Induced Growth Effects
Technical Report

I-35E/US 67 Project
Dallas District
I-35E from US 67 to I-30 and
US 67 from I-20 to I-35E
CSJs: 0442-02-088, 0196-03-269, 0261-03-030
Dallas County, Texas
Prepared by: HNTB Corporation
June 2016

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
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1.0 PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (I-35E) from U.S. Highway 67 (US 67) to I-30 and along US 67 from Interstate Highway (I-20) to I-35E, a total length of approximately 11 miles, in Dallas County, Texas. The I-35E/US 67 project (proposed project) has been referred to in the past as the “Southern Gateway Manage Lanes Project.”

1.1 Existing Facility

I-35E between Colorado Boulevard (Blvd.) and Reunion Blvd. consists of 5 northbound and 4 southbound mainlanes that include an 11-foot (ft) wide reversible high occupancy vehicle (HOV) lane. This section is currently under construction and was approved as part of the Dallas Horseshoe Project (CSJ. 0196-03-205, etc.) which received A Finding of No Significant Impact on September 18, 2012. Once construction is complete (anticipated 2017), the I-35E northbound bridge will consist of 3 mainlanes; 2 reversible HOV lanes, 5 Collector-Distributor (CD) lanes, and a 6-ft sidewalk. The I-35E southbound bridge would consist of 4 mainlanes, 4 CD lanes; and a 6-ft sidewalk along the outside of the CD road.

The right-of-way (ROW) at the Dallas Floodway crossing is approximately 848 ft. wide.

Along I-35E, the existing lane configuration from US 67 to Colorado Blvd. is 8 mainlanes, 4 in each direction; with one reversible HOV lane. I-35E between Fairshop Dr. (southern limits of construction along I-35E) and US 67 it is 6 mainlanes (3 in each direction). South of Colorado Blvd., the existing ROW along I-35E varies from approximately 244 ft to 435 ft.

Along US 67 the existing lane configuration from I-20 to I-35E is 4 mainlanes, 2 in each direction, with 1 concurrent HOV lane. The existing ROW along US 67 varies from approximately 305 ft to 469 ft.

Except for the bicycle accommodations within the section of I-35E between Colorado Blvd. and Reunion Blvd., currently under construction as part of the Dallas Horseshoe Project, no bicycle accommodations exist within the I-35E/US 67 Project limits. Similarly, sidewalks are currently being implemented as part of the Dallas Horseshoe Project. Discontinuous pedestrian accommodations (sidewalks) currently exist within project limits.

1.2 Proposed Facility

The proposed project would consist of improvements to the section of I-35E between US 67 and Reunion Blvd. and along US 67 between I-20 and I-35E. The improvements would consist of conversion of existing HOV lanes to reversible non-toll express lanes, adding reversible non-tolled express lanes, addition of general purpose lanes (mainlanes), and bicycle and pedestrian accommodations. TxDOT is also planning local enhancements consisting of a deck plaza along I-35E, near Ewing Ave. The enhancements would be funded by and maintained by the City of Dallas and constructed/environmentally cleared under a separate project. The proposed project is shown in Attachment A: Project Location Map, and described below:
a) I-35E between Colorado Blvd. and Reunion Blvd.: Convert two reversible HOV lanes to two reversible non-tolled express lanes.

b) I-35E between US 67 to Colorado Blvd.: Full reconstruction to include two reversible non-tolled express lanes, widening of the mainlanes from 8 to 10, and increasing the number of frontage road lanes from 4 to 4/6.

c) US 67 from I-20 to I-35E: Partial reconstruction to change the existing concurrent HOV lane to one reversible non-tolled express lane within the existing median and widening the mainlanes from 4 to 6 along with slip ramp modifications.

The Dallas Horseshoe Project, under construction along I-35E, consists of two reversible non-tolled HOV lanes with six mainlanes, and five CD lanes that will tie into the proposed I-35E/US 67 Project at Colorado Blvd., providing a continuous corridor connection to Reunion Blvd.

The non-toll express lanes would be open to all users including single occupancy vehicles and HOVs and would function as a general purpose lane with limited access.

2.0 INDUCED GROWTH EFFECTS

The purpose of this technical document is to assess the induced growth effects related to the proposed project. Indirect effects are required to be examined in compliance with Section 102(c) of the National Environmental Policy Act (NEPA) and further clarified by the Center of Environmental Quality (CEQ) [40 Code of Federal Regulations (C.F.R.) 1508.25]. The CEQ defines indirect effects as: “effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts 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 C.F.R. § 1508.8).

All indirect effects would occur outside of the existing or proposed ROW. As to the cause and effect relationship between the proposed improvements and the indirect impact, CEQ states that indirect effects may include induced changes to land use resulting in resource impacts (40 C.F.R. § 1508.8).

The purpose of this technical report is to assess indirect effects as it relates to induced growth effects as a result of the proposed project. Any potential encroachment alteration effects that could occur as a result of the proposed project would be addressed separately in the Environmental Assessment (EA) and not included in this technical report. For the purposes of this technical report, “indirect effects” would focus only on induced growth effects.

The induced growth effects analysis was conducted in accordance with TxDOT’s Indirect Impacts Analysis Guidance. The handbook describes a six step process for determining
induced growth effects. The following table, Table 1, includes a summary of each step and the information provided in each step of the process.

### Table 1: Six Step Approach to Estimate Induced Growth Effects

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Define the Methodology: identify method of analysis including assumptions and limitations involved in that method, the underlying data and explain how that analysis is applied to produce the documented results.</td>
</tr>
<tr>
<td>2</td>
<td>Define the area of influence (AOI) and study timeframe: define the appropriate study area or area of influence and time frame for the full range of potential induced growth effects.</td>
</tr>
<tr>
<td>3</td>
<td>Identify areas subject to induced growth in the AOI: define areas that would most likely experience induced growth.</td>
</tr>
<tr>
<td>4</td>
<td>Determine growth likely to occur in the induced growth areas: determine likelihood of growth within the areas identified in step 3.</td>
</tr>
<tr>
<td>5</td>
<td>Assess the potential for impacts on sensitive resources: determine the resources and the amount of impact on those resources that would result from induced growth.</td>
</tr>
<tr>
<td>6</td>
<td>Assess potential minimization and mitigation measures: provide mitigation options for induced growth impacts including avoidance measures, minimization measures and appropriate compensatory mitigation.</td>
</tr>
</tbody>
</table>

Source: Indirect Impacts Analysis Guidance, TxDOT (September 2015).

Each step of the six-step process has been applied to the proposed project and the findings are documented in this technical report. The proposed project would generally follow the existing alignment, utilizing approximately 453 acres of existing ROW and would entail the acquisition of approximately 3.86 acres of additional ROW. One residence, 12 commercial properties (24 individual businesses), and 3 billboard displacements are anticipated as a result of the proposed project. Property impacts and ROW acquisitions are further discussed in the Community Impacts section of the EA for the proposed project.

