

ENVIRONMENTAL RE-EVALUATION

Project Name: Union Station to Oak Cliff Dallas Streetcar Project

Document Type: Environmental Assessment (EA)

Approval Date: July 21, 2011, Finding of No Significant Impact (FONSI)

INTRODUCTION

The purpose of this Environmental Re-evaluation is to ensure the conclusions of the original environmental document remain valid in accordance with the National Environmental Policy Act (NEPA) and Federal Transit Administration (FTA) environmental document requirements as specified in 23 Code of Federal Regulations (CFR) Part 771.129 and 771.130.

Furthermore, the Environmental Re-evaluation has been prepared to determine responses to the following questions:

- Are there significant changes that are relevant to the environmental concern?
- Are there significant new circumstances that are relevant to the environmentally cleared action or the previously identified adverse impacts?
- Is there significant new information relevant to the environmentally cleared action?

For assessment purposes, the Environmental Re-evaluation examines the southern portion of the environmentally cleared action (south of the Trinity River) where modifications to the initial proposed action would occur. Specifically, the assessment focuses on the resource categories in the area surrounding the Zang Boulevard and Oakenwald Street intersection. Details on the assessment for specific resource categories are documented in technical memoranda located in the appendices to this document.

PROPOSED ACTION

A design modification is proposed for the project in order to add a passing track to the streetcar track alignment. This proposed action is known as the Passing Track for Union Station to Oak Cliff Dallas Streetcar. The proposed action consists of locating the passing track in the Zang Boulevard right-of-way at the Zang Boulevard and Oakenwald Street stop (Zang and Oakenwald intersection). The proposed passing track has an approximate length of 350 feet. It would extend from the Zang Boulevard median into the adjacent northbound lane of Zang Boulevard around the stop platform and then through the intersection to connect with the streetcar track alignment. The placement of the passing track would result in reconfiguring the northbound lanes of Zang Boulevard. See **Figures 1 and 2** on pages 3 and 4, respectively. The purpose of the proposed action is to provide an area where disabled vehicles can be removed from service. The need of the proposed action is to have the ability to maintain headways. No operational changes are planned at this time.

ENVIRONMENTAL CONSIDERATIONS

All environmental resource categories examined in the EA have been considered and thoroughly assessed for potential adverse impacts due to the proposed action.

Construction of the proposed action within the existing paved or maintained (landscaped) transportation right-of-way eliminates certain resource categories from detailed consideration beyond the original EA. The categories include the following:

- Hazardous materials
- Parkland and recreational areas
- Soils and geology
- Biological resources
- Water resources
- Air quality
- Archaeological resources
- Safety concerns
- Construction impacts
- Indirect and cumulative impacts

Resource categories deemed to be potentially impacted by the implementation of the proposed action have been investigated in more detail, or through agency coordination, and include:

- Land use
- Historic resources
- Travel patterns and access
- Social and economic impacts
- Visual and aesthetic resources
- Noise and vibration

A summary of environmental considerations for each resource category is provided in **Table 1**, which reflects the environmental consequences from the EA, environmental consequences from the proposed action, and assessment of impacts. **Table 1** is provided on pages 5 through 9.

As referenced in the table, supporting technical memoranda on certain resource categories is included in the following appendices:

- Appendix A - Land Use
- Appendix B - Travel Patterns and Access
- Appendix C - Socio-economic
- Appendix D - Visual and Aesthetics
- Appendix E - Noise and Vibration
- Appendix F - Preliminary Engineering Drawings (modified sheets from original 10 percent design)
- Appendix G - Agency and Public Coordination
- Appendix H - Mitigation and Monitoring

The Mitigation and Monitoring Plan of the EA omitted the proposed mitigation measure of the traffic signal at the Zang Boulevard and Oakenwald Street intersection. The proposed mitigation measure had been identified (Appendix C of the EA, Design Considerations Technical Memoranda, C-6: Roadway Capacity Analysis, page 8) to reduce conflicts between streetcar operations and the automobile vehicles executing turning movements at the intersection. In conjunction with the Environmental Re-evaluation, the Mitigation and Monitoring Plan has been revised to reflect the proposed traffic signal at the intersection. Explanation on original mitigation is provided in **Appendix B** and **H** of this document.

Additional agency and public coordination has occurred since the original environmental document was approved. No pertinent issues were raised by agencies and the general public.

SUMMARY

Based on the environmental considerations documented in the Environmental Re-evaluation for the Union Station to Oak Cliff Dallas Streetcar, the proposed action (design modification for the addition of the passing track) would not result in significant adverse impacts. This document satisfies the NEPA requirements as outlined in 23 CFR 771.129 and 130 and no further environmental analysis is necessary for proposed action.



