
Appendix A

Station Planning Documents

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Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

January 24, 2001

Mr. Jesse Balleza
Federal Transit Administration
819 E. Taylor
Room 8A36
Fort Worth, Texas 76102

Dear Mr. Balleza:

Enclosed is the Categorical Exclusion Documentation for the East Plano Transit Center Parking Expansion Project. DART has determined that this project will not have any significant impact on the human environment. Therefore this action should be considered to be a categorical exclusion as cited by 23 CFR 771.177(d). Please review and respond at your earliest opportunity. Should additional effort be required, please provide direction regarding additional documentation necessary to address any unresolved issues. If you require additional information please give me a call at (214) 749-2525.

Sincerely,

A handwritten signature in cursive script that reads "John Hoppie". The signature is written in dark ink and is positioned above the printed name.

John Hoppie
Project Manager
Corridor & Environmental Planning

enclosure

c: Beverly LaBenske
Steve Salin

**EAST PLANO TRANSIT CENTER
PARKING EXPANSION
CATEGORICAL EXCLUSION**

Draft Report

Prepared for:



Dallas Area Rapid Transit

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January, 2001

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Attachment 1 Parker Road Station Fact Sheet



1.0 INTRODUCTION

1.1 PURPOSE AND NEED FOR THE PROPOSED PROJECT

The DART *Transit System Plan* identifies the extension of light rail transit (LRT) service to North Plano. To meet the interim transit needs of North Plano, DART constructed a bus transit center in 1993. The East Plano Transit Center currently provides bus service to the Dallas Central Business District and serves as a transfer center for local routes. The East Plano Transit Center facility is intended to offer local bus service and light rail transit (LRT) service upon completion of the North Central Corridor LRT Extension. With the pending implementation of the LRT, the need for additional parking is anticipated. DART proposes to place an additional 619 parking spaces on DART owned property adjacent to the East Plano Transit Center. This will be accomplished in two additional phases. Phase 2 parking will immediately add 546 parking spaces. Phase 3, adding 72 spaces, will be constructed as warranted.

1.2 EXISTING ENVIRONMENTAL DOCUMENTATION

In a letter dated October 12, 1989, the Federal Transit Administration (FTA) declared the East Plano Transit Center, as currently configured, to be "a CE in accordance with 771.117 (d) (10)," allowing federal funding to be used for property purchase and construction of the facility.

In 1990, DART purchased the land for the existing East Plano Transit Center and future expansion. Federal funding was used only to purchase the portion of this land that is currently being used for the existing transit center. DART used local funds to purchase the portion designated for future expansion.

The North Central Corridor LRT Extension Final Environmental Impact Statement (FEIS) supports the extension of LRT to Plano. The North Central Corridor LRT FEIS received a Record of Approval from the Federal Transit Administration (FTA) in June of 1997. This extension to Plano, terminating at the Parker Road Station, adjacent to the East Plano Transit Center is scheduled to be operational in June of 2003.

The North Central Corridor FEIS anticipated parking expansion at the East Plano Transit Center but did not address it explicitly. Using 2010 as forecast year the FEIS identified the environmental impacts of the facility operating as both a bus and an LRT Facility. The East Plano Transit Center Expansion Project (Phase 2 and Phase 3) is directly adjacent to the Parker Road LRT Station and, therefore, within the area of potential effect (APE) for the North Central Corridor LRT FEIS.

This document explicitly addresses the proposed parking lot expansion at the East Plano Transit Center. Dallas Area Rapid Transit has determined that this project will not have any significant impact on the human environment. Therefore this action is considered to be a categorical exclusion as cited by 23 CFR 771.177(d).

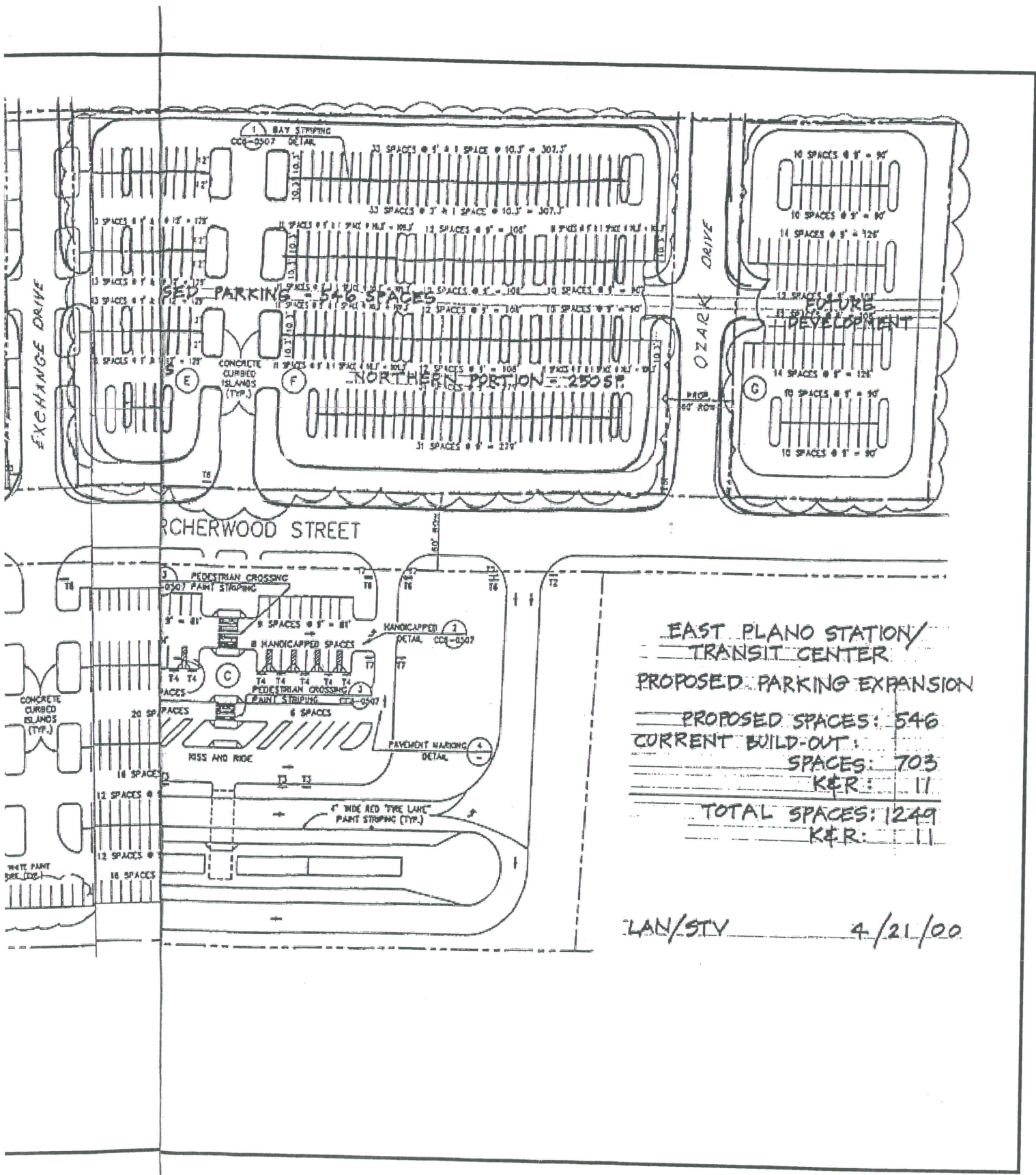
1.3 DESCRIPTION OF PROPOSED PROJECT

Proposed Action

As shown on Figure 1 (Proposed Parking Lot Expansion), the proposed Phase 2 parking lot expansion is located adjacent to the existing East Plano Transit Center parking lots. It is west of the main parking lot across Archerwood Street, approximately one-eighth of a mile south of Parker Road and one-eighth of a mile north of Park Boulevard along the former Southern Pacific Railroad. Figure 2 (Future Development) shows the site plan of Phase 2 development and the location of Phase 3 development.

In 1993 DART completed initial construction (Phase 1) of the East Plano Transit Center. The original design indicated that the facility could be developed in phases. The first phase of the facility would include a bus transfer center composed of a 703-space parking lot, a separate, one-way bus lane, and an enhanced bus shelter. Eight handicap-parking spaces and eleven kiss-and-ride parking spaces were provided adjacent to the bus transfer area. The subsequent phase of the development was planned to occur upon the implementation of LRT. This subsequent phase was later subdivided when DART allowed the City of Plano to use a portion of the property. Phase 2 expands the parking capacity by 546. Phase 3 expands an additional 72 spaces. Phase 1 parking spaces proximate to the bus and rail platforms will be reconfigured to accommodate the additional handicap-parking required for ADA compliance.





Eas
Pro

Figure: 1
Date: January 3, 2001

2.0 ENVIRONMENTAL SETTING AND IMPACTS

This section presents a summary of the environmental setting and impacts of the proposed project to the existing social, natural and physical environment.

2.1 LAND USE AND SOCIOECONOMIC CHARACTERISTICS

Demographics

The East Plano Transit Center is located in the City of Plano in Collin County. These surrounding areas and the City of Plano itself are all forecasted to expect increases in population. Collin County is expected to experience a 165 percent growth by 2025. The City of Plano's population is predicted to increase 80 percent by 2025, from 169,900 in 1995 to a forecasted 306,050. The expansion of the East Plano Transit Center will enable DART to accommodate the anticipated increase in transit ridership.

Land Use

Attachment 1 is a Station Area Fact Sheet that describes the Parker Road Station and the surrounding area. Included in Attachment 1 is a Land Use Map that shows the station area is dominated by commercial, retail and light industrial land uses. Recent commercial construction in the area has used most of the available land with the exception of that reserved by DART for the construction of additional parking. This project would be consistent with the surrounding land use and therefore have no impacts on land use and no mitigation treatments are required.

The North Central Corridor FEIS concluded that the Parker Road Station (adjacent to the East Plano Transit Center) would enhance the potential for high-density office development in vicinity of the station. This is consistent with the City of Plano's land use plans. Unfortunately, recent developments continue to be of the low density, "big box" commercial/retail kind.

Neighborhoods

There are no residential neighborhoods located within proximity of the East Plano Transit Center. The proposed project will have no impacts on neighborhood cohesion and social interaction and will not disrupt existing neighborhoods. The project will be located adjacent to existing right-of-way in an established transportation corridor and within a commercial area.

As the land is currently owned by DART, no land acquisition will be required for this facility. The City of Plano has a license agreement with DART to use the Phase 3 property as a day labor camp (See Community Facilities Below). Either party with 30-day notice can terminate this agreement. Thus, no mitigation treatments are required.