### 3.0 SIX STEP PROCESS

This section is divided into each of the six steps in the induced growth effects analysis and discusses the findings for each step.

#### 3.1 Step 1: Define the Methodology

For gathering and analyzing data for the induced growth effects analysis, the following techniques were used in consideration of sources and information that were available at the time of analysis:

- Collaborative Judgment;
- Planning Judgment; and
- Cartographic techniques.

Table 2 describes each of the methods used and the assumptions and limitations of each method.
Table 2: Summary of Methods

<table>
<thead>
<tr>
<th>Method</th>
<th>Description</th>
<th>Application</th>
<th>Assumptions &amp; Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Judgment</td>
<td>Professional literature, data collected from knowledgeable persons, assessment of local conditions to make judgments about impacts.</td>
<td>US Census Bureau (USCB) and Texas Water Development Board (TWDB) data and projections, local comprehensive plans, and strategic plans were reviewed to gather information on local conditions and trends.</td>
<td>Data and projections would provide information on local conditions and trends for future growth. Data may not consider provide accurate trends and limited projection data is available.</td>
</tr>
<tr>
<td>Collaborative Judgment</td>
<td>Questionnaires, interviews, and panels to gather information on multiple actions and resources.</td>
<td>Interviews with directors from the Amarillo Metropolitan Planning Organization and the City of Amarillo Planning Department were conducted to gather input on local developments and potential induced growth impacts of the proposed project.</td>
<td>Development plans, strategic plans are readily available and were referenced in this analysis for support of trends and comparison of the proposed project with local goals and objectives. In addition, population projections are also available to determine trends in population growth. Limited data available from USCB and TWDB. Trends are estimations only and are dependent on multiple factors.</td>
</tr>
<tr>
<td>Cartographic Techniques</td>
<td>Geographic Information Systems (GIS) and overlay techniques to identify areas likely to undergo land use changes.</td>
<td>Overlaid specific types of data including Ecological Mapping Systems of Texas (EMST), aerial imagery, zoning maps and parcel data to identify areas likely to undergo land use change.</td>
<td>Aerial imagery and GIS data layers would provide visual representation of areas that would/would not be likely impacted indirectly from the proposed project. Data files could lack precision and ground verification is difficult for large project areas.</td>
</tr>
</tbody>
</table>

Source: Project Team (March 2016).

The application of methods as included in Table 2, are the tasks performed to gather and collect data and information for the induced growth impacts analysis of the proposed project. All of these methods collectively comprise the methodology followed to perform the analysis. Further details and discussion of activities performed are provided in more detail in the following sections as appropriate.

3.2 Step 2: Define the Area of Influence

For the purpose of this analysis, an induced growth impacts area of influence (AOI) or study area was developed to encompass areas that have the potential to be indirectly impacted by the proposed project. The AOI as depicted in Attachment B: Area of Influence Map was delineated using a combination of methods and considered the timeframe of potential induced growth effects. The current year of 2016 to 2040 was used as the time frame in the induced growth impacts analysis. The 2040 year is used as the future time limit because it encompasses the estimated completion year of 2021 and the design year of 2037 for the proposed project; it is the future year for the current metropolitan transportation plan (2040 MTP); and, it is also the year included in the population projections data which are incorporated into this analysis.
Incorporating feedback received from local planners and input on potential planned developments was used to determine areas that needed to be included within the AOI. In addition, aerial imagery with data layers such as floodplains, water bodies, and major roadways was utilized to determine the AOI.

**AOI Characteristics**

The boundaries of the AOI generally follow existing major freeway and arterial roadways. The northern boundary of the AOI borders downtown Dallas along I-30 and US 75. The western and eastern boundaries generally follow the major arterial roadways, Westmoreland Dr. and Lancaster Rd., respectively.

The AOI encompasses approximately 23,583 acres of various vegetation types and developed areas. Using the 2013 Texas Parks and Wildlife Department (TPWD) Ecological Mapping Systems of Texas (EMST) data and aerial imagery, vegetation types were identified within the AOI. The vegetation types and percentage of area identified within the AOI are included in **Table 3**.

<table>
<thead>
<tr>
<th>TPWD EMST Vegetation Types</th>
<th>Percentage of AOI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>82.8%</td>
</tr>
<tr>
<td>Prairie/Woodland/Shrubland</td>
<td>12.0%</td>
</tr>
<tr>
<td>Riparian and floodplain vegetation</td>
<td>4.6%</td>
</tr>
<tr>
<td>Open Water</td>
<td>0.5%</td>
</tr>
</tbody>
</table>


Most of the AOI is developed and urbanized. There are small undeveloped areas sporadically located within the AOI and consist of riparian, floodplain, prairie and woodland areas. Within the AOI, the vegetation areas and land use types include woodlands, grasslands, floodplain vegetation, shrubland, mixed grass prairies, row crops, playa grasslands, and urbanized areas. These vegetation type areas are also shown in **Attachment B: Area of Influence Map**.

### 3.3 Step 3: Identify Areas Subject to Induced Growth in the AOI

The purpose of Step 3 is to gather information on areas where induced growth effects could occur as a result of the proposed project. Planner interviews and review of aerial imagery and schematic plans were performed to identify potential areas of induced growth.

Development potential within the AOI may be influenced by economic benefits and incentives. The proposed project could potentially attract developers to develop earlier or faster to take advantage of increased traffic volumes as a result of the anticipated improved mobility. Access changes as a result of the proposed project were examined to determine potential induced growth areas. The proposed schematic plans (April 2016) were used to identify the access changes within the proposed project limits. The
The proposed project would consist of additional mainlanes and ramp modifications along I-35 and US 67. The proposed project would alter 48 existing ramps within the project limits. The modifications would include ramp improvements, in which no access changes would result, and removal and replacement of ramps which would result in shifts in access. The proposed project would also result in one new access ramp along US 67 (exit to Camp Wisdom Rd.). The ramp modifications that would result in substantial access changes are described in Table 4 and shown in Attachment C: Locations of Substantial Access Changes Map.

