



Indirect Effects Technical Report

I-35 Capital Express North

From SH 45N to US 290E

CSJ: 0015-10-062 & 0015-13-389

Travis and Williamson Counties, Texas

November 2020

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

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1.0 Introduction

The Texas Department of Transportation (TxDOT) is proposing improvements to Interstate 35 (I-35) from State Highway (SH) 45N in Williamson County to US Highway (US) 290E in Travis County, Texas. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. The project length is approximately 11.5 miles.

This technical report was developed using TxDOT's *Guidance: Indirect Impacts Analysis* (TxDOT 2019) and the 2002 National Cooperative Highway Research Program (NCHRP) Report 466 *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects* (NCHRP 2002). This analysis was also developed using the *American Association of State Highway and Transportation Officials' (AASHTO) Practitioner's Handbook 12: Assessing Indirect Effects and Cumulative Impacts under NEPA* (AASHTO 2011).

The National Environmental Policy Act (NEPA) of 1969 established the requirements for indirect and cumulative impact analysis and is administered by the Council on Environmental Quality (CEQ). NEPA defines indirect effects as those that are “. . . caused by an action and occur later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water, and other natural systems, including ecosystems” (40 Code of Federal Regulations (CFR) §1508.8).

This analysis is focused on two types of indirect effects (action-focused effects): induced growth effects and encroachment-alteration effects (NCHRP 2002).

Induced growth effects are most often related to changes in accessibility to an area, which in turn affects the area's attractiveness for development. Transportation projects may provide new or improved access to adjacent land or may induce development on surrounding land by causing a reduction in the time-cost of travel (NCHRP 2002). Transportation projects may also affect the rate at which planned development is implemented.

NCHRP Report 466 identifies three categories of induced growth effects:

1. Effects of projects planned to serve specific land development
2. Effects of projects likely to stimulate complementary development
3. Effects of projects likely to influence interregional locational decisions

Encroachment-alteration type indirect effects are physical, chemical, or biological changes in the environment that occur as a result of the project but are removed in time or distance from the direct effects (AASHTO 2011).

2.0 Induced Growth Effects

The need for an induced growth analysis was determined based on the results from TxDOT's *Scope Development Tool* (TxDOT 2015), *Risk Assessment for Indirect Impacts* (TxDOT 2014a), and the parameters outlined by the *Induced Growth Indirect Impacts Decision Tree* (TxDOT 2014b). The findings from the *Scope Development Tool* are as follows: The purpose and need for the project does not include economic development, and the project would not serve a specific development. Economic development and new opportunities for growth/development are not cited as benefits of the project. The project area does, however, have land available for development, is experiencing population growth, and would experience increased access and mobility due to the proposed project; therefore, an indirect impacts analysis is required.

2.1 Step 1 – Define Methodology

A planning judgment approach was the primary form of analysis used to identify development trends and the potential impact of the proposed project on regional land use patterns. The data collection techniques utilized were the administering of questionnaires (see **Appendix B** and **Appendix C**) and follow-up communication with planning professionals in the project vicinity. Collaborative judgment was utilized to the extent that several professionals were contacted as part of this analysis, including representatives from agencies such as municipal planning departments. Planning documents, either sent from these professionals or Geographic Information Systems (GIS)-based cartographic techniques were utilized to quantify the amounts of developed land, developable land, and undevelopable land.

Section 2.3.1 includes a discussion of currently developed land within the Area of Influence (AOI) versus land available for development within the AOI. A summary of the questionnaire responses received is included in **Section 2.3.2**. The cartographic technique exercised in this assessment utilized GIS software to analyze data collected both remotely and in the field in conjunction with various constraints layers and the proposed alignment outline. In addition, the results of questionnaires sent to planning experts were incorporated to the extent the information could be mapped.

Land that is already planned or platted for development was not included in the total amount of developable land as it is assumed that this land will be developed (see **Table 1**). The land available for development was identified through cartographic analysis and questionnaires, and its development is considered possible but not necessarily probable (as opposed to land that is already planned or platted, which is considered probable and reasonably foreseeable, regardless of whether

the proposed project is constructed). The purpose of this indirect effects analysis is to determine if future development could be causally linked to the proposed I-35 Capital Express North project.

2.2 Step 2 – Define Area of Influence

Indirect effects associated with a project can occur at a distance in time or space from the project itself (NCHRP 2002). The area studied for indirect effects will be referred to as the AOI in order to distinguish it from the study areas used to assess the direct effects of the proposed project. An AOI is developed by looking at the geographic area in which the proposed project could have the potential to increase mobility or accessibility and the areas in which development patterns could change as a result of the improved mobility or accessibility.

The AOI for the I-35 Capital Express North project covers approximately 383 square miles in Travis and Williamson Counties (see **Appendix A** for AOI map). The AOI was delineated starting with the AOI developed from an August 23, 2016, TxDOT memo outlining Origin-Destination (OD) analysis and flow change analysis for the previous project that extended from Ranch to Market Road (RM) 1431 to US 183.

The goal of the OD analysis was to identify substantially influenced traffic analysis zones (TAZs) in which the density of trips that travel along the project limits substantially changes after the project segment opens for operation. TAZs along I-35 in North Travis and South Williamson County are expected to generate more trips using the express lanes when the I-35 Capital Express North project begins operation. The reason for the increase in trip ends in the area is because the improved corridor segment increases total capacity and is able to provide a higher level of service (LOS). In other words, travelers experience improved travel conditions throughout the project area. On the other hand, this project segment has little impact on areas located further away from I-35, since very few trips from these areas would realistically use the segment. The evaluated link flows are selected flows resulting from trips that at least partially use the project segments. If the selected traffic flow of a road link is greater than the designated traffic flow threshold, the road link is considered to be an influenced link; and TAZs along this link are considered to be influenced zones. Similarly, if a link traffic flow increases or decreases from the No-Build to the Build scenario by a larger value than the flow change threshold, the road link and adjacent TAZs are considered to be influenced. Further details on this study, including maps of the TAZs, can be found in the OD Analysis Memo.

The AOI was then assessed based on the presence of major roadways and extraterritorial jurisdiction (ETJ) limits. The base AOI included portions of Georgetown, but not the entire ETJ. The AOI was extended to the northern boundary of the Georgetown ETJ, where most of Georgetown's undeveloped area is located, because the improved travel times to/from Austin created by the proposed managed lanes may induce development within these undeveloped areas. The eastern boundary was extended to slightly east to run along SH 130 as opposed to terminating at the OD AOI. The OD analysis did show some increase in traffic flow extending to portions of SH 130. Extending the eastern boundary also encompasses the majority of Round Rock ETJ. The western boundary of the AOI is created by a

combination of Georgetown ETJ, Ronald Reagan Boulevard, Parmer Lane, and MoPac. Individuals living west of MoPac and Ronald Reagan Boulevard would likely utilize US 183 to access Austin as opposed to traveling to I-35. The southern boundary is US 290E which turns into W. Koenig Lane and Allandale Road and encompasses an area surrounding Ed Bluestein Boulevard and Montopolis Drive west of Austin-Bergstrom International Airport. The OD analysis shows an increase in traffic flows from these connecting roadways to access the I-35 Capital Express North project limits. The southern portion of the AOI is within the City of Austin from MoPac, to the southernmost boundary along Ed Bluestein Boulevard, east to SH 130.

The temporal boundary for induced growth effects analysis spans from the modern growth of the region and ends in 2040, which is the same year as the planning horizon for the current Capital Area Metropolitan Planning Organization's (CAMPO) 2040 Regional Transportation Plan, and five years after the current Travis County Land, Water & Transportation Plan and Williamson County Long-Range Transportation Plan planning horizons.

2.3 Step 3 – Identify Areas Subject to Induced Growth in the AOI

2.3.1 Quantification of Developable Land

Changes in land use could occur within the AOI if undeveloped areas are developed as a result of enhanced access to this land. To identify areas where project-influenced development might occur in the AOI, data on existing and planned developments were analyzed to determine areas of vacant land that could be developed in the future. Land within the AOI was classified as developed or undeveloped based on existing land use data and tax code information. Undeveloped land was then broken into undevelopable land (such as floodplains, water bodies, parklands/open space, and cemeteries), planned development (land on which projects are planned/platted or under construction), and developable land (land that is available for development). Indirect Impacts Developable Land map shows developable land within the AOI (see **Appendix A**).

Within the approximately 245,114.4 total acres of land within the AOI, approximately 121,888.6 acres (49.7 percent) are already developed (see **Table 1**). Approximately 24,905.0 acres (10.2 percent) are undevelopable, including floodplains, water bodies, parks, and cemeteries. Based on information provided by the planning professionals with jurisdictions located within the AOI, there are numerous developments that are in some phase of construction or planning. The planned development totals approximately 2,662.7 acres, which makes up 1.1 percent of the AOI. Removing these planned developments from land suitable for development yields approximately 94,963 acres of developable land within the AOI (38.7 percent of the AOI). **Table 1** shows these land use categories and the amount of land available for development (see **Appendix A**).

Table 1: Acres of Land Available for Development within the AOI

Existing Land Use	Acres	Percentage of Total
Developed Land	121,888.7	49.7%
Undevelopable Land (Floodplains, Water Bodies, Cemeteries, Parks)	24,905.4	10.2%
Planned Developments	2,662.7	1.1%
Developable Land	94,963	38.7%
Project Area	698.2	0.3%
Total AOI	245,118*	100.0%

Source: Travis Central Appraisal District, Williamson Central Appraisal District, Google Earth aerials, Georgetown Development Pipeline, City of Leander Current Development map, 2020 and Cedar Park, Georgetown, Round Rock, Wells Branch MUD Questionnaire responses.

*Note: Acreages exceed the total acreage of the AOI due to discrepancies in CAD parcel data.

2.3.2 Planning Expert Questionnaire and Responses

A questionnaire was sent to agencies, organizations, and governmental jurisdictions within the project's AOI (see **Table 2**). The questionnaire and AOI map (see **Appendix B**) were e-mailed to each organization listed in **Table 2** on January 20, 2020. The questionnaire and map were either forwarded or resent to additional officials by original recipients that were better able to respond to the request as noted in the table.

The questions were designed to identify available resources within the project study area. See **Appendix B** for the contact e-mail correspondence form.