Community Facilities

No schools are located in the immediate vicinity of the transit center. Mendenhall Elementary School is located approximately 0.66-miles to the east of the project site. Memorial Elementary and Williams High Schools are located approximately one mile to the south and southeast, respectively. Bowman Middle School is located 1.1-miles to the southeast of the site. Additionally, Schell Park is located approximately one mile east of the transit center. Willow Creek Park is located approximately one mile to the southeast of the proposed site. The existing transit center and the future LRT expansion are located between these facilities and the proposed expansion.

There are no other community facilities located near the facility; however, the City of Plano operates a Day Labor Camp on the DART owned property identified as the Phase 3 expansion. This facility was developed as a result of informal day labor activity that formerly took place in the vicinity of the transit center. The facility offers day laborers and employers a specific location to conduct their business. Amenities such as climate controlled seating, vending machines, and restrooms are provided to day laborers that are generally transit dependent. The Phase 2 parking expansion will not impede access from the transit center to the Day Labor Camp. There is an understanding between DART and the City of Plano that the Day Labor Camp would be relocated with Phase 3 expansion.

This project will not require the use of any publicly owned land from a public park or recreation area. Access to area schools does not occur along any of the thoroughfares for the transit center; therefore, no increases in facility-related traffic activity are likely to occur in these areas. Thus, no mitigation treatments are required.

Population and Employment

The North Central Texas Council of Governments (NCTCOG) has forecasted the population to increase in the City of Plano from 169,900 in 1995 to 306,050 in 2025. This represents approximately an 80 percent increase in the population base and indicates a strong growth pattern for the area. This project will not have an adverse impact on the anticipated population growth, but will assist in meeting the travel demands of the new residents.

Employment in Plano is expected to increase by 145 percent between 1995 and 2025. The proposed action is expected to have a positive impact on employment opportunities for residents due to increased accessibility to labor markets throughout the Dallas metropolitan area. Additional economic development or induced development can be expected to occur in the vicinity of the transit center site due to the availability of developable or underutilized land. No mitigation treatments are required.



2.2 VISUAL AND AESTHETIC RESOURCES

The proposed Phase 2 parking lot site is characterized as having unvarying topography comprised of a relatively level grass-covered field. The Phase 3 expansion contains a recently constructed small office building and limited parking. Surrounding properties are commercial and retail businesses and the East Plano Transit Center. Businesses and expanses of parking dominate the general area; therefore no sensitive receptors are adjacent to the site.

Furthermore, the change in aesthetics due to construction of the facility would be consistent with the planned use of the area. Plano Zoning Ordinances covering trees, landscape and screening requirements would be followed during the construction process. No mitigation treatments other than landscaping would be required for this project.

2.3 CULTURAL RESOURCES

The North Central Corridor Draft Environmental Impact Statement (DEIS) identified three recorded archaeological sites within the area of potential effect for the LRT extension. None of these sites are located within the City of Plano. The nearest recorded site is located over 4.5 miles to the south in the City of Richardson.

The FEIS identified two individual historic resources and two historic districts totaling 39 resources in all in the area of potential effects within the City of Plano. In regards to LRT expansion, all of these resources received a determination of No Effect from the State Historic Preservation Office. The nearest of these resources is over 1/2 mile to the south of the existing East Plano Transit Center.

On the basis of this information, it is believed that no impacts to significant cultural properties should occur. If in the course of construction, unforeseen discoveries of cultural remains are made, work should cease immediately and the THC must be consulted for instructions on how to proceed.

2.4 TRANSPORTATION FACILITIES

Existing Transit Services and Facilities

Four local bus routes (350, 356, 360, 410 and 451), and two downtown Dallas express routes (200 and 210) serve the East Plano Transit Center. Additionally, route 511 which runs express service along the North Central Expressway between the East Plano Transit Center, the Richardson Transit Center and the temporary terminus of the operating North Central LRT Line at Park Lane in Dallas.

The proposed facility will increase transit opportunities for local residents and the larger travel shed throughout Plano and surrounding areas. The existing bus routes will



continue to operate through this area and the LRT will be introduced utilizing the existing facility. It is probable that the express bus service will be eliminated with the implementation of LRT service. Other local routes may be added at a later date as ridership warrants.

Roadways

During the North Central Corridor Extension FEIS, DART conducted an extensive traffic impact analysis. This analysis considered the 2010 impacts of the full build LRT station and transit center. Where necessary DART recommended traffic mitigation measures to eliminate congestion created by the DART system. The analysis concluded that LRT would have beneficial impacts to the regional transportation system by helping to reduce vehicle miles traveled. However, some localized areas may experience limited increases in traffic congestion because of the introduction of gates at LRT grade crossings. Additionally, station areas tended to experience limited increases in traffic due the volume of cars utilizing the parking facility.

Existing roadways in the vicinity of the East Plano Transit Center include US 75, located one-eighth of a mile west of the site, and a network of major arterial roads and collector streets. Parker Road and Park Boulevard are the nearest east-west oriented major arterials located approximately one-eighth of a mile to the north and south, respectively.

In the vicinity of the Parker Road Station there is expected to be some increase in daily traffic on Parker Road and Park Boulevard as the result of the introduction of light rail, however, no traffic mitigation was recommended. The City of Plano concurred with these findings. Although parking expansion of the East Plano Transit Center was not explicitly stated in the FEIS, the traffic analysis anticipated 2010 traffic volumes considering an operational LRT station and transit center at this location.

The increase in vehicular traffic is anticipated to be less than the total new ridership of the LRT service because of the switch of some bus riders to the LRT. Overall, the increase in vehicular traffic associated with the LRT startup would not significantly impact traffic in the area of the transit center. No mitigation treatments are required.

2.5 BIOLOGICAL AND NATURAL RESOURCES

Wetlands

There are no wetlands on or near the selected site, therefore, there would be no impacts to wetlands resulting from the proposed construction of the additional parking lot at the East Plano Transit Center facility. No mitigation treatments would be required.

Geology

The proposed project would have no impacts on any geological resources and no mitigation treatments would be required.



Soils

Direct impacts to soils include removal of vegetation, which causes exposure of the soil, mixing of soil horizons, loss of topsoil productivity, and short-term increased susceptibility to wind and water erosion. Increased runoff and erosion would occur in the short term and be reduced to pre-construction levels (or better) by paving of the parking areas and driveways, landscaping, and establishing protective vegetation. These temporary impacts would be adverse and moderate but would be minimized by use of best management practices for controlling runoff, erosion, and sedimentation. Long term impacts to soils would be insignificant.

Vegetation

The existing vegetation at the East Plano Transit Center site is almost exclusively grass. All of the existing grassland on the site would be removed during the proposed construction of the parking facility. The loss of this vegetation would not be significant on a local or regional level.

Plano Zoning Ordinances requires that surface parking lots provide one 3 inch (or greater) diameter shade tree for every 15 parking space or part thereof. The regulations also require 8 square feet of landscaping for every parking space. Details covering the tree ordinance and the landscaping and screening ordinance are available from the city planning and zoning office. Tree planting and landscaping in conjunction with the parking lot construction should improve the vegetation quality and diversity over the existing conditions.

Wildlife and Threatened and Endangered Species

Threatened or endangered species that are known to occur in Collin County include the interior least tern and the black-capped vireo (USFWS 1995). Since maintained grassland vegetation is not considered suitable habitat for either of the endangered species found in Collin County, it is unlikely that any impacts to threatened or endangered species would result from construction of the facility. Thus, mitigation treatments are not required.

2.6 WATER RESOURCES AND FLOODPLAINS

Water Resources

Covering the existing soil with an impervious barrier will result in the runoff of most precipitation. A storm water drainage system will be incorporated during the development and construction of the site, which would convey water to the local storm water drainage system. The reduced infiltration of water into the soil would have an insignificant impact on area groundwater hydrology.

The proposed project would not be expected to impact on the surface water quality of the local watershed. Rowlett Creek and its tributaries are the major surface water



system for this area and represent the principal drainage system for the south-central portion of the county. There is no surface water resource on the proposed project site. Subsequently there would be no impact to surface water resources on the site.

Floodplains

There would be no construction within the floodplains or any drainages and therefore no direct impacts to this resource from the proposed project. The project would not require a Section 404 permit from the U.S. Army Corps of Engineers.

2.7 NOISE

During the North Central Corridor Extension FEIS, DART conducted an extensive noise and vibration analysis. Where necessary DART recommended measures to mitigate noise and vibration impacts. This analysis considered the 2010 impacts of the full build LRT station and transit center. Although parking expansion of the East Plano Transit Center was not explicitly stated in the FEIS, the traffic analysis anticipated 2010 traffic volumes considering an operational LRT station and transit center at this location. This analysis did not identify any noise or vibration impacts due to transit related activity.

Activities associated with the proposed construction of the facility would result in an increase in noise within specific surrounding area. The use of heavy equipment for earth moving and leveling, and road and parking lot construction would cause impacts to noise receptors. These impacts would be short-term and moderately adverse to noise sensitive receptors. Many of these impacts would be reduced with the use of mitigation measures.

Mitigation measures associated with construction activities include standard exhaust systems on heavy equipment to reduce noise emissions, limitations on the timing of construction activities to daylight hours only and limitations on access to construction sites for heavy equipment to main roadways.

Long-term noise impacts would be associated with a higher level of traffic noise particularly during the peak ride times. There are no noise sensitive receptors located within proximity of the East Plano Transit Center. The project will be located adjacent to existing right-of-way in an established transportation corridor and within a commercial area. Therefore, the additional noise sources would not be a significant impact and no mitigation would be required.

2.8 AIR QUALITY

During the North Central Corridor Extension FEIS, DART conducted an air quality analysis. This analysis considered the 2010 impacts of the full build LRT station and transit center. Although parking expansion of the East Plano Transit Center was not explicitly stated in the FEIS, the traffic analysis anticipated 2010 traffic volumes considering an operational LRT station and transit center at this location. The FEIS air



quality analysis included Micro-scale CO analysis at major intersections along the LRT extension project. The intersection of Park Boulevard and Avenue K near the East Plano Transit Center was included in this micro-scale analysis. At this intersection, transit related activity resulted in a small increase in CO concentrations over existing conditions. The maximum 1-Hour CO concentration at this site is 7.4 ppm (21 percent of standard). The maximum 8-Hour CO concentration at this site is 3.7 ppm (41 percent of standard).

The Proposed Action would produce a temporary increase in fugitive dust (including PM₁₀) and unquantifiable amounts of hydrocarbons, NO_x, CO, and CO₂ during the construction phase. Emissions would result from road and construction equipment and operations such as grading, leveling, earth moving, trenching, and paving.

Regular equipment maintenance, including emissions checks, would reduce impacts to air quality. As necessary, applications of dust suppressers (water or chemical) to unpaved roads, construction sites, soil stockpiles, and other dust generators would minimize impacts due to airborne dust. No open burning of construction debris, trash, or refuse would be allowed at construction areas.

