Appendix S: Delphi Panel Summary Report

Delphi Panel Summary Report

Delphi Panel Summary
I-35 Capital Express Central Project

From US 290E to SH 71/Ben White Boulevard

Texas Department of Transportation, Austin District

CSJ Number(s): 0015-13-388

July 27, 2022

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-9-2019, and executed by FHWA and TxDOT.

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I. Overview

To better understand the potential for proposed changes along I-35 in Austin TX, from US 290 East to SH 71/Ben White Boulevard, to induce growth, or otherwise lead to changes in the land use and development, TxDOT surveyed a group of professionals composed of planners, real estate professionals, and urban development professionals from academia, the private sector, and non-governmental organizations. The group participated in a modified-Delphi study composed of two web-based surveys. For both surveys, the professionals evaluated potential population growth and land use impacts in the proposed study area resulting from the changes to I-35. Here, we present the aggregated results, as well as analysis of the change in responses between surveys. The key findings from this study are as follows:

- The I-35 changes are not expected to have a substantial impact on existing population growth trends.
- The project may provide modest opportunities for new infill or greenfield development, but not substantial redevelopment.
- Both new development and redevelopment of parcels throughout the region are highly constrained by current land use regulations.
- Modified Alternative 3 (as described in Survey 1, Question 9 in Appendix B) was viewed as the most likely alternative to encourage land use change, attributed primarily to improved increased east-west connectivity of the alternative.

II. Methodology

We conducted two rounds of a modified Delphi panel to explore possible land use and development outcomes related to the proposed changes to I-35. Two multiple choice surveys with an integrated participatory GIS component were developed on the ArcGIS 123 Survey platform. The approach was designed to measure participants beliefs and the strength of those beliefs.

During the first round, participants were asked to respond to a total of 9 questions. Five (5) multiple choice survey questions related to potential population growth, new development, and redevelopment impacts, including limiting factors. Two (2) interactive GIS questions allowed respondents to identify locations where they believed new development and redevelopment would be most likely to occur. One question asked about the appropriate boundary for an assessment of land use and development change resulting from the proposed project. A final question asked respondents to consider whether there were differences between a No Build Alternative, Alternative 2 and Modified Alternative 3. The first-round survey is included in Appendix A.

For the second round, four questions relating to population growth, redevelopment, and new development were asked a second time and provided a summary of answers given in the first round. The question about limiting factors was modified to identify any potential factors that were missed during the first survey and to identify areas where zoning was an important prohibitive or facilitative factor to new development or redevelopment. The participatory GIS questions were posed a second time, with the modification that participants were instructed to identify areas they believed were most the most and least likely to be impacted, from among the first-round inputs. The purpose of this set of questions was to narrow the possible impacted locations. The final question asked participants their beliefs with respect to the potential impact of the proposed cap-and-stitch modifications. The second-round survey is included in the Appendix B.

III. Participants

For the Delphi panel, we sought to recruit a maximum of 25 participants with significant local knowledge of land use and development. Potential panel members were identified by the project team based on their likelihood of having both general and local knowledge of regional growth and development processes. The recruitment included planners, academics, real estate developers, and others with knowledge of urban and regional development in Austin, TX. A total of 19 unique individuals associated with 18 different organizations participated in the study. N (number)=13 participants took the first survey and N=12 participants completed the second survey. Six participants from the first round and six new participants completed the second survey. Affiliations of the invited survey participants are listed in Table 1 (Affiliation of survey participants are shown in **BOLD**).

Table 1. Affiliation of invited survey participants

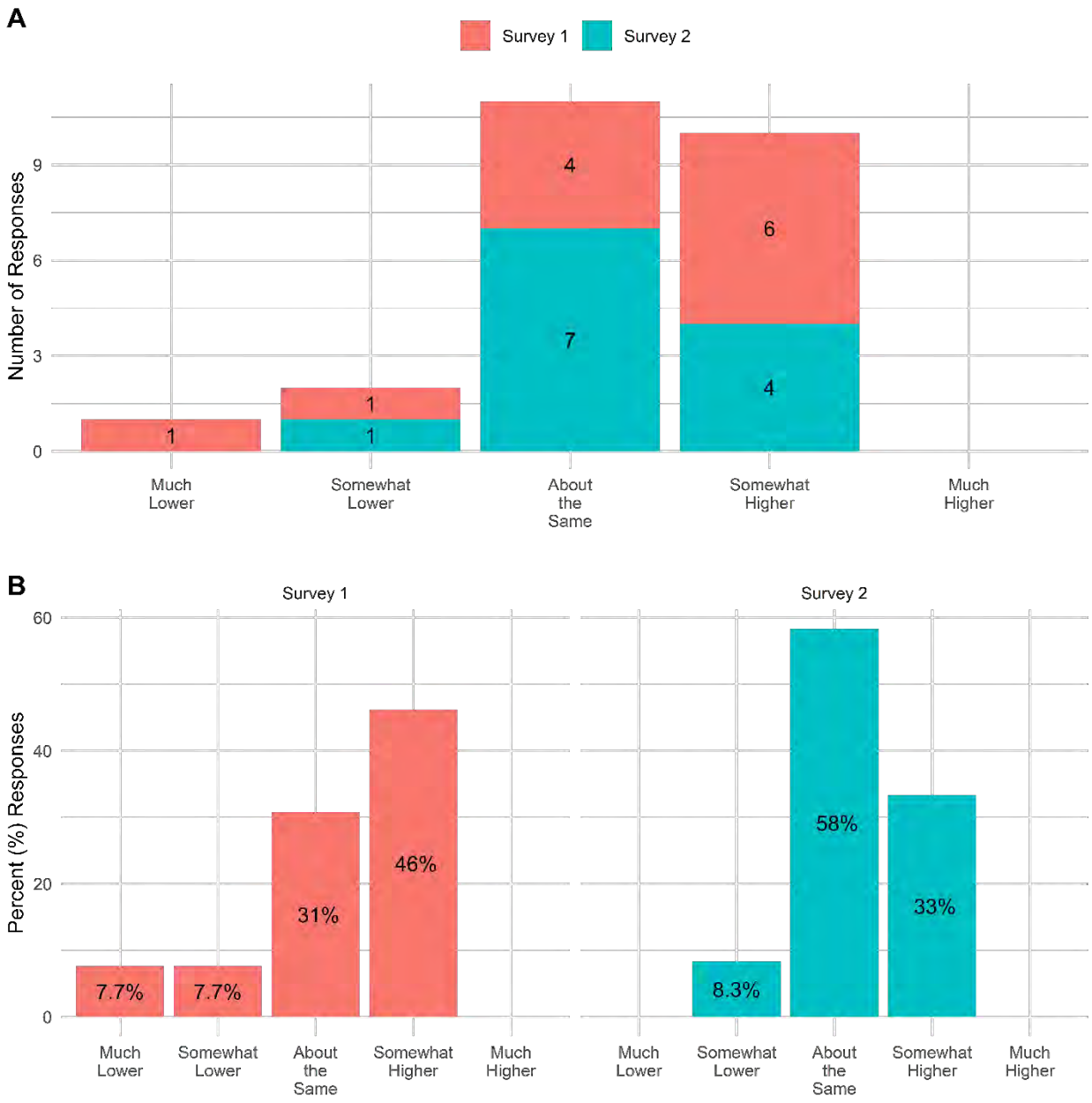
Austin Board of Realtors	Community Development Corporation	Greater Austin Black Chamber of Commerce	Austin LBGT Chamber of Commerce
Austin ISD	**Congress for the New Urbanism Central Texas**	**Greater Austin Chamber of Commerce**	PODER Austin
Austin Transit Partnership	**Central Texas Regional Mobility Authority**	**Greater Austin Hispanic Chamber of Commerce**	**Real Estate Council of Austin**
Capital Area Metropolitan Planning Organization	**Downtown Austin Alliance**	**Guadalupe Development Corporation**	**Sierra Club Austin**
Capital Area Council of Governments	**Endeavor Real Estate**	Housing Works Austin	Travis County
Capital Metropolitan Transportation Authority	**Ending Community Homelessness Coalition (ECHO)**	Huston-Tillotson University	**University of Texas at Austin**
City of Austin Department of Economic Development	**Foundation Communities**	**McCann Adams Studio**	Compass Real Estate
City of Austin Housing and Planning Department	Greater Austin Asian Chamber of Commerce	Mueller (Catellus) Development Corporation	TI Group Inc.

IV. Results

A. Population Growth

We first asked participants to share their belief in the potential for the proposed project to impact population growth. Figure 1 shows that 46% of first survey respondents answered that population growth would likely be Somewhat Higher because of the proposed project, and 31% responded that it would be About the Same. However, there is a clear shift in responses during the second survey round. In the second round, the distribution of responses narrowed, with few outliers and 58% of responses stating that population growth will likely be About the Same. The responses in the corresponding open text make clear that participants believe a complex set of factors influence population growth, and a highway improvement project is not the driving factor in determining population growth trends.

Figure 1. Likelihood of Population Growth Resulting from Proposed Improvements

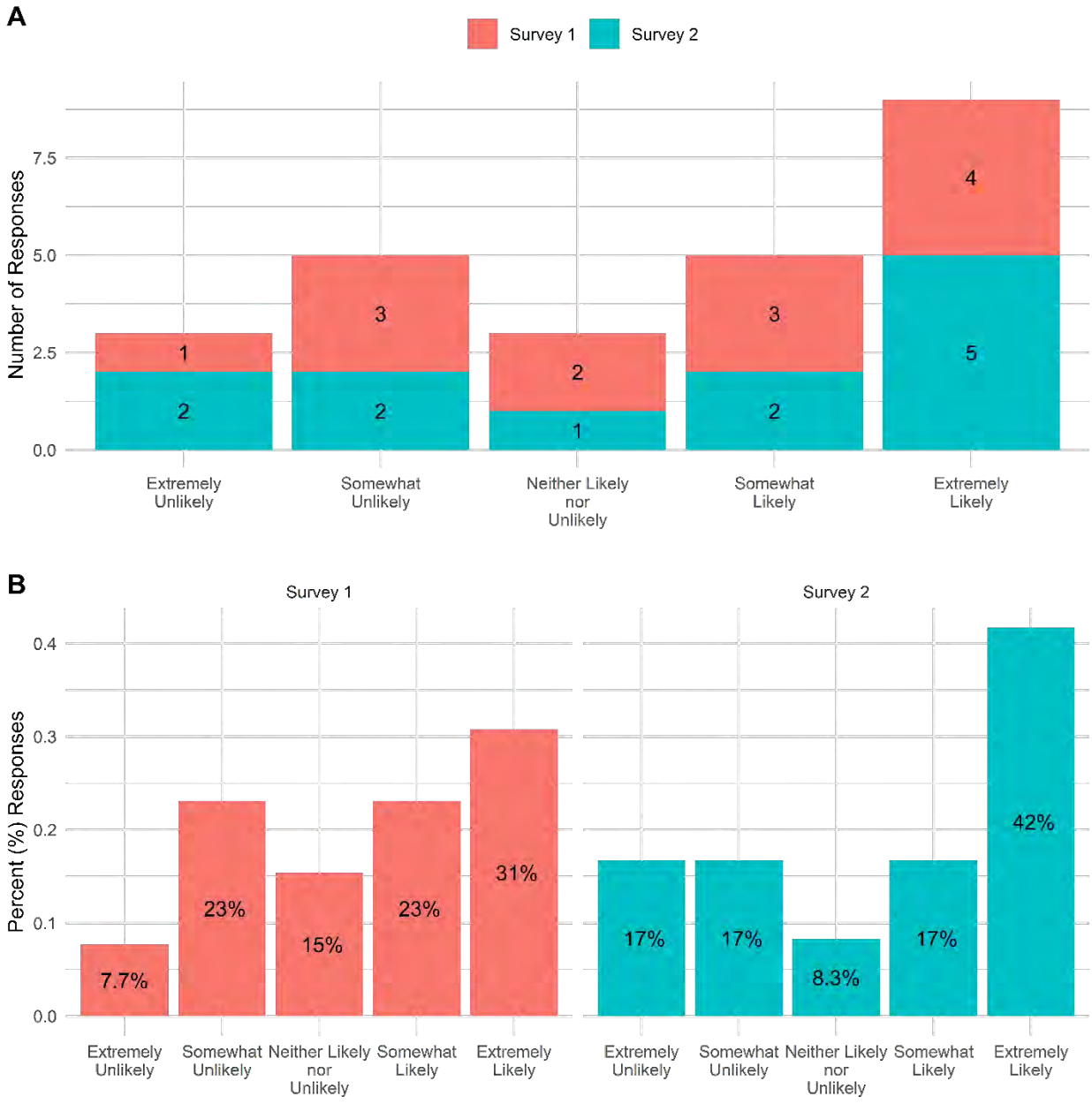


B. Development and Redevelopment

Next, we asked participants more specifically about their opinion of the proposed project's potential to impact new development opportunities and redevelopment in surrounding areas. As seen in Figure 2, the majority belief was that the project would be Extremely Likely to lead to new development, referring to greenfield development and development on unused or underused parcels. While more participants (40%) answered that new development was Extremely Likely during the second survey, several respondents highlighted that there is

very little undeveloped land within the proposed corridor. From the corresponding open text question, we see that some participants believed the project would reduce the number of parcels directly adjacent to the project, while others believed that it would create opportunities for new development both adjacent to the highway improvement and throughout the proposed study area, due to better East-West connections.