### Table 4: Substantial Access Modifications

<table>
<thead>
<tr>
<th>Existing Access</th>
<th>Ramp Modification</th>
<th>Access Change</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>US 67 – From I-20 to I-35E</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>New ramp</td>
<td>New access</td>
<td>NB exit to Camp Wisdom Rd.</td>
</tr>
<tr>
<td>NB entrance from Polk St.</td>
<td>Ramp shift</td>
<td>Shift in access</td>
<td>Ramp shifted approx. 2,000 ft. north of existing ramp.</td>
</tr>
<tr>
<td>NB exit to Kiest Blvd.</td>
<td>Ramp shift</td>
<td>Shift in access</td>
<td>Ramp shifted approx. 2,000 ft. south of existing ramp.</td>
</tr>
<tr>
<td><strong>I-35E – From US 67 to Colorado Blvd.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB exit to Zang Blvd./Saner Ave.</td>
<td>Ramp removed</td>
<td>Shift in access</td>
<td>Zang Blvd./Saner Ave. can be accessed from the SB exit to Illinois Ave. by travelling west on Illinois Ave. and south on Zang Blvd.</td>
</tr>
<tr>
<td>NB entrance from Saner Ave.</td>
<td>Ramp removed</td>
<td>Shift in access</td>
<td>I-35E can be accessed by NB entrance from Illinois Ave.</td>
</tr>
<tr>
<td>SB entrance from Zang Blvd.</td>
<td>Ramp replacement</td>
<td>Shift in access</td>
<td>Existing ramp is removed and replaced with a SB entrance ramp from Beckley Ave./12th St.</td>
</tr>
<tr>
<td>SB exit to Zang Blvd.</td>
<td>Ramp removed</td>
<td>Shift in access</td>
<td>Zang Blvd. can be accessed from the SB exit to Beckley Ave./12th St. by travelling west on 12th St. to Zang Blvd.</td>
</tr>
<tr>
<td>NB exit to Beckley Ave./Zang Blvd./12th St.</td>
<td>Ramp replacement</td>
<td>Shift in access</td>
<td>Existing ramp is removed and replaced with a ramp that connects to a new bridge construction at the existing NB entrance from Beckley Ave./12th St.</td>
</tr>
<tr>
<td>NB exit to Marsalis Ave.</td>
<td>Ramp removed</td>
<td>Shift in access</td>
<td>Access to Marsalis by taking NB exit to Beckley Ave./12th St.</td>
</tr>
<tr>
<td>SB exit to Marsalis Ave.</td>
<td>Ramp removed</td>
<td>Shift in access</td>
<td>Marsalis Ave. can be accessed from the SB exit to Ewing Ave. and continue south on frontage road to Marsalis Ave.</td>
</tr>
<tr>
<td>SB exit to Ewing Ave.</td>
<td>Ramp shift</td>
<td>Shift in access</td>
<td>Ramp shifted approx. 500 ft. north of existing ramp.</td>
</tr>
</tbody>
</table>


Note: NB = northbound, SB = southbound, EB = eastbound.
Table 4 shows the ramp modifications in which substantial changes in access would occur. These ramp modifications would improve mobility and reduce congestion that in turn, would result in improved access. Access to any particular area within the AOI would not be eliminated as a result of the proposed project improvements. As a result, these modifications are anticipated to improve access and would result in minimal adverse economic impacts to local businesses.

The areas where the ramp modifications could affect potential growth are at Camp Wisdom Rd., Polk St. and Kiest Blvd. along US 67; and at Zang Blvd., Marsalis Ave. and Ewing Ave., along I-35E. These areas are identified in Attachment C: Locations of Substantial Access Changes Map. A new exit ramp is proposed for Camp Wisdom Rd. The properties along Camp Wisdom Road currently have access to US 67 and IH 20; however, the new ramp would provide increased access, which could potentially result in induced growth effects for the Executive Airport and surrounding Red Bird area. There is a combination of areas of undeveloped and developed land in this area; however, the undeveloped land could have induced growth effects from the proposed project.

Another area of potential growth is associated with the northbound US 67 exit to Kiest Blvd. which when shifted south, would result in improved access to the adjacent business along the frontage road at this location. This change has the potential to induce growth in this area. Currently, this Polk St./Kiest Blvd. area is mostly developed; however, redevelopment could occur and new development could fill in gaps within the existing development.

Along I-35E, most of the substantial access changes occur around the Zang Blvd., 12 St., Beckley Ave., Marsalis Ave. and Ewing Ave. area. The ramp removals at Zang Blvd. (SB exit) and Saner Ave. (NB entrance) would not result in induced growth impacts from potential development or redevelopment in this vicinity because it is fully developed with an established residential neighborhood unlikely to undergo induced redevelopment from the proposed ramp change. The ramp modifications for 12th St., Marsalis Ave. and Ewing Ave. could result in an induced growth effect in the Oak Cliff area because of the shift in access causing more travelers to use the 12th St./Beckley Ave. intersection to enter/exit I-35E which replaces previous access points off Zang Blvd. This particular area would also include the Jefferson Blvd. District. The Jefferson Blvd. District (located northwest of the intersection) was also identified as an area of recent development/redevelopment included in one of the public comments received for the public meetings held for the proposed project. An indirect impacts questionnaire was sent out in November 2014 and January 2016 to gather information on potential development and redevelopment plans near the proposed project. These questionnaires are included in Attachment D: Planner Interview Materials. A meeting with the City of Dallas (COD) was held on December 9, 2014 that included planners and staff from various COD departments including Planning, CityDesign Studio, Strategic Planning and the Office of Economic Development. Meeting notes from this meeting are also included in Attachment D: Planner Interview Materials as well as the email feedback received in January 2016 from the CityDesign Studio staff. The second round of questionnaires and correspondence was made in order to update staff of proposed design changes in the scope of the project and to determine if the
information provided in 2014 would be different due to project changes. Although attempts were made to receive subsequent input from COD staff, only one email was received in the second round of correspondence. Using information gathered from interviews made with the local planners, additional areas were identified that could be subject to induced growth effects. These areas are also shown in Attachment E: Areas of Potential Development/Redevelopment Map. The areas identified within the AOI by local planners that have the potential for induced growth effects are the Oak Cliff, Wynnewood, and Executive Airport/Red Bird areas. 

In addition to the ramp modifications discussed, access changes would include the implementation of bicycle and pedestrian accommodations at cross street intersections within the full reconstruction section of I-35E. The proposed project would include 14-ft shared-use bike lanes on sections of the proposed frontage roads that are proposed for reconstruction. These accommodations would also have the potential for increased accessibility for pedestrian and cyclists to reach public transportation and their desired destination including local businesses and services.

Using GIS, floodplain data overlaid on 2014 aerial imagery obtained from the U.S. Department of Agriculture (USDA)/Natural Resource Conservation Service (NRCS), the AOI was analyzed to determine potential areas of development and potential areas not likely to experience development as a result of the project. Most of the existing areas within or adjacent to the proposed project limits are urbanized and developed with some intermittent pockets of undeveloped areas. These areas would likely not be developed because of natural features and existing developments. Natural features that would prohibit growth within or surrounding the proposed project limits include parks, natural preserves, floodplain/flood zone areas, streams and tributaries. Parks and natural preserves are protected from development and developers typically avoid flood zones for proposed developments. Planner interviews also resulted in feedback that did not result in any potential development in these floodplain/flood zone areas. These natural features are not within the areas identified, except for the Executive Airport/Red Bird and the Polk St./Kiest Blvd. areas. A park and the floodplain would constrain potential growth of the Executive Airport/Red Bird area. The floodplain in the Polk St./Kiest Blvd. area could inhibit potential growth in this area.