Mitigation practices to reduce emissions from equipment and to reduce dust from parking lot construction and timely landscaping would ensure that activities associated with the Proposed Action would not cause any exceedance of National Ambient Air Quality Standards. Therefore, these adverse impacts to air quality would be moderate during construction (short-term) and negligible after project completion (long-term).

2.9 HAZARDOUS MATERIALS

The undeveloped property was purchased in 1990. The Phase 2 site can be characterized as having unvarying topography comprised of a relatively level grass-covered field. The Phase 3 expansion had similar characteristics until the recent construction of the Day Labor Facility.

The Phase 2 and 3 expansion of the of the East Plano Transit Center was not included in the CE that was approved in the October 12, 1989 FTA letter. Both expansion sites, however, were part of the 1990 land purchase and are characteristically the same as the site that qualified as a CE in 1989.

The Phase 2 site is still undeveloped grassland, but currently being used as a staging area by DART's NC-5 construction contractor. The site's main function is a construction yard, with material, supplies and equipment stored on the property. Temporary structures including trailers, storage sheds, equipment containers, and manufactured buildings, are on the property. The site is also used as a temporary parking lot for employee and company-owned vehicles.



Several types of regulated/hazardous materials were observed during a general site reconnaissance. Regulated/Hazardous materials on site included motor vehicle fuels, motor and hydraulic oils, batteries, concrete treating chemicals, and other construction related items. Because of the nature of the site, these materials are currently in use on a daily basis. This construction staging area is inspected every 7 days and after any rainfall of ½ inch or greater.

In preparation of this environmental document a site visit was conducted. Two minor spill areas were identified during the site reconnaissance. The first minor spill was at a vehicle refueling area where diesel fuel had been spilled on the soil surface. The second location is an area where a concrete treating chemical is stored and dispensed. At the second location a catch trough was saturated and some product was leaking to the soil surface. The contractor was notified of these occurrences and order to remedy. The official NPDES inspection team has noted no releases exceeding reportable quantities. As a result the observed spills are considered to be the result of ongoing maintenance activities.

Prior to construction of the Phase 2 parking lot the site will be cleared of all the existing construction material and structures. Corrective measures at spill areas are the responsibility of the contractor, by contract, and will require the soils to be removed and taken to an approved disposal facility. The site must pass a final inspection before the contractor returns the land to DART.

The Phase 3 site contains a single story office building with limited parking. This day labor facility was constructed in 1995 on formerly undeveloped grassland.

2.10 SAFETY AND SECURITY

The East Plano Transit Center interfaces with several modes of transportation, including automobiles, buses, bicycles and pedestrians. Safety issues related to vehicle/pedestrian interaction and safety of transit riders and others from criminal activities in the parking lot have been addressed in station design. DART has developed several policies, including the ***DART Safety System Program Plan***, that will be actively implemented to ensure that safety and security at the facility is maximized

No significant adverse impacts related to safety and security are anticipated. Thus, no mitigation treatments are required.

2.11 ENVIRONMENTAL JUSTICE

The proposed parking lot expansion is not located near any minority or low-income populations; therefore disproportionate effect on minority populations is not expected.



3.0 COORDINATION AND CONSULTATION

3.1 MUNICIPAL AND PUBLIC PARTICIPATION

An East Plano Transit Center was included in the DART 1983 Final Service Plan. From 1985 through 1993 DART operated temporary transit center from a former movie facility near the current facility. As ridership increased DART proposed constructing a permanent facility. On July 18, 1989 the DART Board of Directors called a public hearing to receive comment of five alternative sites. A community meeting was held on August 9, 1989 at Plano City Hall. The Public hearing was held August 23, 1989. Four of five speakers at the public hearing spoke in favor of the ultimately selected site. No one opposed this site. Subsequent to the public hearing, a decision was made to open the parking at the transit center in phases: The first phase to open with the transit center and the second phase to open with the implementation of light rail. The second phase was split into Phase 2 and Phase 3 when the City of Plano constructed the Day Labor Camp. Phase 3 will be implemented as warranted.

The permanent East Plano Transit Center opened in 1993. With the opening of light rail scheduled for June 2003, both the City of Plano and the City of Richardson have expressed concerns about parking and have requested implementation of Phase 2 parking. Also during a series of public construction update meetings held throughout 1999 and 2000, the general public has requested additional parking.



**PARKER ROAD STATION
FACT SHEET**





Parker Road Station

805 E. Park Boulevard

Station Area Demographics

Population.....	2,361
Jobs per Acre.....	7.4
Median Household Income.....	\$33,005
Number of Households.....	826
No Car Households.....	5.5%
Number of Employees Working within Station Area.....	3,732

*1/2 mile radius (source: 1990 census)

THE STATION

The Parker Road Station will be constructed adjacent to the existing East Plano Transit Center, located just east of North Central Expressway (US 75) between Parker Road and West Park Boulevard. The Parker Road Station will be the terminal station for the North Central Corridor Extension and will serve an area far larger than Plano's immediate neighborhoods. Currently serving seven bus routes, the Transit Center has 1,385 parking spaces, 12 bus bays, 11 short-term parking spaces for passenger drop-off, and 17 reserved spaces for mobility-impaired patrons. This light rail station is anticipated to serve an average of 5,200 passengers per day in 2010.

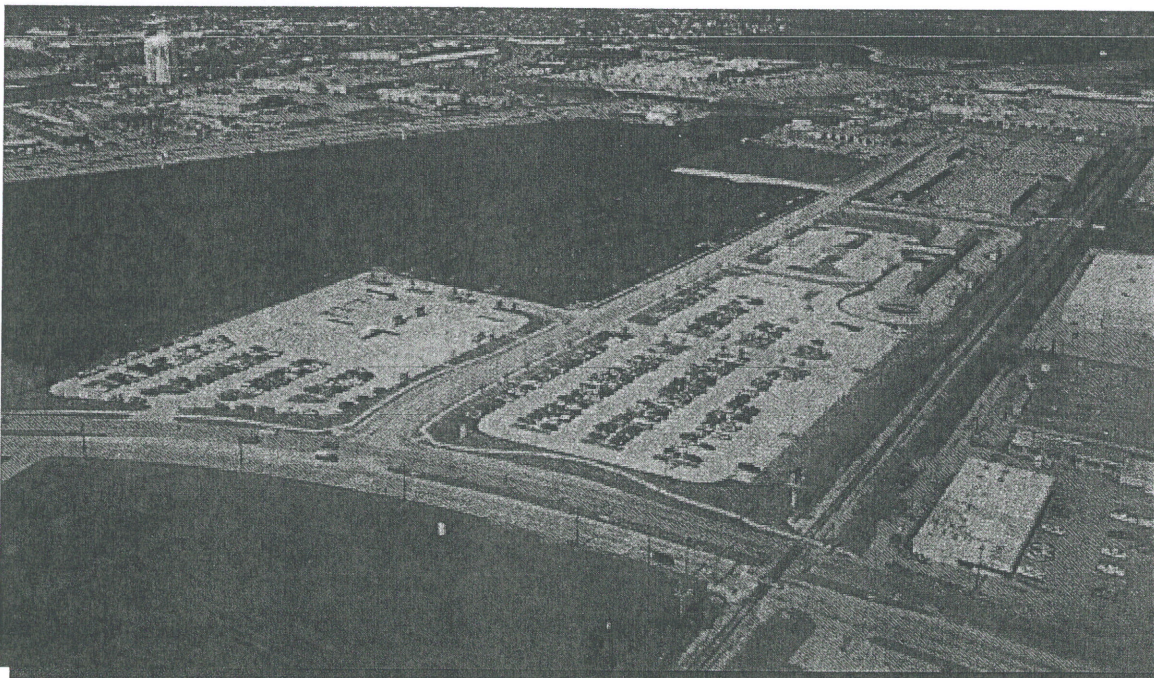
THE AREA

Land uses in the station area are predominantly commercial, consisting of restaurants, offices, and retail sites. Vacant areas lie directly to the west near North Central Expressway and to the south and east. Large residential areas exist within a mile of the station in all directions.

ECONOMIC DEVELOPMENT OPPORTUNITIES

The City of Plano is committed to the promotion and retention of high quality development and ongoing improvement in the quality of life for its citizens. The city, will on a case-by-case basis, give consideration to providing tax abatements as a stimulation for economic development. Any request for tax abatement will be reviewed by the Joint Committee on Tax Abatement and will take into consideration of a project's employment, fiscal, and community impact. Additionally, the City of Plano, Collin County, and the Plano Independent School District offer "triple" Freeport Exemption that allows the local governing bodies the option to exempt certain taxes on "goods-in-transit". Significant opportunities exist for development in the vacant tracts of land near the station site. There is a 32-parcel of undeveloped land to the west of the station and a slightly smaller parcel to the east of the site. The older retail centers adjacent to the site are 40 to 50

percent vacant and are therefore good candidates for redevelopment opportunities.



BUS • RAIL • HOV

Parker Road Station
Downtown Plano
SH 75
Galatyn

Galatyn Park Light Rail Transit Station

Environmental Fact Sheet

INTRODUCTION

The North Central Corridor LRT Extension Final Environmental Impact Statement (FEIS, April 1997) assessed the potential environmental impacts of implementing light rail transit in the North Central corridor except for two deferred LRT stations to be located in the vicinity of Campbell Road and SH 190. These stations were deferred given the potential to plan these stations as joint development projects due to their location in growing employment areas. The Record of Decision was issued by the US DOT and FTA in June 1997, approving the findings of the FEIS. Since that time an opportunity has arisen to provide a destination station, known as the Galatyn Park LRT Station, adjacent to the future 500-acre Galatyn Park Development in the City of Richardson. This proposed station location lies between Campbell Road and Renner Road as shown on Figure 1 (attached) within Line Section NC-5. The proposed Galatyn Park Station will replace the deferred Campbell Road Station.

The proposed change in project definition includes the addition of an LRT station platform and related amenities within the DART owned right-of-way. Figure 2 shows the 20% Preliminary Architectural drawings prepared for the proposed station. DART has worked cooperatively with the developer and land owner, Hunt Petroleum Corporation, and the City of Richardson, to locate the LRT platform adjacent to a central plaza that will be the gateway to the Galatyn Park development. The development will include a 25-acre expansion of the Northern Telecom (Nortel) office complex, a hotel, conference/performance arts facility, and other supporting land uses. An Environmental Site Assessment has been prepared by the developer for the initial 100-acre development area east of the DART right-of-way, incorporated herein by reference. On-site infrastructure improvements are currently underway.