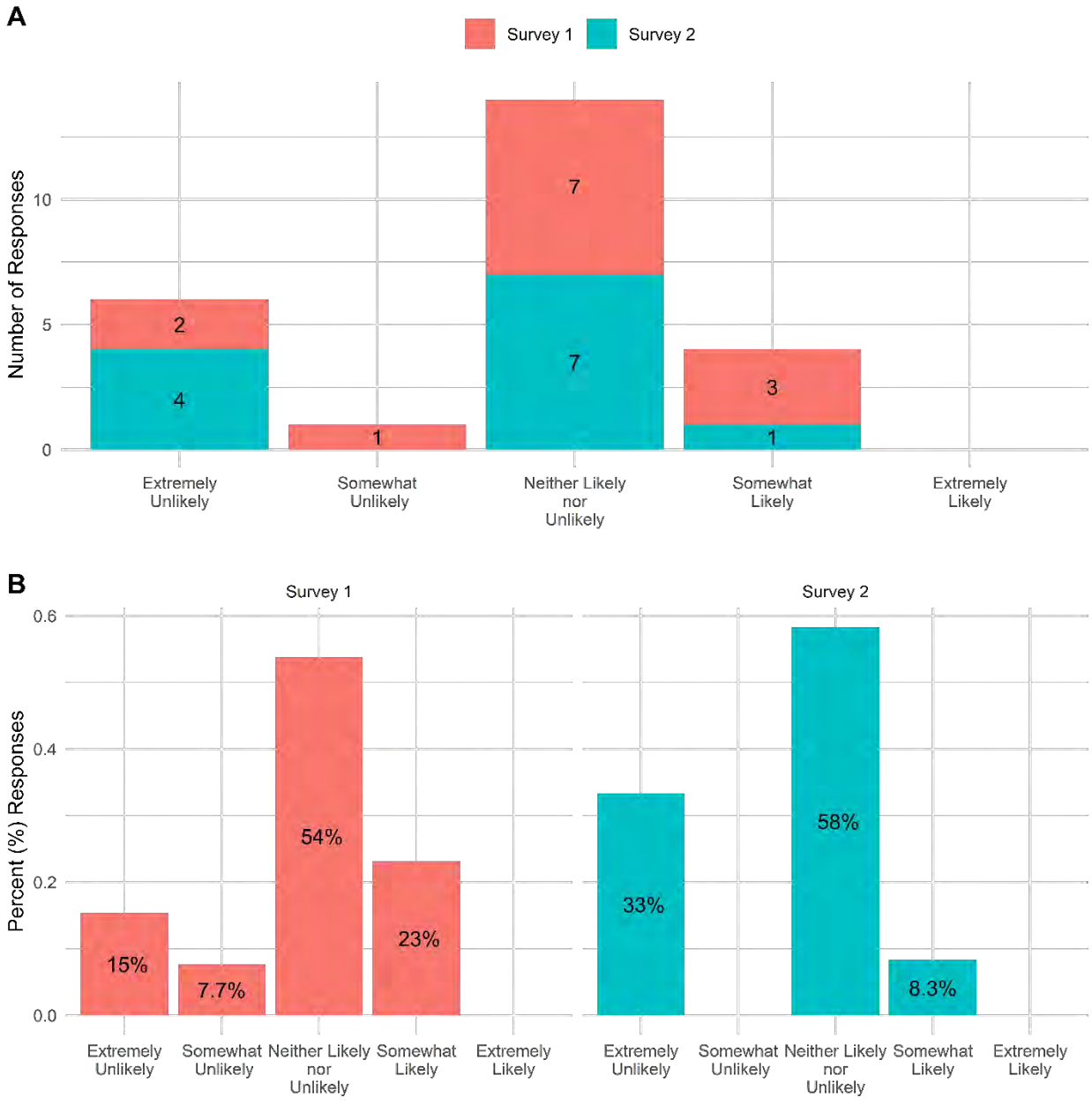
Figure 2. Likelihood of New Development Resulting from Proposed Improvements



Subsequently, we asked participants in a separate question how likely the proposed highway improvement project would be to induce redevelopment within the proposed study boundary. During the first round of

questioning, 54% of respondents indicated that redevelopment was Neither Likely nor Unlikely. In the second survey, 58% of participants responded similarly. There was a moderate shift toward more participants indicating that redevelopment was Extremely Unlikely in the second survey. Considering the corresponding open text questions, while respondents believed there is a possibility that elements of the proposed improvements would create interest in redevelopment, there are other limiting factors (e.g., current zoning) more likely to impact redevelopment opportunities.

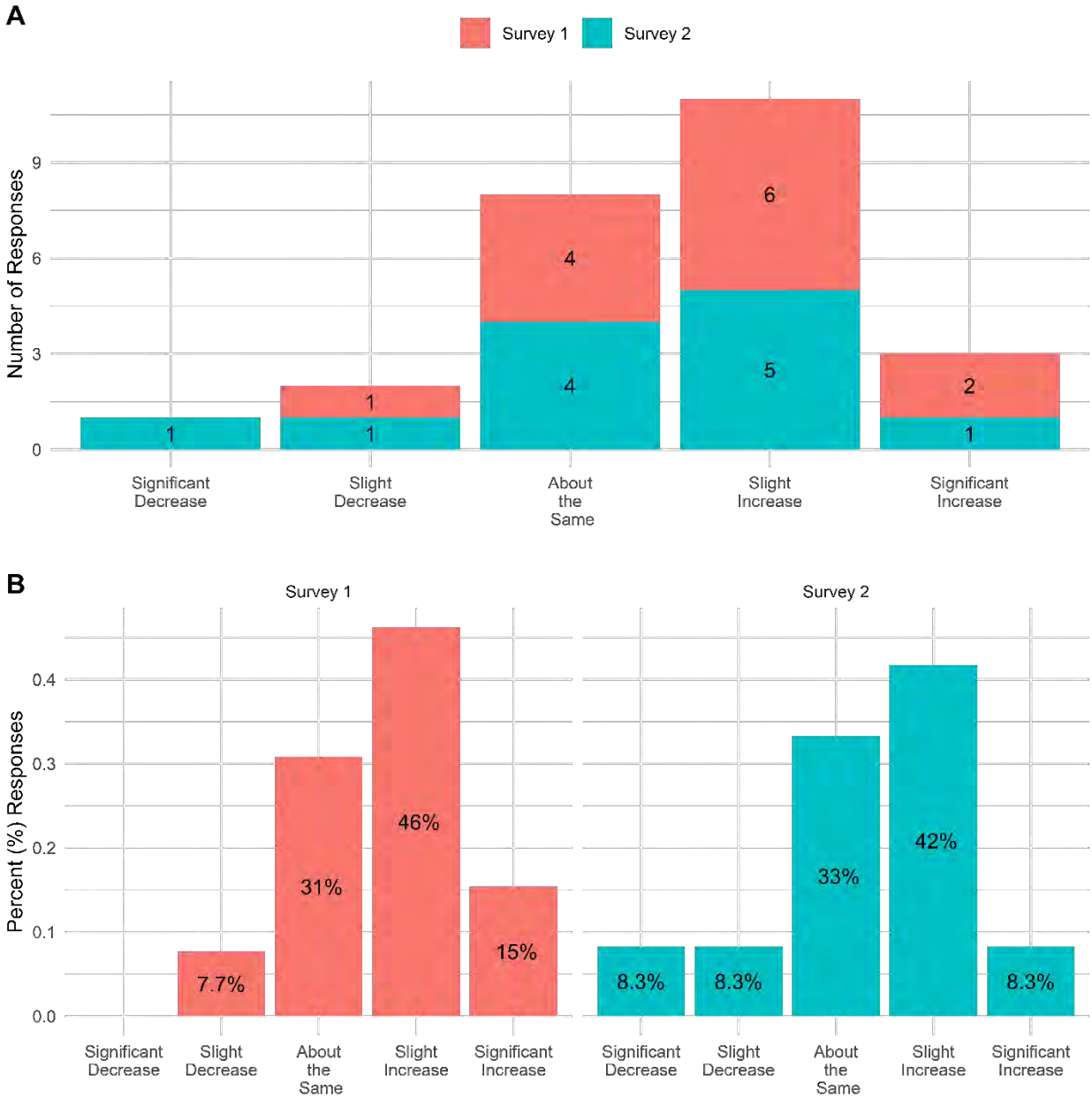
Figure 3. Likelihood of Redevelopment Resulting from Proposed Improvements



C. Redevelopment Rate and Land Use Change Limitations

After addressing the likelihood of redevelopment resulting from the highway improvements, we asked participants how the highway improvements would impact the rate of redevelopment. The distribution of responses was similar across the two surveys (Figure 4), with most responses indicating that the improved project would likely lead to a Slight Increase in the rate of redevelopment.

Figure 4. Rate of Redevelopment Resulting from Proposed Improvements

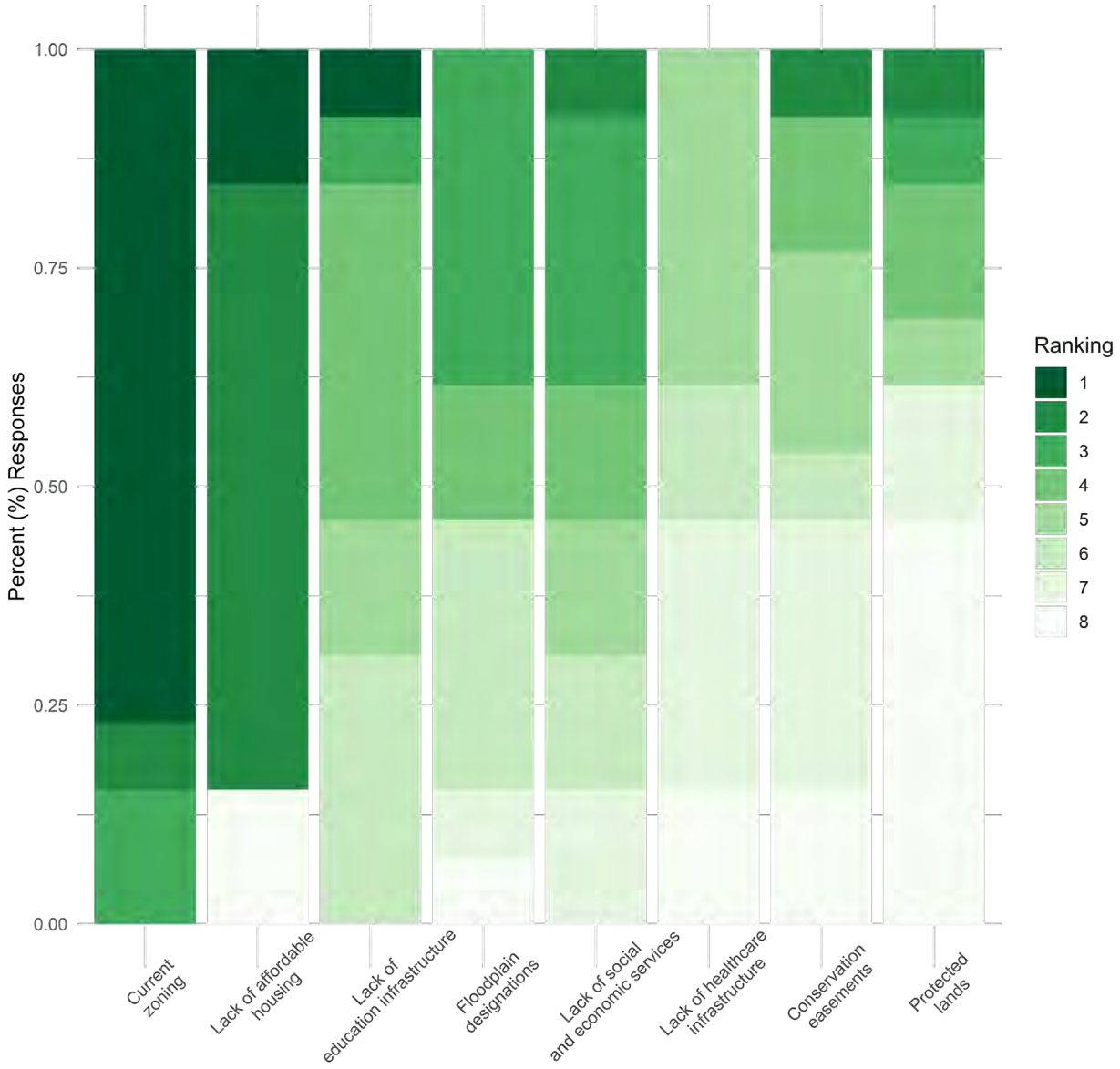


To further understand the likely drivers of land use and population change in the study area, we asked participants to rank a set of factors likely to limit growth. Figure 5 summarizes the ranking responses. Current zoning is viewed as the key determinant limiting potential growth trends. The only other factors to be ranked first were Lack of affordable housing and Lack of education infrastructure. Lack of affordable housing was ranked as the 2nd most important factor by 69% of participants. 38% of participants identified floodplain designations as a the third most important limiting factor for growth.

For the second survey, we asked participants to list any additional factors that they believed would limit or facilitate growth. There was clear consensus that land use regulations are the primary limiting factor, but participants also raised the issue of transportation policy, including transit improvements and cycling and pedestrian infrastructure, as an additional limiting factor.

Participants who took the second survey were also asked to describe locations they believed current zoning was most likely to limit or facilitate land use and development. There was clear consensus among respondents that outside of a few limited areas, zoning limits growth throughout the entirety of the study area, especially residential areas close to the proposed project that are currently zoned SF-3. Participants did identify Downtown and West campus as areas that have zoning that currently allows for growth and could benefit from the proposed project, but there was no agreement that the project would lead to growth within the study area.

Figure 5. Ranking of Factors Limiting Growth



D. Spatial Dimension of Development and Redevelopment

We also asked participants to utilize a web map application to identify and comment on locations they believed would be likely to attract new development and redevelopment. The combined responses from both surveys are available here: https://arcg.is/11zirS0. In our initial survey, participants identified a total of 12 areas located throughout East Austin, including the Mueller community, directly along the corridor between Lady Bird Lake and Martin Luther King Jr. Blvd., and also between Manor Road and US-290 E, and in the southern portion of the study area at the intersection of I-35 and Ben White Blvd. One participant identified areas as far south as Kyle, while another indicated that they expected the proposed project to impact areas no further than

½ mile from the proposed project. A slightly different pattern of responses was observed in the redevelopment locations identified by participants. Ten possible redevelopment areas were identified on the map by participants, stretching from Lady Bird Lake to the South and Anderson Lane in the northern part of the proposed study area. Two important takeaways from the interactive map questions in the first survey were as follows: (1) participants did not make a clear distinction between new development and redevelopment, and (2) land use impacts from the project are most likely to occur near the project.

For the second survey, we asked participants to confirm or disconfirm likely locations of development and redevelopment, in addition to giving them the opportunity to include a new location that they believed would be likely to attract new development or redevelopment as a result of the proposed project. The purpose was to narrow down the identified areas to the most likely locations. Twelve participants completed the second survey. Among these, there were 3 participant responses confirming new development locations, 4 participant responses confirming redevelopment locations, 4 participant responses identifying previously unidentified locations likely to attract new development, and 3 participant responses identifying previously unidentified locations likely to attract redevelopment. Participants confirmed both new development and redevelopment locations directly adjacent to the project footprint and in East Austin. Other areas not previously identified in the first survey include the Del Valle and Pleasant Hill areas near Austin-Bergstrom International Airport. One participant did not think there were substantial new development opportunities adjacent to the project. Similar comments were made by other participants throughout the survey. Another noted that the proposed project north of E 51st Street did not include sufficient East-West crossing to attract either type of development in that area, noting that further pedestrian linkages would be necessary to increase development activity between Hyde Park and Mueller. Overall, the first and second survey responses were consistent.

E. Proposed Study Boundary

We asked participants to assess the appropriateness of a proposed boundary for an assessment of growth and development resulting from the project. There was general agreement that for Indirect and Cumulative impacts the proposed AOI study boundary was incorrect. The open text responses from both surveys suggested that indirect impacts will likely be observed further east and further south of the proposed boundary.

