric bus technology needs to mature to fully meet Metro's needs.

8.0 Environmental Justice and Title VI

The selection of the Oscar Mayer as a satellite facility does not cause disproportionate and adverse effects on minority and low income populations because:

- The area surrounding Oscar Mayer does not have a higher concentration of minority or low income populations.
- The selection of another satellite location, particularly the south location, would require both relocations and would have greater impact on adjacent neighborhoods.
- The continued use of Buildings 43 and 50 at Oscar Mayer for warehousing does not represent a disproportionate and adverse impact.

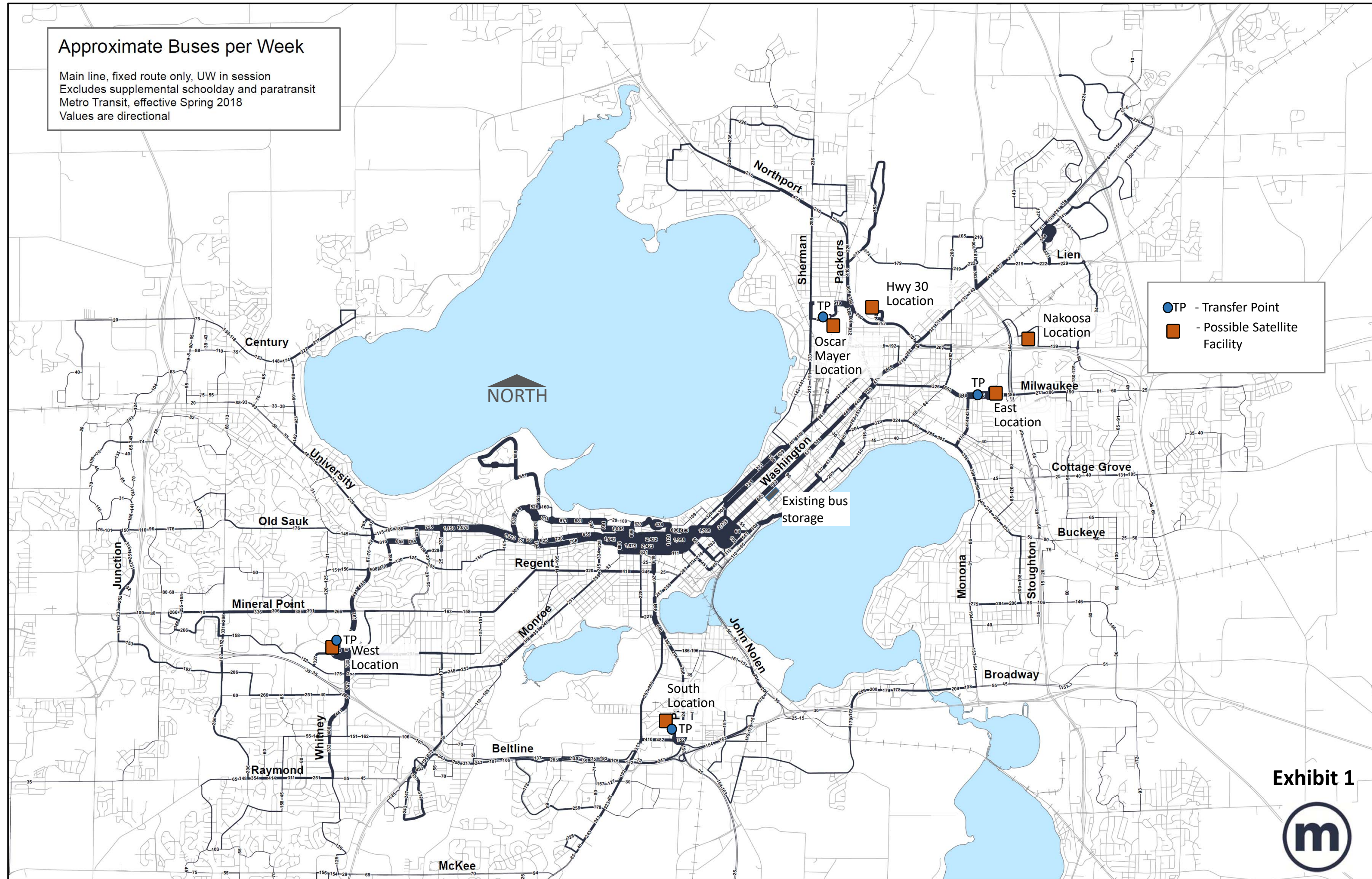
The selection of the Oscar Mayer facility also does not represent a disparate allocation of impacts because the impacts are relatively modest and they affect all populations proportionately.

Metro Transit can continue to work with neighborhoods to address concerns regarding the use of Oscar Mayer for a satellite facility. Key concerns include:

- Improving transit service to the North Transfer Point.
- Minimizing traffic impacts.
- Extending Oscar Mayer way through the north portion of the site.

Approximate Buses per Week

Main line, fixed route only, UW in session
 Excludes supplemental schoolday and paratransit
 Metro Transit, effective Spring 2018
 Values are directional