Table 2: Indirect Effects Questionnaire Recipients

Organization	Primary Point of Contact	Response Received
City of Austin	Richard Mendoza, Director of Public Works	No Response
City of Round Rock	Joelle Jordan, Principal Planner	No Response
City of Round Rock	Brad Wiseman, Director of Planning and Development Services	No Response
City of Round Rock	Bradley Dushkin, Assistant Director of Planning and Development Services	No Response
City of Round Rock	Susan Brennan, Planning Manager	1/23/2020
City of Round Rock	Juan Martinez*	No Response
City of Round Rock	Ed Polasek*	No Response

Organization	Primary Point of Contact	Response Received
Wells Branch MUD	Shirley Ross, District Manager	No Response
Wells Branch MUD	Robert Ferguson*, Engineer	No Response
Travis County	Diana A. Ramirez, Director of Economic Development	No Response
Williamson County	J. Terron Evertson P.E., County Engineer	1/21/2020
Capital Area Metropolitan Planning Organization (CAMPO)	Kelly Porter, Regional Planning Manager	No Response
Capital Area Council of Governments (CAPCOG)	Andrew Hoekzema, Director of Regional Planning and Services	1/21/2020
Pflugerville	Emily Barron, Planning Director	No Response
Pflugerville	Ali Abdelfattah P.E., Assistant City Engineer	No Response
Georgetown	Valerie Kreger, Principal Planner	No Response
Georgetown	Ed Polasek, Transportation Planning Coordinator	No Response
Georgetown	Brandy Heinrich, Development Accounts Specialist	1/22/2020
Cedar Park	Melissa McCollum AICP, Planning Manager	No Response
Cedar Park	Darwin Marchell P.E., Engineering Director	No Response
Cedar Park	Amy Link	2/11/2020
Leander	Wayne S. Watts P.E., City Engineer	No Response
Leander	Robin M. Griffin AICP, Planning Manager	No Response

*Recipients were forwarded questionnaire by original recipients. Recipients whose emails were undeliverable are crossed out.

Questionnaires were sent and/or forwarded to 23 planning and engineering professionals and as of February 12, 2020, five have responded (see **Appendix C**). All the respondents replied that there was development currently going on and planned for the near future in their jurisdictions. None of the respondents replied if they thought the proposed project would or would not induce development within the AOI. Those who responded include Round Rock, Georgetown, Cedar Park, and Wells Branch Municipal Utility District (MUD). Capital Area Council of Governments (CAPCOG) also responded that they did not have information about the proposed project and suggested reaching out to the individual cities within the AOI. None of the respondents explicitly responded that they expected the proposed project to induce development in their jurisdictions. One respondent, Wells Branch MUD, responded that their limits were nearing build-out and there is not much in terms of vacant property left to develop, however, there are some planned developments and redevelopments in the planning and construction phases. The MUD is reviewing site development plans (as are the city of Austin and Travis County) for a 4-story, 178-unit age-restricted apartment project on Owen-Tech Boulevard

adjacent to the southbound frontage road south of Wells Branch Parkway. Construction is underway for a small strip center titled Wells Branch Shopping Center on a site just north of Wells Branch Parkway fronting the southbound frontage road. There are also a few “re-development” projects where existing buildings and sites are getting re-purposed or demolished to accommodate new uses. Wells Branch MUD is not expecting these to make any measurable differences to existing traffic patterns. The MUD was unsure how to measure whether these projects could be impacted by the I-35 Capital Express North project.

Most of those who responded, did so by including planned developments and master plans. These documents form the basis of the developable land available for development that could be induced by the proposed project. The Indirect Impacts Developable Land map is located within **Appendix A**.

2.4 Step 4 – Determine if Growth is Likely to Occur in the Induced Growth Areas

2.4.1 Population Trends

This section includes information about trends that characterize the AOI over time. In general, the area encompassed by the AOI has grown considerably over the past decades as shown in terms of population change, housing statistics and predominant construction periods.

As shown in **Table 3**, the cities of Austin, Cedar Park, Georgetown, Leander, Pflugerville, Round Rock, Travis County, and Williamson County and census blocks groups in the AOI have shown a marked increase in land development since 2000, with home construction increasing by nearly 40 percent in the City of Round Rock, City of Pflugerville, and Williamson County between 2000 and 2009. Within the same period the City of Austin, Wells Branch MUD is a census designated place (CDP), and Travis County all experienced an increase in home construction by approximately 20 percent. Wells Branch MUD home construction has decreased since the 1990s. Within the same period, home construction in the block groups within and intersecting the AOI increased by over 25 percent. Since 2010, housing construction has continued to grow, however, at a slower pace than the previous decade.

Table 3: Year Structure Built/Percent Built by Decade for Jurisdictions in the AOI, 1980–2017

Geography	Total Housing Units	Year Structure Built/Percent Built within Decade							
		1980–1989		1990–1999		2000–2009		2010–2018	
		#	%	#	%	#	%	#	%
AOI*	289,856	48,861	16.9%	57,100	19.7%	76,528	26.4%	38,566	13.3%
City of Austin	404,262	81,946	20.3%	63,884	15.8%	75,439	18.7%	40,933	10.1%
City of Round Rock	40,806	7,633	19.0%	10,112	24.8%	14,228	34.9%	4,556	11.2%
Wells Branch MUD	6,562	2,896	44.1%	1,563	23.8%	1,148	17.5%	581	8.9%
City of Pflugerville	20,947	2,772	13.2%	6,296	30.1%	7,538	36.0%	3,418	16.3%
City of Cedar Park	24,751	2,356	9.5%	6,280	25.4%	10,040	40.6%	4,848	19.6%
City of Georgetown	27,026	2,745	10.2%	6,613	24.5%	9,238	34.2%	4,489	16.6%
City of Leander	14,717	1,441	9.8%	2,198	14.9%	6,381	43.4%	4,141	28.1%
Travis County	500,424	93,702	18.7%	86,410	17.3%	110,483	22.1%	56,768	11.3%
Williamson County	186,735	26,180	14.0%	41,500	22.2%	64,474	34.5%	30,657	16.4%

*Includes census block groups encompassing the AOI

Source: American Community Survey, Five-Year Estimates, 2018, Table B25034 (“Year Structure Built”).

As shown in **Table 4**, the population in the City of Austin grew by approximately 100 percent, the population of City of Round Rock grew by 288 percent, and the populations of the Cities of Pflugerville, Cedar Park, and Leander grew by over 1,200 percent over the period of 1990 to 2018. The population growth of Wells Branch MUD grew the least at just over 70 percent. Within this same period, the population of Travis County increased by 108 percent and the population of Williamson County increased by 277 percent. The population of the block groups within and intersecting the AOI grew by 80.0 percent between 2000 and 2018.

Table 4: Current and Historic Population Growth in the AOI, 1990–2018

Geography	Total Population by Year				% Change from 1990–2018
	1990	2000	2010	2018	
AOI*	–	416,920	614,621	750,395	80.0%
City of Austin	465,622	656,562	790,390	935,755	101.0%
City of Round Rock	30,923	61,136	99,887	120,157	288.6%
Wells Branch MUD	7,094	11,271	12,120	12,227	72.4%
City of Pflugerville	4,444	16,335	46,936	59,757	1,244.7%
City of Cedar Park	5,261	26,049	48,937	72,415	1,276.4%
City of Georgetown	14,842	28,339	47,400	66,804	350.1%
City of Leander	3,398	7,596	26,521	46,419	1,266.1%
Travis County	576,407	812,280	1,024,266	1,203,166	108.7%
Williamson County	139,551	249,967	422,679	527,057	277.7%

*Includes census block groups encompassing the AOI. Data for AOI block groups not available for 1990; therefore, the % population change shown for the AOI is for 2000 - 2018.

**Block Groups intersecting the AOI differ in the 2000 Census than subsequent years, which may skew the data represented.

Source: U.S. Census Bureau, Decennial Census Total Population, 2000 (Table P001), 2010 (Table P1); 1990 and 2000 Census data sourced from Texas State Library and Archives Commission <https://www.tsl.texas.gov/ref/abouttx/popcity1.html> and <https://www.tsl.texas.gov/ref/abouttx/popcnty1.html>.

The jurisdictions that intersect the AOI are expected to continue to grow into 2040 (see **Table 5**). This trend is seen at the city and county level. By the year 2040, the populations of the City of Austin and Wells Branch MUD are projected to grow at similar rates nearly 69 percent and just over 63 percent respectively. The Cities of Round Rock, Pflugerville, and Cedar Park are expected to grow by approximately 140, 179, and 110 percent, respectively while Georgetown and Leander are both projected to grow by over 300 percent. Within this same period the population of Travis County is projected to increase by 69 percent, and the population of Williamson County is projected to grow by 133 percent.

Table 5: Projected Population Growth in the AOI, 2010–2040

Geography*	Total Population by Year (Projected 2010-2040)				
	2010 Census	2020	2030	2040	% Change from 2010–2040
City of Austin	790,390	976,418	1,153,977	1,330,492	68.3%
City of Round Rock	99,887	152,361	191,236	239,567	139.8%
Wells Branch MUD	12,120	19,823	19,823	19,823	63.6%
City of Pflugerville	46,936	77,512	104,981	130,917	178.9%
City of Cedar Park	48,937	92,629	102,282	103,162	110.8%
City of Georgetown	47,400	118,763	157,075	196,912	315.4%
City of Leander	26,521	59,821	100,885	126,106	375.5%
Travis County	1,024,266	1,273,260	1,508,642	1,732,860	69.2%
Williamson County	422,679	632,433	794,478	987,495	133.6%

*Data not available for census blocks/tracts that encompass the AOI

Source: Texas Water Development Board, 2016 Regional Water Plan Population Projections 2020-2070, January 2015.

2.4.2 Likelihood of Induced Growth on Developable Land

Improvements to I-35 and the addition of pedestrian and bicycle infrastructure are part of proposed long-range regional plans, as identified in the Round Rock Texas Transportation Master Plan Updated (2017), Austin Strategic Mobility Plan (ASMP) (2019), and the CAMPO 2045 Regional Active Transportation Plan (2017). Round Rock’s plan includes bottleneck projects to address localized operational issues and lists potential bottleneck/construction relief projects including some along I-35. CAMPO included projects along congested I-35 as priorities for improvement.

Development is largely built out in the project area and AOI at this time, particularly within Travis County, with additional residential and commercial infill under construction. Large commercial and mixed-use developments are planned or under construction within the AOI. Such planned developments are anticipated to increase traffic in the area and to induce additional development. The addition of the proposed roadway improvements would create additional capacity and mobility along the corridor as well as increase safety. The proposed project would also provide facilities and safe travel for pedestrians and bicyclists in the area. While the project would not make any currently inaccessible parcels accessible to the public or developers, it would make parcels accessible for other modes of transportation.

Based on the questionnaire responses from the cities of Cedar Park, Georgetown, Round Rock, and the Wells Branch MUD, there are no concerns that the proposed project would induce development or increase the rate or intensity of development in the AOI. Large areas of development in these areas is currently ongoing and population trends and projections point to a continuation of growth that has been occurring since the 1990s. While the proposed project would improve mobility and add capacity, is unlikely that the proposed project would have an impact on this trajectory. Travelers are currently

traveling from areas within the AOI to the project area and downtown Austin. According to the U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) over 19 percent of the workforce is currently traveling over 50 miles to work within the project area, followed by nearly 6 percent from distances 25 to 50 miles, 27.5 percent from 10 to 24 miles, and 47.5 percent are traveling less than 10 miles. According to the OD Analysis this project segment would have little impact on areas located further away from I-35 since very few trips from these areas would realistically use the segment. The large-scale developments that are planned and under construction near I-35 are likely to further development in the area as they will bring in residents and businesses. Traffic from this growth would be improved as a result of the I-35 Capital Express North project.