A public hearing was held on October 1, 1997 at the Clarion Hotel to receive comments on the proposed LRT station. Citizens also had an opportunity to provide comments at the October 2 public hearing for the proposed Plano Parkway grade separation if they were unable to attend the October 1 hearing. In general, speakers supported the station concept, with two concerns being the absence of long-term parking at the station and the removal of the deferred Campbell Road station to the south.

A Service Plan Amendment and revision to the DART Financial Plan are necessary to reflect the new station. DART has extended the northern terminus of Line Section NC-4 from the Arapaho Road LRT Station to include the proposed Galatyn Park Station. This would include the station in the phase one full development LRT double-track alignment (NC-3 and NC-4). It is expected that the station would not be opened for revenue service until the Galatyn Park development is complete and the station is warranted. Line Section NC-5 is planned to be developed as an initial single-track alignment with passing sidings to reflect intermediate capacity LRT operations until a second track and additional stations are added during phase two.

ENVIRONMENTAL ISSUES

The following sections provide an assessment of environmental issues consistent with the categories in the FEIS, and identifies any necessary mitigation measures resulting from the change in project definition.

Land Use and Economics

The proposed station location was requested by the City of Richardson and the land developer, Hunt Petroleum Corporation. Existing land uses to the west of the station are allocated to the US 75 Central Expressway and associated frontage roads. While the land to the east is currently vacant, it is being planned for future development of the Galatyn Park office development. The station is being jointly planned by DART and the City to provide a destination station for employees and visitors of Galatyn Park. All station related improvements will be constructed within DART right-of-way. Three points of pedestrian access will be provided to the station platform by the developer through a central plaza located adjacent to and east of the platform. Access from the north and south will also be available by way of a trail within the 50 foot greenbelt buffer along the eastern edge of the DART right-of-way and along Stream 218. This station will enhance the accessibility to the proposed development and will serve to enhance the economic viability of Galatyn Park. No impacts are expected with regard to land use and economics and no mitigation is required.

Acquisitions and Displacements

The proposed station location will consist of a typical side platform station and related station amenities entirely within the DART right-of-way. No land acquisitions or displacements will result, and no mitigation is required.

Air Quality

The proposed station location will not result in air quality impacts beyond those affects described in the FEIS. Because this station will serve as a destination station and be accessed by either pedestrian walkways or transit, no localized CO hot spots are anticipated. No impacts are anticipated and no mitigation is required.

Noise and Vibration

The proposed station location will be located parallel to and just east of the US 75 Central Expressway frontage road, which contribute to the ambient noise levels in the immediate vicinity of the station location. No sensitive receptors are located or planned to be within 100 feet of the LRT station. Thus, no noise and vibration impacts are expected. No mitigation is required.

Visual and Aesthetics

The FEIS assessed the potential visual impacts of stations on surrounding sensitive receptors or visual assets. The proposed Galatyn Park LRT station will be located between the existing US 75 Central Expressway frontage road, and the future Galatyn Park development to the east. Primary viewers of the station will be arterial and freeway drivers and office tenants in the future development. No sensitive receptors or visual assets are in the vicinity of the proposed station. Furthermore, the station will be well-integrated and connected with the future Galatyn Park development. Three points of pedestrian access will be provided from the central plaza, and the station will be the key visual element and focal point at the west end of the central plaza. The City of Richardson and the developer are working closely with DART to ensure that the station fits into the overall site context and design. No visual impacts are expected and no mitigation is required.

Ecosystems

The FEIS identified one wetland adjacent to this portion of the alignment that would not be directly impacted by grading or filling associated with the project. Recent field surveys of the area indicate that the wetland area associated with Stream 218 (a branch of Spring Creek) have further encroached onto DART right-of-way and will be affected by the project. This creek is located east of the DART right-of-way and flows parallel to the tracks in a northward direction. The areas of concern are located approximately 500 feet north of Lakeside Drive, extend for approximately 1,100 feet, and are as close as 10 to 15 feet from the centerline of the existing

tracks and extend beyond the DART right-of-way. The apparent cause of this recent encroachment is the continued presence of and expansion of a beaver dam located in the creek. A wetlands consultant for the Galatyn Park land developer has field delineated these areas, including that portion within the DART right-of-way, and determined they are wetlands.

The proposed platform for the Galatyn Park Station and the planned development to the east of the DART station will impact this wetland area. DART's Inter-Local Agreement (ILA) with the City of Richardson and the private developer stipulates that the developer is responsible for mitigating wetlands impacts including those on the DART right-of-way. The developer has already begun coordination efforts through the US ACOE. The USACOE will designate the required mitigation measures for this area.

The FEIS did not identify any rare plant species within the vicinity of the project right-of-way. Hydrophytic vegetation associated with the wetland will be impacted and the USACOE will designate mitigation measures for this area. In addition, the FEIS did not identify any impacts to the aquatic habitat at this location; however, the presence of the station and required grading and filling will cause the eradication of the beaver dam and the habitat associated with this type of ecosystem. Mitigation for this habitat will be designated by the USACOE and coordinated with the US Fish and Wildlife Service.

Hydrology/Water Quality

Stream 218 is classified as "Water Quality Limited" - a highly aquatic habitat. The proposed station and associated development east of the DART right-of-way will cause minor or short-term impacts to the water quality of this body due to runoff from grading activities and the addition of fill material. Gabion channel linings could be used to stabilize the creek banks. The USACOE will evaluate the channel impacts and mitigation options.

The FEIS stated that primary and secondary aquifers will not be impacted by project construction. The mitigation measures provided for construction impacts and surface water quality impacts will result in minimal impacts to shallow groundwater.

The project right-of-way parallels the existing floodplain of Stream 218 at the proposed station location. The station platform will be located entirely within DART right-of-way and will not encroach into the floodplain. However, station access associated with the Galatyn Park development to the east will affect the floodplain. Since fill material into the designated floodplain will be required, coordination with the USACOE and the City of Richardson will be required to approve or disapprove of the fill material and mitigation options. Coordination of floodplain impacts will be the responsibility of the developer as outlined in the Inter-Local Agreement. No additional mitigation measures will be necessary beyond those corridor-wide mitigation measures and those specifically identified by the ACOE.

Hazardous/Regulated Materials

The FEIS did not identify the possible presence of hazardous materials at this site. Additionally, a Phase I environmental site assessment was performed on the land adjacent to the DART right-of-way by the developer. No regulatory facilities were identified during their assessment and no further environmental investigation was recommended. Since this area is not considered "at-risk", mitigation is not anticipated; however, should unanticipated sources of hazardous or regulated materials be encountered during construction of this project, DART's Environmental Compliance Division will immediately be notified as outlined in the FEIS. No additional mitigation is required.

Safety and Security

Safety and security mitigation will follow that already outlined in the FEIS for station areas. DART LRT stations are designed with safety standards including warning signs, tactile strips at platform edges, signals, and fencing between tracks to control pedestrian crossings at the

station. No additional mitigation beyond that already included in the FEIS and implemented through DART design standards is required.

Transportation

The proposed station is not expected to result in local or regional traffic impacts. Because the station will serve as a destination station, access to the station will be by foot or by transit. Three pedestrian access points from the central plaza will be provided. Pedestrian access from the north and south will also be available by a multi-purpose trail to be constructed by the developer within a 50 foot greenbelt along the eastern edge of the DART right-of-way. Preliminary transit service concepts include DART bus service along Performance Drive to the east. A sheltered walkway would be provided along the north side of the central plaza to the LRT station. Small and medium sized shuttles would be able to access the central plaza to drop-off or pick-up passengers at the LRT station. Kiss-and-ride access would also be available through the central plaza. No long-term parking would be provided. Due to the station access characteristics, no localized intersection impacts on local roadways are expected. No additional grade separations or at-grade crossings are necessary to accommodate the station. No mitigation is required.

Cultural Resources

There is one potential historic archaeological resource that would be affected by the proposed Galatyn Park LRT Station. There are no other known historic resources in the station vicinity. When the alignment was surveyed in March 1996, a potentially significant archaeological site (Site 41DL372, DART 02) was discovered near the Galatyn Park Station location. National Register eligibility was not established at that time, because most of the site was located outside of the 100 foot LRT corridor, the area outside of the DART right-of-way is privately owned, and the portion within the right-of-way was judged to be highly disturbed by previous railroad and utility activity. At the time of the survey, the project was judged to have *no effect* on the site, as only the highly disturbed portion within the right-of-way was to have been affected by the project. The proposed station will include pedestrian access from the eastern side, where the archaeological site is located. This pedestrian access, which will be privately developed, may affect the potentially significant artifact concentration. If a construction easement is necessary in the area of the archaeological site, a supplemental archaeological survey may be necessary. When the project station plans are further developed, a letter will be transmitted to the State Historic Preservation Officer by FTA, informing their office of the proximity of the station to the site, and to request what additional testing or checking are necessary and/or concurrence with the existing determination of *no effect*. Because the revised station location is being planned jointly, DART is developing an Inter-Local Agreement with the City of Richardson. That agreement will include the development of mitigation measures regarding the treatment of the archaeological site, if it is determined to be necessary. The supplemental archaeological survey may be necessary to determine the site's significance, as a condition of the Inter-Local Agreement. If the site is found to be significant, a plan would be developed with the State Historic Preservation Officer to mitigate the project's effects on the site.

A determination of Section 4(f) use cannot be made until National Register eligibility for the site has been determined. If the archaeological site is found to be eligible for the National Register of Historic Places, the project may result in a finding of Section 4(f) use or constructive use; and because of this, a supplemental Section 4(f) evaluation will be necessary. Other than the potential for Section 4(f) use at the archaeological site, this facility would not result in Section 4(f) use.

Construction Impacts

All construction mitigation will follow that outlined in the FEIS. Construction of the proposed station will take place within the DART owned right-of-way. Pedestrian access from the central

plaza to the station will be constructed by the developer, and mitigation measures outlined in the ILA will be the responsibility of the private developer and their contractor.

CONCLUSION AND RECOMMENDATION

This Environmental Fact Sheet is provided for your review and concurrence in accordance with the DART North Central Corridor Mitigation Monitoring Program. It is the recommendation of DART that the proposed Galatyn Park LRT station does not warrant additional environmental analysis beyond that recommended in this Fact Sheet and contained in the FEIS. There are three primary issues associated with the development of the station that will require additional attention: Wetlands, floodplains, and the potential historic archaeological site. Wetland and floodplain ACOE coordination efforts have already been initiated by the City and the developer, and the ILA will stipulate that necessary mitigation measures will be implemented by the private developer. The ILA indicates that DART will take the lead on conducting an additional archaeological survey and preparing a *Request for Determination of Eligibility Report* for the site in question if recommended by the SHPO following review of this fact sheet. These measures will mitigate potential impacts associated with the station and the private access and land development improvements to the east.