### 3.4 Step 4: Determine Growth Likely to Occur in the Induced Growth Areas

The purpose of Step 4 is to identify growth likely to occur in the induced growth areas identified in Step 3. Induced growth effects are defined by AASHTO as, “changes in the location, magnitude, or pace of future development that result from changes in accessibility caused by the project.” An example of an induced-growth effect is commercial development occurring around a new interchange and the environmental impacts associated with this development (AASHTO 2011).

The proposed project could potentially induce growth to several anticipated development and redevelopment projects as mentioned in **Section 3.3**. The Polk St./Kiest Blvd. area is not a planned development identified by the planners interviewed for this analysis;
therefore, any development at this location would be speculative at this time. Although
the access change would provide a more direct access to adjacent businesses, this
change would not be sufficient to induce growth alone. In addition, the area is mostly
already developed and there is little opportunity for additional new developments. No
induced growth is likely to occur for the Polk St./Kiest Blvd. area as a result of the
proposed project because the proposed access modification would not provide a new
access point, there is minimal undeveloped land for new development, and there is no
planned development known in this area,

For all other areas identified as a result of the planner interviews, the Executive
Airport/Red Bird, Wynnewood and Oak Cliff areas were noted as planned developments
and are shown in Attachment E: Areas of Potential Development/Redevelopment
Map. These three areas, identified in the feedback gathered from the indirect impacts
questionnaire, were mentioned by city planners as areas that would potentially have
induced growth effects from the proposed project; however, there are other factors that
would influence the potential induced growth of these areas. Other factors such as
economic incentives for commercial development could potentially impact these
development projects as well and such factors would not be dependent or affected by the
proposed project. The economic incentives could include economic development grants
or various tax incentives to attract businesses for development by local municipalities.
For example, the City of Dallas Office of Economic Development lists various
public/partnership options available for businesses on their website at http://www.dallas-
ecodev.org/incentives/abatements-grants/. Although the increased capacity of the future
facility could positively benefit the development and mobility to the areas within the
proposed project limits, growth in the area would not be substantially increase as a result
of the proposed project.

According to the U.S. Census Bureau’s 2010 Census, the Dallas-Fort Worth (DFW)
Metropolitan Statistical Area (MSA) is the fourth largest metropolitan area in the U.S.
Between 2000 and 2010, the U.S. Census Bureau (USCB) estimates the DFW MSA
added over 1.2 million residents, equating to a growth rate of approximately 23 percent.
Between 2000 and 2010, the DFW MSA was the third fastest growing metropolitan area in
the U.S. The 2010 Census also reveals continued growth in Dallas County and the City of
Dallas during the same time period. From 2000 to 2010, Dallas County gained 149,240
new residents, and the City of Dallas gained 9,236 new residents, equating to growth
rates of approximately 7 percent and 1 percent, respectively (USCB 2010 Census Briefs,
March 2011). Similarly, the NCTCOG’s North Central Texas 2040 Demographic Forecast
projects Dallas County to grow to a household population of 3,265,190 residents by 2040,
an increase of 897,051 persons and an increase of approximately 38 percent from its
2010 Census-documented population. These trends are likely to continue; therefore, the
proposed project is not likely to impact these trends.

The Red Bird area, Wynnewood area and the Oak Cliff area have plans that are
associated with these developments; however, economic factors as mentioned previously
would also influence the feasibility of these developments to occur. These planned
developments are not dependent upon the construction of the proposed project nor would be limited should the proposed project not be built.

The Wynnewood and Oak Cliff areas are fully developed and current land availability provide minimal opportunity for new development. As for redevelopment opportunity, the economic factors would greatly influence the likelihood of redevelopment to occur. The access changes would not alone influence the potential for induced growth and development to occur at these areas. There is currently access to these areas and the proposed project would not substantially alter or provide additional access. In addition, natural features such as a park and floodplain areas at the Executive Airport/Red Bird would also constrain the opportunity for development in this particular area.

The Red Bird area and properties along Camp Wisdom Road currently have access to US 67 and IH 20; however, a new proposed ramp would provide increased access to these areas. These properties along Camp Wisdom Road are already developed.

The proposed project would not induce growth because the project’s minor changes in access would not provide new access to property that currently does not have access and most of the property in the vicinity of the project is already developed. Other factors, such as market forces along with economic incentives, will have a greater influence on future land development in the area.

### 3.5 Step 5: Assess the Potential for Impacts on Sensitive Resources

The purpose of step 5 is to identify potential impacts to sensitive resources as a result of induced growth effects from the proposed project. As a result of the discussion in Section 3.4, no induced growth effects are anticipated from the proposed project; therefore, no impacts to sensitive resources would occur. No additional discussion is needed for step 5.

### 3.6 Step 6: Assess Potential Minimization and Mitigation Measures

The purpose of Step 6 is to determine potential minimization and mitigation measures. As a result of the discussion in Section 3.5, no potential impacts to sensitive resources from induced growth are anticipated from the proposed project; therefore, no potential minimization and mitigation measures are required. No additional discussion is needed for step 6.

### 4.0 SUMMARY AND CONCLUSIONS

Using planner interview feedback and cartographic techniques using GIS data layers, three areas were identified to have the potential for induced growth effects as a result of the proposed project. The schematic plans of the proposed project were reviewed to determine access modifications within the corridor which in turn determine potential induced growth effects resulting from the proposed project. The access changes resulting from the proposed project improvements are relatively minor and would not substantially provide additional or new access to any areas within the AOI. In conclusion, no induced
growth effects were determined to result from the proposed project because access modifications would not provide sufficient access changes to the areas identified that would induce development/redevelopment. Although the proposed project could potential impact the rate of development of these areas, the extent of the accessibility resulting from the proposed project would not be substantial and would not alone influence the development or non-development of these areas. In addition, feedback from the planner interviews showed that the planned developments (Executive Airport/Red Bird, Wynnewood Village and Oak Cliff) would occur independent of the proposed project and would not be influenced by the construction of the proposed project. Planned developments would not depend upon the construction of the proposed project nor would be limited should the proposed project not be built.
Attachment A: Project Location Map
Source: NCTCOG GIS Data - counties, cities, streets, rivers, and lakes.
Attachment B: Area of Influence Map
Attachment C: Locations of Substantial Access Changes Map
New Ramp Location

Source: TNRIS 2015 NAIP aerial imagery, roads

*The extent of each sheet is highlighted below in RED.

Note: Based On April 2016 Schematic Plans

LEGEND

Proposed Project

Sheet Index

LOCATIONS OF SUBSTANTIAL ACCESS CHANGES MAP
SHEET 1 OF 3
I-35E/US 67 PROJECT
I-35E: FROM US 67 TO I-30
US 67: FROM I-20 TO I-35E
INDUCED GROWTH TECHNICAL REPORT
DALLAS COUNTY, TEXAS

INDUSTRIAL AREA

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Note: Based On April 2016 Schematic Plans
Improved access to this area from ramp modification to Kiest Blvd.
Ramp Removals

Ramp replacements for access to/from Zang Blvd./12th St/ and Beckley Ave.