2.5 Step 5 – Identify Resources Subject to Induced Growth Impacts

As a result of questionnaire responses from the cities of Georgetown and Round Rock and Wells Branch MUD as well as the analysis conducted based on city comprehensive plans and historic aerial photographs, it is anticipated that the proposed project would not induce development or increase the rate or intensity of development in the AOI. The communities have been experiencing and continue to experience growth and housing construction. The population growth rate of the AOI, particularly of Williamson County and the cities within have seen large increases since the 1990s and are projected to continue to grow over the next few decades. The areas that are expected to see the largest increases are within Williamson County.

2.6 Step 6 - Identify Mitigation

No mitigation would be needed for induced growth impacts as it is anticipated that the proposed project would not induce development or increase the rate or intensity of development in the AOI.

3.0 Encroachment Alteration Impacts

Encroachment-alteration type indirect effects are physical, chemical, or biological changes in the environment that occur as a result of the project but are removed in time or distance from the direct effects (AASHTO 2011). Previous technical studies have determined that there would be direct impacts to water resources and vegetation within the project limits.

Water Effects

As multiple bridges and culverts would be replaced as a result of the project, potential direct impacts to nine streams within the project area would occur: Gilleland Creek, two unnamed tributaries to Gilleland Creek, Walnut Creek, two unnamed tributaries to Walnut Creek, Little Walnut Creek, and two unnamed tributaries to Little Walnut Creek. Two streams within the project area (Walnut Creek [1428B] and Gilleland Creek [1428C]) are listed as impaired waters (for bacteria in water, recreation use) per the *2020 Texas Integrated Report Index of Water Quality Impairments* (TCEQ 2020). A Storm Water Pollution Prevention Plan (SWPPP) and water quality best management practices (BMPs) would be implemented during construction activities to mitigate any discharges downstream (i.e. indirect impacts). The construction of the project would produce temporary changes in the quantity and quality

of the runoff from the existing permeable/impermeable areas within the project area; however, the proposed right-of-way (ROW) is only a small fraction of the watershed, and all changes in runoff patterns are expected to be localized to the project area.

Water quality in the study area is not expected to detrimentally be affected or cause further impairment to the Walnut Creek or Gilleland Creek from project construction or highway usage. Additionally, the implementation of BMPs would mitigate potential off-site water quality impacts. As a result, no encroachment-alteration effects or substantial indirect impacts to water resources are anticipated to occur from the project.

Vegetation

Existing and Proposed ROW required for the project consists largely of maintained, landscaped, or previously disturbed vegetation. Field verification yielded 693.0 urban acreage and 6.9 vegetation acreage within the project area. Vegetation that was identified consists of Edwards Plateau, Savannah, Woodland, and Shrubland (1.9 acres), Tallgrass prairie and Grassland (0.01 acre), Riparian (4.0 acres), and Disturbed Prairie (1.0 acre). The existing I-35 highway facility, frontage roads, and commercial driveways encompass the majority of the project area. Disturbed areas would be revegetated in accordance with the Texas Commission on Environmental Quality (TCEQ) Texas Pollutant Discharge Elimination System (TPDES) general permit and TxDOT standards. Implementation of the project would not indirectly affect vegetation, as the majority of the corridor is developed. Additionally, construction impacts to vegetation outside of existing and proposed ROW are not anticipated. As a result, no encroachment-alteration effects or substantial indirect impacts are anticipated to occur from the project.

4.0 Conclusion

The AOI for the proposed project encompasses approximately 383 square miles (245,114.4 acres) in Travis and Williamson Counties, and intersects six municipalities (Austin, Cedar Park, Georgetown, Leander, Pflugerville, Round Rock), and one CDP (Wells Branch MUD). Based on the preceding analysis of existing and future land use, historic and projected population, and access, it is anticipated that the proposed project would not induce development or increase the rate or intensity of development in the AOI. Roughly 39 percent of the AOI is developable (**Table 1**), and it is anticipated that future development would be driven primarily by increased population growth and other planned development in the region and not the proposed I-35 Capital Express North project. Further, none of the questionnaire respondents were concerned that the proposed project would induce development in their jurisdictions. However, the Round Rock respondent did believe that other commercial and mixed-use projects in the area would further induce development.

Water quality in the study area is not expected to detrimentally be affected or cause further impairment to the Walnut Creek or Gilleland Creek from project construction or highway usage. Additionally, implementation of BMPs would mitigate potential off-site water quality impacts. As a result, no encroachment-alteration effects or substantial indirect impacts to water resources are

anticipated to occur from the project. Implementation of the project would not indirectly affect vegetation, as the majority of the corridor is developed. Additionally, construction impacts to vegetation outside of existing and proposed ROW are not anticipated. As a result, no encroachment-alteration effects or substantial indirect impacts are anticipated to occur from the project.

5.0 References

American Association of State Highway and Transportation Officials. 2011. Practitioner's Handbook #12 *Assessing Indirect Effects and Cumulative Impacts under NEPA*.

http://www.environment.transportation.org/pdf/programs/practitioners_handbook_12.pdf

American Community Survey. 2015. Five-Year Estimates, Table B25034 ("Year Structure Built").

Capital Area Metropolitan Planning Organization

- 2017. 2045 Regional Active Transportation Plan
- 2015. CAMPO 2040 Regional Transportation Plan

City of Austin.

- 2004. *Comprehensive Plan*.

City of Cedar Park

- 2019. Comprehensive Plan Updated

City of Georgetown

- 2020. 2030 Comprehensive Plan

City of Leander

- 2015. Destination Leander Comprehensive Plan

City of Round Rock

- 2003. Comprehensive Plan Revised
- 2017. Transportation Master Plan Update
- 2019. Future Land Use map

National Cooperative Highway Research Program, National Research Council, Transportation Research Board. 2002. The National Cooperative Highway Research Program. Report 466: *Desk Reference for Estimating Indirect Effects of Proposed Transportation Projects*. The Louis Berger Group, Inc., National Academy Press, Washington D.C.

Texas Department of Transportation

- 2014a. *Risk Assessment for Indirect Impacts*
- 2014b. *Induced Growth Indirect Impacts Decision Tree*
- 2015. *Scope Development Tool*
- 2016. *Guidance: Indirect Impacts Analysis*

Texas State Library and Archives Commission. 2017. 1990 Census Data. Accessed May 2017.
<https://www.tsl.texas.gov/ref/abouttx/popcity1.html>,
<https://www.tsl.texas.gov/ref/abouttx/popcnty1.html>.

Texas Water Development Board. 2015. *2016 Regional Water Plan Population Projections 2020-2070*.

Travis County

- Travis County Land, Water & Transportation Plan, 2014

United States Census Bureau.

- 2000. *Decennial Census, Table P001*.
- 2010. *Decennial Census, Table P1*.