Figure 1
Union Station to Oak Cliff
Streetcar TIGER Passing Track
Project Location

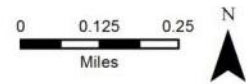




Figure 2
 Union Station to Oak Cliff
 Streetcar TIGER Passing Track
 Project Location

0 50 100
 Feet

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DART | **gpc**⁵

**Table 1
Summary of Environmental Considerations –
Streetcar and Passing Track Impacts**

Resource Category	Environmental Consequences in EA	Environmental Consequences for Proposed Passing Track	Assessment of Impacts
Hazardous Materials	No known hazardous or regulated material sites within the proposed alignment. Within 1/8 th mile of the streetcar alignment, two facilities were identified as medium potential to impact the project. A remediation plan would be developed to ensure that there is no impact from asbestos containing materials to human health or the environment. The proposed project would have no adverse impacts regarding hazardous regulated materials.	The proposed action (passing track) would be placed at the Oakenwald stop. There are no known potential sites in the vicinity as identified in the EA.	No change.
Parkland and Recreational Resources	No permanent, temporary, or constructive use of publicly owned parks, recreation areas, or wildlife and waterfowl refuges protected by Section 4(f) regulations would occur.	The passing track would be constructed in the vicinity of Lake Cliff Park but would have no permanent, temporary, or constructive use impacts.	No change.
Soils and Geology	No impacts to or from the geologic setting would occur; construction activities would occur in existing, paved streets; erosion and sedimentation control best management practices (BMPs) would be utilized.	The passing track would have no impacts to or from the geologic setting; construction activities would occur in existing, paved right-of-way; erosion and sedimentation control BMPs would be utilized.	No change.
Biological Resources	No habitat for federally-listed threatened or endangered species occurs within the project study area; the proposed project would have no adverse impact on federally-listed species. Cliff Swallow (<i>Hirundo pyrrhonota</i>) nests were identified under the Houston Street Viaduct during field reconnaissance. The protocol for compliance with the Migratory Bird Treaty Act (MBTA) is found in the EA in Appendix H, Mitigation and Monitoring Commitments.	Revisions to the Texas Parks and Wildlife Department’s County Lists of Rare Species for Dallas County occurred in August 2011. A species of concern, Sprague’s Pipit (<i>Anthus spragueii</i>), was added. State-listed Sprague’s Pipit is a candidate for listing as endangered or threatened by U.S. Fish and Wildlife Service. There are no counties identified in Texas as potential habitat. The species was not observed during field work in 2011. MBTA Compliance requirements are stated in the EA.	No change.

Table 1 (continued)
Summary of Environmental Considerations –
Streetcar and Passing Track Impacts

Resource Category	Environmental Consequences in EA	Environmental Consequences for Proposed Passing Track	Assessment of Impacts
Water Resources	No direct impacts to water resources or floodplains would occur; implementation of BMPs during construction, including erosion controls, sediment controls, and/or post-construction total suspended solids controls, would reduce impacts to water quality.	Construction of the passing track would have no direct impacts to water resources; the EA and BMP requirements remain current.	No change.
Air Quality	Union Station to Oak Cliff Dallas Streetcar project would not cause or exacerbate a violation of any National Ambient Air Quality Standards (NAAQS) and conforms with the State Implementation Plan (SIP). No adverse air quality impacts are anticipated. Construction activities may produce short-term localized air quality impacts that would be addressed with proposed mitigation in Appendix D-11: Air Quality Impact Assessment of the EA.	NAAQS have recently been revised for several criteria pollutants including ozone (O ₃), particulate matter with an aerodynamic diameter of 10 micrometers or less (PM ₁₀), particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM _{2.5}), nitrogen dioxide (NO ₂), sulfur dioxide (SO ₂), and lead (Pb). The SO ₂ pollutant reflected in Table 1 of Appendix D-11 did not provide the averaging period of one hour, which is 0.075 ppm for primary and none for secondary NAAQS. Construction and utilization of the passing track would not cause or exacerbate a violation of any NAAQS.	Although some NAAQS air quality standards have been revised, no change to air quality impacts is anticipated.
Cultural Resources (Archeological)	No adverse impacts to archeological resources are anticipated as a result of the proposed streetcar.	The passing track would be constructed within existing and disturbed right-of-way. No adverse effects to archeological resources are anticipated.	No change.
Safety and Security	The construction and operation of the proposed project increases multi-modal traffic and the potential for conflicts with automobiles and pedestrians. Before streetcar service begins, DART would host security sessions with police, fire, schools, emergency response teams, employers, and other interested parties located within the corridor.	The approach to safety and security would be consistent with the discussion in the EA. Furthermore, safety would be improved at the Zang and Oakenwald intersection with the EA's proposed mitigation of the installation of a traffic signal.	No change.