Ramp replacements for Marsalis Ave. and Ewing Ave.

Locations of Substantial Access Changes Map
Sheet 3 of 3

I-35E/US 67 Project
I-35E: FROM US 67 TO I-30
US 67: FROM I-20 TO I-35E

Induced Growth Technical Report
Dallas County, Texas

Source: TNRIS 2015 NAIP aerial imagery, roads

*The extent of each sheet is highlighted below in RED.
Attachment D: Planner Interview Materials
The Texas Department of Transportation (TxDOT) proposes transportation improvements of Interstate Highway 35 East (I-35E) from Interstate Highway 20 (I-20) to Reunion Boulevard (Bvd.) (10.5 miles) and along U.S. Highway (US 67) from Farm-to-Market Road (FM) 1382 to the I-35E/US 67 Split (9.4 mi.) in Dallas County, Texas. The proposed project, referred to as The Southern Gateway Managed Lanes Project, would include limited full reconstruction along I-35E, conversion of existing high occupancy vehicles (HOV) lanes to tolled managed lanes, and addition of tolled managed lanes as described below:

a) I-35E between Colorado Blvd. and Reunion Blvd.: change 2 existing reversible HOV lanes to 2 reversible tolled managed lanes.

b) I-35E between Marsalis Avenue (Ave.) and Colorado Blvd.: full reconstruction to include change of 1 existing reversible HOV lane to 2 reversible tolled managed lanes, widening of mainlanes from 8 to 10 lanes, and widening of frontage roads from 4 to 4/7 lanes.

c) I-35E from the I-35E/US 67 split to Marsalis Ave.: full reconstruction to include 2 reversible tolled managed lanes and widening of frontage roads from 4/6 to 4/7 lanes.

d) I-35E from I-20 to I-35E/US 76 Split: Construction of 1 reversible tolled managed lane within the existing median.

e) US 67 from I-20 to I-35E/US 67 Split: Reconstruction to change the existing concurrent HOV lane to 2 reversible tolled managed lanes within the existing median.

f) US 67 from FM 1382 to I-20: Construction of 1 reversible tolled managed lane within the existing median.

An Environmental Assessment (EA) is being prepared to assess the impacts associated with the proposed project. Approximately 32 potential displacements and 11.1 acres of right-of-way acquisitions are anticipated as a result of the proposed project at this stage of project development.

We would like to receive feedback from you to assist with the analysis of indirect impacts related to land use that may result from the proposed project. Your expert opinion regarding future development that would affect or be affected by the proposed project will assist the project team’s assessment of potential land use changes. We appreciate your time and effort in completing the attached Indirect Impacts Questionnaire. Your input is critical to the development of the EA.

The enclosed map (Project Location Map) illustrates the proposed project’s construction limits currently under evaluation. In addition, the preliminary access changes included in the proposed project are listed in Attachment A. Please refer to the map and attachment as you complete the questionnaire.

If you would like to learn more about the proposed project, materials presented at the public meeting held on March 27, 2014 can be viewed through the Community Involvement section of the website: www.thesoutherngateway.org.

We request that all questionnaires be returned by December 12, 2014 to the email or physical addresses provided below. In the event that you are unable to complete the questionnaire, please feel free to have someone on your staff or in your organization complete and submit the questionnaire.

Please contact me if you have any questions. Thank you for your assistance.

Michele A. Lopez
Environmental Planner III
HNTB Corporation
5910 W. Plano Parkway, Suite 200
Plano, Texas 75093

Phone: (972) 628-3117
Email: milopez@hntb.com
Indirect Impacts Questionnaire
The Southern Gateway Managed Lanes Project
I-35: From I-20 to Reunion Blvd.
Dallas County, Texas

Respondent Information
Date: ____________________________________________
Name: ____________________________
Organization/Title: ____________________________________________
Address: ____________________________________________
Phone: ____________________________________________
Email: ____________________________________________

Questions & Discussion Topics
1.) Please summarize the trend of development and changes in land use within your jurisdiction during the past 5 to 10 years. If possible, please provide examples.

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________________________________________________________________________
2.) In your opinion, would the proposed Southern Gateway Managed Lanes Project complement planned land uses?

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________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

3.) Are you aware of any substantial land developments or redevelopments proposed within your jurisdiction or planning area? If so, please describe the location, type, and acreage, and indicate whether or not they are currently platted for development.

________________________________________________________________________

________________________________________________________________________

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4.) In your opinion, would the proposed project induce development or redevelopment in your jurisdiction or planning area? If so, would this development occur alone or in conjunction with other factors?

________________________________________________________________________

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________________________________________________________________________
5.) Which areas (if any) do you think would likely be developed or redeveloped by 2040 as a result of the proposed project?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

6.) In your opinion, would the induced land development or redevelopment as a result of the proposed project be consistent with existing community plans?

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7.) What future development or redevelopment would you not expect to be dependent on the proposed project?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
8.) Using a scale of 1 to 5, please indicate if you think the proposed Southern Gateway Managed Lanes Project would affect the rate and/or intensity of development within your jurisdiction?

Scale based on: 1 = No Influence on Rate of Development, to 5 = Strong Influence on Rate of Development

Your response: ____________

Scale based on: 1 = No Influence on Intensity of Development, to 5 = Strong Influence on Intensity of Development

Your response: ____________

Additional Comments:

____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
The Southern Gateway Managed Lane Project
### The Southern Gateway Managed Lanes Project
**Proposed Access Modifications**