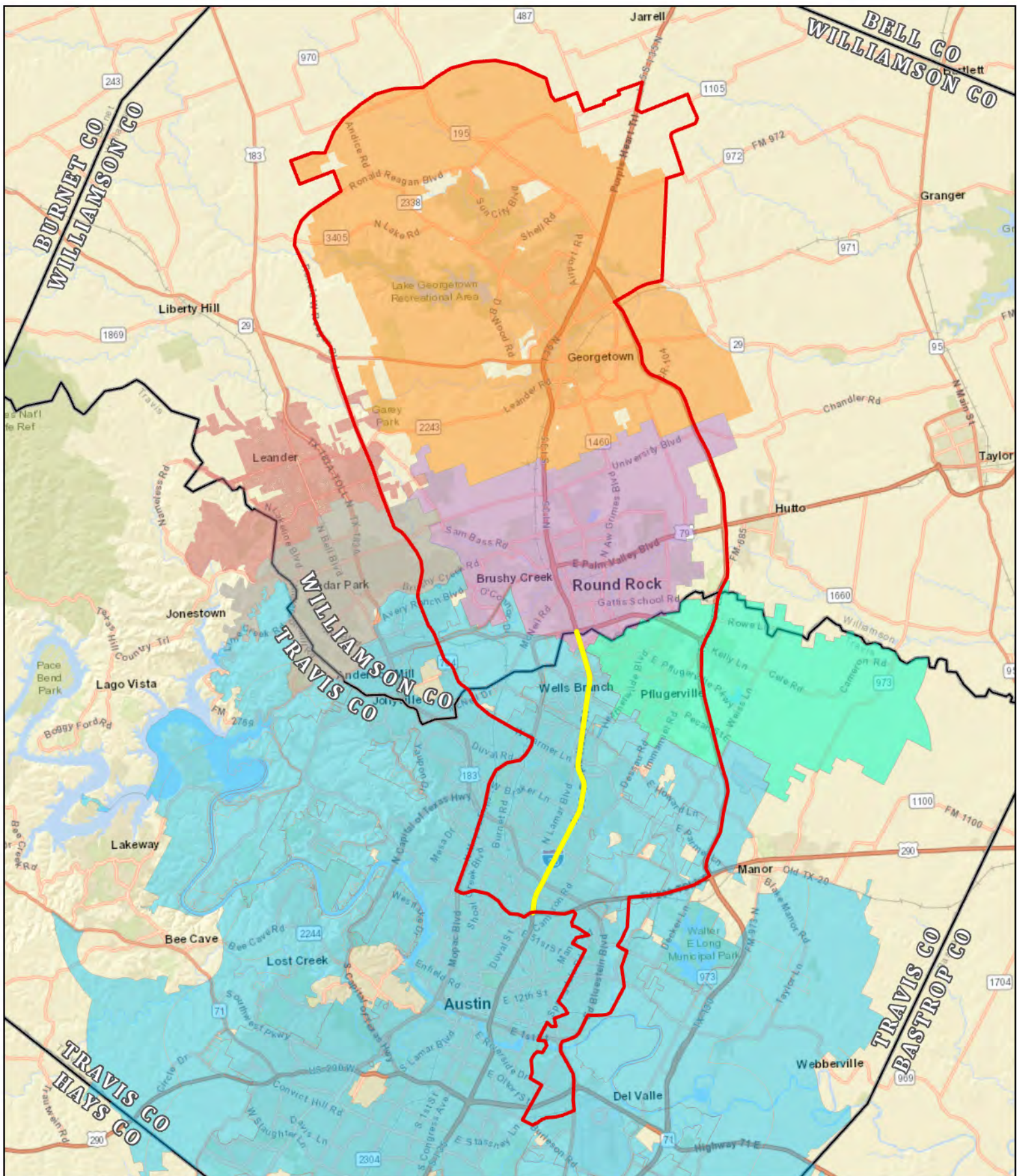
Wells Branch Municipal Utility District

- Wells Branch Development Map

Williamson County

- 2017. Long Range Transportation Plan, Revised

Appendix A: Figures



Area of Influence

I-35 Capital Express North

From SH 45N to US 290E

Travis & Williamson County, TX

CSJ: 0015-10-062 & 0015-13-389

Project Limits

Study Area

City of Austin and ETJ

City of Cedar Park and ETJ

City of Georgetown and ETJ

City of Leander and ETJ

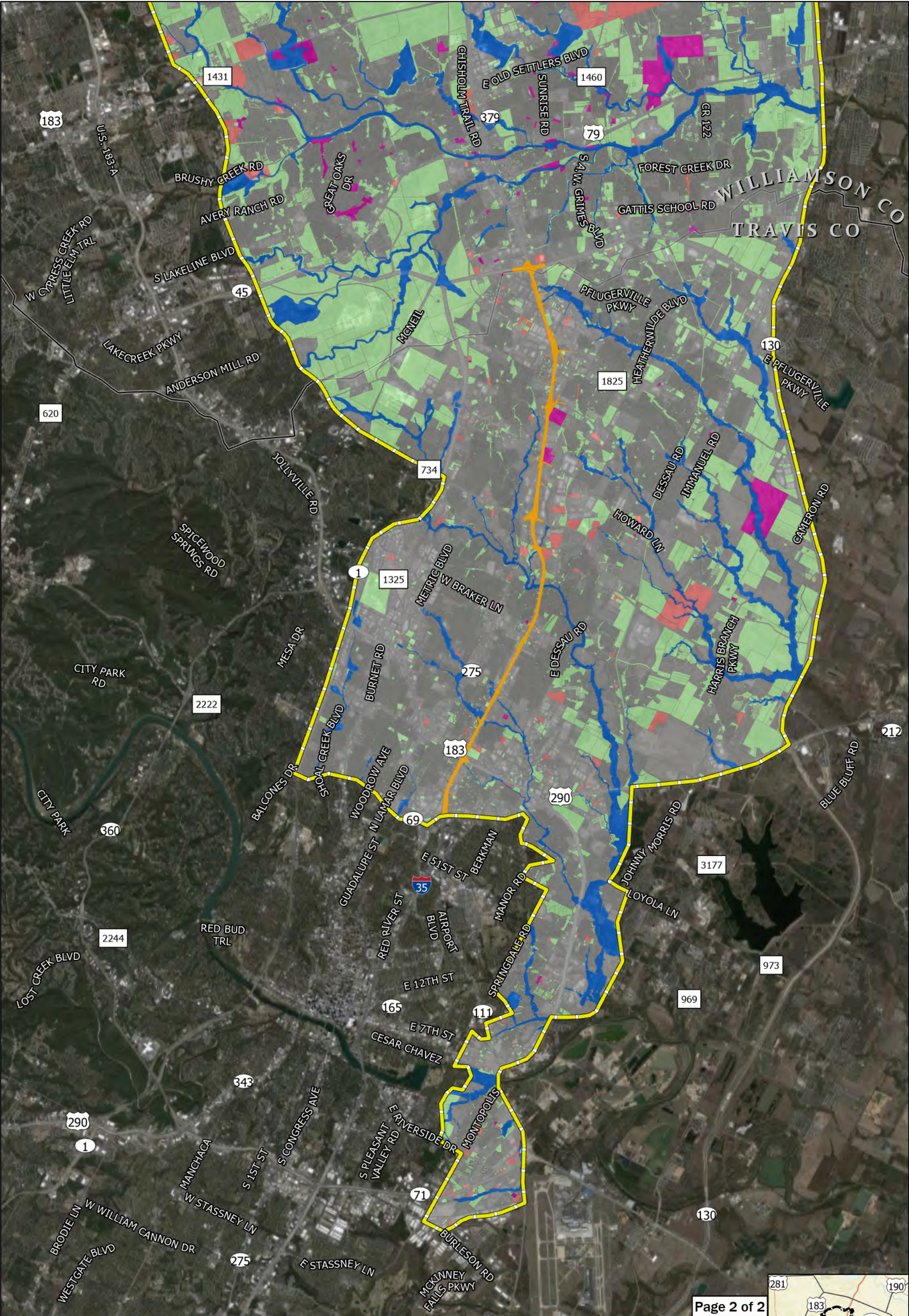
City of Pflugerville and ETJ

City of Round Rock and ETJ



0 2.5 5
Miles

Source: ESRI Basemap 2020



Indirect Impacts Developable Land
I-35 Capital Express North

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

- Study Area
- Project Area
- City Limits

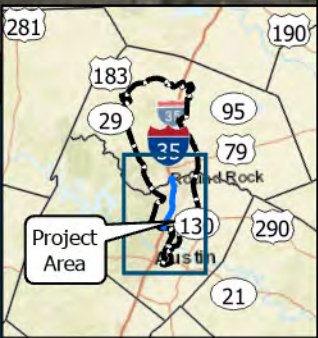
- Developable Land
- Planned Development
- Developed Land

- Undevelopable Land**
- 100-year Floodplain/Waters
- Cemetery/Park



Miles
0 0.5 1

Sources: Google Imagery 2019



Appendix B: Indirect Effects Questionnaire

Body of E-mail to Recipients of Capital Express North Indirect Effects Questionnaire

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from SH 45N in Williamson County to US 290 in Travis County. The proposed project is anticipated to improve safety and mobility. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.

As part of the environmental process, we are analyzing the indirect impacts that would occur as a result of the proposed project. We have attached a map showing the Area of Influence (AOI), a study area that is most likely to experience indirect impacts as a result of the proposed project. The AOI includes all parcels immediately adjacent to the project area since those would be the locations most likely to experience development as a result of the proposed project. We are seeking to identify any areas where potential development could occur (whether or not it is currently planned) that could be attributed to the proposed project.

We recognize that those who are most knowledgeable about how a project might affect a community are the local experts. With that in mind, we appreciate your time and input in this process. Please answer the following questions to the best of your knowledge; if you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization.

1. Are you aware of any substantial proposed land developments within your jurisdiction or area? If so, please mark the general areas on the provided (or equivalent) map and provide the location, type, and size (e.g., acres, density, number of units) of any planned developments.
2. What would affect the rate of intensity of development as mentioned in question number 1 above (such as water or sewer infrastructure, school or hospital construction, or roadway improvements)?

Please submit your answers to the address below (electronic responses are welcomed with legible marked up maps) by **December XX, 2019**. If you have any questions, you may call Leigh Raderschadt at 512.492.6813.

CP&Y, Inc.
Attn: Leigh Raderschadt
13809 Research Boulevard, Suite 300
Austin, TX 78750
lraderschadt@cpyi.com

Sincerely,

Leigh Raderschadt
Environmental Planning and Permitting



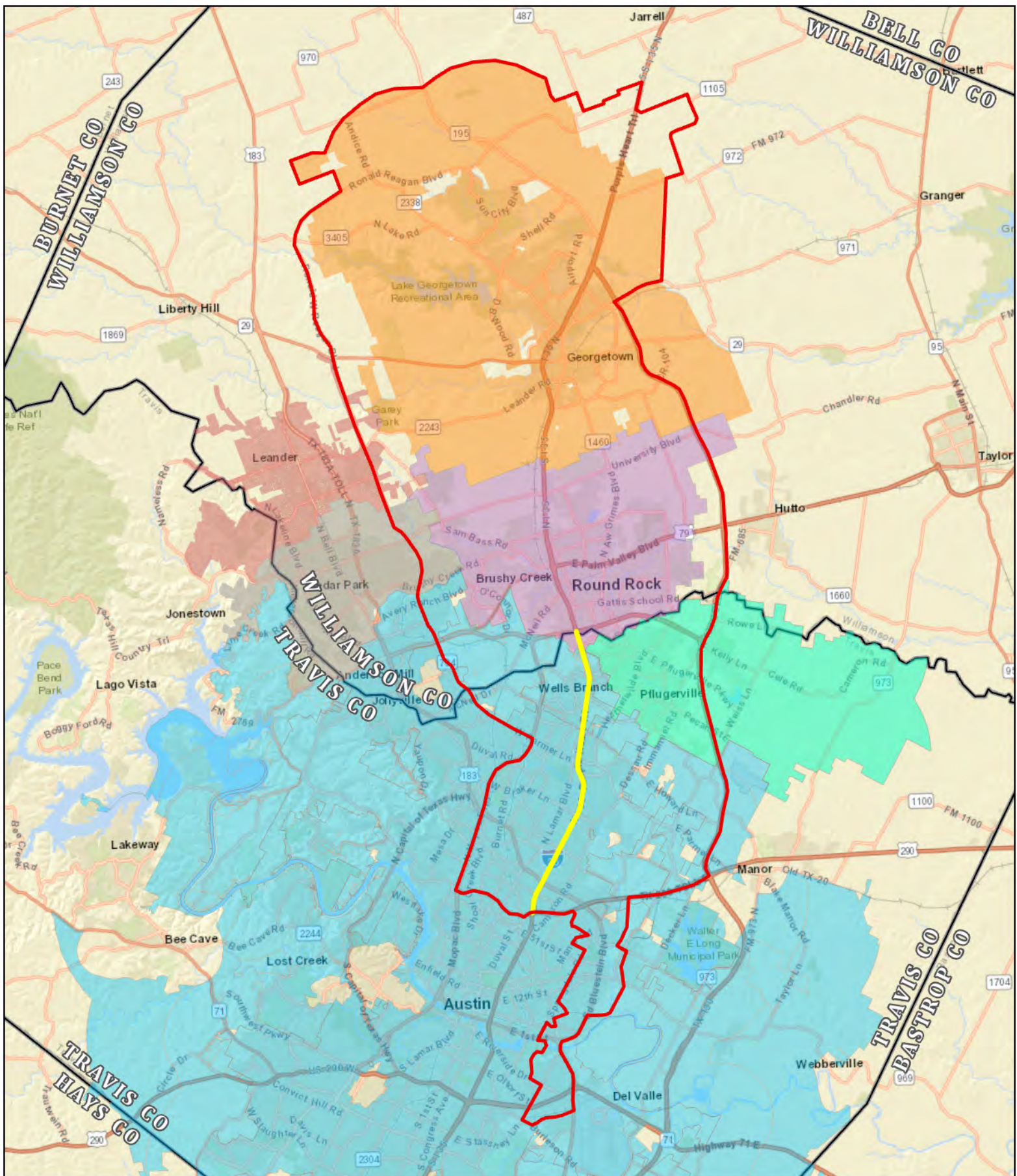
Chase Bank Building | Tower of the Hills