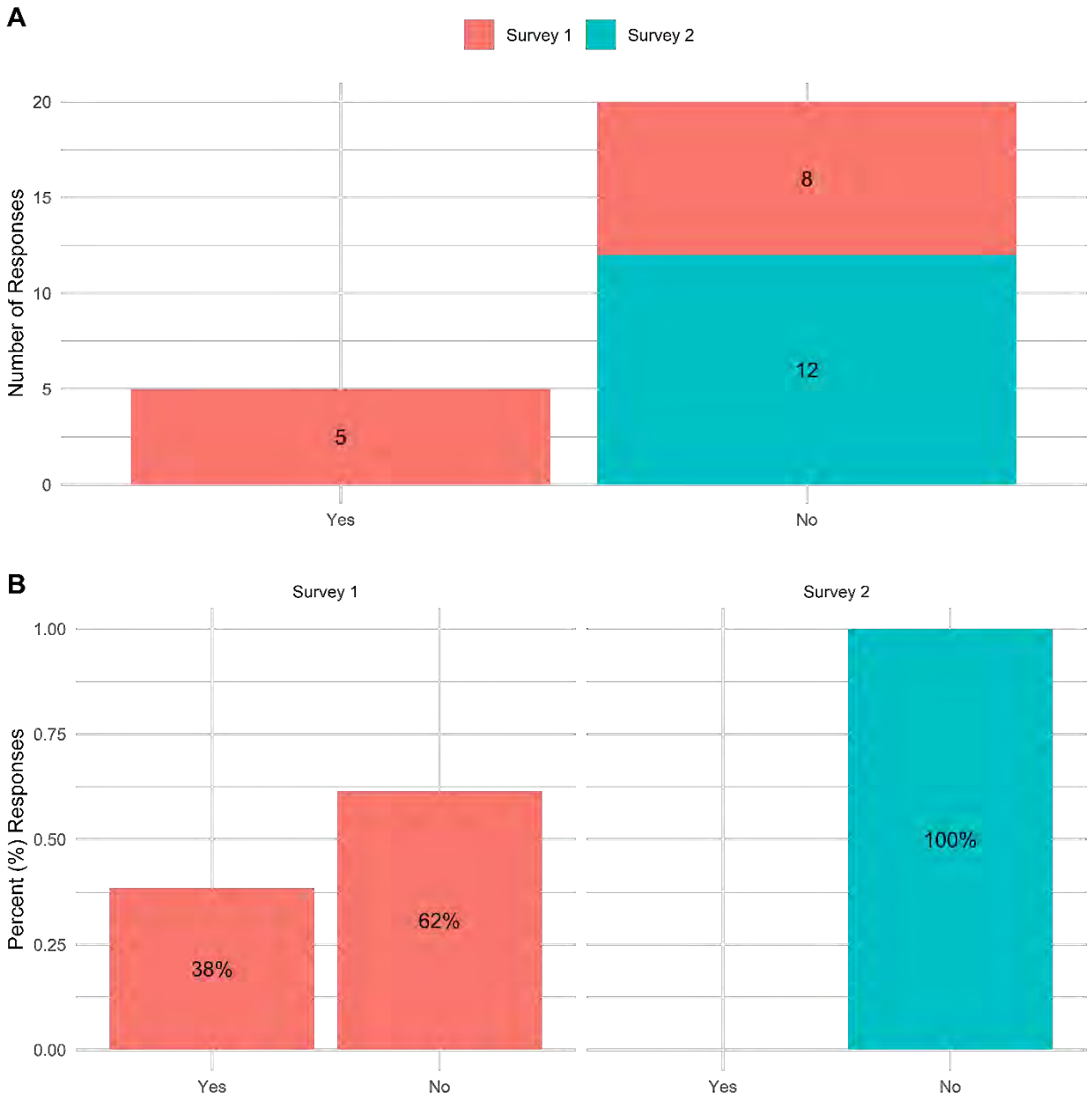
A majority (62%, N=8) of participants in the first survey responded that the proposed boundary was not correct. To further understand how the boundary should be modified, participants were also asked to provide an explanation if they believed the proposed boundary was incorrect. 7 of 8 participants who responded that the boundary was not appropriate included a comment explaining their response. We further analyzed these open text responses, ascertaining whether the participants felt the boundary should be enlarged or decreased in size, and the geographic direction of that change. 71% (N=5) of the 7 participants who offered comments indicated that a more appropriate boundary should be larger than the proposed boundary. Not all participants fully described the direction of change, but two participants thought the study boundary should be expanded eastward and one further toward the south and north.

In the second survey, participants answered the same question about appropriateness of the proposed study boundary. 100% (N=12) of participants indicated that the proposed boundary was not appropriate. Of those who took both surveys, only one participant initially thought the boundary was appropriate. That respondent subsequently changed their response to indicate that they no longer believed the boundary was appropriate.

Four participants offered further comment on their responses. Two comments indicated that the boundary should be expanded eastward, and two comments that it should be expanded in a north-south direction.

Research and coordination with TxDOT confirmed the expansion of the AOI boundary was not necessary because the areas further east, north, and south of the proposed AOI boundary had been included in indirect impacts environmental analyses for other projects. Due to the proximity of the projects, the previous project boundaries would eclipse the proposed improvements to I-35. Therefore, no modifications to the AOI boundary were made.

Figure 6. Evaluation of the Proposed AOI Boundary



F. Alternatives

In the first survey, we asked participants to consider whether there were differences between the No Build Alternative, Alternative 2 and Modified Alternative 3 that would lead to a different rate or type of development. The question included a substantive description and relevant renderings for each alternative. The descriptions are shown in Appendix A. There was clear consensus that there were differences between the Alternatives, notably that Modified Alternative 3 would lead to more redevelopment opportunities. The corresponding open text responses suggest that Modified Alternative 3 represented increased east-west connections that had the potential to lead to possible development and redevelopment opportunities in East Austin. However, the participant responses indicate that the differences between alternatives are not the most important drivers of development.

G. Cap and Stitch Accommodations

Given the consensus on the potential for differential development impacts between Alternatives, we narrowed our question in the second survey to focus on the potential implications of Cap and Stitch accommodations. Most participants (58.3%) thought it was Extremely Likely that possible cap and stitch accommodations would lead to both new development and redevelopment opportunities. However, several participants noted that any potential impacts would require land use regulation changes to fully realize any impacts.

Appendix A - I-35 Land Use and Development Panel Survey 1

I-35 Land Use and Development Panel - Survey

About the Survey

This is the first of two short surveys you are being asked to complete as a panel participant. A second follow up survey will be sent at a later date. The survey is a total of 10 questions exploring land use, population growth, and development impacts resulting from proposed changes to I-35.

Each participant will remain anonymous to the other members of the panel during the two rounds of surveys. All participants will be acknowledged in the final project report.

Should you have any questions or need assistance completing the survey, please email us at: Survey Help.

Please record your name and email address below and then press Next to proceed.

First Name

Last Name

Email*

Next

About the Project

The I-35 Capital Express Central project is located in the central region of the Austin metropolitan area. Project limits span approximately 8 miles along I-35 between US 290 East and SH 71/Ben White Boulevard.

The proposed improvements include:

- **Removal of the existing I-35 decks**
- **Lowering the roadway**
- **Cap and stitch accommodations, composed of large deck plazas that run north/south over portions of the lowered freeway and bridges running east to west providing for safe crossing**
- **Adding two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard**

The project will also reconstruct east-west cross-street bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

General information on the project can be found on the project website at I-35 Capital Express Central. Additional details on specific changes are also discussed in the survey.

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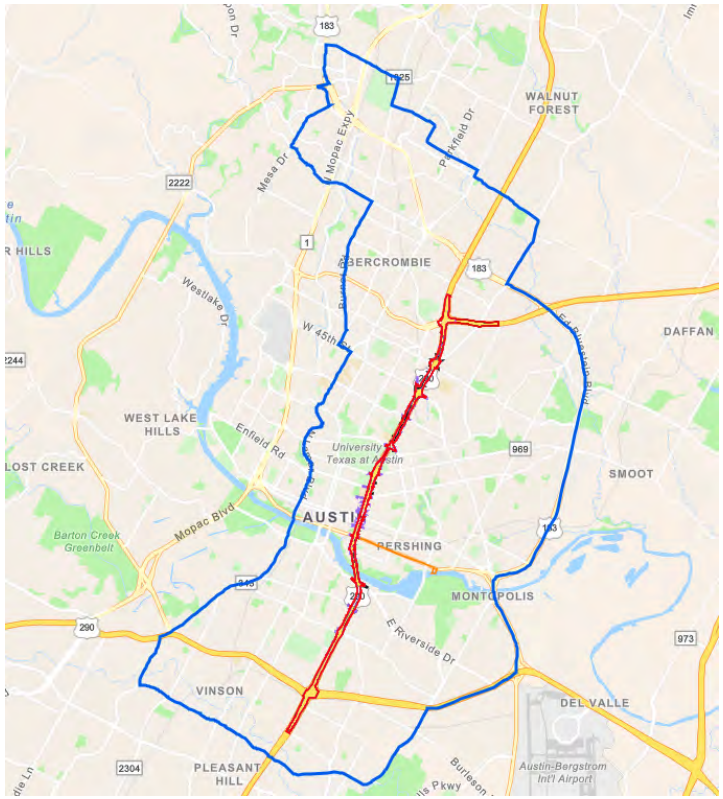
I-35 Land Use and Development Panel - Survey

Question 1



Double click image to open a web map in a new tab.

The population within the study area shown above grew 46% between 2000 and 2020. The proposed highway improvement project lead to a _____ population growth rate. (Choose the best option to fill in the blank.)

- ○ Much lower
- ○ Somewhat lower
- ○ About the same
- ○ Somewhat higher
- ○ Much higher

Please explain why you believe the project will lead to higher/lower population growth rate.

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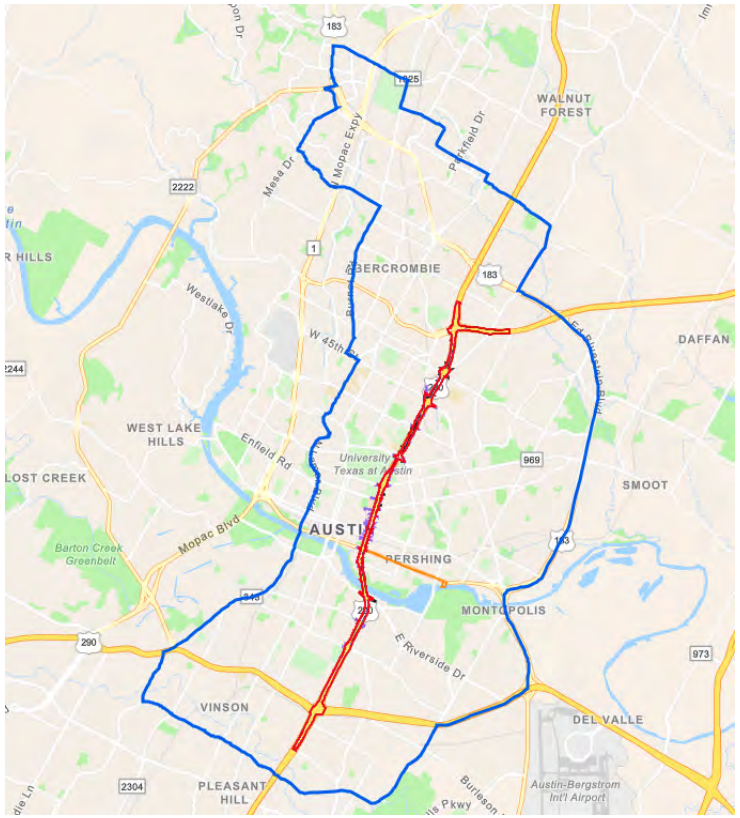
Question 2



Double click image to open a web map in a new tab.

How likely is the proposed highway improvement project to induce development of currently undeveloped land within the boundary showing on the map?

- ○ Extremely unlikely
- ○ Somewhat unlikely
- ○ Neither likely nor unlikely
- ○ Somewhat likely
- ○ Extremely likely

Please explain why you believe the project is likely/unlikely to induce development of currently undeveloped land.

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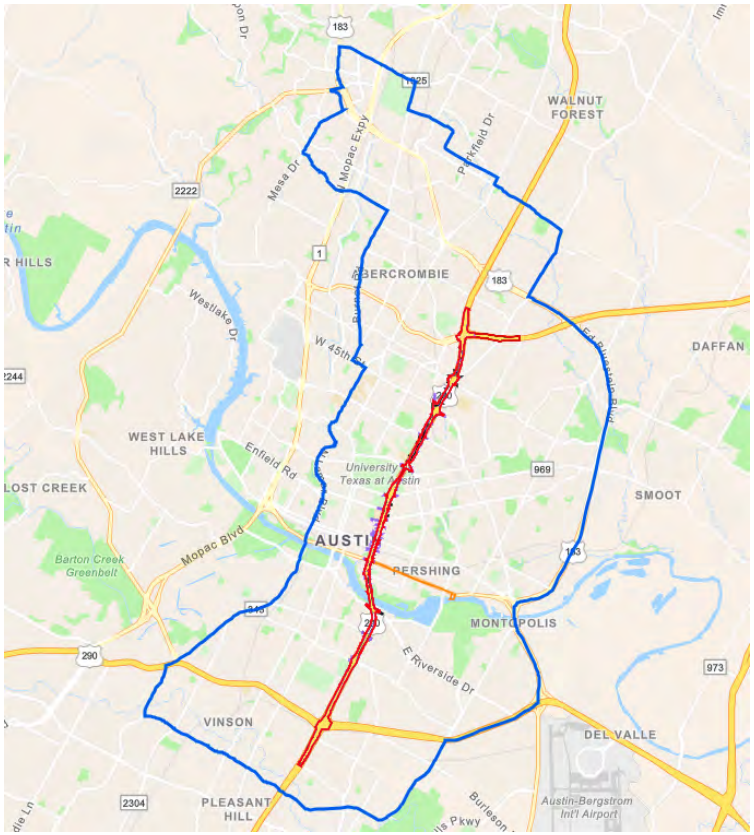
Question 3



Double click image to open a web map in a new tab.

How likely is the proposed highway improvement project to induce redevelopment within the boundary shown on the map?

- ○ Extremely unlikely
- ○ Somewhat unlikely
- ○ Neither likely nor unlikely
- ○ Somewhat likely
- ○ Extremely likely

Please explain why you believe the project is likely/unlikely to induce redevelopment.

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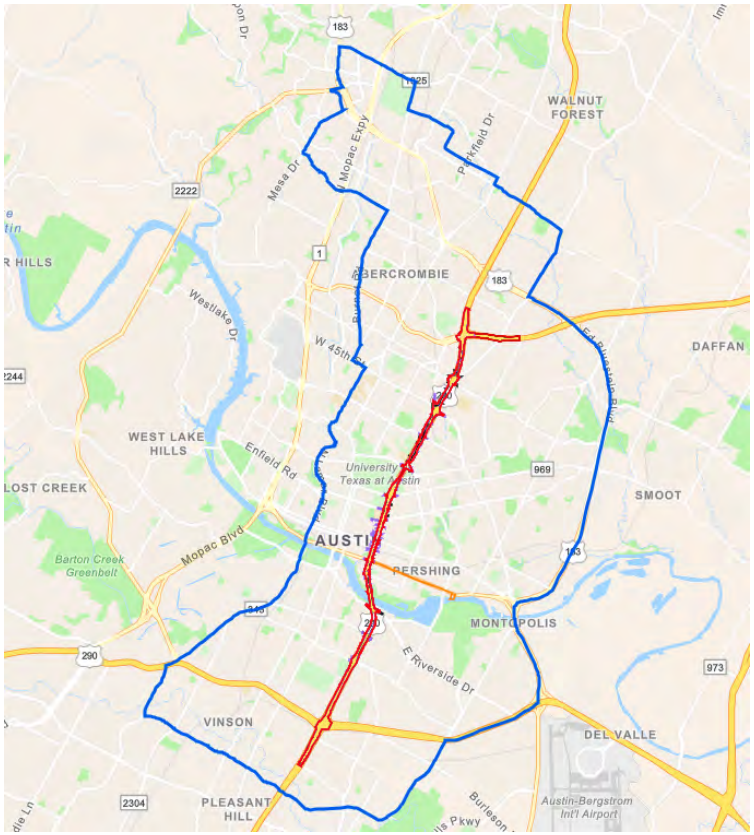
Question 4



Double click image to open a web map in a new tab.

How would the proposed highway improvement project impact the rate of redevelopment within the boundary shown on the map?

- ○ Significant decrease in rate of development
- ○ Slight decrease
- ○ About the same
- ○ Slight increase
- ○ Significant increase in rate of development

Please explain why you believe the project will increase/decrease the current rate of development.