● TP - Transfer Point
 ■ - Possible Satellite Facility



Generalized Future Land Use Map

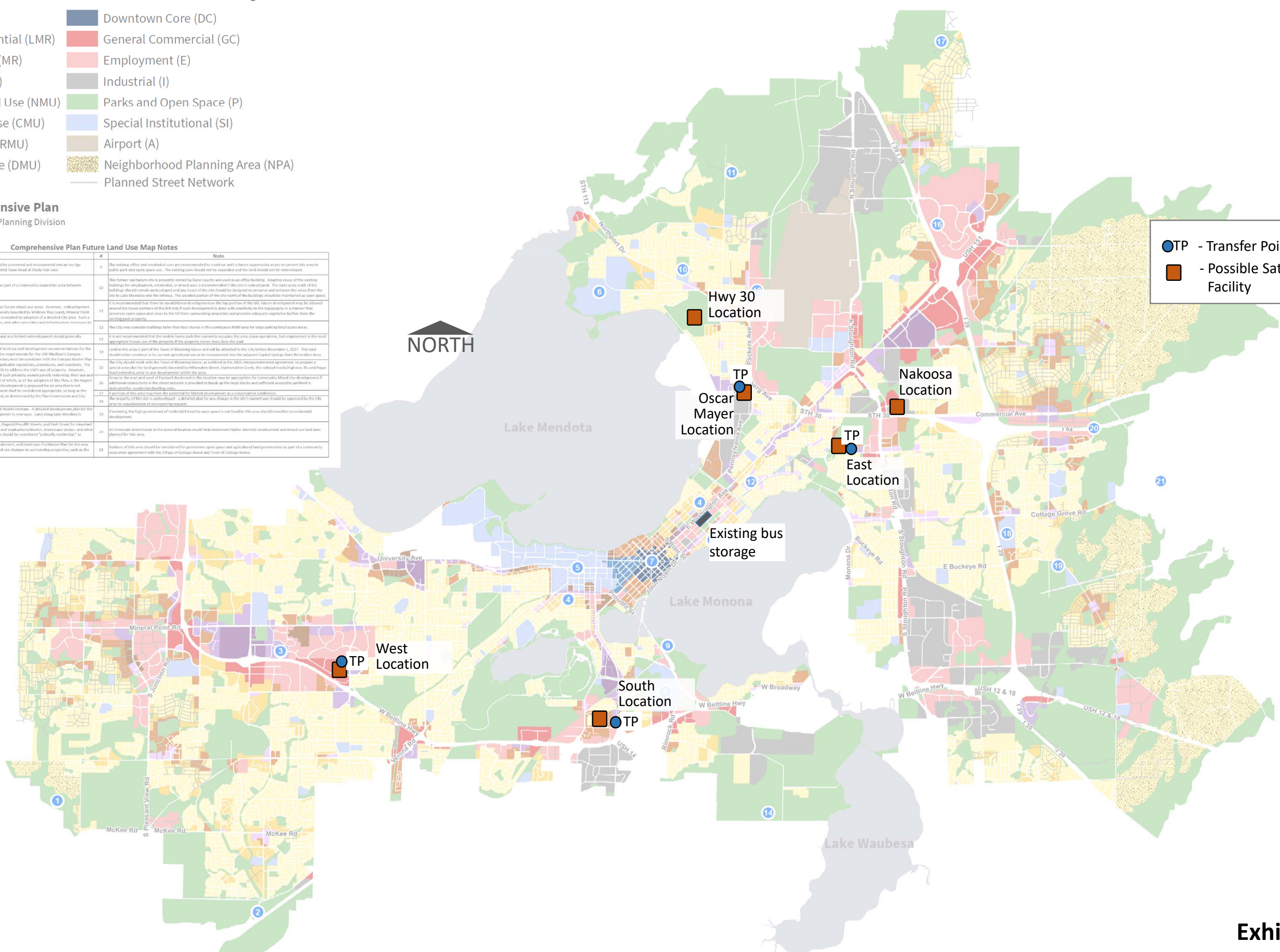
- Low Residential (LR)
- Low-Medium Residential (LMR)
- Medium Residential (MR)
- High Residential (HR)
- Neighborhood Mixed Use (NMU)
- Community Mixed Use (CMU)
- Regional Mixed Use (RMU)
- Downtown Mixed Use (DMU)
- Downtown Core (DC)
- General Commercial (GC)
- Employment (E)
- Industrial (I)
- Parks and Open Space (P)
- Special Institutional (SI)
- Airport (A)
- Neighborhood Planning Area (NPA)
- Planned Street Network