13809 Research Boulevard, Suite 300

Austin, TX 78750

Direct: 512.492.6813 | **P:** 512.349.0700 | **F:** 512.349.0727

lraderschadt@cpyi.com | www.cpyi.com



Area of Influence

Capital Express North

From SH 45N to US 290
Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

Project Limits

AOI

City of Austin and
ETJ

City of Cedar Park
and ETJ

City of Georgetown
and ETJ

City of Leander and
ETJ

City of Pflugerville
and ETJ

City of Round Rock
and ETJ



0 2.5 5
Miles

Source: ESRI Basemaps 2020

Capital Express North Indirect Impacts Questionnaire Recipient List				
Entity	Name	Title	Email	Phone
City of Austin	Richard Mendoza	Director of Public Works	http://www.austintexas.gov/email/public.works	512-974-2000
City of Round Rock	Joelle Jordan	Principal Planner	jjordan@roundrocktexas.gov	512-218-5422
	Brad Wiseman	Director of Planning and Development Services	bwiseman@roundrocktexas.gov	512-218-5428
	Bradley Dushkin	Assistant Director of Planning and Development Services	bdushkin@roundrocktexas.gov	512-671-2728
	Susan Brennan	Planning Manager	sbrennan@roundrocktexas.gov	512-218-5425
Wells Branch MUD	Shirley Ross	District Manager	sross@wellsbranchmud.com	(512) 251-9814 x108
Travis County	Diana A. Ramirez	Director of Economic Development &	Diana.ramirez@traviscountytexas.gov	512-854-1161
Williamson County	J. Terron Evertson P.E.	County Engineer	http://www.wilco.org/Departments/Infrastructure	512-943-3330
Capital Area Metropolitan Planning Organization (CAMPO)	Kelly Porter	Regional Planning Manager	kelly.porter@campotexas.org	512-215-9512
Capital Area Council of Governments (CAPCOG)	Andrew Hoekzema	Director of Regional Planning and Services	ahoekzema@capcog.org	512-916-6014
Pflugerville	Emily Barron	Planning Director	emilyb@pflugervilletx.gov	512-990-6302
	Ali Abdelfattah	P.E., Assistant City Engineer	alia@pflugervilletx.gov	512-990-6300
Georgetown	Valerie Kreger	Principal Planner	valerie.kreger@georgetown.org	512-930-3578
	Ed Polasek	Transportation Planning Coordinator	ed.polasek@georgetown.org	512-930-8152
Cedar Park	Melissa McCollum	AICP Planning Manager	Melissa.McCollum@cedarparktexas.gov	512-401-5057
	Darwin Marchell	P.E., Engineering Director	darwin.marchell@cedarparktexas.gov	512-401-5366
Leander	Wayne S. Watts	P.E., CFM, City Engineer	w.watts@leandertx.gov	512-528-2760
	Robin M. Griffin	AICP, Planning Director	rgriffin@leandertx.gov	512-528-2763

Appendix C: Indirect Effects Questionnaire Responses

Brandy Heinrich
Georgetown Development Account Specialist

From: [Brandy Heinrich](#)
To: [Leigh Raderschadt](#)
Cc: [Darren Dodson](#); [David Munk](#); [Lua Saluone](#); [Stephanie McNickle](#)
Subject: RE: [EXTERNAL] Mobility 35 Capital Express North Indirect Impacts Questionnaire
Date: Wednesday, January 22, 2020 3:08:07 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[DevPipeline48X36_FY19Q2_11.04.2019.pdf](#)

Hi Leigh,
Please see the attached Development Pipeline Map, this will show you what we currently have proposed.

David/Lua,
Can you assist with any Proposed Utilities and Road improvements?

Thank you,
Brandy Heinrich
Development Account Specialist
Planning Department
512-930-3576
planning@georgetown.org



From: Leigh Raderschadt <lraderschadt@cpyi.com>
Sent: Monday, January 20, 2020 11:15 AM
To: WEB_Planning <planning@georgetown.org>
Cc: Darren Dodson <ddodson@cpyi.com>
Subject: [EXTERNAL] Mobility 35 Capital Express North Indirect Impacts Questionnaire

[EXTERNAL EMAIL]

Hello,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from SH 45N in Williamson County to US 290E in Travis County. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

We recognize that local experts are most knowledgeable about future land use. Please answer the following questions to the best of your knowledge. If you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization.

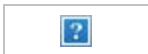
1. Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density, number of units), and estimated construction start date of any planned developments.
2. Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

Please submit your answers to the address below (electronic responses are welcomed with legible marked up maps) by February 10, 2020. We appreciate your time and input in this process. If you have any questions, you may call Leigh Raderschadt at 512.492.6813.

CP&Y, Inc.
Attn: Leigh Raderschadt
13809 Research Boulevard, Suite 300
Austin, TX 78750
lraderschadt@cpyi.com

Sincerely,

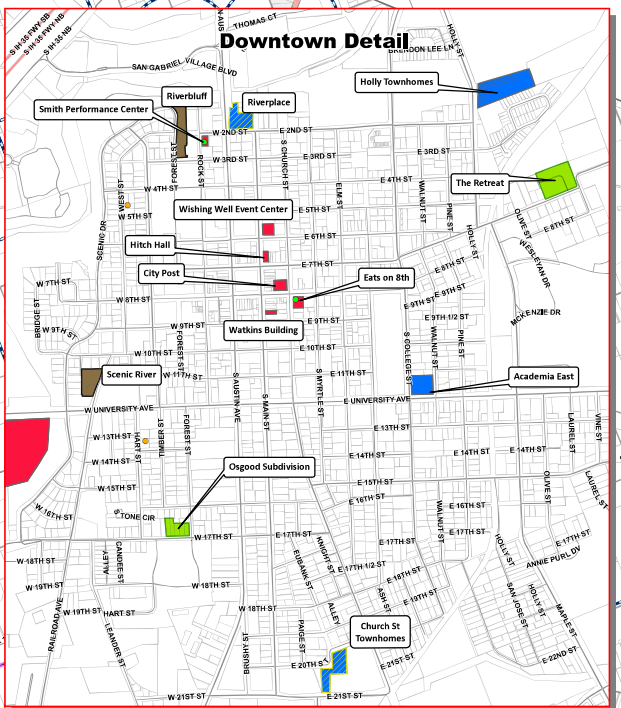
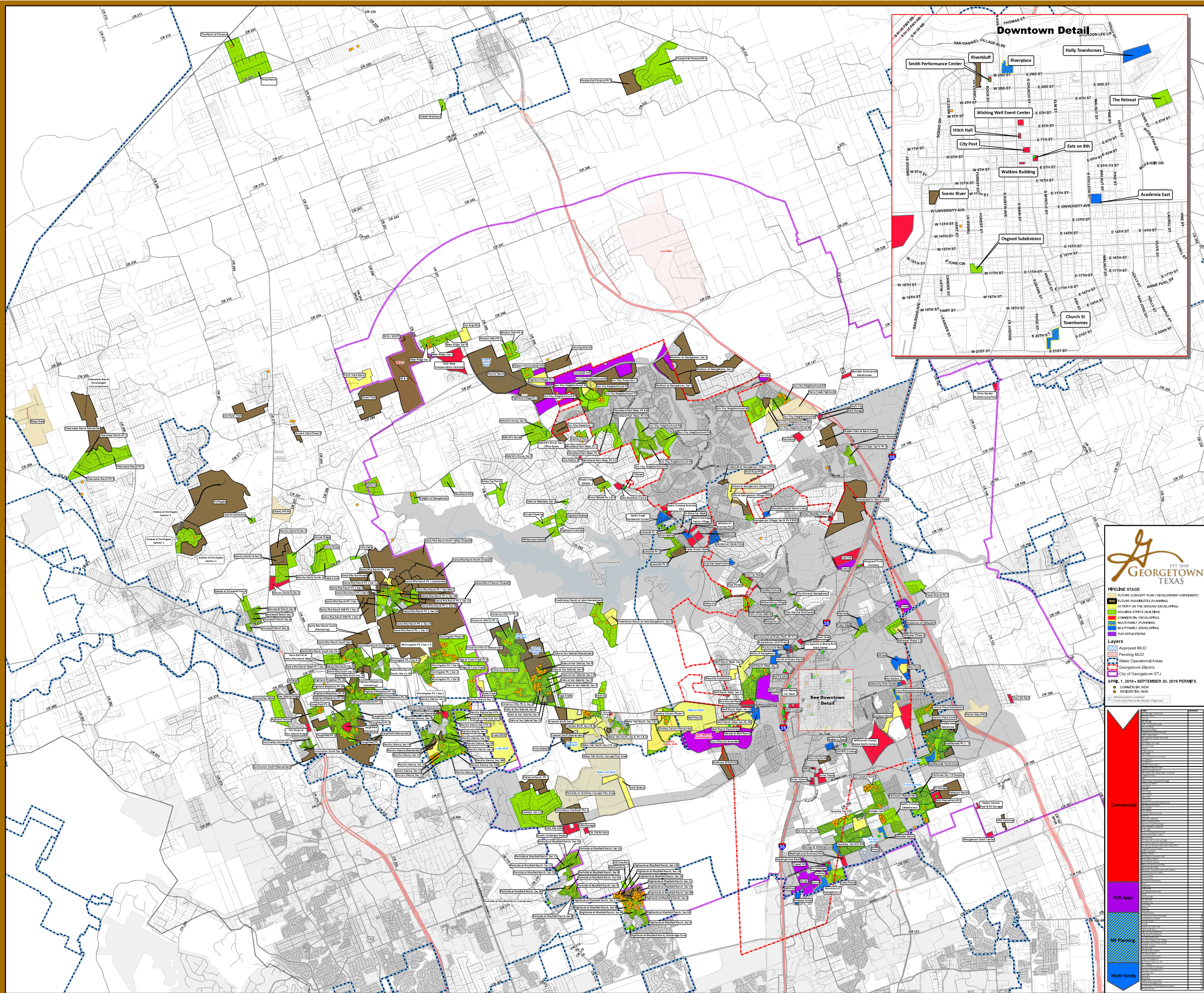
Thank you,
Leigh Raderschadt
Environmental Planning and Permitting



Chase Bank Building | Tower of the Hills
13809 Research Boulevard, Suite 300
Austin, TX 78750
Direct: 512.492.6813 | **P:** 512.349.0700 | **F:** 512.349.0727
lraderschadt@cpyi.com | www.cpyi.com

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DEVELOPMENT PIPELINE

PLANNING
Preliminary Plat, Plan Review

DEVELOPING
Currently Under Construction

BUILDING
Starts and Available Lots

PIPELINE STAGE

Future Concept Plan (Development Agreement)

Future Possibilities (Planning)

Activity on the Ground (Developing)

Proposed Master Plan (MUD)

Commercial Developments

Multi-Family Developments

Multi-Family Developments

Multi-Family Developments

LAYERS

Approved MUD

Pending MUD

Water Operational Areas

Georgetown Electric

City of Georgetown ETJ

APRIL 1, 2019 - SEPTEMBER 30, 2019 PERMITS

COMMERCIAL NEW

RESIDENTIAL NEW

Other (Industrial/Commercial)

Other (Industrial/Commercial)

0 0.5 1

Scale

0 0.5 1

Scale

0 0.5 1

Scale

0 0.5 1

Scale

0 0.5 1

Scale

0 0.5 1

Scale

0 0.5 1

Scale

0 0.5 1

Scale

Map 1 - Georgetown, TEXAS - DEVELOPMENT PIPELINE - APRIL 1, 2019 - SEPTEMBER 30, 2019 PERMITS

Susan Brennan, AICP
Round Rock Planning Manager

From: [Susan Brennan](#)
To: [Leigh Raderschadt](#)
Cc: [Juan Martinez](#); [Ed Polasek](#); [Darren Dodson](#)
Subject: RE: Mobility 35 Capital Express North Indirect Impacts Questionnaire
Date: Thursday, January 23, 2020 2:14:52 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[Water Master Plan 2015.pdf](#)
[Wastewater Master Plan 2015.pdf](#)

Good afternoon Leigh,

Since the study area you identify comprises both Round Rock's city limits and ETJ, staff feels the best way to display your request for development projects, planned utility installations, and roadway improvements is to provide you with links to maps that already contain the information. Round Rock has numerous projects either planned or under construction. To transfer these projects onto a single map would likely yield an illegible product due to volume. I've broken your request into three separate categories with a contact person designated for each category. *All contacts are copied on this email.*

DEVELOPMENT PROPOSALS - contact Susan Brennan

The map link below displays proposed projects either in the planning stage, review stage, or under construction. You can click on either a label or a highlighted large tract to get a description of the project and its stage in the development process. A spreadsheet listing all the map data is located directly below the map image.