With FTA concurrence, DART will include the proposed change in project definition in the final design of North Central Corridor line section NC-4 as reflected in the attached 20% Preliminary Architectural drawings. Final design for NC-4 was initiated during the week of September 29, 1997; the 30% design submittal is scheduled for completion in late December 1997. All necessary mitigation measures are able to be finalized by that date so that required measures can be reflected in the 65% design submittal package.



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

January 20, 1999

Mr. Jesse Balleza
Federal Transit Administration
819 E. Taylor
Room 8A36
Fort Worth, Texas 76102

Dear Mr. Balleza:

Enclosed is the Environmental Study for the most recent change in project definition in DART's North Central Corridor. This change is the addition of a pedestrian underpass at the Richardson Station. As detailed in the *Procedures to Address Changes to the North Central Corridor Final Environmental Impact Statement* (July 1997), if the change is not considered significant or can be easily mitigated, it is anticipated that FTA would issue a letter to DART stating such finding. Please review and respond at your earliest opportunity. Should additional effort be required, please provide direction regarding additional documentation necessary to address any unresolved issues.

Additionally, we are anticipating your findings on the Environmental Study for the Galatyn Park Station. A copy of the Section 404/401, Individual Permit (Permit Number 199700650) for Galatyn Park Development was sent to you on December 15, 1998. It is our understanding that receipt of this permit was the only outstanding action required before FTA would issue its findings on the Environmental Study for the Galatyn Park Station. If you require additional information please give me a call at (214) 749-2525.

Sincerely,


John Hoppie
System Planning

enclosure

c: Beverly LaBenske
Reed Lee
Ronnie Smith
Carol Ann Rosales

Richardson Station – Greenville Avenue Pedestrian Underpass

Environmental Study

INTRODUCTION

The North Central Corridor LRT Extension Final Environmental Impact Statement (FEIS) was completed in April 1997. The Record of Decision was issued by the US DOT and FTA in June 1997, approving the findings of the FEIS. The Richardson Station (Arapaho Station) is located in Line Section NC-4 (Greenville Avenue to Richardson Transit Center) within the City of Richardson. The LRT tracks and planned LRT platform for the Richardson Station parallel Greenville Avenue along the west side. The existing Richardson Transit Center is located on the east side of Greenville Avenue just north of Woodall Drive. The original design in the FEIS was an at-grade pedestrian crossing of Greenville Avenue from the platform to the existing Transit Center/Park-and-Ride. A traffic signal and crosswalk markings were to be installed to control pedestrian crossings. At the public meetings held to discuss the 30% design (February 1998), and 65% design (June 1998) for Line Section NC-4, representatives of the City of Richardson and several members of the community expressed concern over the safety of the at-grade pedestrian crossing. A pedestrian underpass was suggested. As line section and station design has progressed, the City of Richardson suggested cost sharing for an alternative crossing and DART initiated design of a pedestrian underpass. This will allow traffic flow along Greenville Avenue to be maintained, and will provide for a grade separated and perceived safer pedestrian crossing free of potential automobile/ pedestrian conflicts.

The 10% preliminary design and design study were completed by DART on December 30, 1998. The underpass involves a sloped sidewalk with planters on both sides from the center of the Transit Center to the street crossing at Greenville Avenue and a vertical circulation element (hydraulic passenger elevator and a stair) located on an extension of the east side platform of the station. A retaining wall is provided along the south side of the sloped sidewalk and on the north side of the busway at the Transit Center to accommodate the grade change. The grade along the north side of the sidewalk is sloped up to the north to provide relief from the feeling of closeness and improve visual security along the walk. Access to the station at-grade will be eliminated and the station platform has been revised to discourage the access. The kiss-and-ride area north of the platform has also been eliminated to reduce traffic disruption on Greenville Avenue. The underpass will be an open cut. The Greenville Avenue crossing will consist of two bridges (for the southbound and northbound lanes), and a third bridge along the east side to replace the existing sidewalk.

The underpass is estimated to cost approximately \$3 million. DART will contribute 10% of this cost, or \$300,000. The City of Richardson will contribute an additional 10% of the funding. The remaining 80% of funding is being provided through the City of Richardson from a grant received under the Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) program.

ENVIRONMENTAL ISSUES

The following sections provide an assessment of environmental issues consistent with the categories in the FEIS, and identify any necessary mitigation measures resulting from the change in project definition.

Land Use and Economics

The proposed change in the pedestrian crossing is not expected to result in adverse impacts to land use and economic development. The change is consistent with the City of Richardson's planning efforts for the area and was developed in cooperation with City representatives. No additional mitigation is required.

Acquisitions and Displacements

The proposed underpass will not require land acquisition or displace existing development; all improvements will take place within existing DART right-of-way, and under existing TxDOT right-of-way associated with Greenville Avenue. No mitigation is required.

Air Quality

The proposed underpass will not result in air quality impacts beyond those described in the FEIS. Rather, the underpass will reduce the potential for air quality impacts because traffic flow will be better maintained and no new queuing will result, as would have occurred with the traffic signal and crosswalk in place. No mitigation is required.

Mechanical ventilation is under development for the underpass. Due to an unclear interpretation of the Standard Building Code (SBC), final interpretations from the City of Richardson code officials has been requested. At this time, no exhaust system is reflected in the 10% design plans. If mechanical ventilation is found to be necessary, then the architectural details will be revised to incorporate ductwork, vents and all related equipment.

Noise and Vibration

No sensitive receptors (noise/vibration) exist in the immediate vicinity of the underpass. The noise environment will generally be identical to its current state. No mitigation is required.

Visual and Aesthetics

The design of the underpass has been coordinated with the City of Richardson. The design was developed to be open in order to promote safety and visibility. The underpass is not visible to drivers using Greenville Avenue. Landscape elements and trees will be visible from Greenville Avenue, as will the elevator enclosure at the east end of the LRT platform. The elevator enclosure is glass with a metal roof that complements the light rail station canopy. The stairway wraps around the elevator and is open to above. The upper level will have concrete unit pavers to match the platform. Beyond the design considerations developed in cooperation with the City of Richardson, no additional mitigation is required.

Ecosystems

Due to the urbanized area of the proposed underpass and the existing street right-of-way, rail corridor and transit center, no impacts to sensitive environmental resources or ecosystems are expected. No mitigation is required.

Hydrology/Water Quality

Due to the nature of the project, drainage discharges were calculated for a 100-year storm recurrence interval to provide adequate drainage facilities in accordance with DART design criteria. Drainage design for the street reconstruction will be in accordance with the City of Richardson Public Works Drainage Manual. During the collection of storm drainage data, insufficient information was discovered to completely assess system design. An accurate field survey will be conducted prior to final system design to ensure that all drainage areas and flows are accounted for in the design and that connections to existing systems are accurate. Storm

sewers and culverts will be provided for increased runoff and of any additional drainage sub-areas created by the work performed to construct the line segment.

If the drainage system must handle the flow from the inlet in addition to the rainwater accumulating in the underpass, the size of the sump pit and pump would be too large to operate efficiently. If the design accommodates only rainfall falling directly on the underpass, the size of the sump pit and pump can be reasonable. The new design would move the inlet downstream of the underpass, eliminating the need to connect the inlet lateral to the underpass drainage system. The consequence of moving the inlet is that the depth of flow in the curb will travel approximately 150 feet further before it is picked up by an inlet. The only additional drainage area contributing to the new inlet location will be one-half of Greenville Avenue.

Hazardous/Regulated Materials

The FEIS did not identify the possible presence of hazardous materials near this site. Since this area is not considered "at-risk", mitigation is not anticipated; however, should unanticipated sources of hazardous or regulated materials be encountered during construction of this project, DART's Environmental Compliance Division will immediately be notified as outlined in the FEIS. No additional mitigation is required.

Safety and Security

Safety and security mitigation will follow that already outlined in the FEIS. In addition, because the underpass is below grade and not entirely visible to passers-by, the design has been developed to keep the underpass as open feeling and safe as possible. Rather than a 100% enclosed tunnel, DART and the City of Richardson specifically designed the underpass to be open. This is accomplished by having Greenville Avenue cross the pedestrian overpass on bridges and having the existing sidewalk cross the underpass as a pedestrian bridge. In addition, the northeastern edge of the underpass as it begins to slope down under Greenville as a depressed walkway is open to a landscaped area that reaches up to the existing parking area.

During operational hours, a Station Agent is present at all Transit Centers. The Station Agent at Richardson Transit Center will monitor activities in the pedestrian underpass. In addition, DART Transit Police will provide frequent random patrols of the Richardson Station, the underpass and the Richardson Transit Center.

Lighting will be supplied with step lights embedded in the planters along the walkway, and area lights on the ceiling of the actual underpass. Fixtures will also be added to the ceiling of the elevator lobby below the station. If necessary, the parking lot pole lights will be shifted or augmented to ensure good illumination on the walkway leading to the underpass. Final lighting arrangement will be determined as final design progresses. Key considerations as final design progresses will be to maintain the highest level of safety for users.

No additional mitigation is required beyond that identified above and in the FEIS.

Transportation

The FEIS did not identify any impacts to Greenville Avenue as a result of the at-grade pedestrian crossing. Possible impacts would have been identified during operations and signal timing changes made as appropriate. The change in design to include an underpass rather than an at-grade pedestrian crossing will preclude any potential for traffic impacts at this location. Rather, traffic flow will be maintained as in its current state.

In terms of parking, approximately 12 parking spaces will be removed by replacing a portion of the original parking lot with landscaping that slopes down to the walkway. However, future utilization rates of the park-and-ride do not indicate that the removal of these spaces will adversely impact parking availability. All access to the station at-grade will be eliminated and the station platform design has been modified to discourage this access. As part of this effort, the kiss-and-ride area originally planned with access off of Greenville Avenue will be removed to reduce traffic disruption along Greenville Avenue. Kiss-and-ride access will continue to be provided at the existing transit center adjacent to the bus bays; patrons would then access the LRT platform via the underpass. Additional handicap parking will be provided in the existing transit center park-and-ride lot. This will be accomplished by restriping existing spaces and installing curb ramps.

Cultural Resources/ Section 4(f)

Due to the urbanized nature of the area, there are no known historic or archaeological resources that would be affected by the proposed underpass. However, if unknown resources are encountered during construction, all construction in the immediate area must be halted until an assessment is conducted regarding the eligibility of the resource in question. No additional mitigation is required.

Environmental Justice

The proposed grade separation does not affect the Environmental Justice assessment contained in the FEIS. No additional mitigation is required.