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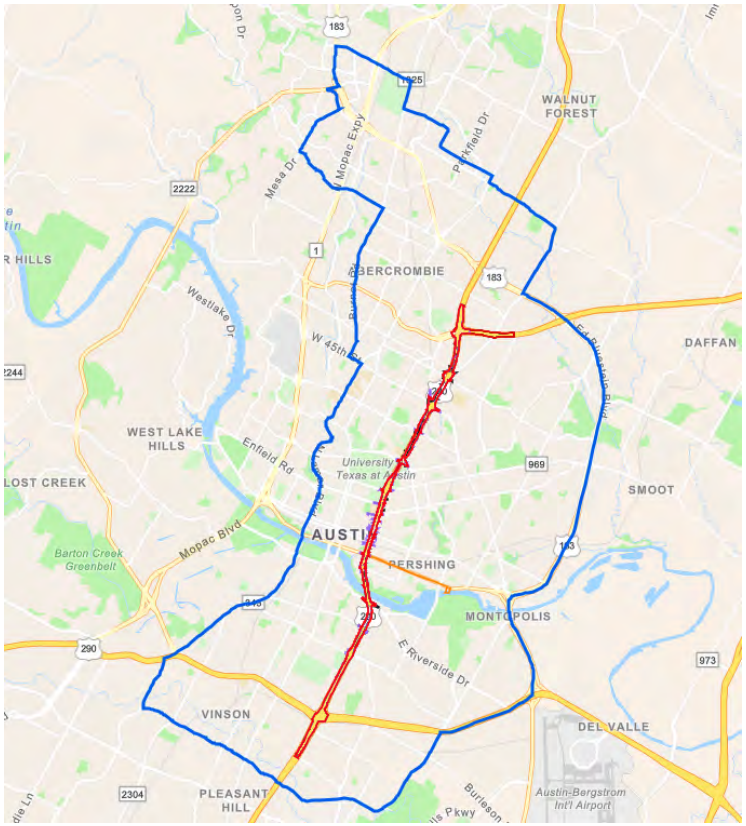
Question 5



Double click image to open a web map in a new tab.

What factors are likely to limit growth in the area shown on the map?
Click and drag on the options below to rank this list of factors

- Lack of affordable housing
- Conservation easements
- Floodplain designations
- Current zoning
- Lack of education infrastructure
- Lack of social and economic services
- Lack of healthcare infrastructure
- Protected lands

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Please further explain your response including the location and description of any limiting factors. If there are factors not included above, please describe.

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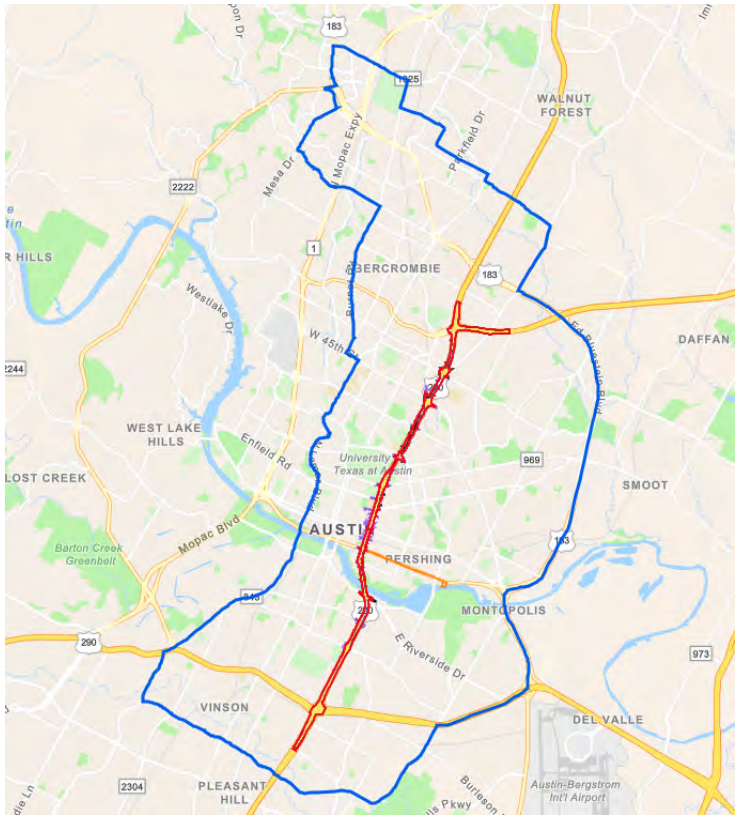
Question 6



Double click image to open a web map in a new tab.

Do you think the boundary shown on the map is the appropriate boundary for an assessment of growth and development resulting from the proposed project?

- ○ Yes
- ○ No

If you think a different boundary would be more appropriate, please describe what areas you believe would be subject to induced growth impacts that are not included within the boundary

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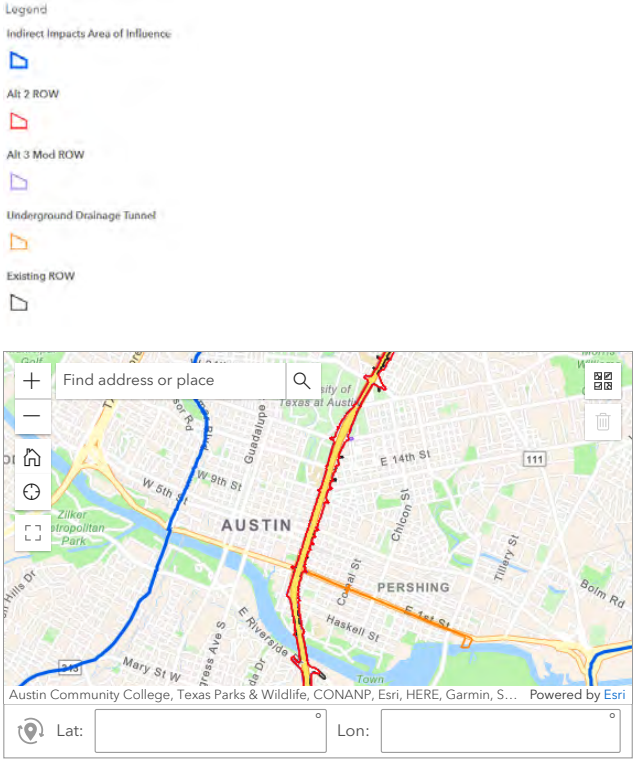
Question 7

NEW DEVELOPMENT
In this section, you will use the map below to indicate any specific areas likely to experience *development* as a result of the proposed changes to I-35.

1

Click directly on the map where you would like to place a pin to indicate an area likely to attract *development of currently undeveloped land* after the project is complete.

Click the icon in the top right of the map to toggle the basemap to view current Undeveloped Land.



Lat: ° Lon: °

Please provide a description of the area and why you believe it will be likely to attract development.

255

Click the add button below to place a new pin. You may add as many locations as you like by repeating this process.

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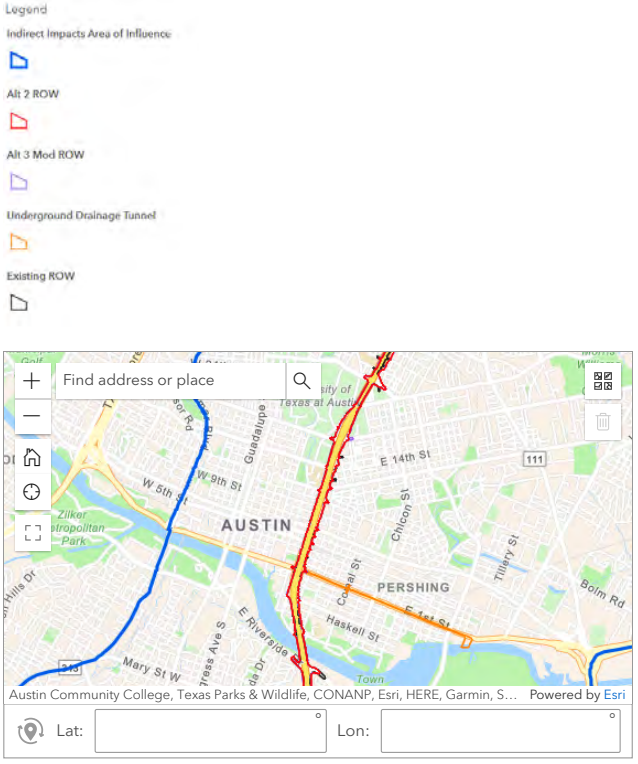
Question 8

REDEVELOPMENT
In this section, you will use the map below to indicate any specific areas likely to experience *redevelopment* as a result of the proposed changes to I-35.

1

Click directly on the map where you would like to place a pin to indicate an area likely to attract *redevelopment of currently developed land* after the project is complete.

Click the icon in the top right of the map to toggle the basemap to view current Land Use (View Land Use Classes).



Please provide a description of the area and why you believe it will be likely to attract redevelopment.

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Click the add button below to place a new pin. You may add as many locations as you like by repeating this process.

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Question 9

There are three possible alternatives being considered for highway improvements along I-35. These include a No Build Alternative, Alternative 2, and Modified Alternative 3. We are interested in understanding whether there are any differences between these alternatives that would lead to a different rate or type of development.

No Build Alternative

The no-build alternative is a baseline for comparison. Under this alternative, no changes are made to I-35 between US 290 East and SH 71/Ben White Boulevard. The highway would continue to exist and receive standard, routine maintenance.

Alternative 2

Adds two non-tolled managed lanes in each direction. Main lanes and managed lanes are lowered between Airport Boulevard and Cesar Chavez Street, and between Riverside Drive and Oltorf Street.

- Expected to reduce mainlane travel time between US 290E and US 290W/SH 71
- Removal of upper decks.
- Cap-and-stitch accommodations.
- Reduced speed limits on frontage roads. (View conceptual rendering)
- Continuous Shared-Use Path along entire length of project.
- Enhanced bicycle-pedestrian crossings at 4th Street, 51st Street, Red Line at Airport Boulevard and Lady Bird Lake. (View conceptual rendering) | (View comparison of bicycle-pedestrian accommodations.)
- Relocation of managed-lane ramps near Airport Boulevard to reduce impacts on properties and improve operations. (View conceptual rendering)
- Additional direct connectors to US 290E

Modified Alternative 3

Adds two non-tolled managed lanes in each direction. Main lanes and managed lanes are lowered between Airport Boulevard and Cesar Chavez Street, and between Riverside Drive and Oltorf Street.

- Expected to reduce mainlane travel time between US 290E and US 290W/SH 71
- Removal of upper decks.
- Cap-and-stitch accommodations.
- Reduced speed limits on frontage roads.(View conceptual rendering)
- Continuous Shared-Use Path along entire length of project.
- Enhanced bicycle-pedestrian crossings at 4th Street, 51st Street, Red Line at Airport Boulevard and Lady Bird Lake.
- Additional bicycle-pedestrian crossings at 41st Street, next to MLK Jr. Boulevard, north of 15th Street, 3rd Street, and bicycle-pedestrian only crossing at Woodland Avenue. (View comparison
- Innovative intersection at East Riverside Drive. (View conceptual rendering)
- Woodland Avenue crossing will become bicycle-pedestrian-only.
- Frontage road shift to create a boulevard from Cesar Chavez Street to Dean Keeton Street.
- Palm Park connection to the east side of I-35.
- No additional direct connectors to US 290E

In your opinion, are there any differences between these alternatives that would lead to a different rate or type of development?

- ○ Yes
- ○ No

If you answered yes, please specify which Alternative and what element of the Alternative is likely to lead to a different rate or type of development.

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Question 10

If there is anything else you would like to add with respect to the potential for the project to impact future land use and development in the area, please include below.

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Appendix B - I-35 Land Use and Development Panel Survey 2

I-35 Land Use and Development Panel - Survey

About the Survey

This is the second of two short surveys panelists have been asked to complete.

The survey is composed of a series of questions exploring land use, population growth, and development impacts resulting from proposed changes to I-35. The responses and comments from the first survey are provided to encourage critical thinking about the best responses. If you participated in the original survey you will also see your previously submitted responses.

For questions where there was limited agreement among respondents, we have asked the same question again. For questions where there was substantial agreement among responses, we pose several follow up questions. Our goal is to better understand where there is agreement/disagreement regarding participant responses and the logic informing those responses.

Each participant will remain anonymous to the other members of the panel during the survey. All participants will be acknowledged in the final project report.

Should you have any questions or need assistance completing the survey, please email us at: Survey Help.

Please record your name and email address below and then press Next to proceed.

First Name

Last Name

Email*

Next

I-35 Land Use and Development Panel - Survey

About the Project

The I-35 Capital Express Central project is located in the central region of the Austin metropolitan area. Project limits span approximately 8 miles along I-35 between US 290 East and SH 71/Ben White Boulevard.

The proposed improvements include:

- Removal of the existing I-35 decks
- Lowering the roadway
- Cap and stitch accommodations, composed of large deck plazas that run north/south over portions of the lowered freeway and bridges running east to west providing for safe crossing

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- Adding two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard

The project will also reconstruct east-west cross-street bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

General information on the project can be found on the project website at I-35 Capital Express Central. Additional details on specific changes are also discussed in the survey.

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I-35 Land Use and Development Panel - Survey

Question 1

(Previous Survey)
The population within the study area shown on the map (Click map to open a web map in a new tab) grew 46% between 2000 and 2020. The proposed highway improvement project will lead to a _____ population growth rate. (Choose the best option to fill in the blank.)

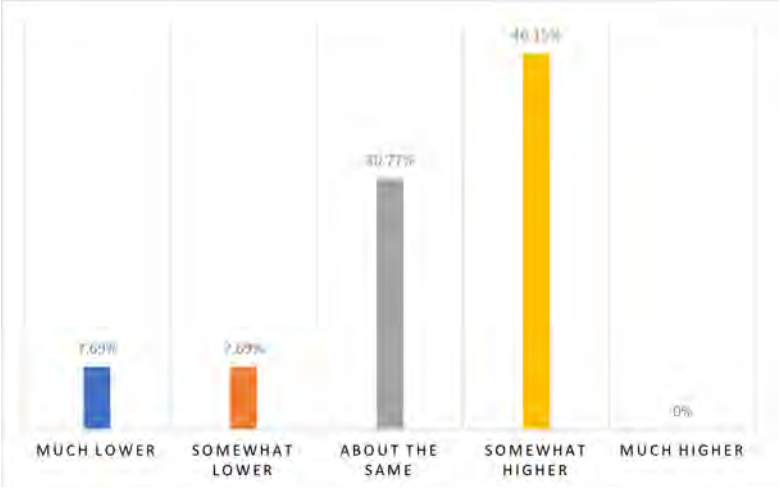
Your response

About the same

Your comment

I do not believe that adding highway capacity leads to an increase in population. The city will continue to grow whether or not IH35 is improved.