<https://corr.maps.arcgis.com/apps/webappviewer/index.html?id=570ce5a6d4d144878d5bcf5a37e93c01>

I'd like to draw your attention to four areas/projects:

- In recent months, City Council granted entitlements for approximately 2100 single family homes on largely vacant tracts in northeast Round Rock. Additional acreage has been zoned for two-family and multifamily units. Unless the market changes drastically, these residential units will be constructed over the next ten to fifteen year period. If you click on the highlighted large tracts along east University Blvd (approaching SH 130) and along East Old Settlers, project descriptions will display.
- Described by the media as a second "Domain", The District is a planned 65-acre mixed-use development along Greenlawn Boulevard south of State Highway 45 which will provide high-density office, hotel, entertainment, and residential land uses in an urban, pedestrian oriented design. If you zoom into the area SE of IH-35 and SH-45, you will see the District displayed in light green. The project is currently in the entitlement stage.
- Round Rock Amphitheater (aka Nutty Brown) - located just south of IKEA along the IH-35 northbound frontage road on the former site of McNeil Park. This new location for Nutty Brown is planned for a 5000 person outdoor music venue with restaurants and bars. A label identifies the location on the map above (SE corner of University and IH-35 – just look for

McNeil Park). The venue will likely host its first season either this coming summer or next.

- Kalahari indoor/outdoor Waterpark and hotel/convention Center. Located at the SE corner of US 79 and Kenney Fort Blvd (across from the Dell Diamond). This regional/state attraction is slated to open in November 2020. This link provides project updates:
<https://www.kalahariresorts.com/texas/>

The following map displays projects specific to downtown Round Rock, thus supplementing the map above.

<https://www.roundrocktexas.gov/news/development-projects-progress-downtown-round-rock/>

UTILITIES – contact Juan Martinez

See attached water and wastewater master plans attached to this email.

ROADWAYS – contact Ed Polasek

The link shows all the active transportation CIP projects

<https://www.roundrocktexas.gov/departments/transportation/>

Susan N. Brennan, AICP
Planning Manager,
Planning & Development Services
City of Round Rock
301 W. Bagdad, Suite 210
Round Rock, TX 78664

512-218-5425 (office)
512-791-8918 (cell)

Please take 5 minutes to complete our survey and give us your positive and critical assessments. Responses are made public on our website. However, individual names, project names, and contact info will not be posted. [How are we doing?](#)

From: Leigh Raderschadt <lraderschadt@cpyi.com>

Sent: Monday, January 20, 2020 10:48 AM

To: Susan Brennan <sbrennan@roundrocktexas.gov>

Cc: Darren Dodson <ddodson@cpyi.com>

Subject: Mobility 35 Capital Express North Indirect Impacts Questionnaire

External Email - Please verify sender authenticity

Hello Susan Brennan,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from SH 45N in Williamson County to US 290E in Travis County. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

We recognize that local experts are most knowledgeable about future land use. Please answer the following questions to the best of your knowledge. If you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization.

1. Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density, number of units), and estimated construction start date of any planned developments.
2. Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

Please submit your answers to the address below (electronic responses are welcomed with legible marked up maps) by February 10, 2020. We appreciate your time and input in this process. If you have any questions, you may call Leigh Raderschadt at 512.492.6813.

CP&Y, Inc.
Attn: Leigh Raderschadt
13809 Research Boulevard, Suite 300
Austin, TX 78750
lraderschadt@cpyi.com

Sincerely,

Thank you,
Leigh Raderschadt
Environmental Planning and Permitting



Chase Bank Building | Tower of the Hills
13809 Research Boulevard, Suite 300
Austin, TX 78750
Direct: 512.492.6813 | **P:** 512.349.0700 | **F:** 512.349.0727

lraderschadt@cpyi.com | www.cpyi.com

Connect with us:



Legend

Facilities

Existing	2025	2040
Pipes	—	—
EST	●	●
GST	●	●
WTP	●	●
PRV	●	●
PSV	●	●
Pump Station	●	●
CIP Name (CIP#)	—	—

Pressure Planes

Existing	2025	2040
860	860	860
870	870	870
890	890	890
890 (Outside CCN)	890 (Outside CCN)	890 (Outside CCN)
924	924	924
971 (Southeast)	971 (Southeast)	971 (Southeast)
971 (West)	971 (West)	971 (West)
971 (North)	971 (North)	971 (North)
971 (East) Outside CCN	971 (East) Outside CCN	971 (East) Outside CCN
1031 (East)	1031 (East)	1031 (East)
1031 (West)	1031 (West)	1031 (West)
1071	1071	1071

Boundaries/Pts

Existing	2025	2040
City Limit	City Limit	City Limit
Proposed Water CCN	Proposed Water CCN	Proposed Water CCN
Existing Water CCN	Existing Water CCN	Existing Water CCN
Extra Territorial Jurisdiction (ETJ)	Extra Territorial Jurisdiction (ETJ)	Extra Territorial Jurisdiction (ETJ)
MUD Served by CORR	MUD Served by CORR	MUD Served by CORR
Future Annexations	Future Annexations	Future Annexations
Check Valves	Check Valves	Check Valves
Project Limit or Pipe Size Change	Project Limit or Pipe Size Change	Project Limit or Pipe Size Change

December 2015

CDM Smith

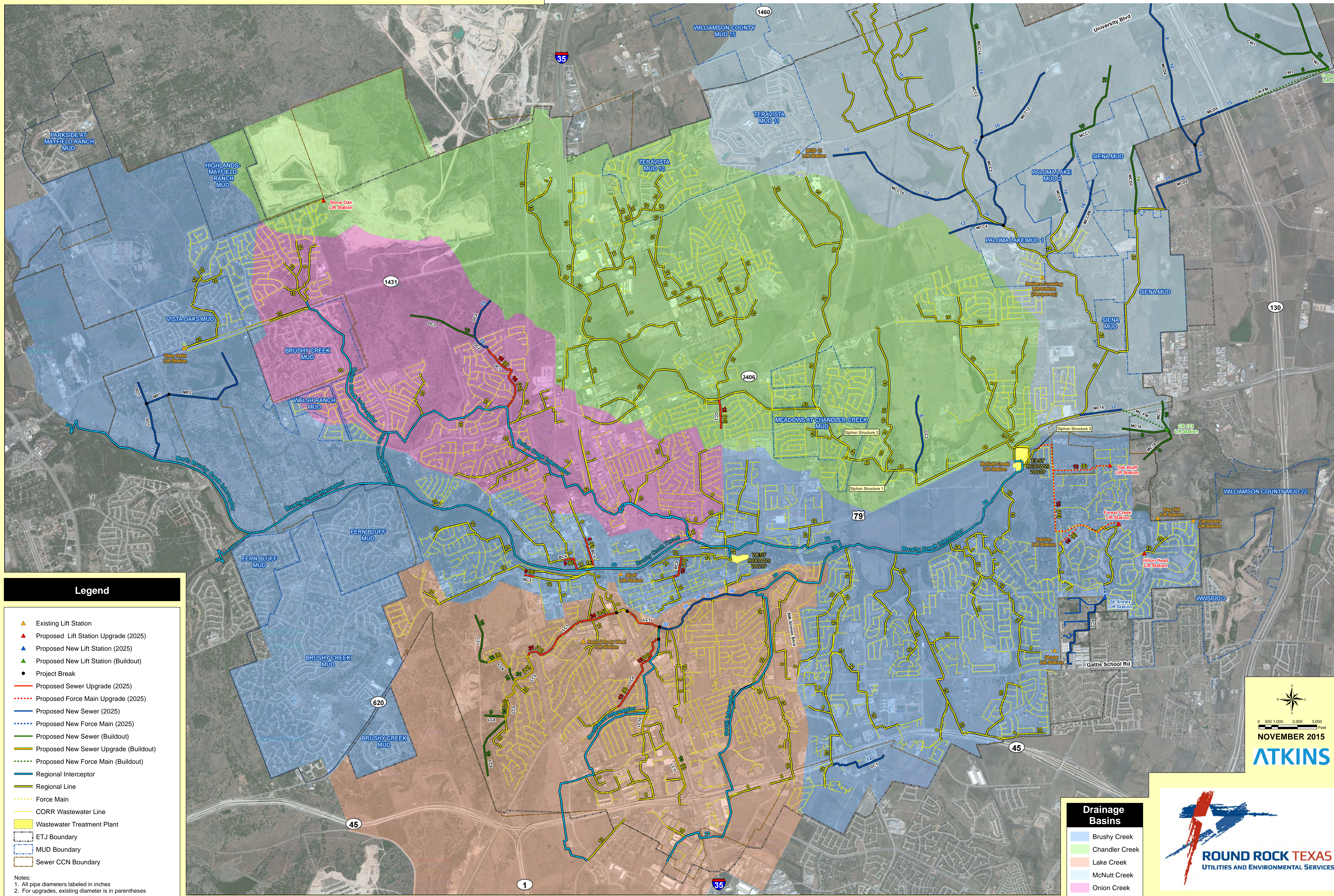
ROUND ROCK, TEXAS
PURPOSE. PASSION. PROSPERITY.

December 2015



ROUND ROCK, TEXAS
PURPOSE. PASSION. PROSPERITY.

Wastewater System Master Plan



Legend

- ▲ Existing Lift Station
- ▲ Proposed Lift Station Upgrade (2025)
- ▲ Proposed New Lift Station (2025)
- ▲ Proposed New Lift Station (Buildout)
- Project Break
- Proposed Sewer Upgrade (2025)
- Proposed Force Main Upgrade (2025)
- Proposed New Sewer (2025)
- Proposed New Force Main (2025)
- Proposed New Sewer (Buildout)
- Proposed New Force Main (Buildout)
- Regional Interceptor
- Regional Line
- Force Main
- CORR Wastewater Line
- Wastewater Treatment Plant
- ETJ Boundary
- MUD Boundary
- Sewer CCN Boundary

Notes:
1. All pipe diameters labeled in inches
2. For upgrades, existing diameter is in parentheses

Drainage Basins

- Brushy Creek
- Chandler Creek
- Lake Creek
- McNutt Creek
- Onion Creek



Robert Ferguson, P.E.
Wells Branch MUD Engineer

From: [Robert Ferguson](#)
To: [Leigh Raderschadt](#); [Shirley Ross](#)
Cc: [Robert Anderson](#)
Subject: RE: Mobility 35 Capital Express North Indirect Impacts Questionnaire
Date: Thursday, February 13, 2020 3:56:33 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.png](#)

Hi Leigh:

Wells Branch MUD is nearing build out in that there is not much in terms of vacant property left to develop. We currently are reviewing site development plans for a 4 story age restricted apartment project on Owen-Tech Blvd planned for 178 units – this project is in review at the City and County as well. This site is adjacent to the southbound frontage road south of Wells Branch Parkway. Construction is underway for a small strip center titled Wells Branch Shopping Center on a padsite just north of Wells Branch Parkway fronting the southbound frontage road.