Map Note

City of Madison Comprehensive Plan

Data Source: City of Madison DPCED, Planning Division

#	Note	#	Note
1	There are significant natural glacial features along this corridor which should be preserved and incorporated into an Age National Scenic Trail connection between University Bluff Golf Course and Mill Tower Road at Shady Oak Lake.	9	The existing office and residential uses are recommended to continue until a future opportunity arises to convert this area to public park and open space use. The existing uses should not be expanded and the land should not be redeveloped.
2	While this parcel would ideally be retained as open space and/or farmland as part of a community separation area between Verona and Madison, it may be developed as an employment use.	10	This former sanitarium site is presently owned by Dane County and used as an office building. Adaptive reuse of the existing building for employment, residential, or mixed use is recommended if this site is redeveloped. The open area south of the building should remain undeveloped and any reuse of the site should be designed to preserve and enhance the view from the site to Lake Mendota and the isthmus. The wooded portion of the site north of the building should be maintained as open space.
3	West Towne Mall, the Orlans Road corridor, and Stravaganza Mall are shown as future mixed-use areas. However, redevelopment that includes substantial residential components within the area that is generally bounded by Whitney Way (east), Mineral Point Road (north), High Point Road (west) and Schroeder Road (south) should be preceded by adoption of a detailed City plan. Such a plan should address connectivity improvements, more parks and open space, and other amenities and infrastructure necessary to support residential development.	11	It is recommended that there be no additional development on the top portion of the hill. Future development may be allowed around the lower portions of the hill only if such development is done with sensitivity to the topography in a manner that preserves open space and views to the hill from surrounding properties and provides adequate vegetation buffers from the existing park property.
4	The "house like" residential character of this LMR area should be retained, and any limited redevelopment should generally maintain the current single-family/house-like development character.	12	The City may consider buildings taller than four stories in this contiguous NMU area for large parking lots/vacant areas.
5	The University of Wisconsin-Madison Campus Master Plan provides detailed land use and development recommendations for the UW-Madison. That document was approved by the City in 2007 as part of the requirements for the UW-Madison's Campus Institutional Zoning. All UW-Madison development within the campus boundary must be consistent with the Campus Master Plan unless an exception or alteration is approved by the City, consistent with applicable regulations, procedures, and standards. The Comprehensive Plan is designed for the UW-Madison campus primarily to address the UW's use of property. However, there are some privately owned properties within the site designated areas. If such privately owned parcels redevelop, their use and design should be consistent with adopted site area plans, the most relevant of which, as of the adoption of this Plan, is the Regent Street South Campus Neighborhood Plan. In the east area where future redevelopment is proposed for an area that is not covered by a sub-area plan, multifamily residential and mixed use development should be considered appropriate, so long as the scale, massing, and design of the building fits with the surrounding context, as determined by the Plan Commission and City Council.	13	It is not recommended that the mobile home park that currently occupies the area cease operations, but employment is the most appropriate future use of the property if the property owner does close the park.
6	This property is currently the site of the State of Wisconsin Menzies Mental Health Institute. A detailed development plan for the property should be prepared and adopted by the City prior to any redevelopment to new uses. Land along Lake Mendota is recommended for public park and open space.	14	Land in this area is part of the Town of Blooming Grove and will be attached to the City before November 1, 2027. This land should either continue in its current agricultural use or be incorporated into the adjacent Capital Springs State Recreation Area.
7	Refer to the Downtown Plan for the area bounded by the Lakes, Blair Street, Regent/Prospect Streets, and Park Street for envisioned preservation, mix of land uses, building design standards (including height and setbacks/footcants), streetscape design, and other land use and design elements. Note that residential uses shown in this area should be considered "intensity residential" as defined in the Downtown Plan.	15	The City should work with the Town of Blooming Grove, as outlined in the 2005 intergovernmental agreement, to prepare a special area plan for land generally bounded by Milwaukee Street, Starkweather Creek, the railroad tracks/highway 30, and Regent Road extending east to any development within the area.
8	The adjacent Energy Center is shown as a TP. This area may include restaurant, entertainment, and hotel uses if a Master Plan for the area that includes those uses is adopted by the City. Such a Plan may include land use changes to surrounding properties, such as the employment designated properties to the north.	16	Areas to the east and west of Eastpark Boulevard in this location may be appropriate for Community Mixed Use development if additional connectivity in the street network is provided to break up the large blocks and sufficient accessible parkland is provided for residential dwelling units.
		17	A portion of this area may have the potential for limited development as a conservation subdivision.
		18	The majority of this site is undeveloped - a detailed plan for any change in the site's current use should be approved by the City prior to consideration of any redevelopment.
		19	If reusing the high ground east of Underhill Road to open space is not feasible this area should transition to residential development.
		20	An Interstate Interchange in this general location would help implement higher intensity employment and mixed use land uses planned for this area.
		21	Portions of this area should be considered for permanent open space and agricultural land preservation as part of a community separation agreement with the Village of Cottage Grove and Town of Cottage Grove.



● TP - Transfer Point

■ - Possible Satellite Facility

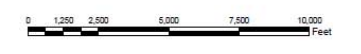
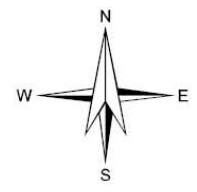
Please see Strategy #2 of the Culture and Character Element for maps of the City's historic districts.

Low Income Households

City of Madison Area Dane County, Wisconsin

Low Income Households

- Low Income Households
1 Dot = 5 Households
- TP - Transfer Point
- - Possible Satellite Facility



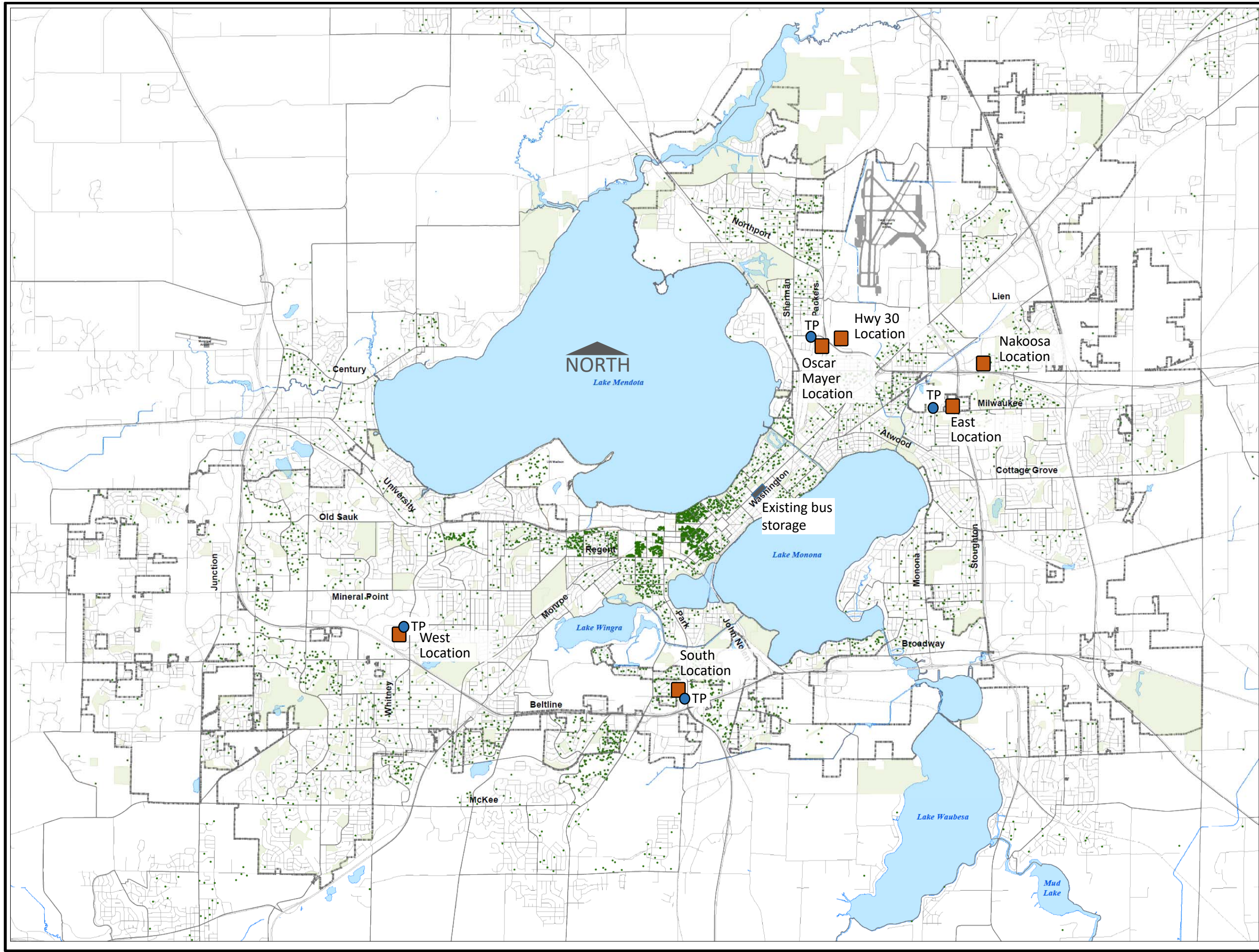
1:24,845
1 inch = 2,070 feet
Date: 8/22/2019