Aggregated Response Summary



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Aggregated Comments

Much Lower/Somewhat Lower	About the same	Somewhat Higher
"The highway expansion, on the margins, will eliminate or blight some parcels with existing or potential new housing.		
The highway will facilitate new suburban and exurban housing and job growth, leading to less infill development than otherwise."	I do not believe that adding highway capacity leads to an increase in population. The city will continue to grow whether or not IH35 is improved.	Widened crossings & proposed caps will make it safer for pedestrians to cross and enhance residential properties near the highway.
This particular area is already under intense redevelopment as multi-story condos and other multi-family buildings replace the older lower density structures. The highway itself will not lead to additional growth as it's already occurring.	I don't expect the highway project to have as large an effect as Project Connect improved mass transit , with associated population increases in transit oriented districts, plus increases in housing along corridors and downtown from CoA code changes.	I imagine with increased ease of access around the I35 corridor there will be continued gentrification and increased density.
	This project is only one of a myriad of factors influencing population growth in the study area that is is predominately affected by the local land development code and municipal policies.	High costs of housing in this area, traffic will reman congested due to the number of people coming in to work in this area, limited grocery and retail to serve area. Low wage workers will live further, drive in. Need more affordable housing
	Don't believe these proposed I 35 improvements will have nearly as much influence on population growth as the many other factors in Austin, such as its attractiveness to tech businesses, in particular.	Hopefully there will be more residential (mixed use) density along the corridor if the improved design includes "cap projects" like open space/plaza/parks and playgrounds, etc. Redevelopment of older/aged developments

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Capping the lowered lanes

and adding a boulevard will provide facilities to encourage additional residences

Proposed improvements will reduce deterrence of multifamily and mixed use development along the I-35 corridor by reducing noise and air pollution and allowing easier multimodal crosstown traffic.

(Current Survey Question)

The population within the study area shown above grew 46% between 2000 and 2020. The proposed highway improvement project will lead to a _____ population growth rate. (Choose the best option to fill in the blank.)

- ○ Much lower
- ○ Somewhat lower
- ○ About the same
- ○ Somewhat higher
- ○ Much higher

If you changed your response from the earlier survey, please explain your decision. Please also feel free to comment on other participant's responses.

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I-35 Land Use and Development Panel - Survey

Question 2

The questions on this page refer to *new development* - meaning greenfield development on previously undeveloped land or infill development on vacant and under-used parcels. The questions on the next page ask about *redevelopment*.

(Previous Survey)
How likely is the proposed highway improvement project to induce development of currently undeveloped land within the boundary showing on the map?

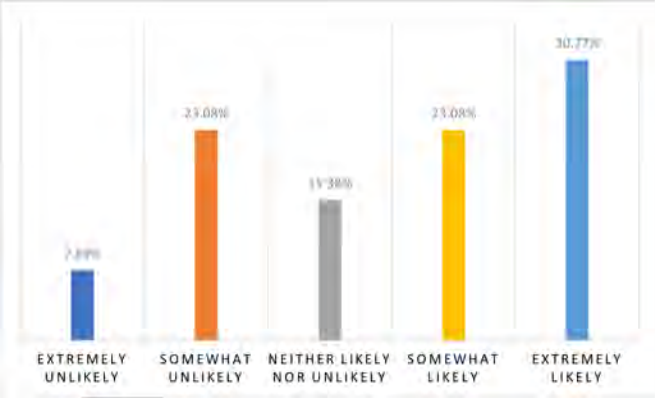
Your response

Neither likely nor unlikely

Your comment

This project focuses on a very developed area of Austin. I do not think that the project will have an impact on undeveloped areas which tend to be to the far east of the project. Those undeveloped areas are instead impacted by other highways such as 183.

Aggregated Response Summary



Aggregated Comments

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Almost everywhere within the outlined area is already under tremendous growth pressure. The major restraint on growth is land use regulation, not lack of transportation access.	This project focuses on a very developed area of Austin. I do not think that the project will have an impact on undeveloped areas which tend to be to the far east of the project. Those undeveloped areas are instead impacted by other highways such as 183.	Ease of access and beautification of area will lead to further gentrification on the eastern side of I35 which will lead to more luxury apartments and increased density/development.
The study area is already heavily being redeveloped with fill in occurring. Primary buyers in the area are not relying on IH35 to improve their developments. They are seeing land values justifying going vertical outside of the traditional core now.	There is minimal undeveloped land in proximity to I-35.	Area will be more attractive for other uses but still need easy parking and be able to handle incoming vehicles to the area. Should encourage retail developers
Most of the development requires City of Austin to change land use codes to provide denser and more varied housing stock. TxDOT has no control over that.		This is a desirable development zone according to COA "Imagine Austin" plan and more likely to be supported by zoning and lands development code
Development here is based on high demand for jobs, education, arts&music, and other amenities. The observed growth rate is unlikely to be affected by highway expansion. New roads soon fill up, so new IH35 capacity may be enjoyed for a few years at best.		Additional transportation facilities encourage development
		Infill development will be attracted to this area if the project improves connectivity and reduces travel time while increasing transportation mode choices available on the highway and increasing access across the highway to the adjacent neighborhoods.
		This project will be part of a cumulative impact along with innumerable influences that are difficult to measure, however targeted areas along the corridor are likely to be viewed as a more a

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currently.

Having a less congested way to get to work, get to airport, etc, should help businesses decide to locate in the CBD, but again, I think there are more important factors. I think the future rail system will play a more signifcant role.

(Current Survey Question)

How likely is the proposed highway improvement project to induce development of currently undeveloped land within the boundary showing on the map?

- ○ Extremely unlikely
- ○ Somewhat unlikely
- ○ Neither likely nor unlikely
- ○ Somewhat likely
- ○ Extremely likely

If you changed your response from the earlier survey, please explain your decision. Please also feel free to comment on other participant's responses.

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I-35 Land Use and Development Panel - Survey

Question 3

The questions on this page refer to *redevelopment* - meaning the replacement, rehabilitation, or repurposing of an already developed site.

(Previous Survey)
How likely is the proposed highway improvement project to induce redevelopment within the boundary shown on the map?

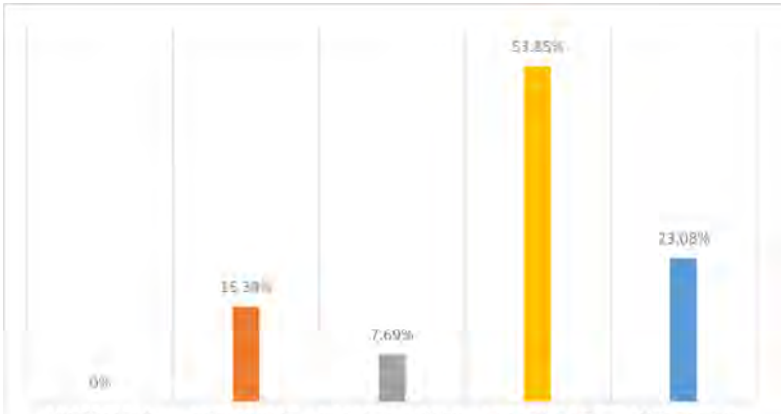
Your response

Somewhat likely

Your comment

The impact will vary. The loss of neighborhood streets such as Robinson may lead to new commercial development alongside the Cherrywood neighborhood. If the zoning along the access roads changes & allows for tall buildings, apartments could be added

Aggregated Response Summary



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Aggregated Comments

Somewhat Unlikely

Almost everywhere within the outlined area is already under tremendous growth pressure. The major restraint on growth is land use regulation, not lack of transportation access.

As I mentioned earlier, we already have high demand for space driven by other factors, and highway expansion is not as likely a factor as will be Project Connect and CoA code changes.

Neither likely nor unlikely

In general the study area overall is unlikely to see changes due to IH-35, however directly adjacent particularly in the double decked section theres numerous smaller older structures that would likely be redeveloped with improved aesthetics.

Somewhat likely/Extremely likely

The impact will vary. The loss of neighborhood streets such as Robinson may lead to new commercial development alongside the Cherrywood neighborhood. If the zoning along the access roads changes & allows for tall buildings, apartments could be added

If the cap projects get funding, then it opens up more opportunities for commercial spaces. Commercial space along the current highway is not desirable.

The eastern side of I35 is already seeing substantial redevelopment and displacement of residents. Unless something is done to support anti-displacement efforts this will continue with ease of access and pedestrian traffic in the area.

Overall area will become more desirable further driving up land prices and associated developments. Need set asides for affordable developments.

Better, safer conductivity with 1-35, historically seen as dangerous, ugly and divisive - if improved aesthetically, functionally, and safely would stimulate growth in these zones

Redevelopment will be attracted to this area if the project improves

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transportation mode choices available on the highway and increasing access across the highway to the adjacent neighborhoods.

Much of the development along the corridor is prime for redevelopment. The implementation of this project will likely encourage those redevelopment opportunities.

Having a less congested way to get to work, get to airport, etc, should help businesses decide to locate in the CBD, but again, I think there are more important factors. I think the future rail system will play a more signifcant role.

The improvements are likely to induce redevelopment of large, under-developed parcels along I-35 (especially large format commercial and class C office and hotels) to higher-density, mixed use development.

(Current Survey Question)

How likely is the proposed highway improvement project to induce redevelopment within the boundary shown on the map?

- ○ Extremely unlikely
- ○ Somewhat unlikely
- ○ Neither likely nor unlikely
- ○ Somewhat likely

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- ○ Extremely likely

If you changed your response from the earlier survey, please explain your decision. Please also feel free to comment on other participant's responses.

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I-35 Land Use and Development Panel - Survey

Question 4

(Previous Survey)
How would the proposed highway improvement project impact the rate of redevelopment within the boundary shown on the map?

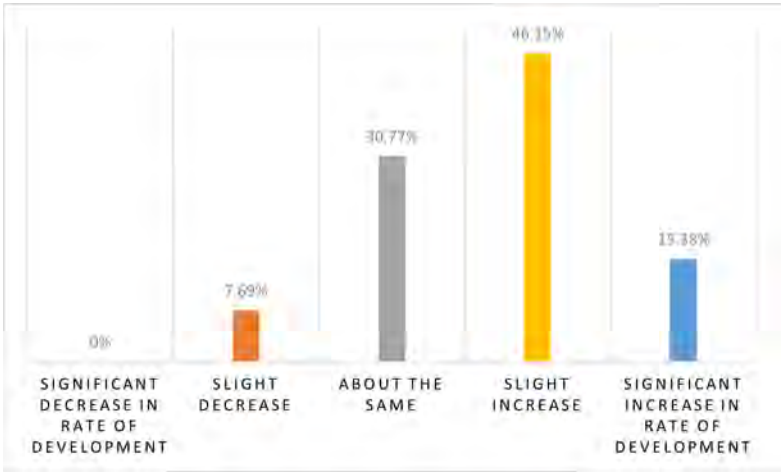
Your response

About the same

Your comment

I think the only impact will be within the immediate area around the existing IH35 footprint.

Aggregated Response Summary



Aggregated Comments

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The expansion will blight (with air and noise pollution and visual impacts) or altogether remove parcels that would otherwise be in extremely valuable locations and therefore would otherwise have great potential for redevelopment. Scenic arterial it is not!"	I think the only impact will be within the immediate area around the existing IH35 footprint.	Higher probability of redevelopment closer to the highway. The edges of the boundary have more residential stock and that is unlikely to change without changes at the city level around zoning.	"Redevelopment benefits everyone. This stretch of I34 looks scary, dated, and utilitarian.
	Generally, the redevelopment in the boundary is occurring already. The sections likely to increase are along and just east of IH-35 particularly in the double decked section that are waiting for final plans to determine ultimately ROW boundaries.	Not sure it could speed things up more than they are now.	Redevelopment will be attracted to this area if the project improves connectivity and reduces travel time while increasing transportation mode choices available on the highway and increasing access across the highway to the adjacent neighborhoods.
	As I mentioned earlier, we already have high demand for space driven by other factors, and highway expansion is not as likely a factor as will be Project Connect and CoA code changes.	As in my previous response, much of the development along the corridor is prime for redevelopment. The implementation of this project will likely encourage those redevelopment opportunities upon completion.	
	I do not think development moving further north will be as	Again, I don't think that even today's congested I35 is a	

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redevelopment, so

it's improvement might produce an incremental positive increase in redevelopment.

Reduction of highway ""nuisance"" impacts would encourage redevelopment near I-35 corridor.

(Current Survey Question)

How would the proposed highway improvement project impact the rate of redevelopment within the boundary shown on the map?

- ○ Significant decrease in rate of development
- ○ Slight decrease
- ○ About the same
- ○ Slight increase
- ○ Significant increase in rate of development

If you changed your response from the earlier survey, please explain your decision. Please also feel free to comment on other participant's responses.

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I-35 Land Use and Development Panel - Survey

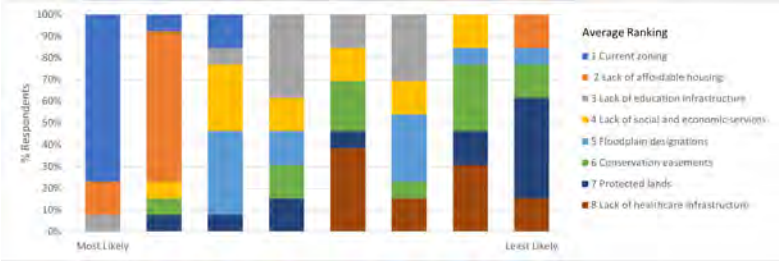
Question 5

(Previous Survey)
What factors are likely to limit growth in the area shown on the map?

Your comment

Zoning is what limits the growth within the boundary. All parcels within the boundary need to upzoned to allow for density. Floodplains are an ongoing issue, especially in the SE quadrant of the boundary.

Aggregated Response Summary



Aggregated Comments

Zoning is what limits the growth within the boundary. All parcels within the boundary need to upzoned to allow for density. Floodplains are an ongoing issue, especially in the SE quadrant of the boundary.

Demand for residential, retail, and office development within that area is high virtually everywhere; therefore demand for developable land is high in that area. The contraints to growth are on the supply side (e.g., regulations).

Primary delay on redevelopment directly adjacent to the corridor is the project itself needing ROW and without that finalized developers will be reticent to invest. City of Austin zoning will affect rapid redevelopment as it does throughout the City.

Zoning restrictions and a troublesome 40 year old land development code, plus NIMBYism are the biggest constraints.

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deserves. Safer, greener!!!!, integrated into multiple modal infrastructure (bikes, pedestrians, etc)

The most limiting factors are outdated City of Austin zoning, high development fees and slow, complicated permitting processes. These factors have led to lack of affordable housing and general housing supply. Another factor is insufficient mass transit.

The growth is already massive in this area with residents earning well above average incomes, and I don't see that trend changing or being affected by I35. The issue to solve is that even average-income people are priced out of this area.

The greatest barriers to population growth in the central city are, by far, current zoning that limits multifamily and lack of affordable housing options, including workforce housing tailored to the large employers in the core (hospitals, state/UT etc.)

(Current Survey Question)
Please list any additional factors that you believe will either limit or facilitate growth in the area shown on the map.

255

Please describe the areas where you believe *current zoning* is most likely to limit growth that might result from the proposed changes to I-35?

255

Please describe the areas where you believe *current zoning* is most likely to facilitate growth that might result from the proposed changes to I-35?