Construction Impacts

Because the construction of the underpass will result in a higher level of disruption than would have occurred with an at-grade crosswalk, a refined construction-sequencing plan will be developed in cooperation with the City of Richardson and TxDOT. The construction-sequencing plan will address issues such as traffic flow, business access, transit center access, and pedestrian access. As part of the plan, a phone number for construction related questions or concerns would be provided to the public. No additional mitigation is required beyond the standard construction guidelines maintained by DART.

CONCLUSION AND RECOMMENDATION

This Environmental Study is provided for your review and concurrence in accordance with the DART North Central Corridor Mitigation Monitoring Program. It is the recommendation of DART that the proposed underpass at Greenville Avenue does not represent a significant impact that would warrant additional environmental analysis beyond that contained in this Environmental Study and the FEIS. Rather, the proposed underpass will alleviate potential traffic impacts that would have been associated with an at-grade pedestrian crossing, will eliminate potential conflicts between pedestrians and automobiles, and represents a safe, well designed alternative to an at-grade crossing. With FTA concurrence, DART will include the proposed change in project definition in the final design of North Central Corridor Line Section NC-4 as reflected in the attached 10% Preliminary Engineering drawings.

ENVIRONMENTAL STUDY FOR WALNUT HILL STATION PARKING FACILITY

INTRODUCTION

PURPOSE AND NEED FOR THE PROPOSED PROJECT

The Dallas Area Rapid Transit (DART) Transit System Plan (1995) included an extension of light rail transit (LRT) to Plano. In order to use federal funds to implement the Walnut Hill parking facility, DART is expected to meet the requirements of the National Environmental Policy Act of 1969 (NEPA). This requires an environmental study to be prepared if the change is not considered significant or can be easily be mitigated. If this change represented a significant change a more substantial environmental analysis would be warranted.

The following information is submitted to FTA to document that no significant environmental effects are expected to result from constructing the Walnut Hill Station parking facility as a part of the North Central light rail transit (LRT) project.

A. PROJECT DESCRIPTION

The business owners in the adjacent area of Walnut Hill Station were concerned that there was insufficient parking for transit users during the North Central Final Environmental Impact Statement (FEIS) process. With the pending implementation of the LRT, the need for parking is anticipated. Consequently, DART is proposing to add a parking facility at this location to address such concerns. The Federal Transit Administration (FTA) issued a Record of Decision (ROD) in June 1997, thereby accepting the findings of the FEIS which had no parking at Walnut Hill Station in the DART 12.3 mile LRT extension.

The proposed parking facility will have 208 parking spaces composed of 202 regular and 6 handicap parking spaces located in an unutilized area of retail, offices, institution and residential (multi-family) area. A parking facility at Walnut Hill Station will improve the level of transit usage at the station by attracting more transit riders in the area.

B. LOCATION

As shown on the attached Walnut Hill Station Parking Lot Layout, DART is proposing to place 208 parking spaces within a Texas Utility (TXU) easement and DART right-of-way (ROW) in a 164,800 sq ft. site north of Walnut Hill Lane in the City of Dallas. The proposed parking facility is bounded by Manderville Lane to the west and Glen Lake

Drive to the south. Presbyterian Hospital and Walnut Place Retirement Community are located south and east of the proposed site respectively.



C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY

During the North Central Corridor LRT Extension FEIS, DART conducted an air quality analysis. This analysis considered the 2010 impacts of the full build LRT station. Although a parking facility at Walnut Hill Station was not included in the FEIS, the marginal traffic volume increase in 2010 due to the parking facility will not be significant. The FEIS air quality analysis included Micro-scale CO analysis at major intersections along the LRT extension project. The intersection of Walnut Hill Lane and Greenville Avenue was included in this micro-scale analysis. At this intersection, transit related activity resulted in only a small increase in CO concentrations over existing conditions.

The Proposed Action would produce a minimal temporary increase in fugitive dust (including PM10) and unquantifiable amounts of hydrocarbons, NOx, CO, and CO2 during the construction phase. Emissions would result from construction equipment and operations such as grading, leveling, earth moving, trenching, and paving.

Regular equipment maintenance, including emissions checks, would reduce impacts to air quality. As necessary, applications of dust suppressers (water or chemical) to unpaved construction sites, soil stockpiles, and other dust generators would minimize impacts due to airborne dust. No open burning of construction debris, trash, or refuse would be allowed at construction areas.

Mitigation practices to reduce emissions from equipment and to reduce dust from parking lot construction and timely landscaping would ensure that activities associated with the Proposed Action would not cause any exceedance of National Ambient Air Quality

Standards. Therefore, these adverse impacts to air quality would be moderate during construction (short-term) and negligible after project completion (long-term).

This action conforms to the North Central Texas Council of Government (NCTCOG) air quality requirement as set forth in the Transportation Plan (TP) and Transportation Improvement Program (TIP).

D. ZONING

This proposed parking facility would be located in the City of Dallas. The proposed site is zoned commercial and allows retail, office, institution and residential (multi-family) uses. The proposed facility is compatible with the predominant zoning category of this area -- commercial.

E. TRAFFIC IMPACT

The proposed parking facility site is adjacent to Manderville Lane, which does not currently have significant traffic volumes but is projected to have slight increase in traffic volume in 2010. The addition of 208 (202 plus 6 handicap) parking spaces is not anticipated to have a significant change in the LOS at this location.

During the North Central Corridor Extension FEIS, DART conducted an extensive traffic impact analysis. This analysis considered the 2010 impacts of the full build LRT station. Where necessary, DART proposed traffic mitigation measures to eliminate congestion created by the DART system. The analysis concluded that LRT would have beneficial impacts to the regional transportation system by helping to reduce vehicle miles traveled. However, some localized areas may experience limited increases in traffic congestion because of the introduction of gates at LRT grade crossings. This does not apply to Walnut Hill Station location since LRT at this location is above grade. Additionally, station areas tended to experience limited increases in traffic due the volume of cars utilizing the parking facility.

In the vicinity of the Walnut Hill Station, this study expects minor increase in daily traffic on Walnut Hill Lane as the result of the introduction of parking facility. The minimal increase in vehicular traffic due to this action requires no mitigation treatments.

F. CO HOT SPOTS

CO is usually emitted into the atmosphere from automobiles mainly moving at slow speeds, in stop-and-go traffic, and at colder temperatures. Because it disperses to non-harmful levels fairly rapidly, CO is considered a localized environmental issue. The CO hot spot analysis indicates that the addition of Walnut parking facility does not have significant impact in terms of a violation of a CO standard, consequently no mitigation is required.

G. HISTORIC RESOURCES

A study of the TXU site concludes that the proposed facility will have no significant impact to historic properties and/or archeological sites. The North Central Corridor Draft Environmental Impact Statement (DEIS) identified three recorded archaeological sites within the area of potential effect for the LRT extension. None of these sites are located in the vicinity of the proposed project. Recent LRT construction did not reveal historic and/ or archeological site in Walnut Hill Station area.

H. NOISE

The location of parking facility at this site does not alter the dominant noise sources in this project area, which are LRT, traffic on Walnut Hill lane and Manderville Lane.

A review of the surrounding land use reveals the presence of nursing home and hospital as some of the sensitive noise receptors close to the proposed parking facility site. Since there is no additional transit services being introduced to the area, there is no anticipated significant increase in noise impact to the surrounding environment. Consequently, no mitigation is required.

I. VIBRATION

The addition of parking facility at this site does not alter the dominant vibration sources (LRT) in this project area. Since this project is only adding a parking facility, there is no anticipated significant increase in vibration impact to the surrounding environment. The mitigation measure for the LRT ground-borne vibration has been specified in the North Central FEIS.

J. ACQUISITIONS & RELOCATIONS REQUIRED

Any displacement or relocation of businesses or households would be deemed to be a significant impact. Since Walnut Hill Station parking facility will be constructed and operated on TXU easement and DART ROW, no acquisition or displacement will be required.

K. HAZARDOUS MATERIALS

Environmental site assessment was performed on the land adjacent to the DART right-of-way including the TXU easement during the FEIS. There were no regulated/hazardous materials observed or revealed during a general site reconnaissance and recent construction at this site. Since this area is not considered "at risk", mitigation is not anticipated; however, should unanticipated sources of hazardous or regulated materials be

encountered during construction, DART's Environmental Compliance Division will immediately be notified as outlined in the FEIS.

L. PUBLIC NOTIFICATION

During the North Central Corridor LRT Extension FEIS public presentations were given to community groups, citizen advisory committees, local civic organizations, municipal officials and State and Federal agencies. Business owners in the adjacent area of Walnut Hill Station requested parking to avoid DART patrons from parking on their properties.

On July 10, 2001 the DART Board of Directors called a public hearing to receive comment on the idea of adding a parking facility at the Walnut Hill Station site. The Public hearing will be held February 21, 2002 at Walnut Place Retirement Community, 5515 Glen Lake Drive, Dallas Texas 75231 to decide on the construction of parking facility at this location.

Notification for the meetings and hearings will be mailed to property owners. Door hangings will be made in the neighborhood, and ads will be placed in major daily and community newspapers.

M. COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE

The proposed project will have no impacts on neighborhood cohesion and social interaction and will not disrupt existing neighborhoods. The project will be located on TXU easement and DART ROW which is in an established transportation corridor and within a commercial area.

As the proposed site is currently owned by TXU and DART, no land acquisition will be required for this facility. Thus, no mitigation treatments are recommended.

The FEIS indicates that areas adjacent to the LRT alignment are not considered to be predominantly low-income or minority communities. In some instances, however, certain areas adjacent to and physically traversed by the alignment do exhibit concentrations of minority or low-income populations. Although the improvements associated with the LRT alignment would impact these areas, the impacts have been addressed by the FEIS and appropriate mitigation measures have been implemented.

The Walnut Hill Station is not within a low-income or minority area and adding parking to Walnut Hill Station will not have any disproportionately adverse human health or environmental effects on minority and low-income populations, consequently no mitigation is required.

N. USE OF PUBLIC PARKLAND AND RECREATION AREAS

This environmental study shows no use of public parkland or recreation areas in the construction or operation of Walnut Hill Station parking facility and no mitigation is recommended.

O. IMPACTS ON WETLANDS

Upon review of the proposed parking facility based on the above criteria, it has been determined that no mitigation treatments would be required.

P. FLOODPLAIN IMPACTS

The proposed parking facility at Walnut Hill station will be constructed outside a 100-year floodplain, consequently there is no direct impact to floodplain. The project would not require a section 404 permit from the U.S. Army Corps of Engineers. No mitigation will be required.