Wells Branch MUD is aware of a few “re-development” projects where existing buildings and sites are getting either re-purposed or demolished to accommodate new uses. One such site is at Wells Branch Parkway and Surrender Drive becoming a new CVS Pharmacy currently in the demolition phase. Not expecting any measurable differences in traffic as it remains a part of a strip center, retail center. A second re-development project is re-purposing the building formerly occupied by a Hewlett-Packard entity just east of the northbound frontage Loop 1/north bound FM 1325 just south of Merriltown Drive. Again, not expecting there to be much difference in existing traffic patterns due just to this work. There is expected further development of the vacant lots but we do not have any conceptual plans at this point.

I realize this is only a small part of the study area. I am not sure how to measure whether these projects could be impacted by the Mobility 35 Capital Express North Project.

Let us know how the study goes.

Thank you,

Robert Ferguson, P.E.

From: Leigh Raderschadt [mailto:lraderschadt@cpyi.com]
Sent: Wednesday, February 12, 2020 9:16 AM
To: Shirley Ross <sross@wellsbranchmud.com>
Cc: Robert Ferguson <rferguson@murfee.com>
Subject: RE: Mobility 35 Capital Express North Indirect Impacts Questionnaire

Hi Shirley and Robert – I am reaching out to see if you have more information about the developments that are taking place or planned and could be impacted by the Mobility 35 Capital Express North Project. If you need anything else from me, please let me know.

Thank you,

Leigh Raderschadt

Environmental Planning and Permitting



505 Padon Street
Longview, Texas 75601
512.492.6813
lraderschadt@cpyi.com | www.cpyi.com

Connect with us:



From: Shirley Ross <sross@wellsbranchmud.com>
Sent: Tuesday, January 21, 2020 3:54 PM
To: Leigh Raderschadt <lraderschadt@cpyi.com>
Cc: Robert Ferguson <rferguson@murfee.com>
Subject: RE: Mobility 35 Capital Express North Indirect Impacts Questionnaire

Hi Leigh,

I am going to let our engineer Robert Ferguson respond to your inquiry on behalf of Wells Branch MUD. We have a few small development projects currently underway and one multi-family project that is in the final stages of permitting. I have copied him on this email.

Shirley Ross
District Manager
Wells Branch MUD

From: Leigh Raderschadt <lraderschadt@cpyi.com>
Sent: Monday, January 20, 2020 10:52 AM
To: Shirley Ross <sross@wellsbranchmud.com>
Cc: Darren Dodson <ddodson@cpyi.com>
Subject: Mobility 35 Capital Express North Indirect Impacts Questionnaire

Hello Shirley Ross,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from SH 45N in Williamson County to US 290E in Travis County. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

We recognize that local experts are most knowledgeable about future land use. Please answer the following questions to the best of your knowledge. If you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization.

1. Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density, number of units), and estimated construction start date of any planned developments.
2. Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

Please submit your answers to the address below (electronic responses are welcomed with legible marked up maps) by February 10, 2020. We appreciate your time and input in this process. If you have any questions, you may call Leigh Raderschadt at 512.492.6813.

CP&Y, Inc.
Attn: Leigh Raderschadt
13809 Research Boulevard, Suite 300
Austin, TX 78750
lraderschadt@cpyi.com

Sincerely,

Thank you,
Leigh Raderschadt
Environmental Planning and Permitting



Chase Bank Building | Tower of the Hills
13809 Research Boulevard, Suite 300
Austin, TX 78750
Direct: 512.492.6813 | **P:** 512.349.0700 | **F:** 512.349.0727
lraderschadt@cpyi.com | www.cpyi.com

Connect with us:



Amy Link, AICP
Cedar Park Assistant Director Development Services Department

From: [Amy Link](#)
To: [Leigh Raderschadt](#)
Cc: [Darren Dodson](#)
Subject: RE: Mobility 35 Capital Express North Indirect Impacts Questionnaire
Date: Tuesday, February 11, 2020 4:45:51 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[Transportation Projects.pdf](#)
[water-wastewater projects.pdf](#)
[Eastern Cedar Park development.pdf](#)

Hi Leigh – My apologies for the delayed response. Please see attachments and let me know if you have any questions.

Thanks,

Amy Link, AICP

Assistant Director

Development Services Department

450 Cypress Creek Road, Building 2

Cedar Park, Texas 78613

Phone: 512-401-5056

Email: amy.link@cedarparktexas.gov

From: Leigh Raderschadt <lraderschadt@cpyi.com>
Sent: Monday, January 20, 2020 11:10 AM
To: Amy Link <Amy.Link@cedarparktexas.gov>
Cc: Darren Dodson <ddodson@cpyi.com>
Subject: [WARNING: ATTACHMENT UNSCANNED]Mobility 35 Capital Express North Indirect Impacts Questionnaire

Hello Amy Link,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from SH 45N in Williamson County to US 290E in Travis County. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

We recognize that local experts are most knowledgeable about future land use. Please answer the following questions to the best of your knowledge. If you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization.

1. Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density,

number of units), and estimated construction start date of any planned developments.

2. Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

Please submit your answers to the address below (electronic responses are welcomed with legible marked up maps) by February 10, 2020. We appreciate your time and input in this process. If you have any questions, you may call Leigh Raderschadt at 512.492.6813.

CP&Y, Inc.
Attn: Leigh Raderschadt
13809 Research Boulevard, Suite 300
Austin, TX 78750
lraderschadt@cpyi.com

Sincerely,

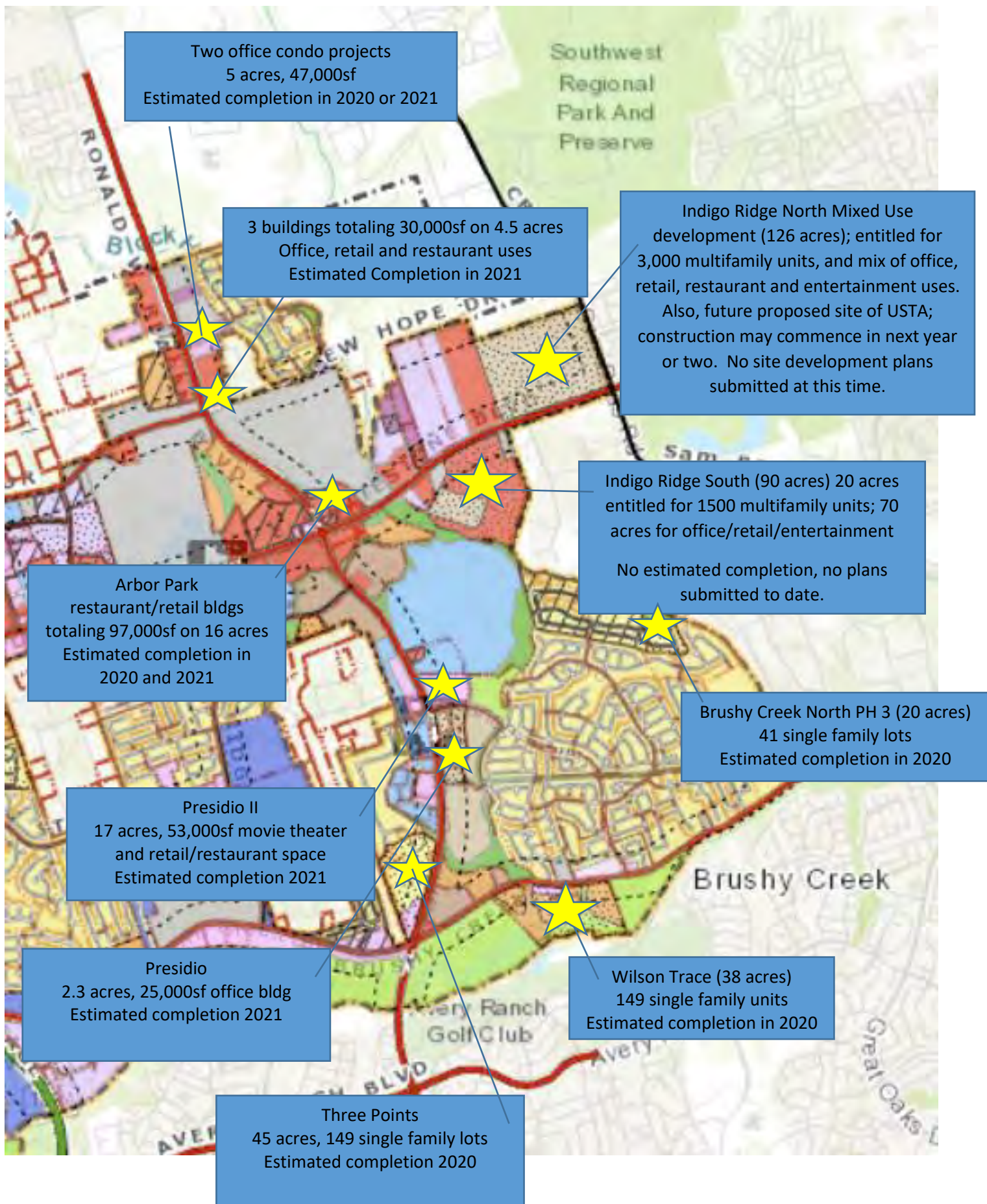
Thank you,
Leigh Raderschadt
Environmental Planning and Permitting