Exhibit 3

A multivariate mapping technique using dot density mapping is used to show both population density and minority concentrations.
One dot equals five households with income below the poverty line, 2016 American Community Survey 1-Year Estimates.
Source of data table: ACS_2016_5YR_BG_55_WISCONSIN.gdb/BG_METADATA_2016
Field: POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER: Income in the past 12 months below poverty level: Households--(Estimate)
The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

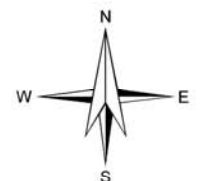
Source info:
Street Base: 2012 (DCLU)
Hydrography: 2010, 13400 (DCLU)
Population and Place: 2010 Census (U.S. Bureau of the Census)



Persons of Color

City of Madison Area Dane County, Wisconsin

- Persons of Color**
- Persons of Color
1 Dot = 5 Households
 - TP - Transfer Point
 - - Possible Satellite Facility



1:24,845
1 inch = 2,070 feet
Date: 8/22/2019



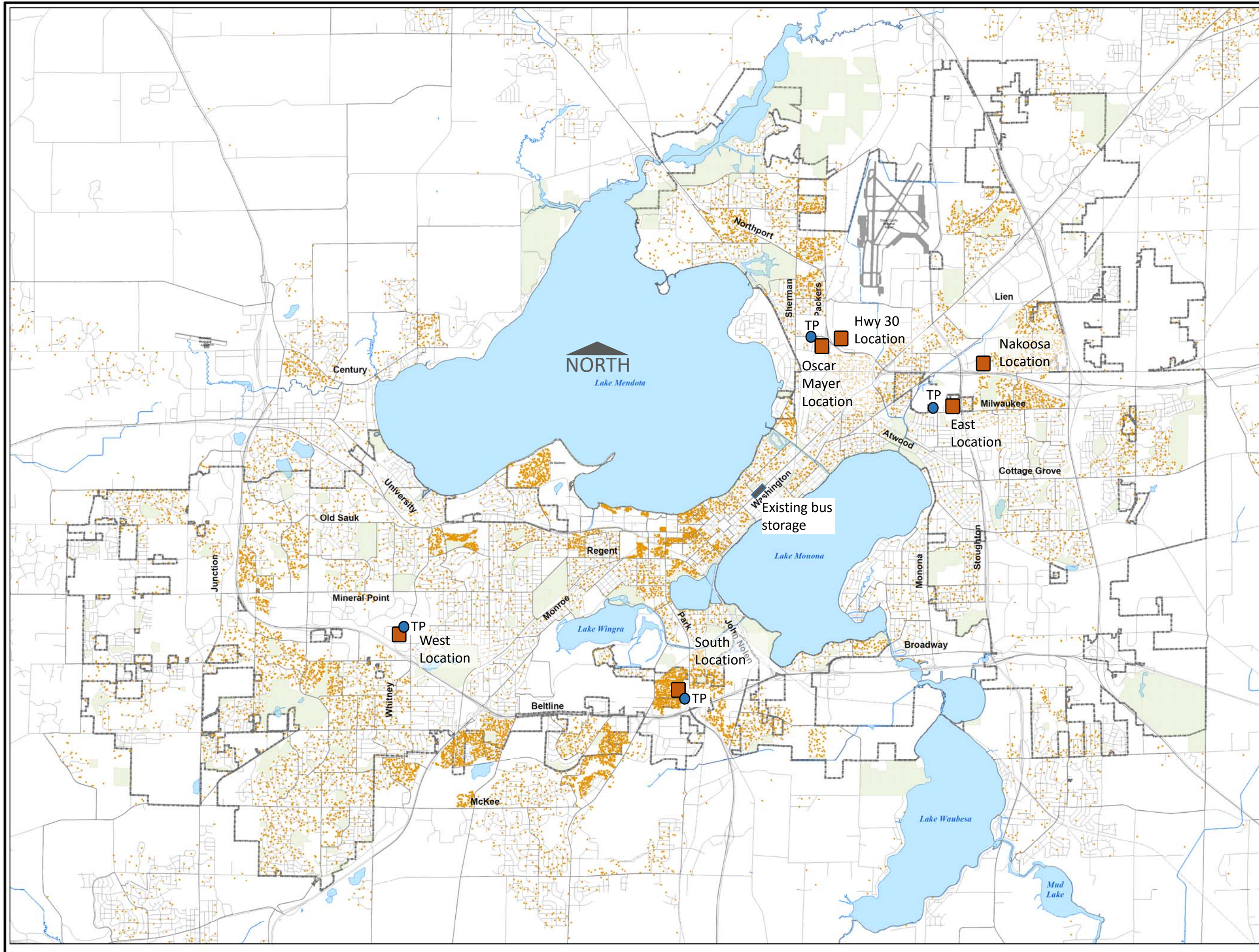
Exhibit 4

Source: 2016 American Community Survey 1-Year Estimates
Source of data table: ACS_2016_5YR_BG_55_WISCONSIN.gdb/BG_METADATA_2016