*(Nov. 2014)*

<table>
<thead>
<tr>
<th>Ramp Description</th>
<th>Existing</th>
<th>Proposed Change in Access</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Northbound (NB) Exit - Loop ramp to Saner Ave.</strong></td>
<td>Exit</td>
<td>Relocating existing exit movement. Saner Ave. can be accessed by the Kiest Blvd. exit.</td>
</tr>
<tr>
<td><strong>NB Entrance from Saner Ave.</strong></td>
<td>Entrance</td>
<td>Relocating existing entrance ramp movement. Using local streets from Saner Ave. to Illinois Ave., NB I-35E can be accessed by taking the entrance ramp north of Illinois Ave.</td>
</tr>
<tr>
<td><strong>NB Exit to Beckley Ave.</strong></td>
<td>Exit</td>
<td>Relocating existing exit movement. Beckley Ave. can be accessed by proposed Zang Blvd. exit south of Clarendon Drive.</td>
</tr>
<tr>
<td><strong>NB Entrance from Beckley Ave.</strong></td>
<td>Entrance</td>
<td>Relocating existing entrance ramp movement. From Beckley Ave., NB I-35E can be accessed by a proposed Direct Connector to an entrance ramp south of Colorado Blvd.</td>
</tr>
<tr>
<td><strong>NB Entrance from Ewing Ave.</strong></td>
<td>Entrance</td>
<td>Relocating existing entrance ramp movement. From Ewing Ave., NB I-35E can be accessed by a proposed Direct Connector to an entrance ramp south of Colorado Blvd.</td>
</tr>
<tr>
<td><strong>NB Entrance from 8th Street (St.)</strong></td>
<td>Entrance</td>
<td>Relocating existing entrance ramp movement. From 8th St., NB I-35E can be accessed by a proposed Direct Connector to an entrance ramp south of Colorado Blvd.</td>
</tr>
<tr>
<td><strong>Southbound (SB) Exit to Zang Blvd./Saner Ave.</strong></td>
<td>Exit</td>
<td>Relocating existing exit movement. Saner Ave. can be accessed by taking the Illinois Ave. exit.</td>
</tr>
<tr>
<td><strong>SB Entrance from Zang Blvd.</strong></td>
<td>Entrance</td>
<td>Relocating existing entrance ramp movement. SB I-35E can be accessed from Zang Blvd. by the proposed entrance ramp from Beckley Ave.</td>
</tr>
<tr>
<td><strong>SB Exit to Zang Blvd.</strong></td>
<td>Exit</td>
<td>Relocating existing exit movement. Zang Blvd. can be accessed by the Beckley Ave. exit.</td>
</tr>
<tr>
<td><strong>SB Exit to Ewing Ave.</strong></td>
<td>Exit</td>
<td>Relocating existing Ewing Ave. exit movement. Ewing Ave. can be accessed by taking Marsalis Ave. exit and U-turn back to Ewing Ave.</td>
</tr>
<tr>
<td><strong>SB Entrance from 8th St.</strong></td>
<td>Entrance</td>
<td>Relocating existing entrance ramp movement. SB I-35E can be accessed from 8th St. by entrance ramp south of Marsalis Ave.</td>
</tr>
</tbody>
</table>

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1 The proposed access modifications are subject to change as further refinement and project development continues.
Indirect Impacts Questionnaire
The Southern Gateway Managed Lanes Project
US 67: From I-20 to I-35E
Dallas County, Texas

1. Are there any changes to planned development previously identified? If so, what has changed? Any new developments near the project area?

2. In your opinion, would the revised proposed project induce development? If so, would this development occur alone or in conjunction with other factors?

3. In your opinion, would the revised proposed project impact previously identified development and/or newly identified development?

4. Which additional areas (if any) do you think would likely be developed within the next 20 years as a result of the proposed project?

5. If answered “yes” to #4. In your opinion, would the induced land development as a result of the proposed project be consistent with existing community plans?

6. In your opinion, would any redevelopment occur as a result of the revised proposed project? If so, what potential areas would redevelopment occur?

7. Using a scale of 1 to 5, please indicate if you think the proposed Southern Gateway Managed Lanes Project would affect the rate and/or intensity of development within the City of Dallas?

   Scale based on: 1 = No Influence on Rate of Development, to 5 = Strong Influence on Rate of Development
   Your response: ____________

   Scale based on: 1 = No Influence on Intensity of Development, to 5 = Strong Influence on Intensity of Development
   Your response: ____________

Additional Comments:
I-35E from Colorado Blvd. to Reunion Blvd.:  
Change 2 Rever. HOV Lanes to  
2 Rever. non-tolled express/managed lanes  
(No added capacity)  
CSJs. 0196-03-269 & 0442-02-088

I-35E from US 67 and Colorado Blvd.:  
Full reconstruction including change of  
1 exist. Rever. HOV lane to 2 Rever. non-tolled express/managed lanes, and widening of GPs from 8 to 10 lanes and FRs from 4 to 4/6 lanes.  
CSJ. 0442-02-088

US 67 from I-20 to I-35E:  
Reconstruction to change  
1 exist. Concur. HOV lane to 1 Rever. non-tolled express/managed lane within the median and widening of GPs from 4 to 6 lanes.  
CSJ. 0261-03-030

Sources: NCTCOG GIS Data - counties, cities, streets, rivers, and lakes

EXHIBIT 1  
PROJECT LOCATION MAP  
The Southern Gateway Managed Lanes Project  
I-35E from US 67 to Reunion Blvd. and  
US 67 from I-20 to I-35E  
Dallas County, Texas
# The Southern Gateway Managed Lanes Project
## Proposed Access Modifications
(December 2015)

<table>
<thead>
<tr>
<th>Existing</th>
<th>Ramp Modification</th>
<th>Access Change</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 67 – From I-20 to I-35E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>SB exit to Wheatland Rd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>2</td>
<td>NB entrance from I-20</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td></td>
<td>NEW RAMP</td>
<td></td>
<td>NB exit to Camp Wisdom Rd.</td>
</tr>
<tr>
<td>3</td>
<td>SB exit to Camp Wisdom Rd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>4</td>
<td>NB entrance from Camp Wisdom Rd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>5</td>
<td>SB entrance from Red Bird Ln.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>6</td>
<td>NB exit to Red Bird Ln.</td>
<td>No Change</td>
<td>No change in access.</td>
</tr>
<tr>
<td>7</td>
<td>SB exit to Red Bird Ln.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>8</td>
<td>NB entrance from Red Bird Ln.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
</tr>
<tr>
<td>9</td>
<td>SB exit to Hampton Rd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>10</td>
<td>NB entrance from Hampton Rd.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
</tr>
<tr>
<td>11</td>
<td>SB entrance from Loop 12</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
</tr>
<tr>
<td>12</td>
<td>NB exit to Loop 12</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
</tr>
<tr>
<td>13</td>
<td>SB exit to Loop 12 frontage</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td></td>
<td>NEW RAMP</td>
<td></td>
<td>NB and SB designated DC which connects to Loop 12 ramp improvements.</td>
</tr>
<tr>
<td>14</td>
<td>NB exit to Polk St.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>15</td>
<td>SB entrance from Polk St.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
<tr>
<td>16</td>
<td>NB entrance from Polk St.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
</tr>
<tr>
<td>17</td>
<td>SB exit to Polk St.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
</tr>
</tbody>
</table>