Q. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES

The surface water runoff from the proposed parking facility location would be substantially greater as a result of the proposed project. Runoff is a form of pollution associated with rainwater that will flush roads parking lots, rooftops and other impermeable surfaces. As the flows over these surfaces, water will pick up dirt, dust and debris, rubber and metal deposits from tire wear, antifreeze and engine oil that has dripped onto the pavement. These contaminants can be carried into the adjacent water sources, thus hindering water quality. Most of the precipitation that would fall on this site would result in runoff due to the impervious pavement surface. A storm water drainage system would be incorporated in design of the project.

Geology

The proposed project would have no impacts on any geological resources and no mitigation treatments would be required.

Soils

Direct impacts to soils include removal of vegetation, which causes exposure of the soil, mixing of soil horizons, loss of topsoil productivity, and short-term increased susceptibility to wind and water erosion. Increased runoff and erosion would occur in the short term and be reduced to pre-construction levels (or better) by paving of the parking areas and driveways, landscaping, and establishing protective vegetation. These

temporary impacts would be adverse and moderate but would be minimized by use of best management practices for controlling runoff, erosion, and sedimentation. Long-term impacts to soils would be insignificant.

Vegetation

The existing vegetation at the Walnut Hill Station site is almost exclusively grass. All of the existing grassland on the site would be removed during the proposed construction of the parking facility. The loss of this vegetation would not be significant on a local or regional level. The surrounding of the parking lot will be landscaped in accordance with DART's design criteria.

R. IMPACTS ON ECOLOGICAL-SENSITIVE AREAS AND ENDANGERED SPECIES

The North Central Corridor FEIS did not identify any threatened or endangered plants or animal species along the project alignment. Since the construction of an additional parking facility at Walnut Hill Station will be within the project alignment, no impact on endangered plants or animal species. The FEIS uncovered no ecological sensitive area within the Walnut Hill Station. In addition, review of appropriate local, state, and federal resource listings concludes that the proposed facility will have no significant impact to cultural and natural resources, ecologically sensitive areas, rare and endangered species. Thus, mitigation treatments are not required.

S. IMPACTS SAFETY AND SECURITY

The Walnut Hill Station will interface with several modes of transportation, including automobiles, buses, bicycles and pedestrians. Safety issues related to vehicle pedestrian interaction and safety of transit riders and others from criminal activities in the parking lot have been addressed in station design. DART has developed several policies, including the DART Safety System Program Plan, that will be actively implemented to ensure that safety and security at the facility is maximized

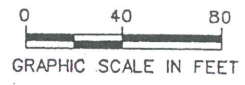
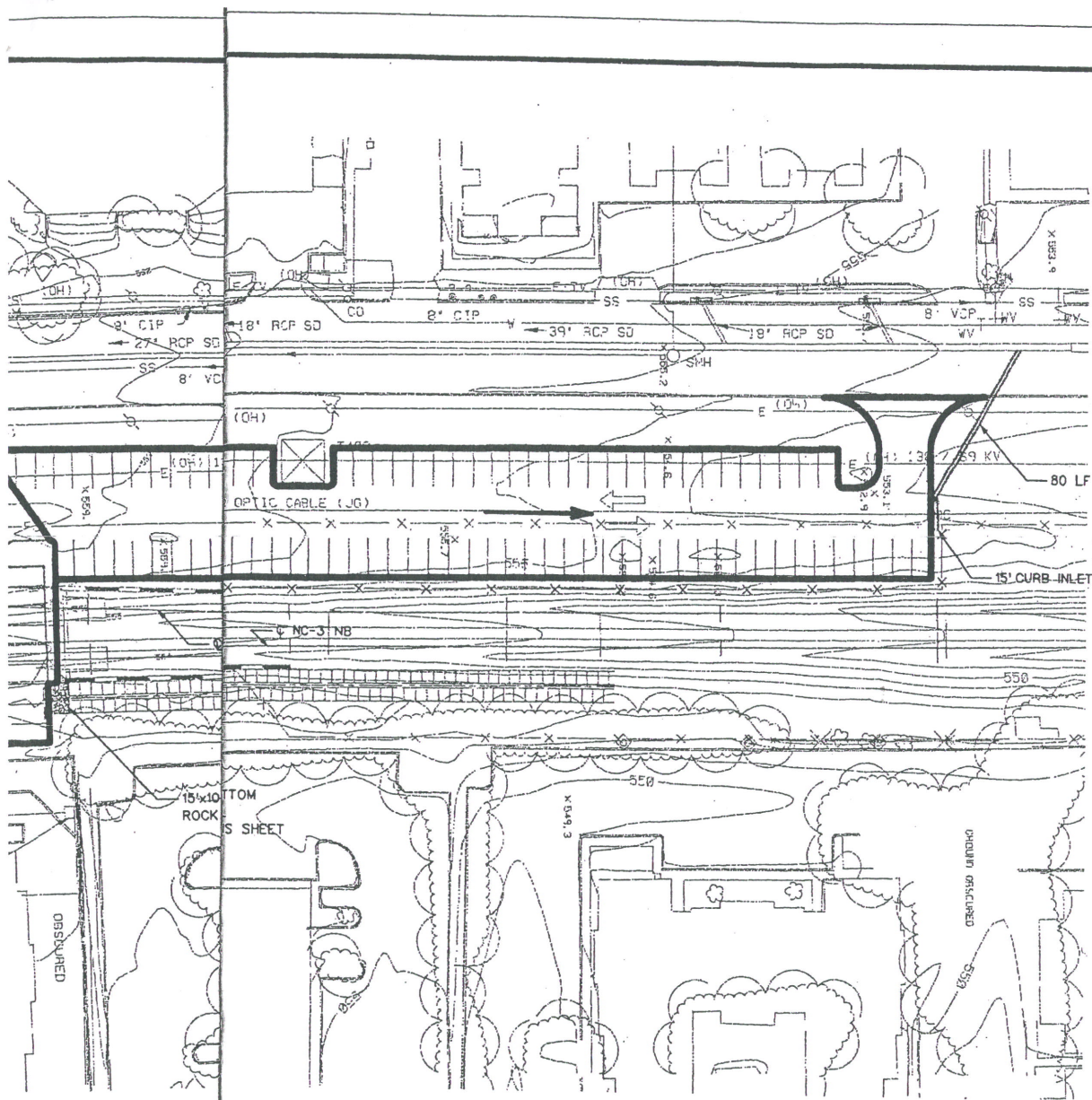
No significant adverse impacts related to safety and security is anticipated. Thus, no mitigation treatments are required.

T. IMPACT CAUSED BY CONSTRUCTION

Mitigation elements for construction-related impacts are outlined in DART's general Provisions, General Requirements, and Standard Specifications for Construction Projects. The construction specification and drawings will reference general construction mitigation policies. The General Contractor will be required to adhere to these policies throughout the construction phase.

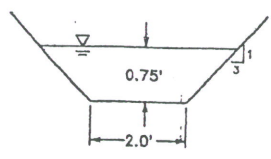
CONCLUSION

This project represents a minor change to the previously approved North Central Corridor LRT project. Based on the environmental impacts of the North Central Corridor LRT project documented in FEIS and the information contained in this study, DART does not anticipate any significant impacts resulting from the implementation of the proposed project. Therefore, it is recommended that this project receive environmental clearance.



10-Year Storm Intensity (in/hr)	100
6.49	I
6.49	

La/Lr	a/y	Q1/Qa (cfs/sf)
1.09	1.73	1.00
1.18	1.64	1.00



Q = 7.99 cfs
S = 0.70%
V = 2.51 fps

EXISTING CHANNEL
NTS

LEGEND

DRAINAGE AREA NO. A2
 DRAINAGE AREA (acre) 0.84

DIRECTION OF FLOW

DRAINAGE BOUNDARY

PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding or Permit Purposes. They were prepared by, or under supervision of:
MICHAEL J. BUCKLEY 42646 01-10-02
 Type or Print Name PE • Date

PRELIMINARY 90% DESIGN

CONTRACT SHEET NO. OF 1534

PEZ & ASSOCIATES, INC.
 SURVEYING • CONSTRUCTION SERVICES
 MET CENTER BLVD - SUITE 510
 DALLAS, TEXAS 75207
 (214) 741-7777

DART PROJECT

SCALE	1" = 40'
DRAWN	JL
DESIGNED	JL
CHECKED	MJB
IN CHARGE	JS
DATE	18 JAN 02

**WALNUT HILL STATION
 ADDITIONAL PARKING
 DRAINAGE AREA MAP**

CONTRACT DWG NO. REV



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

December 21, 2000

Mr. Jesse Balleza
Federal Transit Administration
819 E. Taylor
Room 8A36
Fort Worth, Texas 76102

Dear Mr. Balleza:

Enclosed is the Environmental Study for the most recent change in project definition in DART's North Central Corridor. This change is the addition of the SH 190 Station. As detailed in the *Procedures to Address Changes to the North Central Corridor Final Environmental Impact Statement* (July 1997), if the change is not considered significant or can be easily mitigated, it is anticipated that FTA would issue a letter to DART stating such finding. Please review and respond at your earliest opportunity. Should additional effort be required, please provide direction regarding additional documentation necessary to address any unresolved issues. If you require additional information please give me a call at (214) 749-2525.

Sincerely,

A handwritten signature in cursive script that reads "John Hoppie".

John Hoppie
Project Manager
Corridor & Environmental Planning

enclosure

c: Beverly LaBenske
Kay Shelton

SH 190 Light Rail Transit Station

Environmental Study

INTRODUCTION

The North Central Corridor LRT Extension Final Environmental Impact Statement (FEIS, April 1997) assessed the potential environmental impacts of implementing light rail transit in the North Central corridor except for two deferred LRT stations to be located in the vicinity of Campbell Road and SH 190. These stations were deferred given the potential to plan these stations as joint development projects due to their location in growing employment areas. In the case of the SH 190 Station, the SH 190 turnpike facility was under final design at the time the FEIS was completed.

The Record of Decision was issued by the US DOT and FTA in June 1997, approving the findings of the FEIS. Since that time, DART has initiated planning for a station in the vicinity of the newly opened SH 190 George Bush Turnpike. The station platform would be located immediately south of the eastbound SH 190 service road. Station parking would be provided directly under the SH 190 turnpike facility and would have pedestrian connections to the platform. Approximately 1,000 parking spaces would be provided in this area. Bus activity would take place along the eastbound frontage road, east and west of the rail alignment. Figure 1 (attached) shows the general location of the station platform and park & ride. Access to the station park-and-ride would be provided from the eastbound and westbound SH 190 service roads, and from a proposed Infocom Drive south of the platform. Low capacity, one-way roads would run parallel to the platform connecting the frontage road to Infocom Drive.

The proposed change in project definition includes the addition of an LRT station platform and related amenities within the DART owned right-of-way. Additional property has been made available by the North Texas Tollway Authority (NTTA) for the adjacent park & ride. The Preliminary Engineering drawings prepared for the proposed station are included with this draft Environmental Study. DART has worked cooperatively with the Cities of Richardson and Plano (which border the station to the south and north, respectively) to locate the LRT station so as to best capture commuters and serve adjacent residents and businesses, both existing and planned.