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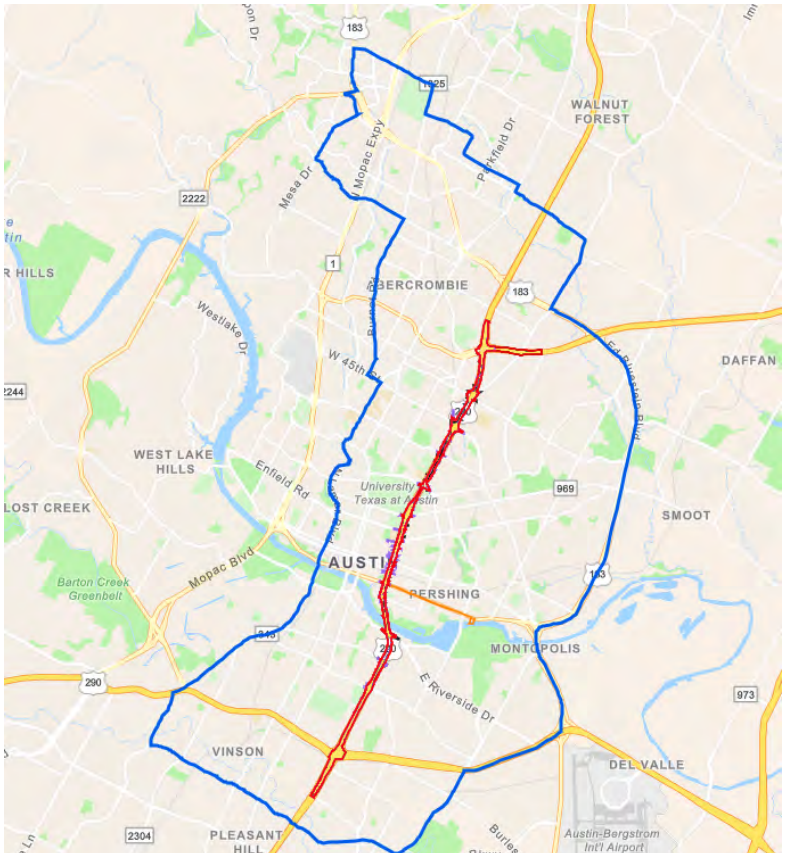
I-35 Land Use and Development Panel - Survey

Question 6

(Previous Survey)
Do you think the boundary shown on the map is the appropriate boundary for an assessment of growth and development resulting from the proposed project?



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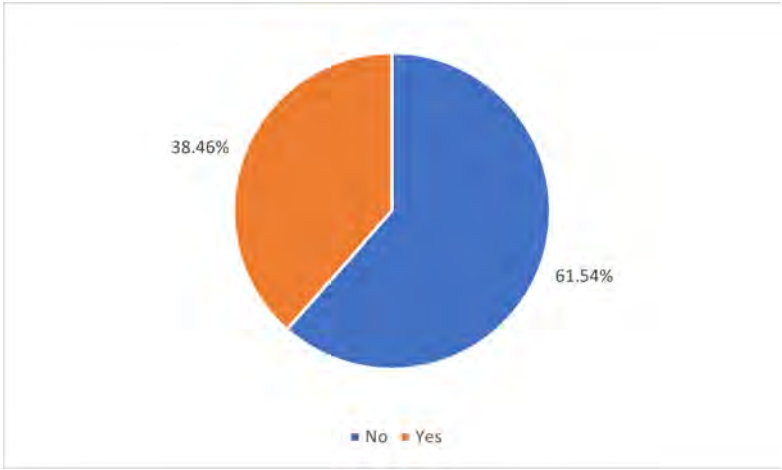
Double click image to open a web map in a new tab.

Your response

No

Your comment

Aggregated Response Summary



Aggregated Comments

Absolutely not. A freeway expansion will dramatically increase access to Downtown Austin, thereby encouraging people to commute from longer distances. This phenomenon of induced demand has been established for decades and should be understood by TXDOT.

I believe on the south and north ends the boundary is excessively wide and be limited to the next major N/S cross street. Growth beyond that is dependent on the EW corridor. North of river/South 290 the east extension seems too far east as well.

Narrower on the east side. Utilize high-capacity transit corridors such as Pleasant Valley.

Additional areas that could be subject to induced growth: around the airport/along Hwy 71, east of 183 and further east on 290.

I think the area of influence could be greater than the boundary shows, due to the connections that are improved throughout the I35 corridor.

May consider extending south to William Cannon and west to MoPac, excluding park and protected lands. Alternatively, greatest impacts will be seen within 1-2 miles of I-35 corridor itself.

(Current Survey Question)

Do you think the boundary shown on the map is the appropriate boundary for an assessment of growth, new development, and redevelopment resulting from the proposed project?

- ○ Yes
- ○ No

If you changed your response from the earlier survey, please explain your decision. Please also feel free to comment on other participant's responses.

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I-35 Land Use and Development Panel - Survey

Question 7

(Previous Survey)
Participants were asked to identify areas on the map they believed were likely to attract *new development* and *redevelopment* and describe those areas. Click here to view a dynamic web map of responses.

Area descriptions

New Development Points/Comments	Redevelopment Points/Comments
(ND1) I think there will be some redevelopment within the immediate area of the entire project area but not much outside of the footprint of the highway. I do not believe that a larger highway will impact areas over half a mile away.	(RD2)The stretch from 51st to Manor will, I believe, see the most redevelopment impact on both sides of the highway.
(ND2) Kyle is already one of the fastest growing cities in the United States, due in part to demand from households working in Central Austin but unable to afford living there. Increasing access to Central Austin via I-35 will just accelerate that trend.	(RD3)Similar to previous item. Area is older.
(ND3) Section of 35 from Manor up to 290 has significantly shorter/older structures and industrial type of usages that are prime for redevelopment if aesthetics improve.	(RD4)This area is already seeing rapid redevelopment and with the enhanced highway and cap, it will only increase the desirability of this area.
(ND5) I expect that if some businesses are lost owing to highway expansion, they may locate to nearby parcels.	(RD5)The metal recycling between E 4th and E 5th just east of Downtown
(ND8) This area is already being high developed and gentrified. Need better schools to really attract residents. Need more retails and grocery.	(RD7)The Central Health downtown property (formerly Brackenridge Hospital Campus) has several contiguous blocks available adjacent to the project and is a unique opportunity because of its size and proximity to UT Dell Med School and downtown.
(ND9) This area north and south of 290 along 1-35 would benefit the most	(RD8)The area around Hancock Center and along Airport Blvd are likely targets of development, especially as the upper decks come down.
(ND13) The most likely area to attract	(RD9)Your map doesn't indicate

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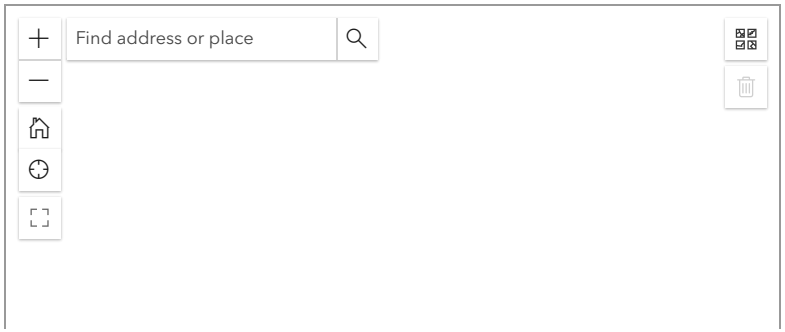
	Police Station and parts of the Central Health
highway between Lady Bird Lake and MLK Jr Blvd (downtown and just east of downtown).	property in downtown. It also shows properties at Mueller, for example, that are under construction, or have a site development permit.
(ND14) Development will be attracted to Mueller because it is a planned development with sufficient infrastructure and this project will improve its accessibility and connectivity to other parts of city.	(RD10)General areas adjacent to I-35 with heavy presence of large-format retail and motels.
(ND15) Undeveloped land along major east-west highways/loops that intersect I-35, like 290, 71 and 183 will attract development.	I didn't put any pins. I-35 expansion is likely to decrease the share of development in the MSA that is due to infill development (redevelopment), and increase the share of greenfield development.
(ND16) Development will be attracted to parcels along major east-west arterials like 973 that connect the neighborhoods to the major highways.	I believe this entire area will experience some level of redevelopment. Project will energize but needs to have some structure
Looks like the undeveloped property map is out of date, at least in the Mueller neighborhood. I think that those undeveloped parcels within the first block of the freeway may see increased redevelopment, especially along its "boulevard edge.	Parcels along or near the project with surface parking lots or low density buildings with zoning that allows higher density will attract redevelopment.
No areas expected.	

(Current Survey Question)
Click directly on the map and place a pin in the area you believe is the most likely to attract *new development* after the project is complete.



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Please explain why you believe this area is the most likely area to attract new development as a result of proposed changes to I-35.

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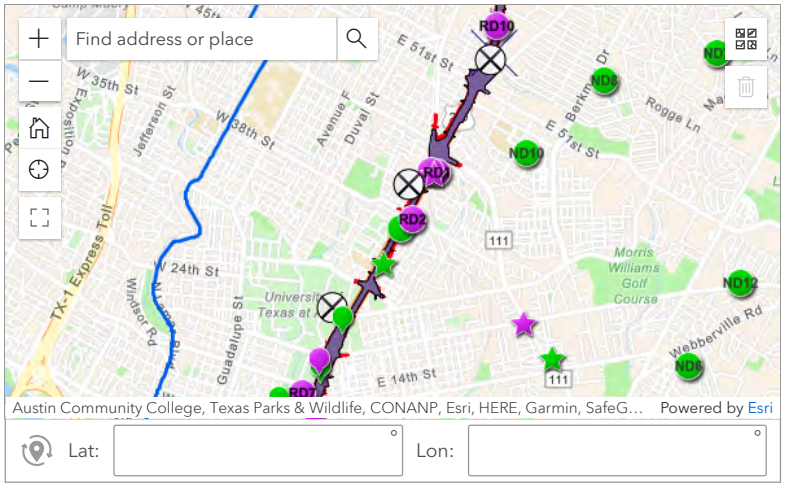
(Current Survey Question)
Click directly on the map and place a pin in the area you believe is the most likely to attract *redevelopment* after the project is complete.



Please explain why you believe this is the area is the most likely area to attract redevelopment as a result of proposed changes to I-35.

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I-35 Land Use and Development Panel - Survey

Question 8

(Previous Survey)
Participants were asked to identify areas on the map they believed were likely to attract *new development* and *redevelopment* and describe those areas. Click here to view a dynamic web map of responses.

Area descriptions

New Development Points/Comments	Redevelopment Points/Comments
(ND1) I think there will be some redevelopment within the immediate area of the entire project area but not much outside of the footprint of the highway. I do not believe that a larger highway will impact areas over half a mile away.	(RD2)The stretch from 51st to Manor will, I believe, see the most redevelopment impact on both sides of the highway.
(ND2) Kyle is already one of the fastest growing cities in the United States, due in part to demand from households working in Central Austin but unable to afford living there. Increasing access to Central Austin via I-35 will just accelerate that trend.	(RD3)Similar to previous item. Area is older.
(ND3) Section of 35 from Manor up to 290 has significantly shorter/older structures and industrial type of usages that are prime for redevelopment if aesthetics improve.	(RD4)This area is already seeing rapid redevelopment and with the enhanced highway and cap, it will only increase the desirability of this area.
(ND5) I expect that if some businesses are lost owing to highway expansion, they may locate to nearby parcels.	(RD5)The metal recycling between E 4th and E 5th just east of Downtown
(ND8) This area is already being high developed and gentrified. Need better schools to really attract residents. Need more retails and grocery.	(RD7)The Central Health downtown property (formerly Brackenridge Hospital Campus) has several contiguous blocks available adjacent to the project and is a unique opportunity because of its size and proximity to UT Dell Med School and downtown.
(ND9) This area north and south of 290 along 1-35 would benefit the most	(RD8)The area around Hancock Center and along Airport Blvd are likely targets of development, especially as the upper decks come down.
(ND13) The most likely area to attract development is along both sides of the highway between Lady Bird Lake and MLK Jr Blvd (downtown and just east of downtown).	(RD9)Your map doesn't indicate redevelopment opportunities, such as the Police Station and parts of the Central Health property in downtown. It also shows properties at Mueller, for example, that are under construction, or have a site development permit.
(ND14) Development will be attracted to Mueller because it is a planned development	(RD10)General areas adjacent to I-35 with

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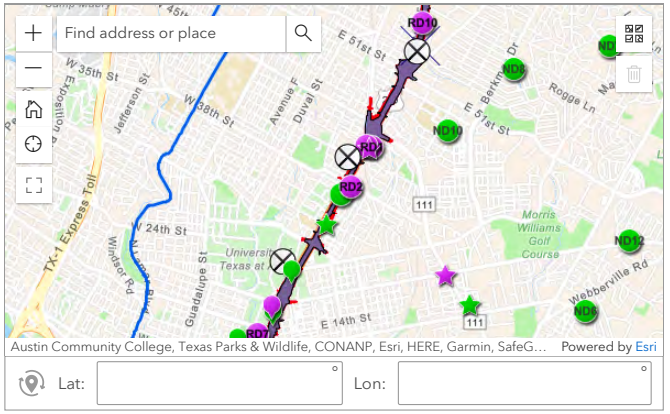
to other parts of city.	
(ND15) Undeveloped land along major east-west highways/loops that intersect I-35, like 290, 71 and 183 will attract development.	I didn't put any pins. I-35 expansion is likely to decrease the share of development in the MSA that is due to infill development (redevelopment), and increase the share of greenfield development.
(ND16) Development will be attracted to parcels along major east-west arterials like 973 that connect the neighborhoods to the major highways.	I believe this entire area will experience some level of redevelopment. Project will energize but needs to have some structure
Looks like the undeveloped property map is out of date, at least in the Mueller neighborhood. I think that those undeveloped parcels within the first block of the freeway may see increased redevelopment, especially along its "boulevard edge.	Parcels along or near the project with surface parking lots or low density buildings with zoning that allows higher density will attract redevelopment.
No areas expected.	

(Current Survey Question)
Click directly on the map and place a pin in the area you believe is the least likely to attract *new development* after the project is complete.



Please explain why you believe this area is the least likely area to attract new development as a result of proposed changes to I-35.

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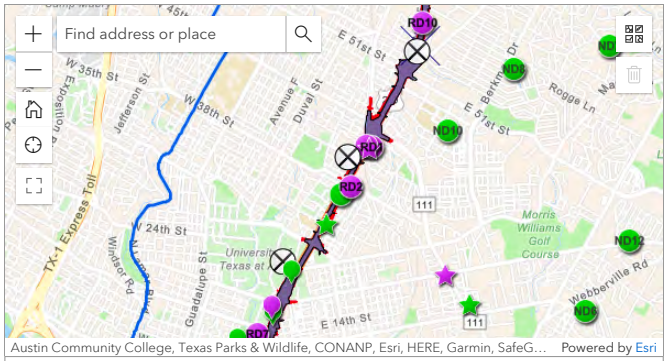
(Current Survey Question)

Click directly on the map and place a pin in the area you believe is the least likely to attract *redevelopment* after the project is complete.



Please explain why you believe this is the area is the least likely area to attract redevelopment as result of proposed changes to I-35.

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I-35 Land Use and Development Panel - Survey

Question 9

(Previous Survey)
Participants were asked to identify areas on the map they believed were likely to attract *new development* and *redevelopment* and describe those areas. Click here to view a dynamic web map of responses.