Fields:
 RACE: Black or African American alone: Total population--(Estimate)
 RACE: American Indian and Alaska Native alone: Total population--(Estimate)
 RACE: Asian alone: Total population--(Estimate)
 RACE: Native Hawaiian and Other Pacific Islander alone: Total population--(Estimate)
 RACE: Some other race alone: Total population--(Estimate)
 RACE: Two or more races alone: Total population--(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

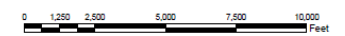
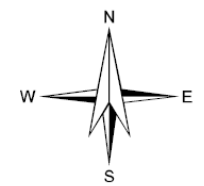
Source Info:
 Street Data: 2012 (DCLK)
 Hydrography: 2010, 1:2400 (DCLK)
 Population and Race: 2010 Census (U.S. Bureau of the Census)



Black or African American Population

City of Madison Area
Dane County, Wisconsin

- 1 Dot = 5 Households
- Black or African Americans
- TP - Transfer Point
- - Possible Satellite Facility



1:24,845
1 inch = 2,070 feet
Date: 8/8/2019

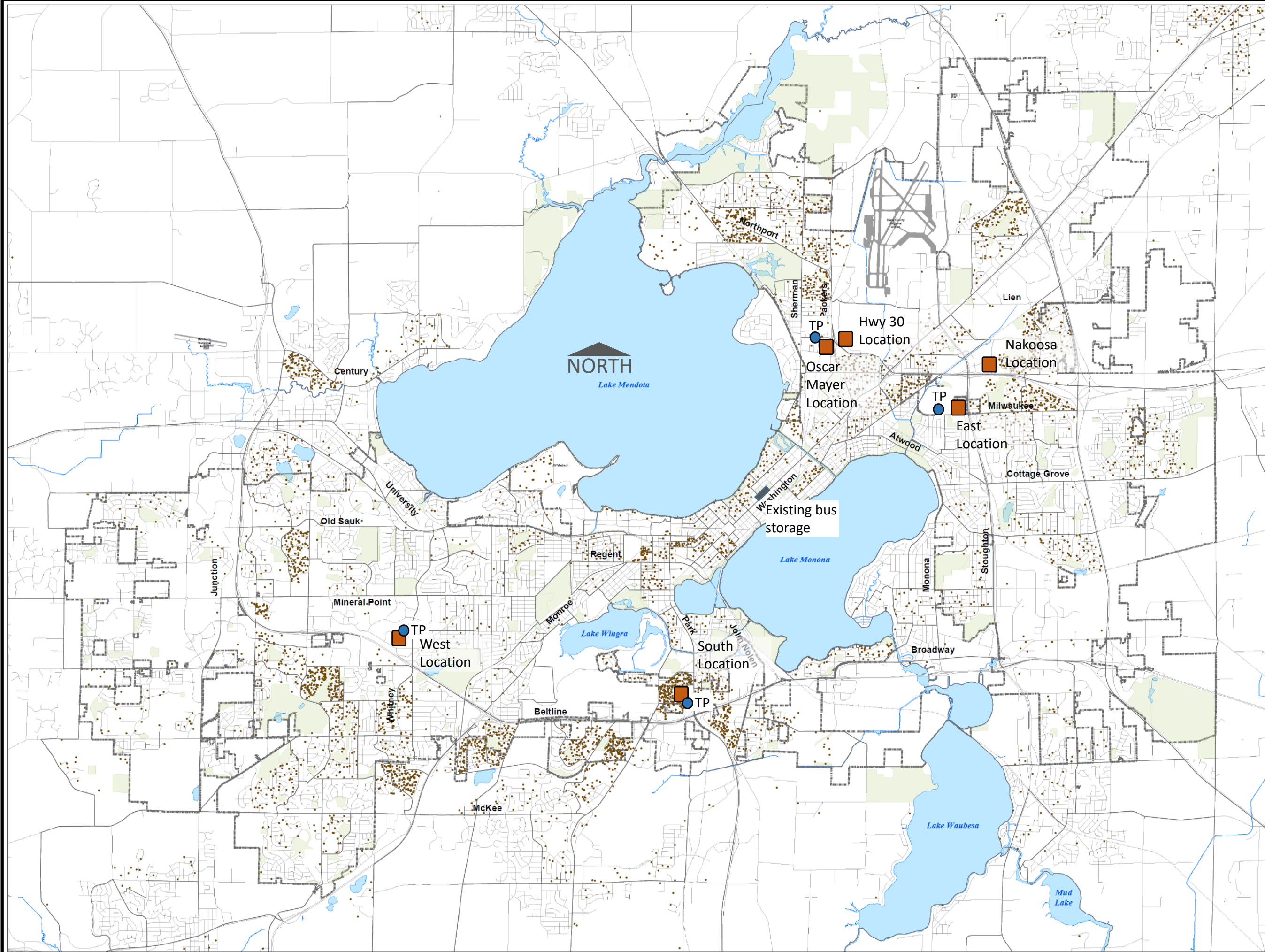


Exhibit 5

Line 1 dot equals five people.
2010 American Community Survey 1-Year Estimates
Source of data table:
ACS_2010_001_B05001_WISCONSIN.gdb/BG_METADATA_2010
Fields:
RACE: Black or African American alone: Total population--(Estimate)
RACE: American Indian and Alaska Native alone: Total population--(Estimate)
RACE: Asian alone: Total population--(Estimate)
RACE: Native Hawaiian and Other Pacific Islander alone: Total population--(Estimate)
RACE: Some other race alone: Total population--(Estimate)
RACE: Two or more races alone: Total population--(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

