



permit. An overview of this permit process is outlined in the *Procedures for Filling in a Floodplain* under the *Floodplain Management Guidelines*.

TABLE 5-13 DESIGNATED AND SUSPECTED FLOODPLAINS CROSSED OR BORDERED BY ALIGNMENT	
Name of Floodplain	City
Elm Fork of the Trinity River	Dallas and Irving
Cottonwood Branch	Irving
South Fork of Hackberry Creek	Irving (located on DFW Airport property)

Source: LGGROUP, 2005

Floodplain management guidelines reflect several City of Dallas concerns, including that:

- Storm water be moved naturally rather than relying on extensive and costly channel improvements;
- Fill and development which is not unreasonably damaging to the environment should be permitted where it would not create other flood problems and where public acquisition is not required for environmental protection or recreation purposes; and
- A systematic approach to review fill requests for all floodplains not covered by specific guidelines from adopted management plans should be utilized.

The City of Irving requires that a development permit be obtained should any structure be located or altered within the 100-year floodplain or should there be a change in land use to any property within the floodplain. No encroachments of the floodway are permitted, unless it can be demonstrated that the encroachment would not result in any increase in flood levels within the community.

FAA guidance on federal actions as it relates to evaluating environmental impacts can be found in FAA Order 1050.1E, CHG 1, *Environmental Impacts: Policy and Procedures* and FAA Order 5050.4B, the *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. These FAA Orders and their provisions will be followed for those portions of the project located on Dallas-Fort Worth International Airport property. This includes required coordination with FEMA during the environmental process to address any anticipated impacts to floodplains.

FAA Order 1050.1E requires that any proposed action minimize potential harm to or within the base floodplain. Specifically, the project must not create a “significant encroachment” by causing one or more of the following impacts:

1. The action would have a high probability of loss of human life.
2. The action would likely have substantial, encroachment-associated costs or damage, including interrupting aircraft service loss of a vital transportation facility (e.g., flooding of a runway or taxiway; important navigational aid out of service due to flooding, etc.); or
3. The action would cause adverse impacts on natural or beneficial floodplain values.

The proposed project has avoided floodplains where possible, and has been constrained by adjacent development outside of airport property and by the need to cross SH 161 at the safest and most appropriate point. In the case of the South Fork of Hackberry Creek (Water 16), located on airport property, the design minimizes encroachment into the floodplain. The design will bridge over the floodplain, and impacts will be limited to placement of support columns within the floodplain. Based on the preliminary 10% design, the crossing of the South Fork of Hackberry Creek floodplain would be approximately 90 feet long and would require the placement of one