Area descriptions

New Development Points/Comments	Redevelopment Points/Comments
(ND1) I think there will be some redevelopment within the immediate area of the entire project area but not much outside of the footprint of the highway. I do not believe that a larger highway will impact areas over half a mile away.	(RD2)The stretch from 51st to Manor will, I believe, see the most redevelopment impact on both sides of the highway.
(ND2) Kyle is already one of the fastest growing cities in the United States, due in part to demand from households working in Central Austin but unable to afford living there. Increasing access to Central Austin via I-35 will just accelerate that trend.	(RD3)Similar to previous item. Area is older.
(ND3) Section of 35 from Manor up to 290 has significantly shorter/older structures and industrial type of usages that are prime for redevelopment if aesthetics improve.	(RD4)This area is already seeing rapid redevelopment and with the enhanced highway and cap, it will only increase the desirability of this area.
(ND5) I expect that if some businesses are lost owing to highway expansion, they may locate to nearby parcels.	(RD5)The metal recycling between E 4th and E 5th just east of Downtown
(ND8) This area is already being high developed and gentrified. Need better schools to really attract residents. Need more retails and grocery.	(RD7)The Central Health downtown property (formerly Brackenridge Hospital Campus) has several contiguous blocks available adjacent to the project and is a unique opportunity because of its size and proximity to UT Dell Med School and downtown.
(ND9) This area north and south of 290 along 1-35 would benefit the most	(RD8)The area around Hancock Center and along Airport Blvd are likely targets of development, especially as the upper decks come down.
(ND13) The most likely area to attract development is along both sides of the highway between Lady Bird Lake and MLK Jr Blvd (downtown and just east of downtown).	(RD9)Your map doesn't indicate redevelopment opportunities, such as the Police Station and parts of the Central Health property in downtown. It also shows properties at Mueller, for example, that are under construction, or have a site development permit.
(ND14) Development will be attracted to Mueller because it is a planned development	(RD10)General areas adjacent to I-35 with

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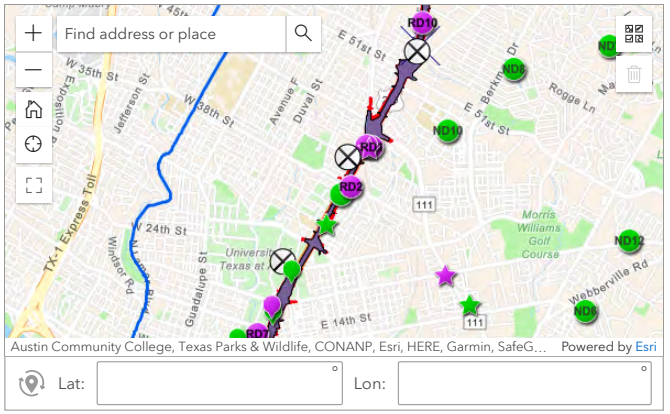
to other parts of city.	
(ND15) Undeveloped land along major east-west highways/loops that intersect I-35, like 290, 71 and 183 will attract development.	I didn't put any pins. I-35 expansion is likely to decrease the share of development in the MSA that is due to infill development (redevelopment), and increase the share of greenfield development.
(ND16) Development will be attracted to parcels along major east-west arterials like 973 that connect the neighborhoods to the major highways.	I believe this entire area will experience some level of redevelopment. Project will energize but needs to have some structure
Looks like the undeveloped property map is out of date, at least in the Mueller neighborhood. I think that those undeveloped parcels within the first block of the freeway may see increased redevelopment, especially along its "boulevard edge.	Parcels along or near the project with surface parking lots or low density buildings with zoning that allows higher density will attract redevelopment.
No areas expected.	

(Current Survey Question)
Click directly on the map to place a pin in an area not already identified that you believe will attract *new development* a result of the proposed changes to I-35.



Please describe the area and why you believe it is likely to attract new development as a result of the proposed changes to I-35.

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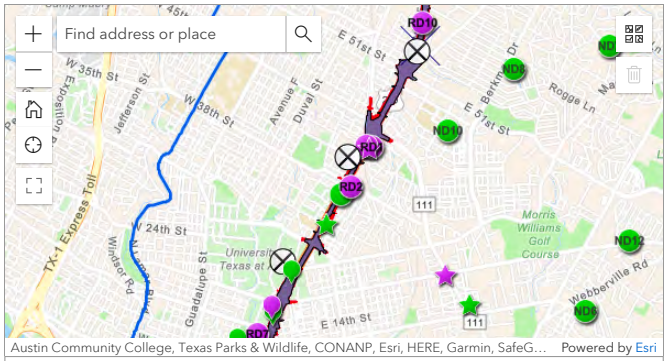
(Current Survey Question)

Click directly on the map to place a pin in an area not already identified that you believe will attract *redevelopment* after the project is complete.



Please describe the area and why you believe it is likely to attract redevelopment as a result of the proposed changes to I-35.

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I-35 Land Use and Development Panel - Survey

Question 10

Cap and stitch accommodations, composed of large deck plazas that run north/south over portions of the lowered freeway and bridges running east to west providing for safe crossing, have been proposed as part of improvements to I-35.

How likely are the cap and stitch accommodations to impact possible *new development*?

- ○ Extremely unlikely
- ○ Somewhat unlikely
- ○ Neither likely nor unlikely
- ○ Somewhat likely
- ○ Extremely likely

Please explain why you believe cap and stitch accommodations are likely/unlikely to impact possible new development?

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How likely are cap and stitch accommodations to impact possible *redevelopment*?

- Extremely unlikely
- Somewhat unlikely
- Neither likely nor unlikely
- Somewhat likely
- Extremely likely

Please explain why you believe cap and stitch accommodations are likely/unlikely to impact possible redevelopment?

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Appendix C – Survey Responses

Survey	ID	Pop Growth	Pop Growth Comm	Induce New Dev	Induce New Dev Comm	Induce Redev	Induce Redev Comm	Rate Redev	Rate Redev Comm
1	P001	3	I do not believe that adding highway capacity leads to an increase in population. The city will continue to grow whether or not IH35 is improved.	3	This project focuses on a very developed area of Austin. I do not think that the project will have an impact on undeveloped areas which tend to be to the far east of the project. Those undeveloped areas are instead impacted by other highways such as 183.	4	The impact will vary. The loss of neighborhood streets such as Robinson may lead to new commercial development alongside the Cherrywood neighborhood. If the zoning along the access roads changes & allows for tall buildings, apartments could be added	3	I think the only impact will be within the immediate area around the existing IH35 footprint.
1	P002	2	The highway expansion, on the margins, will eliminate or blight some parcels with existing or potential new housing. The highway will facilitate new suburban and exurban housing and job growth, leading to less infill development than otherwise.	1	Almost everywhere within the outlined area is already under tremendous growth pressure. The major restraint on growth is land use regulation, not lack of transportation access.	2	Almost everywhere within the outlined area is already under tremendous growth pressure. The major restraint on growth is land use regulation, not lack of transportation access.	2	The expansion will blight (with air and noise pollution and visual impacts) or altogether remove parcels that would otherwise be in extremely valuable locations and therefore would otherwise have great potential for redevelopment.
1	P003	1	This particular area is already under intense redevelopment as multi-story condos and other multi-family buildings replace the older lower density structures. The highway itself will not lead to additional growth as it's already occurring.	2	The study area is already heavily being redeveloped with fill in occurring. Primary buyers in the area are not relying on IH35 to improve their developments. They are seeing land values justifying going vertical outside of the traditional core now.	3	In general the study area overall is unlikely to see changes due to IH-35, however directly adjacent particularly in the double decked section theres numerous smaller older structures that would likely be redeveloped with improved aesthetics.	3	Generally, the redevelopment in the boundary is occurring already. The sections likely to increase are along and just east of IH-35 particularly in the double decked section that are waiting for final plans to determine ultimately ROW boundaries.
1	P004	4	Widened crossings & proposed caps will make it safer for pedestrians to cross and enhance residential properties near the highway.	2	Most of the development requires City of Austin to change land use codes to provide denser and more varied housing stock. TxDOT has no control over that.	4	If the cap projects get funding, then it opens up more opportunities for commercial spaces. Commercial space along the current highway is not desirable.	4	Higher probability of redevelopment closer to the highway. The edges of the boundary have more residential stock and that is unlikely to change without changes at the city level around zoning.
1	P005	3	I don't expect the highway project to have as large an effect as Project Connect improved mass transit , with associated population increases in transit oriented districts, plus increases in housing along corridors and downtown from CoA code changes.	2	Development here is based on high demand for jobs, education, arts&music, and other amenities. The observed growth rate is unlikely to be affected by highway expansion. New roads soon fill up, so new IH35 capacity may be enjoyed for a few years at best.	2	As I mentioned earlier, we already have high demand for space driven by other factors, and highway expansion is not as likely a factor as will be Project Connect and CoA code changes.	3	As I mentioned earlier, we already have high demand for space driven by other factors, and highway expansion is not as likely a factor as will be Project Connect and CoA code changes.
1	P006	4	I imagine with increased ease of access around the I35 corridor there will be continued gentrification and increased density.	5	Ease of access and beautification of area will lead to further gentrification on the eastern side of I35 which will lead to more luxury apartments and increased density/development.	5	The eastern side of I35 is already seeing substantial redevelopment and displacement of residents. Unless something is done to support anti-displacement efforts this will continue with ease of access and pedestrian traffic in the area.	4	Not sure it could speed things up more than they are now.
1	P007	4	High costs of housing in this area, traffic will reman congested due to the number of people coming in to work in this area, limited grocery and retail to serve area. Low wage workers will live further, drive in. Need more affordable housing	5	Area will be more attractive for other uses but still need easy parking and be able to handle incoming vehicles to the area. Should encourage retail developers	5	Overall area will become more desirable further driving up land prices and associated developments. Need set asides for affordable developments.	3	I do not think development moving further north will be as impacted by this area
1	P008	4	Hopefully there will be more residential (mixed use) density along the corridor if the improved design includes ?cap projects? like open space/plaza/parks and playgrounds, etc. Redevelopment of older/aged developments will hopefully occur	5	This is a desirable development zone according to COA ?Imagine Austin? plan and more likely to be supported by zoning and lands development code	5	Better, safer conductivity with 1-35, historically seen as dangerous, ugly and divisive - if improved aesthetically, functionally, and safely would stimulate growth in these zones	5	Redevelopment benefits everyone. This stretch of I34 looks scary, dated, and utilitarian. Scenic arterial it is not!
1	P009	4	Capping the lowered lanes and adding a boulevard will provide facilities to encourage additional residences	4	Additional transportation facilities encourage development	4	See #1	4	See #!
1	P010		If built to its full potential where safety, connectivity, capacity and multi-modal transit options are all increased and caps and stitches function as urban design assets and amenities, it will enable more people to live and work near the corridor.	5	Infill development will be attracted to this area if the project improves connectivity and reduces travel time while increasing transportation mode choices available on the highway and increasing access across the highway to the adjacent neighborhoods.	4	Redevelopment will be attracted to this area if the project improves connectivity and reduces travel time while increasing transportation mode choices available on the highway and increasing access across the highway to the adjacent neighborhoods.	5	Redevelopment will be attracted to this area if the project improves connectivity and reduces travel time while increasing transportation mode choices available on the highway and increasing access across the highway to the adjacent neighborhoods.

Survey	ID	Pop Growth	Pop Growth Comm	Induce New Dev	Induce New Dev Comm	Induce Redev	Induce Redev Comm	Rate Redev	Rate Redev Comm
1	P011	3	This project is only one of a myriad of factors influencing population growth in the study area that is is predominately affected by the local land development code and municipal policies.	4	This project will be part of a cumulative impact along with innumerable influences that are difficult to measure, however targeted areas along the corridor are likely to be viewed as a more a positive development opportunity than they are currently.	4	Much of the development along the corridor is prime for redevelopment. The implementation of this project will likely encourage those redevelopment opportunities.	4	As in my previous response, much of the development along the corridor is prime for redevelopment. The implementation of this project will likely encourage those redevelopment opportunities upon completion.
1	P012	3	Don't believe these proposed I 35 improvements will have nearly as much influence on population growth as the many other factors in Austin, such as its attractiveness to tech businesses, in particular.	4	Having a less congested way to get to work, get to airport, etc, should help businesses decide to locate in the CBD, but again, I think there are more important factors. I think the future rail system will play a more signifcant role.	4	Same reason as Question #2.	4	Again, I don't think that even today's congested I35 is a major deterrent for development or redevelopment, so it's improvement might produce an incremental positive increase in redevelopment.
1	P013	4	Proposed improvements will reduce deterrence of multifamily and mixed use development along the I-35 corridor by reducing noise and air pollution and allowing easier multimodal crosstown traffic.	3	There is minimal undeveloped land in proximity to I-35.	4	The improvements are likely to induce redevelopment of large, under-developed parcels along I-35 (especially large format commercial and class C office and hotels) to higher-density, mixed use development.	4	Reduction of highway ""nuisance"" impacts would encourage redevelopment near I-35 corridor.

Survey	ID	Pop Growth	Pop Growth Comm	Induce New Dev	Induce New Dev Comm	Induce Redev	Induce Redev Comm	Rate Redev	Rate Redev Comm
2	P014	4	IH-35 cuts through the heart of the city in a way that has incentivizes the use of SOV. The core of Austin is very attractive to businesses & residents due to the cultural, educational and recreational opportunities. Please care for the health of people	5	If the highway is fully recessed, the access roads beautified with tree-lined blvds. Caps & stitches can create more developable and productive land that will be part of the tax-rolls and mitigates the deafening sound of the highway.	4	I agree that the major restraint on growth is land use regulation, not lack of transportation access. We need to make our scarce land that is already developed much more productive, functional, inclusive & mitigating the environmental risks present now.	4	If environmental concerns are addressed, the land adjacent to the highway may be more desirable. I strongly recommend turning this highway into highly productive land so that it becomes the gift that keeps on giving rather than a dangerous car sewer.
2	P009	3	There is no reason to believe that already massive growth will accelerate.	5	The city of Austin's influential population and its political leaders show no ability or desire to increase Austin's population density. Therefore growth will be forced into the surrounding open land.	2	Austin leaders show no inclination to redevelop the residential neighborhoods and the decade of tearing apart I-35 will make living in the city less desirable.	3	The push for development will be dampened by the undesirable I-35 destruction and construction.
2	P015	3		5		5		3	
2	P004	4		2		2		2	
2	P016	4	The improvement will create change beyond transportation which encompasses housing affordability.	5	As the area expands, this will bring continued development since there will be easier accessibility to growing businesses and places.	4	The project will continue to contribute to redevelopment along the corridor that is currently taking place.	4	Improvement will continue to increase redevelopment currently taking place.
2	P005	3		2		2		3	I can see that if we do cap IH35, this may facilitate more development closer to the highway.
2	P017	3	Highway expansion has nothing to do with population growth - Austin is growing regardless and the highway expansion is necessary to manage crossing traffic and burial of lanes and cross connection east/west is needed to better serve the Austin community.	3		4		3	
2	P018	3		5		4		4	
2	P002	2	It still seems implausible to me that a highway expansion in an urban core, in of itself, will lead to more population growth than would otherwise occur. Mostly it won't matter , but the expanded highway will destroy some already extant housing.	1	To believe that the expansion will result in "ease of access and beautification of area" as one of the "extremely likely" responses has it strikes me as unlikely. Access gains will be wiped out by induced demand, as we have seen on dozens of projects.	2	Re: ""The eastern side of I35 is already seeing substantial redevelopment ...Unless something is done to support anti-displacement efforts this will continue with ease of access and pedestrian traffic in the area""--That horse left the barn long ago.	1	As research accumulates that shows the health impacts of living next to a freeway are far greater than we knew (and we knew they were bad), the negative effects of an expanded I-35 on its immediate surroundings will be seen as worse than they are now.