Source info:
Street Base: 2013 (DCLJ)
Hydrography: 2010, 1:2400 (DCLJ)
Population and Race: 2010 Census (U.S. Bureau of the Census)



Asian American Population

City of Madison Area
Dane County, Wisconsin

1 Dot = 5 Households

- Asian Americans
- TP - Transfer Point
- - Possible Satellite Facility

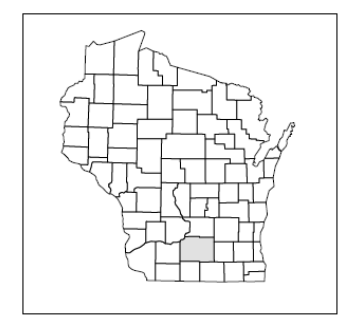
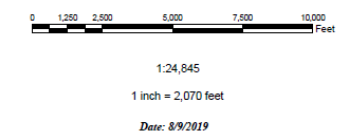
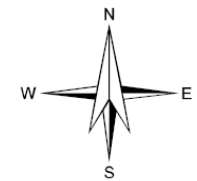


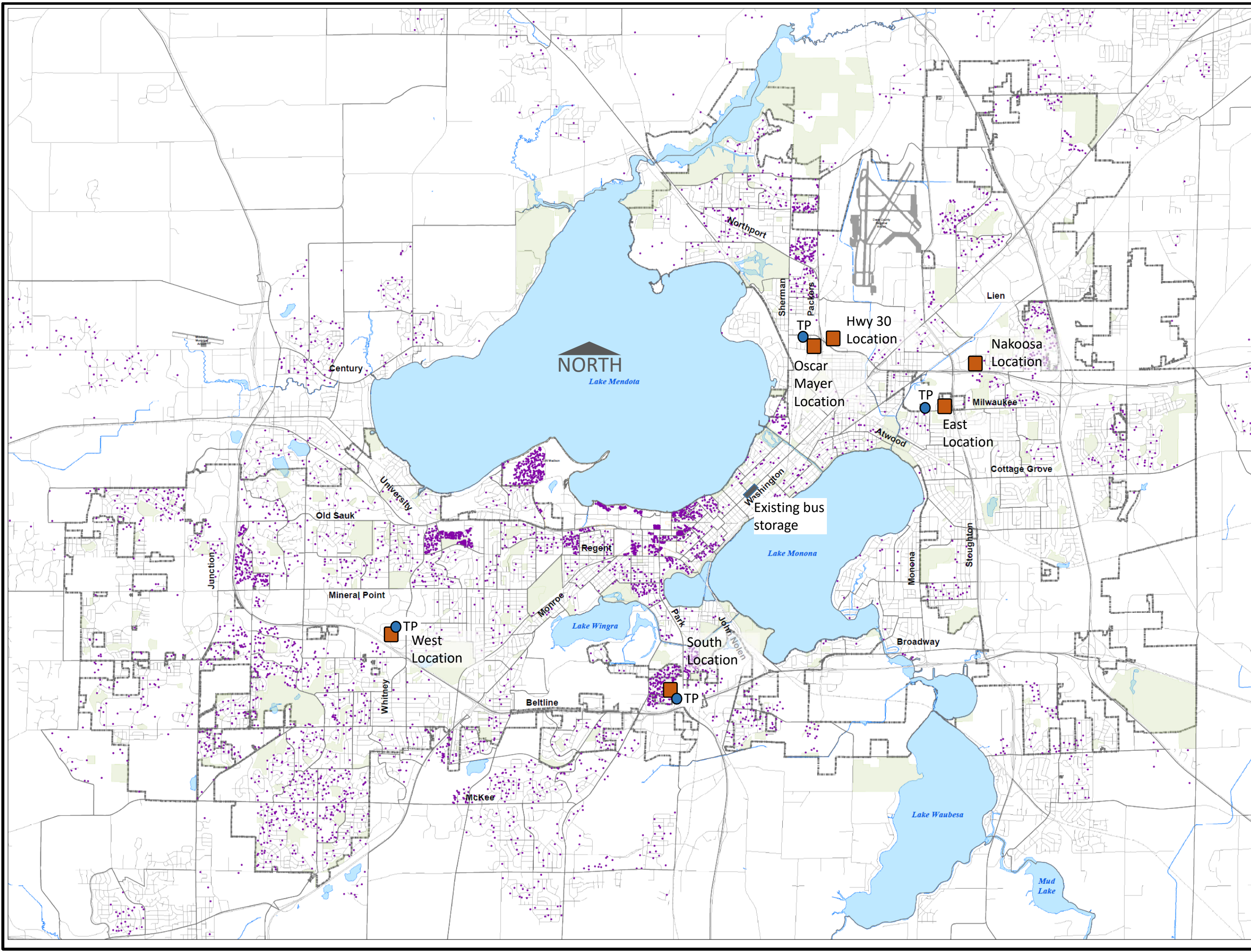
Exhibit 6

ACS 2016_5YR_B0_56_WISCONSIN.gdb\BIG_METADATA_2016

Fields:
 RACE: Black or African American alone: Total population--(Estimate)
 RACE: American Indian and Alaska Native alone: Total population--(Estimate)
 RACE: Asian alone: Total population--(Estimate)
 RACE: Native Hawaiian and Other Pacific Islander alone: Total population--(Estimate)
 RACE: Some other race alone: Total population--(Estimate)
 RACE: Two or more races alone: Total population--(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

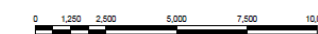
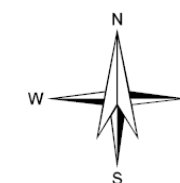
Source Info:
 Street Base: 2012 (DCLJ)
 Hydrography: 2010, 12425 (DCLJ)
 Population and Race: 2010 Census (U.S. Bureau of the Census)