1 The proposed access modifications are subject to change as further refinement and project development continues.
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<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>SB entrance from Kiest Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>SB exit to Kiest Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>I-35E – From US 67 to Colorado Blvd.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>SB exit to Ann Arbor St.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>NB exit to Overton Rd.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
<td>Ramp shifted approx. 300 ft south of existing ramp.</td>
</tr>
<tr>
<td>23</td>
<td>NB exit to Kiest Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>SB entrance from Kiest Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>NB entrance from Kiest Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>SB exit to Kiest Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>SB exit to Zang Blvd./Saner Ave.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>Zang Blvd./Saner Ave. can be accessed from the SB exit to Illinois Ave. by travelling west on Illinois Ave. and south on Zang Blvd.</td>
</tr>
<tr>
<td>28</td>
<td>NB exit to WB Saner Ave.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>Ramp replaced with a NB exit ramp to Saner Ave.</td>
</tr>
<tr>
<td>29</td>
<td>NB entrance from Saner Ave.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>I-35E can be accessed by NB entrance from Illinois Ave.</td>
</tr>
<tr>
<td>30</td>
<td>SB entrance from Illinois Ave.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>NB exit to Illinois Ave.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
<td>Ramp shifted approx. 1000 ft south of existing ramp.</td>
</tr>
<tr>
<td>33</td>
<td>NB entrance from Illinois Ave.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>SB entrance from Zang Blvd.</td>
<td>Ramp replacement.</td>
<td>Shift in access.</td>
<td>Existing ramp is removed and replaced with a SB entrance ramp from Beckley Ave./12th St.</td>
</tr>
<tr>
<td>35</td>
<td>SB exit to Zang Blvd.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>Zang Blvd. can be accessed from the SB exit to Beckley Ave./12th St. by travelling west on 12th St. to Zang Blvd.</td>
</tr>
<tr>
<td></td>
<td><strong>Existing</strong></td>
<td><strong>Ramp Modification</strong></td>
<td><strong>Access Change</strong></td>
<td><strong>Description</strong></td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------</td>
<td>-----------------------</td>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>36</td>
<td>NB exit to Beckley Ave./Zang Blvd./12th St.</td>
<td>Ramp replacement.</td>
<td>Shift in access.</td>
<td>Existing ramp is removed and replaced with a ramp that connects to a new bridge construction at the existing NB entrance from Beckley Ave./12th St.</td>
</tr>
<tr>
<td>37</td>
<td>NB entrance from Beckley Ave./12th St.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
<td>Ramp shifted approx. 300 ft north of existing ramp.</td>
</tr>
<tr>
<td>40</td>
<td>SB entrance from Marsalis Ave.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
<td>Ramp shifted approx. 500 ft south of existing ramp.</td>
</tr>
<tr>
<td>41</td>
<td>SB exit to Marsalis Ave.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>Marsalis Ave. can be accessed from the SB exit to Ewing Ave. and continue south on frontage road to Marsalis Ave.</td>
</tr>
<tr>
<td>42</td>
<td>SB exit to Ewing Ave.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
<td>Ramp shifted approx. 500 ft north of existing ramp.</td>
</tr>
<tr>
<td>43</td>
<td>NB entrance from Ewing Ave.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>SB entrance from Eighth St.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>I-35E can be accessed from the SB entrance from Marsalis Ave.</td>
</tr>
<tr>
<td>45</td>
<td>NB exit to Eighth St.</td>
<td>Ramp shift.</td>
<td>Shift in access.</td>
<td>Ramp shifted approx. 2000 ft south of existing ramp.</td>
</tr>
<tr>
<td>46</td>
<td>SB exit to Eighth St.</td>
<td>Ramp removed.</td>
<td>Shift in access.</td>
<td>Eighth St. can be accessed from the SB exit to Colorado Blvd.</td>
</tr>
<tr>
<td>47</td>
<td>NB exit to Colorado Blvd./Riverfront Blvd.</td>
<td>Ramp improvement.</td>
<td>No change in access.</td>
<td></td>
</tr>
</tbody>
</table>

Source: Schematic Plans (December 2015). Note: NB = northbound, SB = southbound, EB = eastbound.
MEETING NOTES

December 9, 2014

The Southern Gateway Managed Lanes Project:
Interstate Highway 35 East (I-35E) and US Highway (US) 67

CSJs: 0442-02-088, 0261-03-030, 0261-02-044

Location: City of Dallas, Room L1BS

Purpose: Discuss potential indirect impacts related to
The Southern Gateway Managed Lanes Project

Attending: Michele Lopez, Ian Bryant, Rusty Ozmer (HNTB); John Nguyen (TxDOT); Haroon Abdoh (City of Dallas Transportation Planning Division); Arturo Del Castillo, Evan Sheets (CityDesign Studio); Luis Tamayo (City of Dallas Strategic Planning Division); David Schleg (City of Dallas Office of Economic Development).

The meeting began at 1:35 p.m.

After introductions were made by Haroon Abdoh, John Nguyen gave a brief overview of the project, the purpose of the meeting to discuss indirect impacts of the proposed project and explained the analysis is part of the environmental process for the proposed project. Afterwards, Rusty Ozmer presented the proposed project improvements and design details for The Southern Gateway Managed Lanes Project or “TSG.” Several questions were raised on the proposed improvements that included lane configuration, aesthetics, sidewalk improvements, and cross streets/major intersection improvements.

Staff from CityDesign Studio had concerns with ROW, sidewalk and cross street connectivity and stressed importance of aesthetics and neighborhood connectivity for proposed areas of mixed-use development adjacent to I-35. Several areas of potential development at various planning stages were identified on a map and discussed. Staff identified five distinct neighborhood areas they were currently studying near or adjacent to the proposed TSG project. All but one area (Southwest Center Mall area) are located within the urban core. The areas discussed were:

- Oak Cliff Gateway
  - Plan completed with a 2-3 year history with the City Council.
  - Zoning information and plan available on City of Dallas website.
  - Landscaping, aesthetics, and sidewalks along frontage road would be important.
- The Bottoms
  - Near completion; anticipated to be adopted in February 2015.
  - Planned for a mix of land uses with higher density residential development planned adjacent to the frontage of I-35E.
  - Draft document available on the City of Dallas website.
- 10th Street
  - Anticipated completion in the fall of 2015.
  - Planned development is more residential in nature than Bottoms, but some commercial and mixed-use planned near major arterials.
- Southside
  - Anticipated completion in the summer of 2015.
  - Planned for a mix of land uses with higher densities.
  - Area is already redeveloping rapidly.
  - Large landowners with existing high-density mixed-use development plans along Trinity River; waiting to see what happens with Trinity Parkway and Trinity River park improvements.
- Riverfront
  - Just north of the TSG project area
  - Planned for high density mixed land use
  - Redevelopment is already occurring; area between the existing rail line and the levee is redeveloping quickly due to the presence of a handful of property owners.
  - Similar to Southside, some developers are waiting to see what happens with Trinity Parkway and Trinity River park improvements.
  - Arturo Del Castillo can provide contact to property owners if needed.
- Southwest Center Mall (aka Red Bird Mall)
  - City wants to develop into a retail destination
  - Midtown TIF (Valley View/Galleria) tax increment could be applied to the Southwest Center Mall area in order to spark redevelopment.
- West of I-35E near Floodway
  - Sienna Partners is a private development company anticipated to develop high density development.
  - Unknown status of design, planning or development.
- Area around University of North Texas at Dallas (UNT)
  - Potential planned development of a unified high density mixed use area near UNT off Camp Wisdom Road.
  - Economic incentives and affordable housing potentially associated with development.
- Dallas Executive Airport
  - Potential redevelopment adjacent to the airport.
  - Included in Mayor’s Grow South Initiative.
City of Dallas Economic Development representative expressed the focus on development near the Dallas Executive Airport, also known as Red Bird Airport. There also is a desire to appeal to and bring in more manufacturing entities into the City of Dallas in an economic development standpoint because of the higher wages and steady jobs associated with this type development. There is an interest in growing the aviation traffic by utilizing the Dallas Executive Airport to alleviate increased traffic at Love Field Airport as a result of the Wright Amendment. In addition, the Commemorative Air Force has plans to use the facility to showcase some commemorative planes. There will be opportunities to parlay redevelopment in the area if and when these changes occur such as warehouse land development. Warehouse land uses are continuing to sprout up along I-35E and US 67. Currently, a 168,000 sq. ft. warehouse is under construction at the US-67/I-20 interchange. Bonnie View is currently being enhanced and is an important connection as well.