Survey	ID	Pop Growth	Pop Growth Comm	Induce New Dev	Induce New Dev Comm	Induce Redev	Induce Redev Comm	Rate Redev	Rate Redev Comm
2	P019	3		4		4		4	
2	P001	3		1		4	I agree with this comment "The improvements are likely to induce redevelopment of large, under-developed parcels along I-35..... to higher-density, mixed use development." If zoning will allow it, of course. It is also easier to upzone along corridors.	4	I changed my response because I agree that we can lose the low format commercial and repace it with mixed-use commercial which includes housing. Especially if TXDOT creates opportunities for walking/biking and makes the ROW friendly to humans not in cars
2	P010	4	I think many of the comments are valid. A complex set of factors determines population growth rate. An improved I-35 along with Project Connect and other mobility alternatives like improved biking and walking facilities will make the city more attractive.	4	The diverse range of answers is based upon a few issues: there is little greenfield land in this area but it's in high demand, and our code is outdated but development is at an all-time high. I still think improving I-35 will induce more development.	4	As the comments show, Austin has several barriers to enabling efficient, cost-effective development. If one barrier or undesirable element (current I-35 design) is removed, then demand will increase, especially for the parcels along the highway.	5	To expand upon my previous comments, IF the project is perceived to increase the quality of life in central Austin, then the development rate will increase, especially closer to the highway. If the final design decreases it, then the opposite will occur.

Survey	ID	Limiting Housing	Limiting Conservation	Limiting Floodplain	Limiting Zoning	Limiting Education	Limiting Social	Limiting Health	Limiting Protected	Limiting Rank Comm
1	P001	2	7	3	1	4	5	6	8	Zoning is what limits the growth within the boundary. All parcels within the boundary need to upzoned to allow for density. Floodplains are an ongoing issue, especially in the SE quadrant of the boundary.
1	P002	8	4	3	1	5	6	7	2	Demand for residential, retail, and office development within that area is high virtually everywhere; therefore demand for developable land is high in that area. The contraints to growth are on the supply side (e.g., regulations).
1	P003	2	5	4	1	6	7	8	3	Primary delay on redevelopment directly adjacent to the corridor is the project itself needing ROW and without that finalized developers will be reticent to invest. City of Austin zoning will affect rapid redevelopment as it does throughout the City.
1	P004	2	6	7	1	4	3	5	8	
1	P005	2	7	3	1	4	5	6	8	Zoning restrictions and a troublesome 40 year old land development code, plus NIMBYism are the biggest constraints.
1	P006	8	2	3	1	5	6	7	4	
1	P007	1	5	8	3	6	2	7	4	
1	P008	2	7	6	3	1	4	5	8	I-35 redevelopment will hopefully be humanized to be the long-term solution Texas deserves. Safer, greener!!!!, integrated into multiple modal infrastructure (bikes, pedestrians, etc)
1	P009	2	5	4	1	6	3	7	8	
1	P010	2	7	6	1	4	3	5	8	The most limiting factors are outdated City of Austin zoning, high development fees and slow, complicated permitting processes. These factors have led to lack of affordable housing and general housing supply. Another factor is insufficient mass transit.

Survey	ID	Limiting Housing	Limiting Conservation	Limiting Floodplain	Limiting Zoning	Limiting Education	Limiting Social	Limiting Health	Limiting Protected	Limiting Rank Comm
1	P011	2	4	3	1	6	7	8	5	
1	P012	1	8	6	2	3	4	5	7	The growth is already massive in this area with residents earning well above average incomes, and I don't see that trend changing or being affected by I35. The issue to solve is that even average-income people are priced out of this area.
1	P013	2	8	6	1	4	3	5	7	The greatest barriers to population growth in the central city are, by far, current zoning that limits multifamily and lack of affordable housing options, including workforce housing tailored to the large employers in the core (hospitals, state/UT etc.)

Survey	ID	Limiting Other	Zoning Limit	Zoning Facilitate
2	P014	Zoning and current parking requirements limit sustainable growth tremendously. Improving safe walkable connections across this barrier could facilitate growth as well as upgrading aging utilities that can service the potential development.	The residential areas zoned SF-3 immediately adjacent to IH-35 will limit the potential growth and redevelopment opportunities unless they are up-zoned and parking minimums eliminated.	CBD zoned areas in proximity to this project will benefit the most from these proposed changes. However, if the project is done poorly and becomes a wider highway without the caps and street connections connecting E-W the project will be a failure.
2	P009	TxDOT brings a limited vision to problem resolution. Also: maximize SH130 utilization, convert the UP freight rail line to commuter transit, maximize transit volume on the light rail Orange line, utilize MoPac as an I-35 bypass.	All of the City of Austin is suffering under a 35 year old land development code. Growth challenges are different today from what they were in 1985.	Nowhere.
2	P015	Community desires to preserve places and structures for cultural reasons.	Current zoning will limit growth everywhere changes to I-35 are proposed. Current zoning dates to when growth pressures were far less than now. There've been failed attempts to revise the Development Code. Until zoning is changed, it will limit growth.	I'd have to study a zoning map of the area to do that. However, anywhere in the downtown area where the zoning is CBD, DMU, CS-1, CS or MF-6 are areas where growth will likely be facilitated.
2	P004	It will be vital that the City and East side neighborhoods work together on redevelopment options to stave off the negative effects of gentrification.	All along the edge of the highway is mostly industrial. It needs to be allowed for varied zoning categories so neighborhoods have options.	None. The outer edges of the study area are traditional, single family residential. Project Connect will have a greater effect on pushing zoning changes due to density needs around stations.
2	P016	None		
2	P005		Residential properties in Northwest and West Austin that have deed restrictions and fierce NIMBYism will be significant barriers to new housing.	
2	P017		Along corridors running east of IH 35 (among other parts of Austin) and in downtown because of FAR limits and density bonus fee amounts.	Downtown possibly.
2	P018	Austin will keep continuing to grow. The upgrades will make commutes easier.	The Capital View Cooridor	All along the improvement area. You can already see changes.
2	P002	Restrictive land use regulations are throttling growth in the area shown--there is clear consensus on that. A secondary factor is poor transportation policy--streets that are hostile to non-auto travel lead to developers overparking their projects.	Basically any area outside of downtown and West Campus, other than a few small pockets (such as along arterials), is severely limited by zoning as to growth potential. But I don't think I-35 expansion will lead to more growth.	Downtown and West Campus have zoning that allows for growth. But I-35 is going to reduce, not increase, growth over what it would have been inside that zone.

Survey	ID	Limiting Other	Zoning Limit	Zoning Facilitate
2	P019		Areas outside of downtown that are currently zoned Single Family will be the areas where growth is the most limited.	Areas inside of downtown zoned CBD and areas along the corridor zoned CS/CS-1/MU are most likely to facilitate growth.
2	P001		Current zoning restricts housing. Zoning may need to be changed to allow for VMU and workforce housing. Height restrictions may also be an issue for allowing apartments.	
2	P010	The comments here accurately reflect the current limiting factors. Implied in comments about high demand, but not mentioned specifically, are high land use prices.	All of it. Current zoning limits growth everywhere, and the increased fees and regulations approved in the last two years have made it much worse, effectively downzoning all the parcels in this central area.	None of it. See above answer.

Survey	ID	AOI	AOI Comm
1	P001	2	
1	P002	2	Absolutely not. A freeway expansion will dramatically increase access to Downtown Austin, thereby encouraging people to commute from longer distances. This phenomenon of induced demand has been established for decades and should be understood by TXDOT.
1	P003	2	I believe on the south and north ends the boundary is excessively wide and be limited to the next major N/S cross street. Growth beyond that is dependent on the EW corridor. North of river/South 290 the east extension seems too far east as well.
1	P004	2	Narrower on the east side. Utilize high-capacity transit corridors such as Pleasant Valley.
1	P005	2	I believe if you think the effects will be felt as far east as US 183, then the eastern boundary should be a mile or so east of US 183.
1	P006	1	
1	P007	1	
1	P008	1	
1	P009	1	
1	P010	2	Additional areas that could be subject to induced growth: around the airport/along Hwy 71, east of 183 and further east on 290.

Survey	ID	AOI	AOI Comm
1	P011	1	The boundaries of such a large project and critical regional facility is challenging, but this outline captures the most directly impacted areas. Though I believe cumulative and indirect impact analysis should incorporate a larger area north and south.
1	P012	2	I think the area of influence could be greater than the boundary shows, due to the connections that are improved throughout the I35 corridor.
1	P013	2	May consider extending south to William Cannon and west to MoPac, excluding park and protected lands. Alternatively, greatest impacts will be seen within 1-2 miles of I-35 corridor itself.

Survey	ID	AOI	AOI Comm
2	P014	2	I concur with the responses already voiced in the survey especially the increased induced demand comment. This HW widening project will be exploited by cut-through traffic traversing central Texas & people forced to live in far away suburbs.
2	P009	2	North-south traffic spreads east.
2	P015	2	
2	P004	2	
2	P016	2	Include Del Valle and the Eastern Crescent since the improvement will contribute to people moving more outwards from the boundary.
2	P005	2	
2	P017	2	
2	P018	2	
2	P002	2	Just to add what I said before--the whole history of freeway expansion in the US since at least the 1950s shows that new big city freeways facilitates new greenfield development far away from city centers. This one will do the same.

Survey	ID	AOI	AOI Comm
2	P019	2	
2	P001	2	
2	P010	2	

Survey	ID	Alternatives	Alternatives Comm	Open Comments
1	P001	1	I think that build alternative 3 would lead to more housing and parks along and over the highway. This approach is the most ""human friendly"" approach which has the potential to allow for other modes of transportation and future use.	As an east Austin resident, it is a challenge to travel from east to west over IH 35 by car and nearly impossible by foot or bike. We need to minimize the impact to alternate modes of transportation in order to future proof against climate change.
1	P002	1	Alternative 1, the status quo, will lead to more infill development than A2 and A3. The "innovative" interchange in A3 may destroy the development potential of a highly valuable location (I-35 & Riverside) due to cutting off pedestrian access.	TXDOT needs to consider induced demand. It is abundantly understood in The transportation planning literature and has been for decades. It is frankly shocking that It is being ignored and should be a source of embarrassment.
1	P003	1	Primary driver of redevelopment will be improvement an improvement in traffic flow and removal of the double decker. Pedestrian accommodation will assist, but should be primarily connecting e/w development. Other driver, is finishing the process.	Developers want certainty before they will invest. Speculation occurs, but primarily in buying up lots for a future plan. The 35 plan will dictate when/how/where developers will approach the area not the reverse. If you take time, they will wait.
1	P004	1	Modified alternative 3: the boulevard treatments & caps will lead to development and redevelopment of the central corridor due to a number of factors: safer crossings, increased open green space, & a true urban connection to the east side.	Thank you for taking the time and resources to get a better understanding of how a highway project is more than just a highway.
1	P005	1	Alternatives 2 and 3 are much better than no-build, but as previously stated, development will ensue regardless influenced by COA code changes and Project Connect.	I appreciate being asked for my opinion. Thanks
1	P006	1	I imagine options 2 and 3 would accelerate gentrification and development in the surrounding areas	
1	P007	1	Alternative 2 will most likely take longer and be more disruptive to develop but may make the greatest impact. Alternative 3 is interesting but doesn't feel that Riverside or Woodland are big issues. The rail line at Riverside is intriguing.	This survey was useful but would help to have a video or something to watch in advance to fully understand each alternative, the areas etc. An even more interactive presentation prior to giving input.
1	P008	1	Alternative 3 will stimulate quality and diverse development along I-35; reaching more of the population (more equitable) due to the location, type, and extent of improvements and modal options	The community is very supportive of reconnecting East and West Austin - to be one community undivided by the dam called I-35. Socially and physically disjointed; the repair of this divide will result in safer, more functional transportation
1	P009	1	Mod 3 will allow development closer to I 35	
1	P010	1	The Modified Alternative 3 is the best design. It will optimize land use, improve the urban fabric, create the most compact, connected type of development and will provide the most improved connectivity and accessibility for areas along the corridor.	Good land use follows good transportation. The project will attract the best development if it improves connectivity for all transportation modes, reduces travel time, provides significant, walkable caps and stitches and restores the urban fabric.

Survey	ID	Alternatives	Alternatives Comm	Open Comments
1	P011	1	At the risk of stating the obvious, the No-Build alternative would impact development opportunities along the corridor whereas the Build Alternatives create significant development opportunities along the project limits.	
1	P012	1	Modified Alt 3 seems to be better for redevelopment, generally: providing more bike & ped connections through more bridges.	I'm concerned about lack of frontage roads on both sides of the freeway, reducing connections and access to properties on the east side, but perhaps that's what this community prefers?
1	P013	1	Alternative 3 would lead to the higher rate of redevelopment as it would reduce barriers to mixed use and multifamily near I-35 the most.	Reducing the widths and burying/capping I-35 (and other highways) as much as possible, while integrating multimodal options for traversing them at grade (including fixed rail transit) offers the highest incentive for redevelopment of nearby property.

Survey	ID	Cap Stitch New	Cap Stitch New Comm	Cap Stitch Redev	Cap Stitch Redev Comm
2	P014	5	This is a great opportunity to create value by creating new productive land where none exists right now. But the caps have to be done right and with great care to do ""urban plastic surgery"" without creating new wounds and scars.	5	If these elements are done right, they will provide a great opportunity to increase the tax rolls like it did in Dallas with Klyde Warren park. But the caps must be funded as well with this project. Austin's citizens need the help of the state to fund.
2	P009	3		3	
2	P015	5	Caps and stitches will make the areas near them much more attractive for both residential and commercial uses.	5	Caps and stitches will make the areas near them much more attractive for both residential and commercial uses.
2	P004	5	It opens up new green space that hasn't been there before. Options are endless assuming zoning changes are made and the city works with neighborhoods to ensure it makes sense for those residents.	5	It opens up new green space that hasn't been there before which eliminates the desirability of most of the existing zones.
2	P016	5		5	
2	P005	4	One concern for new housing and commercial activity near roadways is air quality. I would expect cap & stitch to improve air quality, and thus encourage more development.	4	One concern for new housing and commercial activity near roadways is air quality. I would expect cap & stitch to improve air quality, and thus encourage more development.
2	P017	5	The caps and stitches create better pedestrian and general-non-motor connectivity which is essential for urban development as well as affordability.	5	The caps and stitches create better pedestrian and general-non-motor connectivity which is essential for urban development as well as affordability.
2	P018	5		5	
2	P002	3	Most of the new development (as opposed to redevelopment) will, like I said before, happen far north and south of the project boundaries outside of Travis County. Cap and stitch won't matter one way or another for those greenfield developments.	4	Klyde Warren Park in Dallas has been extremely succcessful and the same could happen in Austin. It depends on whether the adjacent frontage roads are tamed to become city streets that can be crossed safely on foot, or continue as high-speed death traps.

Survey	ID	Cap Stitch New	Cap Stitch New Comm	Cap Stitch Redev	Cap Stitch Redev Comm
2	P019	4	Cap and Stitch accommodations will change the urban form of the highway and could invite more pedestrian-friendly /vertical development on vacant land adjacent to the highway depending on the design and connections to the caps and stitches.	4	Cap and Stitch accommodations will change the urban form of the highway and could invite more pedestrian-friendly /vertical redevelopment on land adjacent to the highway depending on the design and connections to the caps and stitches.
2	P001	4	If the large deck plazas spanning IH35 can accommodate development, and I hope they can, that would be an opportunity for new development.	4	If existing low-density parcels next to the ROW can be redeveloped into higher density apartments/Commerical then that is likely to happen.
2	P010	5	The caps and stitches, if designed to prioritize pedestrians, bikes and micromobility with green space and shade, will increase connectivity, reduce traffic, and will be a drastic improvement to the current urban fabric.	5	The caps and stitches, if designed to prioritize pedestrians, bikes and micromobility with green space and shade, will increase connectivity, reduce traffic, and will be a drastic improvement to the current urban fabric.