Hispanic or Latino Population

City of Madison Area
Dane County, Wisconsin

- 1 Dot = 5 Households
- Hispanic or Latinos
- TP - Transfer Point
- - Possible Satellite Facility



1:24,845
1 inch = 2,070 feet

Date: 8/9/2019



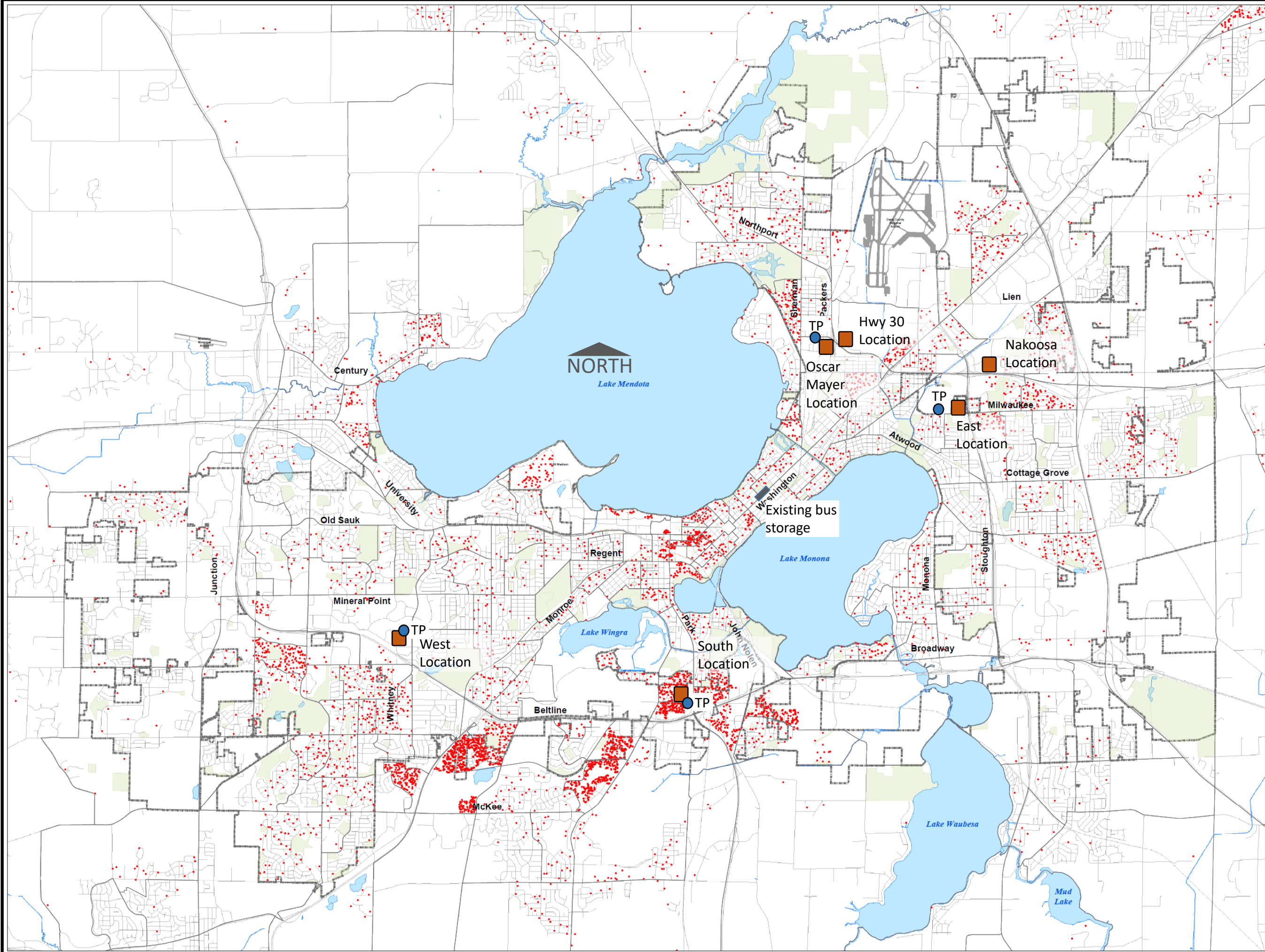
Exhibit 7

2016 American Community Survey 1-Year Estimates
Source of data table:
ACS_2016_5YR_BG_55_WISCONSIN.gdb/BG_METADATA_2016

Fields:
RACE: Black or African American alone: Total population--(Estimate)
RACE: American Indian and Alaska Native alone: Total population--(Estimate)
RACE: Asian alone: Total population--(Estimate)
RACE: Native Hawaiian and Other Pacific Islander alone: Total population--(Estimate)
RACE: Some other race alone: Total population--(Estimate)
RACE: Two or more races alone: Total population--(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

Source info:
Street Base: 2012 (DCLJ)
Hydrography: 2010, 1:2400 (DCLJ)
Population and Race: 2010 Census (U.S. Bureau of the Census)