DART held two public meetings and a Public Hearing for the proposed SH 190 Station. Public meetings were held on August 31, 1999 and September 1, 1999 in the cities of Plano and Richardson, respectively. A Public Hearing was held on October 14, 1999 near the SH 190 station site. Property owners near the site were notified of the hearing 20 days in advance.

At the October 14 Public Hearing there was strong support for the SH 190 Station South Alternative, which is the subject of this Environmental Study. Two other alternatives were considered for the station, a North Alternative and a North/West Alternative. At the public hearing, 5 individuals provided oral comments, and 2 provided written comments. Of the oral comments, 3 supported the South Alternative, and 2 did not support a specific station location but did support a station concept that would facilitate access with a future east-west corridor to DFW Airport. The written comments supported either the North or North/West Alternative with emphasis on a concept that would facilitate access to a future east-west corridor.

A Service Plan Amendment for the station was approved by the DART Board on November 23, 1999. In addition, the Fiscal Year 1998 Budget and FY 97 Financial Plan amendment were

approved on September 30, 1997, which included acceleration of the double-track alignment to Plano. Line Section NC-5 was previously planned to be developed as an initial single-track alignment with passing sidings to reflect intermediate capacity LRT operations until a second track and additional stations were added during phase two.

ENVIRONMENTAL ISSUES

The following sections provide an assessment of environmental issues consistent with the categories in the FEIS, and identifies any necessary mitigation measures resulting from the change in project definition.

Land Use and Economics

Existing land uses immediately adjacent to the station area are vacant. To the north of SH 190, there is light industrial and commercial/retail uses. Approximately 1 to 1 ½ miles to the south of the SH 190 station site, is the new Galatyn Park LRT station that will serve the growing Telecom Corridor businesses along US 75, which parallels the North Central LRT line.

Two land developers own the vacant land near the proposed station. Both developers are working with the cities of Richardson and Plano, as well as DART, to develop a high density, transit-supportive mixed-use environment around the station. The attached graphics illustrate the development concepts being discussed. The future development scenario will support the LRT station, and the station will in turn support the viability of the development. No impacts are expected with regard to land use and economics and no mitigation is required.

Acquisitions and Displacements

The proposed station location will consist of a typical side platform station and related station amenities within the DART right-of-way. The park & ride lot will be located within NTTA right-of-way under SH 190. NTTA has agreed to provide DART with access to this property. No acquisitions or displacements will result, and no mitigation is required.

Air Quality

The proposed station location will not result in air quality impacts beyond those affects described in the FEIS. This station will serve as a park & ride station accessible by the westbound and eastbound SH 190 service roads. The FEIS included a micro-scale CO analysis for several station sites, including the SH 190 station. The analysis reported the highest modeled reading for each station under the No Build and Full Build Alternatives. According to the analysis, there are no anticipated violations of the NAAQS at any of the stations.

Noise and Vibration

The proposed park-and-ride for the SH 190 station location will be located underneath SH 190 and in between the SH 190 service roads, which contribute to the ambient noise levels in the immediate vicinity of the station location. No sensitive receptors are located or planned to be within 100 feet of the LRT station platform or the park-and-ride facility. Thus, no noise and vibration impacts are expected. No mitigation is required.

Visual and Aesthetics

The FEIS assessed the potential visual impacts of stations on surrounding sensitive receptors or visual assets. Two corridor assessment units are located adjacent to the proposed SH 190 station. The Spring Creek unit is located to the south of SH 190, and the South Plano unit is located to the north of SH 190. The South Plano unit was found to have low visual quality and

sensitivity due to its predominant low-rise industrial uses. The Spring Creek unit, however, consists of vacant undeveloped land and the Spring Creek Nature Center at Renner Road. The Nature Center was identified as a visual asset and sensitive receptor. Given the nature of existing and planned development in the SH 190 corridor, impacts to the visual environment are limited. The proposed station is located adjacent to a major freeway corridor and is not visible from the Spring Creek Nature Center, which is located more than ¼ mile from the proposed station. Thus, no visual impacts are expected and no mitigation is required.

Ecosystems

The location selected for the SH 190 LRT station is approximately 2,500 feet east of Spring Creek. The associated park and ride lot would be constructed between the station platform and US 75, underneath SH 190, and would be east and north of the stream and associated floodplain. There are no wetlands on the east side of US 75 or to the south of the proposed facility as far as Renner Road. The Spring Creek channel is deeply incised and supports very limited riparian vegetation along the banks. The location of the platform is within the right-of-way of the rail line. Surface water drainage along the rail line has been routed through culverts buried beside the track. These culverts will drain to the south into Spring Creek. Once the park and ride is complete the surface runoff would be routed to Spring Creek as well.

The vegetation that is currently at the station location appears to be primarily re-growth within former agricultural fields or pastures. The platform location is dominated by persimmon trees with a few elms, hackberry, and oaks located in the area. The open area where the park and ride would likely be constructed primarily consists of grasses with scattered shrubs and cedar trees.

The FEIS did not identify any rare plant species within the vicinity of the project right-of-way. The few mature trees adjacent to the platform and parking lot could be avoided during the planning and design process. Mitigation for any tree loss during platform and parking lot construction will be in accordance with the City of Richardson's tree ordinances. City regulations will also cover landscaping requirements for parking lot construction.

Hydrology/Water Quality

Spring Creek is classified as "Water Quality Limited" - a highly aquatic habitat. Construction of the SH 190 LRT platform and associated park and ride west of the DART right-of-way may cause minor or short-term impacts to the water quality of this body due to potential runoff during the construction period. The station platform will be located entirely within DART right-of-way and will not encroach into the floodplain. The park and ride lot will be located to the west of the station and will be north of the 100-year floodplain

The FEIS stated that primary and secondary aquifers will not be impacted by project construction. The mitigation measures provided for construction impacts and surface water quality impacts will result in minimal impacts to shallow groundwater.

Hazardous/Regulated Materials

A Phase I environmental site assessment was performed on the land adjacent to the DART right-of-way by the developer. No hazardous materials or regulatory facilities were identified during their assessment and no further environmental investigation was recommended. Since this area is not considered "at-risk", mitigation is not anticipated; however, should unanticipated sources of hazardous or regulated materials be encountered during construction, DART's Environmental Compliance Division will immediately be notified as outlined in the FEIS. No mitigation will be required.

As construction of the railway and station platform is initiated, the potential for hazardous material spills exists. Fuels, oils, antifreeze, concrete, chemical treatments, etc. can be spilled on job sites. A spill prevention and clean-up plan should be in place with the construction contractor. Mitigation may be necessary in the case of a major spill.

Safety and Security

Safety and security mitigation will follow that already outlined in the FEIS for station areas. DART LRT stations are designed with safety standards including warning signs, tactile strips at platform edges, signals, and fencing between tracks to control pedestrian crossings at the station. A signalized pedestrian crossing would be provided at the eastbound and westbound frontage roads, allowing park-and-ride patrons and other pedestrians to access the station platform. As development occurs and if traffic conditions warrant, a grade separated pedestrian crossing will be considered. No additional mitigation is required.

Transportation

The proposed station is not expected to result in local or regional traffic impacts. In August, 2000, traffic counts were taken on the eastbound and westbound SH 190 frontage roads. The 24-hour traffic volumes were 740 vehicles for eastbound, and 1,243 for westbound, for a total of nearly 2,000 average daily vehicles. Traffic volumes are low at this point in time due to the lack of development in the vicinity of the station. As development increases, traffic volumes can also be expected to grow. However, based on the Year 2010 traffic analysis conducted for the FEIS, the peak hour level of service at the SH 190 frontage roads is expected to remain within acceptable levels of service (LOS C or better) with an at-grade LRT crossing.

Cultural Resources

The FEIS documented recorded archaeological sites and historic properties within the Area of Potential Effects (APE). There are no known prehistoric or historic cultural resources that would be affected by the construction of the light rail transit station at the junction of the DART railway and State Highway 190 in Plano. No prehistoric or historic sites were recorded during previous highway right-of-way or 1996 DART rail line right-of-way surveys, and no historic structures were observed within the Area of Potential Effect.

Based on the FEIS, the nearest resource is located in the vicinity of Spring Creek, approximately ½ mile to the south. Furthermore, the recent construction of SH 190 would have disturbed any unknown resources directly underneath the facility. There are no impacts and no mitigation is necessary.

Environmental Justice

Because the SH 190 station was deferred, this station was not specifically referenced in the FEIS Environmental Justice section. The Environmental Justice Analysis for the FEIS considered impacts to high-minority areas and low-income areas along the length of the alignment within the Environmental Study Area, of which the proposed SH 190 station is part. The conclusion in the FEIS was that the project would not disproportionately affect minority or low-income areas relative to the general population. With respect to the SH 190 station, the nearest minority, low-income community identified in the FEIS was the Douglass Community in Plano. However, this community is located approximately one mile north of the proposed station area. Future land uses are planned to be transit-supportive mixed-uses. Thus, no impacts are identified and no mitigation is necessary.

Construction Impacts

All construction mitigation will follow that outlined in the FEIS. Construction of the proposed station will take place within the DART owned right-of-way and in land provided to DART by the NTTA under SH 190. No additional mitigation beyond that outlined in the FEIS is necessary.

CONCLUSION AND RECOMMENDATION

This Environmental Study is being provided to the FTA for their review and concurrence in accordance with the DART North Central Corridor Mitigation Monitoring Program. It is the recommendation of DART that the proposed SH 190 LRT station does not warrant additional environmental analysis beyond that recommended in this Environmental Study and contained in the FEIS.

DART initiated construction of NC-5 in 1999. With FTA concurrence, DART will advance final design and amend the construction bid package to include the proposed change in project definition for North Central Corridor line section NC-5.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 8A36
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

January 16, 2001

Mr. Roger Snoble
President/Executive Director
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163

Re: SH 190 Light Rail Transit Station
Environmental Study

Dear Mr. Snoble:

The Federal Transit Administration (FTA) has reviewed the environmental study submitted for the SH 190 Light Rail Transit Station. In accordance with 23 CFR § 771.130(c), the FTA finds that the proposed changes to SH 190 Station do not warrant additional environmental analysis beyond that recommended in the environmental study and contained in the North Central Corridor LRT Extension Final Environmental Impact Statement.

Should you have any questions regarding this finding, please contact Jesse Balleza, Community Planner, at (817) 978-0559.

Sincerely,

Robert C. Patrick
Regional Administrator

Cc: Beverly LaBenske
John Hoppie