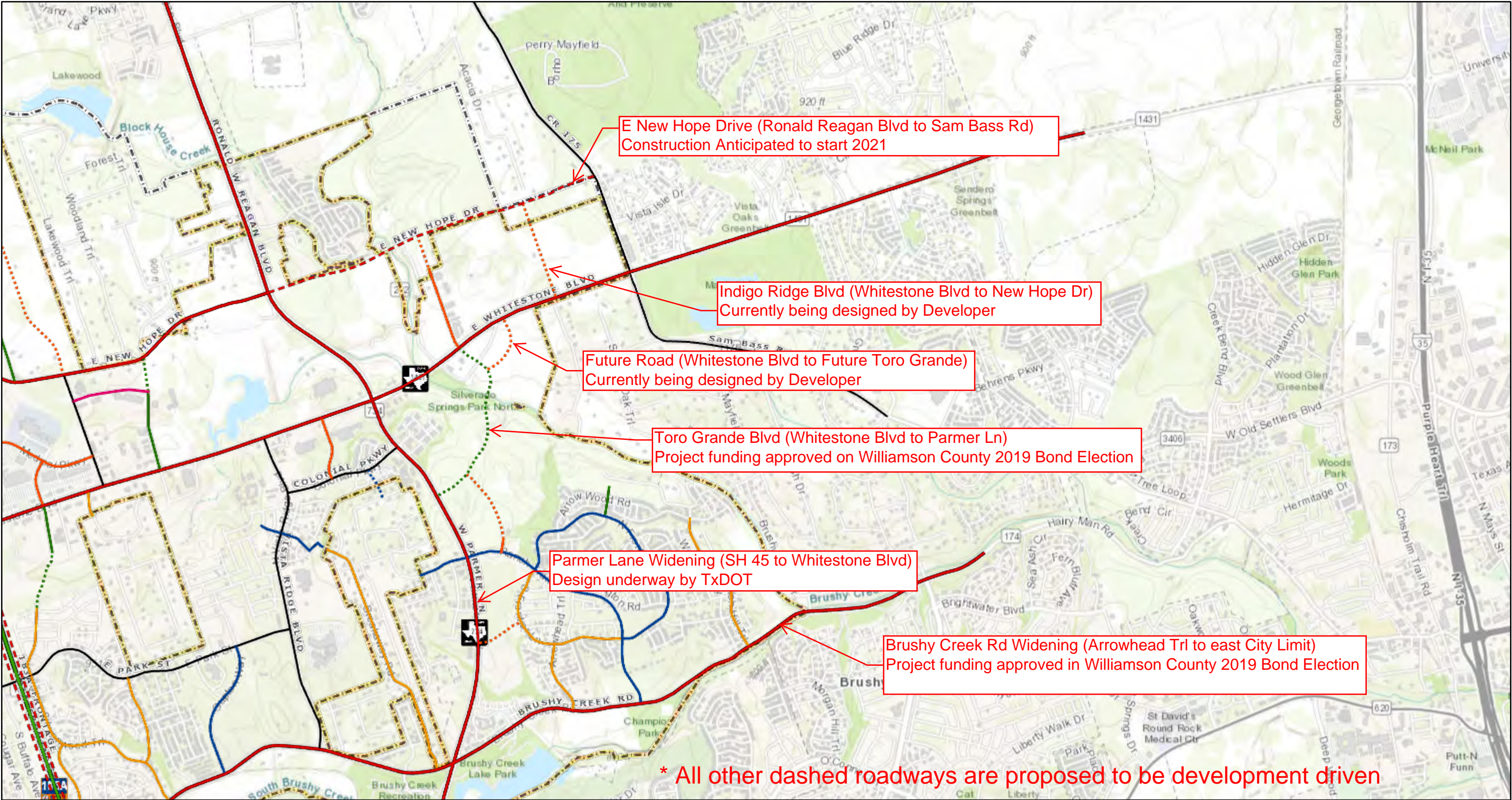
Chase Bank Building | Tower of the Hills
13809 Research Boulevard, Suite 300
Austin, TX 78750
Direct: 512.492.6813 | **P:** 512.349.0700 | **F:** 512.349.0727
lraderschadt@cpyi.com | www.cpyi.com

Connect with us:

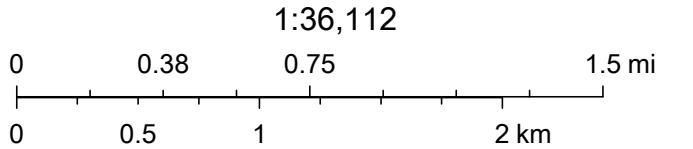
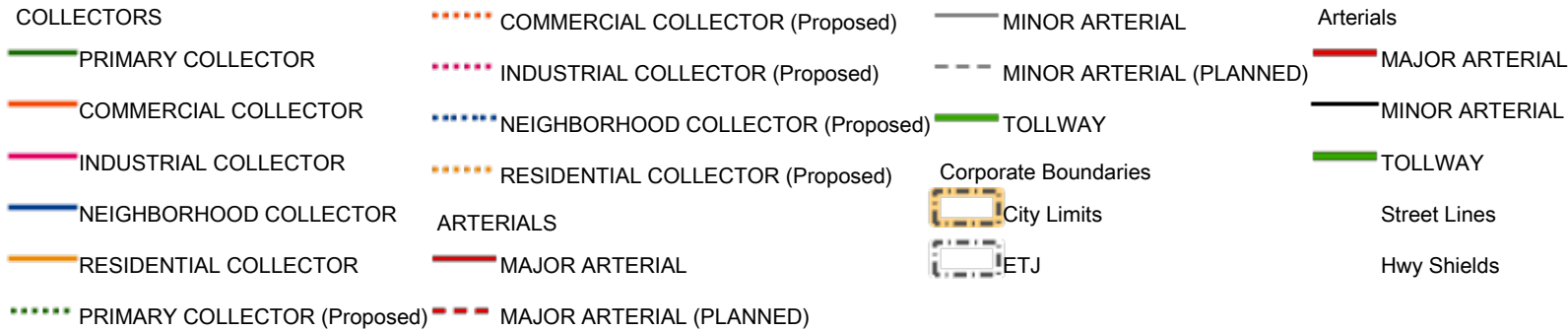




Cedar Park - Proposed Transportation Projects East of Parmer Lane

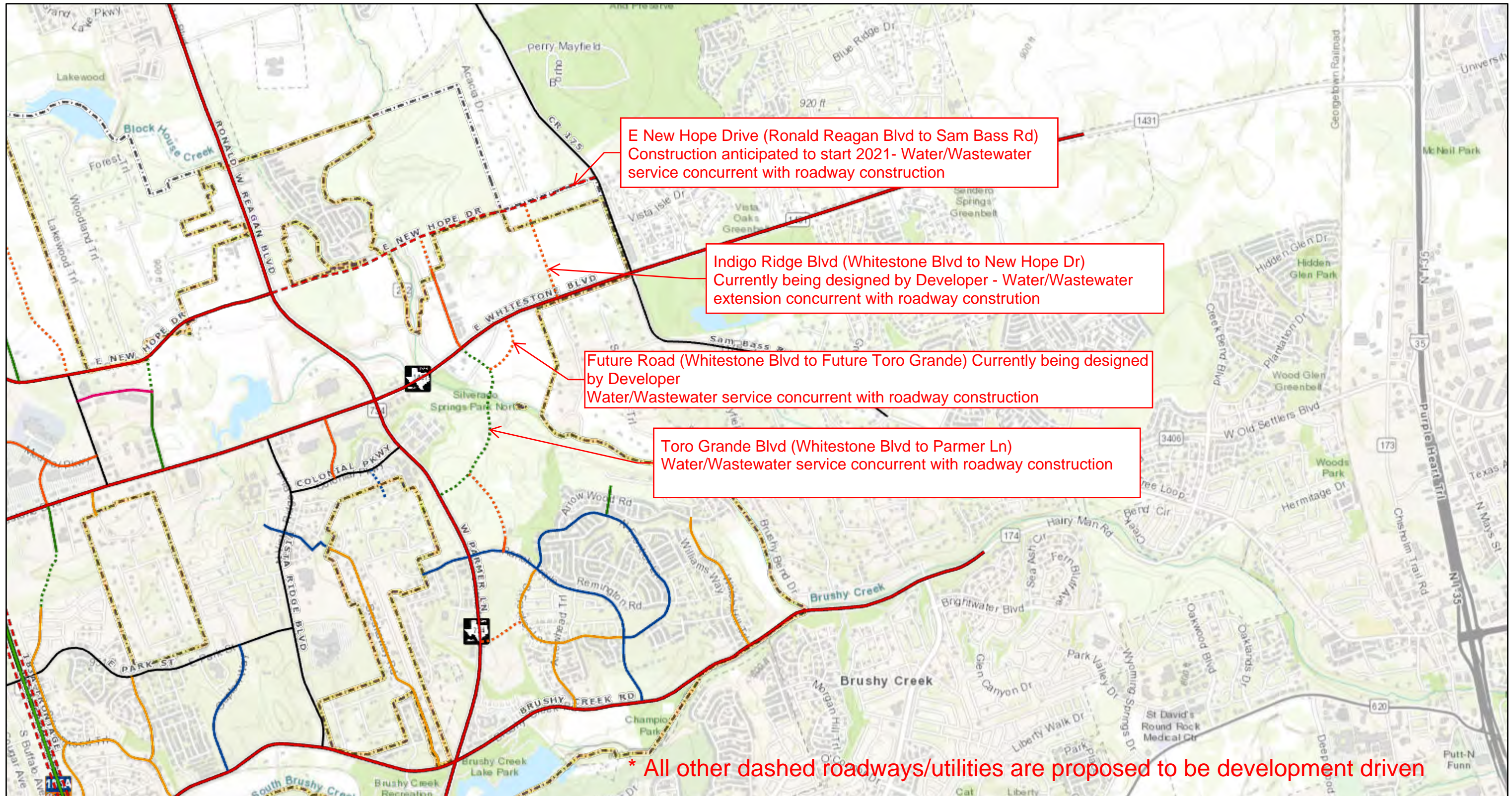


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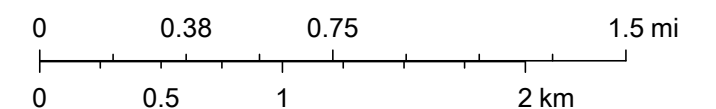
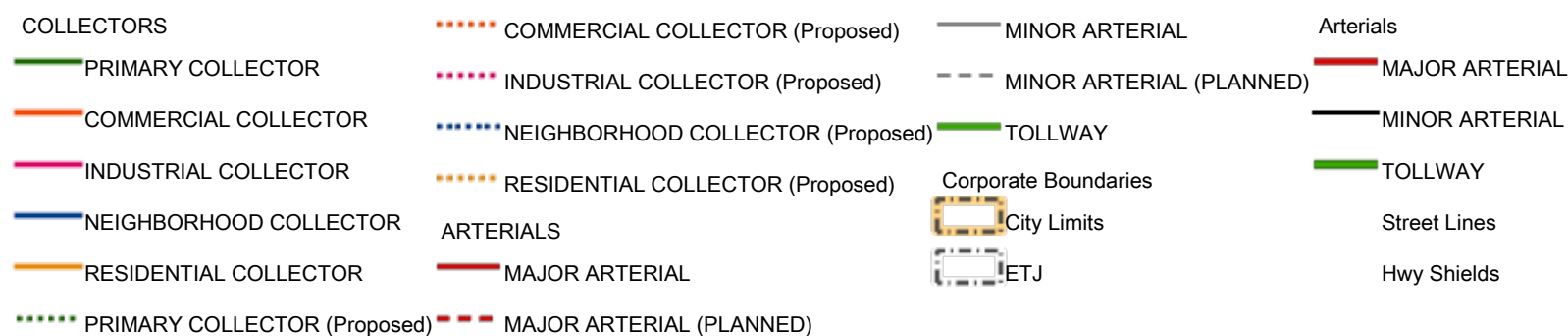
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, City of

Cedar Park - Proposed Water/Wastewater Projects East of Parmer Lane



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Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, City of