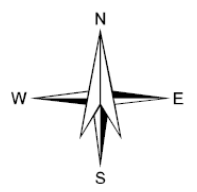


Disabled Population

City of Madison Area
Dane County, Wisconsin

1 Dot = 5 Households

- Disabled
- TP - Transfer Point
- - Possible Satellite Facility



1:24,845
1 inch = 2,070 feet
Date: 8/13/2019

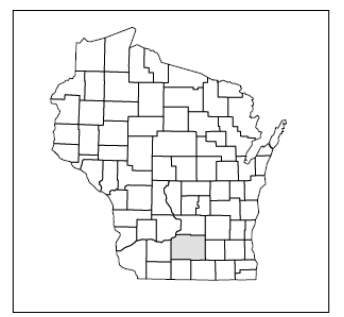


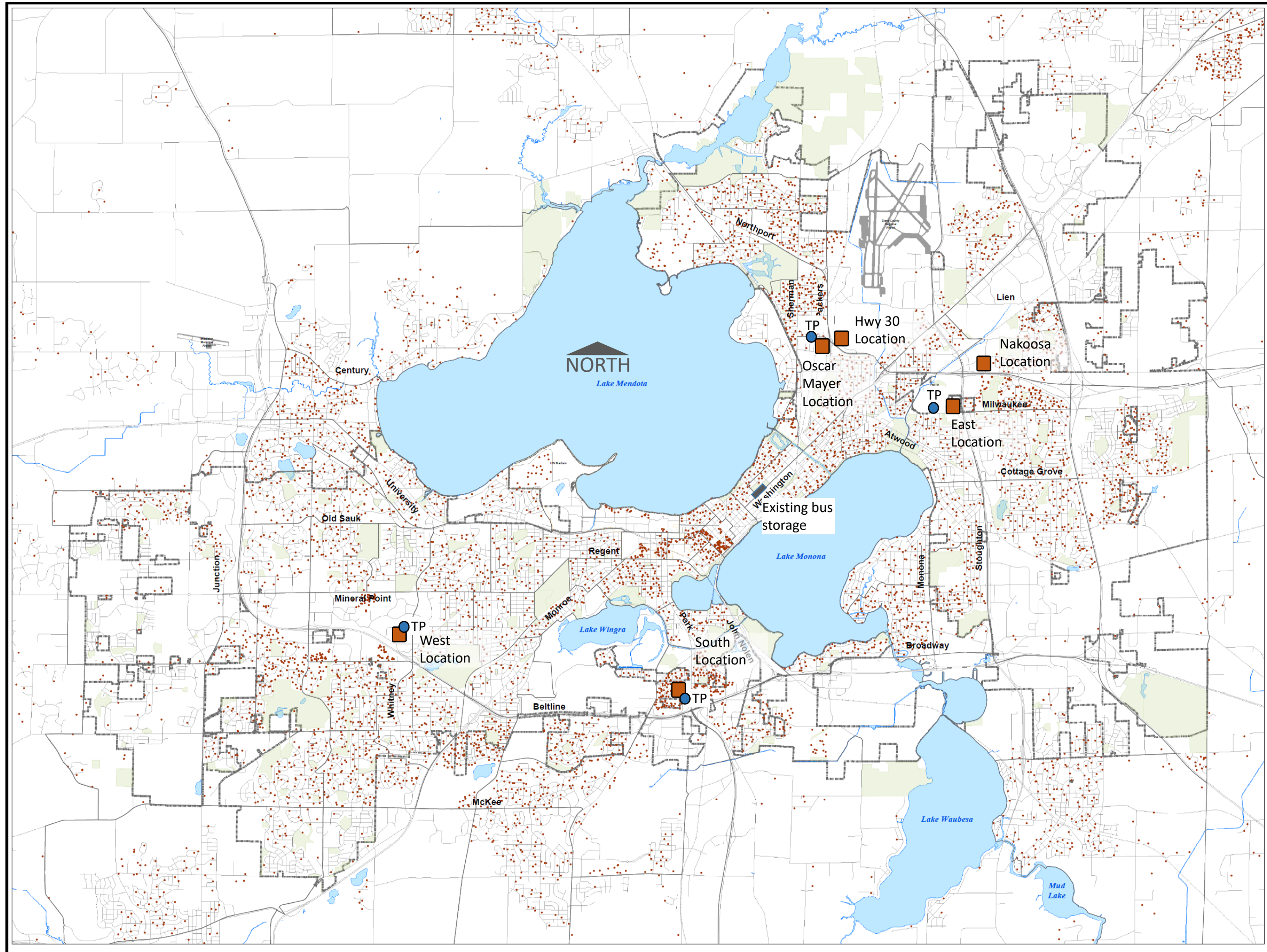
Exhibit 8

Source of data table:
ACS_2016_5YR_BG_55_WISCONSIN.gdb|BG_METADATA_2016

Fields:
 RACE: Black or African American alone: Total population--(Estimate)
 RACE: American Indian and Alaska Native alone: Total population--(Estimate)
 RACE: Asian alone: Total population--(Estimate)
 RACE: Native Hawaiian and Other Pacific Islander alone: Total population--(Estimate)
 RACE: Some other race alone: Total population--(Estimate)
 RACE: Two or more races alone: Total population--(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

Source info:
 Street Base: 2010 (DCLD)
 Hydrography: 2010, 1:2400 (DCLD)
 Population and Race: 2010 Census (U.S. Bureau of the Census)

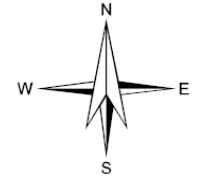


Elderly-Over 65 Population

City of Madison Area
Dane County, Wisconsin

1 Dot = 5 Households

- Elderly-Over 65
- TP - Transfer Point
- - Possible Satellite Facility



0 1,250 2,500 5,000 7,500 10,000 Feet

1:24,845
1 inch = 2,070 feet
Date: 8/9/2019

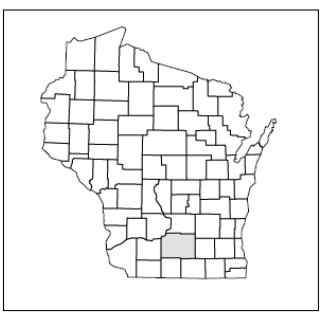


Exhibit 9

Source of data table:
ACS_2010_5YR_BG_65_WISCONSIN.gdb/BG_METADATA_2010

Fields:
 RACE: Black or African American alone: Total population--(Estimate)
 RACE: American Indian and Alaska Native alone: Total population--(Estimate)
 RACE: Asian alone: Total population--(Estimate)
 RACE: Native Hawaiian and Other Pacific Islander alone: Total population--(Estimate)
 RACE: Some other race alone: Total population--(Estimate)
 RACE: Two or more races alone: Total population--(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

Source Info:
 Street Base: 2012 (DCLJ)
 Hydrography: 2010 (DCLJ)
 Population and Race: 2010 Census (U.S. Bureau of the Census)