Discussion shifted to the connection between these planned redevelopment/redevelopment opportunities and the proposed TSG project. The group discussed ways in which TSG may complement or impact these areas. The following comments were made:

- TSG will definitely impact the commerce aspect and movement of goods within the area.
- CityDesign Studio is most concerned about enhancing land value and neighborhoods. TSG could result in positive or negative indirect impacts on the study area depending on design details. Specific desires include:
  - TxDOT should try to minimize ROW impacts and when impacting properties try to impact them in a way that results in the remaining portions of the properties being viable for development.
  - Type and quality of development could be impacted by TSG aesthetics plan.
  - Emphasis on landscape beautification and pedestrian/bicyclist amenities with specific focus on major cross streets. Providing these amenities on major cross streets will make pedestrians and bicyclists feel more comfortable crossing the highway. This will work to stitch the neighborhoods on either side of I-35 back together and hopefully result in existing development momentum in Oak Cliff moving east across I-35.
  - Provide landscaping where possible.
  - Prefer lower speed frontage roads and true bike lanes. Wider outside lanes to accommodate bikes is okay, but should add true bike lanes on I-35 frontage if money and ROW are available.
  - General access/destination design can impact surrounding neighborhoods greatly.
- Access on/off proposed managed lanes along US 67 will impact areas specifically around the Dallas Executive Airport.
- Planned development around the UNT-Dallas campus could be potentially impacted by the TSG project.
• Need to consider specific entrance/exit opportunities onto and off of managed lanes because location can really affect surrounding developments and can potentially be very politically charged.

No comments were made on potential adverse indirect impacts from the proposed project. No one expressed concern that the proposed project would hinder or disrupt planned development currently underway or discussed.

For further information, the City of Dallas staff suggested that several plans, including the Dallas Executive Airport, are available and can be viewed online to help gain additional information for the indirect impacts analysis.

TxDOT and HNTB thanked all participants for their time and cooperation.

The meeting adjourned at 3:15 p.m.

This is our understanding of items discussed and decisions reached. Please contact us if there are changes or additions that need to be incorporated.

Submitted by,

HNTB Corporation
Michele A. Lopez
cc: Project File
Michele

One recent area of focus by the studio that we may not have mentioned is Wynnewood. Wynnewood today is an underutilized shopping center with low income and affordable residential neighborhoods surrounding it plus a small stable middle class residential area at Illinois and Zang. It has close proximity to the Illinois exit/entry off 35. One important consideration to this community is that signage on 35 include mention of Wynnewood shopping center, that the interchange be enhanced visually and that pedestrian facilities over 35 and crosswalks at the interchange be improved and made more pedestrian friendly to encourage access across the freeway between neighborhoods. A widened bridge at this intersection would allow for pedestrian and bicycle access removed and buffered from the main travel lanes.

We are very concerned with the thought of additional lanes to both 35 AND 67. We have stressed the importance of staying within existing ROWs (or better, reducing that footprint) especially from the 35/67 interchange to Colorado. Additional frontage lanes and highway width simply further undermine meaningful redevelopment potential or improvement of these existing neighborhoods.

We would be happy to meet again in person to discuss.

Arturo

From: Michele Lopez [mailto:milopez@HNTB.com]
Sent: Wednesday, January 20, 2016 12:37 PM
To: Abdoh, Haroon; Del Castillo, Arturo; Sheets, Evan; Tamayo, Luis; Schleg, David
Subject: The Southern Gateway Managed Lanes Project - Followup Input Requested

This is regarding the meeting with you and other City of Dallas staff on December 2014 to discuss potential indirect impacts of the Southern Gateway Managed Lanes Project. Since our meeting, several design changes have occurred to the proposed project. The changes include modification of the project limits, elimination of the tolling component, and design changes. As a result, we are asking your input again to determine if these changes would impact future development/redevelopment.

The proposed project would consist of improvements to the section of I-35E between US 67 and Reunion Blvd. and along US 67 between I-20 and I-35E. The improvements would consist of converting existing HOV lanes to reversible non-toll express/managed lanes, adding reversible non-tolled express/managed lanes, and adding general purpose lanes, along with bicycle and pedestrian accommodations as shown in the attached map and described below:
a) I-35E between Colorado Blvd. and Reunion Blvd.: Convert two reversible HOV lanes to two reversible non-tolled express/managed lanes.

b) I-35E from US 67 to Colorado Blvd.: Full reconstruction to include two reversible non-tolled express/managed lanes, widening of the mainlanes from 8 to 10, and increasing the number of frontage road lanes from 4 to 4/6.

c) US 67 from I-20 to I-35E: Partial reconstruction to change the existing concurrent HOV lane to one reversible non-tolled express/managed lane within the existing median and widening the mainlanes from 4 to 6 along with slip ramp modifications.


For your reference I am attaching the meeting notes from the December 2014 meeting. In summary, the group agreed that planned development/redevelopment in the area would occur independent of the proposed project. It was further clarified that the proposed project would not likely impact whether any development would or would not occur; however, the proposed project could increase the rate of development. Areas of planned development were also identified on a map during the meeting which is also attached for your reference.

We would like to receive your input whether the improvements as currently proposed, would alter the conclusions previously reached. Attached are questions to help guide you in providing feedback; however, it is not necessary to answer all the questions. Our main focus is to receive your feedback to determine if the project changes would alter any of the comments previously discussed and whether or not it would/would not induce growth and development.

If you would like to learn more about the proposed project, you are welcome to attend the public meetings that will be held on January 26 and 28, 2016. The public meetings will be held from 5:30 p.m. to 7:30 p.m. at the Beckley-Saner Recreation Center and the Thurgood Marshall Recreation Center respectively. Additional information can be viewed on the website: www.thesoutherngateway.org.

For your convenience, I would be happy to discuss over the phone, by email or in person. I hope to receive your feedback by February 5, 2016 to incorporate into the indirect impacts analysis. Please contact me if you have any questions.

Thank you in advance for your time and input.

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This e-mail and any files transmitted with it are confidential and are intended solely for the
Attachment E: Areas of Development/Redevelopment Map