Table 1 (continued)
Summary of Environmental Considerations –
Streetcar and Passing Track Impacts

Resource Category	Environmental Consequences in EA	Environmental Consequences for Proposed Passing Track	Assessment of Impacts
Construction	Construction phase effects would occur with respect to utilities, air quality, construction staging areas, MBTA, noise, water resources, BMPs, and safety and security. These are detailed in Appendix H: Mitigation and Monitoring Plan (Environmental Permits, Commitments, and Mitigation) of the EA.	The original construction footprint has been modified to include the passing track. The additional construction foot print is approximately 0.06 acre. This includes the left, northbound lane of Zang Boulevard for a distance of 240 feet and a portion of the Oakenwald Street intersection, which are both paved right-of-way. The approach to construction phase effects and mitigation measures would be consistent with those discussed in the EA.	No change.
Indirect and Cumulative	Induced development or redevelopment would occur subject to City of Dallas development regulations; no substantial, adverse indirect or cumulative impacts are anticipated.	No substantial, adverse indirect or cumulative impacts are anticipated due to the addition of the passing track or additional construction foot print.	No change.
Land Use	Implementation of the proposed action is consistent with existing land use plans. The streetcar track would be entirely located within existing transportation right-of-way. No relocations or displacements of homes or businesses would occur as a result of the proposed action. The proposed action would have no adverse impacts on land use.	In a separate and independent action from the passing track, a new 260 unit apartment complex, known as Zang Triangle Apartments, has been constructed at the Zang and Oakenwald intersection. The site was in demolition during the preparation of the EA. No adverse impacts to this site would occur. Further discussion on land use assessment for the proposed action is provided in Appendix A .	No change.

**Table 1 (continued)
Summary of Environmental Considerations –
Streetcar and Passing Track Impacts**

Resource Category	Environmental Consequences in EA	Environmental Consequences for Proposed Passing Track	Assessment of Impacts
Cultural Resources (Historic)	On May 10, 2011, the Texas Historical Commission (THC) concurred with the recommendation of no adverse effect. A structural vibration analysis would be conducted during final design to ensure the Houston Street Viaduct would not be adversely affected by the operations of the proposed streetcar.	The passing track would be placed in existing right-of-way adjacent to proposed Oakenwald stop and would be consistent with transportation uses. No adverse effects to historic resources are anticipated.	THC concurred with the passing track having no adverse effects to National Registered Historic Places (NRHP)-listed, eligible, or contributing properties in the APE. See Appendix G.
Travel Patterns and Access	The traffic impact analysis concluded that the Level of Service along the entire project, including the future conditions, would be maintained at acceptable operations. The implementation of the proposed action would not affect existing bus service. No streets would be permanently closed; temporary impacts would occur during construction.	The passing track would temporarily result in poor sight distances for left-turn movements through the Zang and Oakenwald intersection; however, the EA proposed mitigation (installation of traffic signal) would alleviate the temporary poor sight distance and further enhance pedestrian access to the streetcar stop. Level of service at the intersection would be maintained at an acceptable level. Further discussion on travel and access assessment is provided in Appendix B.	No change.
Socio-economic	The proposed action would enhance regional connectivity and transit access to high employment destinations throughout the region. Construction of the proposed project would have positive direct and indirect employment impacts on the local economy. The proposed action would have no social or economic adverse impacts.	No adverse impacts would be associated with the proposed action (passing track). The passing track would have no significant economic adverse impacts. Further discussion on the socio-economic assessment for the proposed action is provided in Appendix C.	No change.

**Table 1 (continued)
Summary of Environmental Considerations –
Streetcar and Passing Track Impacts**

Resource Category	Environmental Consequences in EA	Environmental Consequences for Proposed Passing Track	Assessment of Impacts
Environmental Justice	No reduction in transit opportunities would occur. The proposed action represents an additional affordable transit option available to all persons in the project area. No disproportionate, adverse impacts are anticipated to occur to low-income or minority communities in the project area.	Passing track project area is considered an environmental justice community of concern. Impacts associated with the passing track are consistent with those identified in the EA. Recently completed Zang Triangle Apartments participates in the affordable housing initiative for low-income residents (20% of units reserved for low-income). Residents would be potential beneficiaries of affordable transit service to downtown employment centers. See Appendix C for details on the environmental justice assessment.	No disproportionate, adverse impacts to environmental justice communities of concern, thus no change.
Limited English Proficiency	Limited English Proficient populations within the proposed project area were afforded meaningful notice and opportunity to comment on the proposed action consistent with E.O. 13166.	A public meeting held on December 13, 2011 included outreach to Limited English Proficient populations. Further discussion on the Limited English Proficiency assessment is provided in Appendix C .	Project continues to meet E.O. 13166 requirements.
Visual and Aesthetic Resources	Visual and aesthetic impacts were considered to be “not applicable” or “not significant” for the Oak Cliff Gateway District.	A separate and independent project, known as the Zang Triangle Apartments, has recently been completed at the Zang and Oakenwald intersection. The environmentally cleared action and proposed passing track would be constructed in the median and central travel lanes of Zang Boulevard. Additional poles and wires associated with the passing track Overhead Contact System are consistent with streetcar infrastructure for the environmentally cleared action. Impacts from the proposed passing track on existing visual elements in the area for viewers from Zang Triangle Apartments or from existing residential uses are deemed not significant. Further discussion on Visual and Aesthetic assessment is provided in Appendix D .	Visual impacts are considered to be not significant for the proposed action, thus no change.
Noise and Vibration	No projected noise impacts for the project; no projected vibration impacts along the proposed corridor; no mitigation proposed.	Implementation of the passing track would result in no projected noise or vibration impacts. Further discussion on the assessment is provided in Appendix E .	No change.