

APPENDIX J
IMPACTS ANALYSIS DETAILED SUPPORTING INFORMATION

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix J-1
Historical Context as it Relates to Cultural Resources

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX J-1

HISTORICAL CONTEXT AS IT RELATES TO CULTURAL RESOURCES

The City of Dallas has a long and interesting history that has developed due to the vast expanses of land available to farmers, real estate speculators, and developers, as well as its location at the “Three Forks” of the Trinity River. The area was first visited by the Spanish as early as 1542 and was visited by other European explorers and trappers in the 17th, 18th, and early 19th centuries. Mexico governed Texas from the early 1820s to the mid-1830s. Texas declared independence from Mexico in 1836. Soon thereafter, settlers who were primarily from the southern U.S. began to come to Texas.

In 1839, settler John Neely Bryan followed the faint Indian trail from Arkansas to the “Three Forks” area of the Trinity River. Seeking fortune from speculative land sales, Bryan chose the area because of the confluence of the rivers’ forks, a natural rock ford for crossing the river, and the intersection of two major Indian traces. He envisioned a town on a river with a navigable waterway giving access to the sea. Bryan laid out the 10-block town site now known as Dallas and began selling lots to settlers. He also established Bryan’s Ferry to help the settlers and immigrants cross the river during high water events.

The construction of the National Central Road in 1844 created an overland connection from St. Louis to San Antonio that followed the old Indian Trail through Dallas. This positioned Dallas as an important landmark for settlers and immigrants. That same year, J.P. Dumas surveyed the town of Dallas in a one-half square mile pattern of blocks and lots to the east of the Trinity River, which further defined the town. In 1849, local efforts were begun to use the Trinity River for navigation and as a transportation channel to the sea. The first steamboat, *Job Boat No. 1*, arrived in Dallas on May 5, 1868 from Galveston. The boat sank on its second voyage to Dallas. However, it so enthused the citizens of Dallas that they built their own, the *Sallie Haynes*, and launched it on December 17, 1868. The boat sank about 40 miles down river a short time after.

The “iron horse” was beginning to make its way across the landscape of Texas in the late 1840s. The Galveston and Red River Railroad was incorporated in 1848 and efforts were underway to bring the railroad to Dallas. It would eventually be the first railroad to come to Dallas, but it would take another 24 years. The Galveston and Red River Railroad name was changed in 1856 to The Houston and Texas Central Railway.

In 1855, Alexander Cockrell and the Dallas Bridge and Causeway Company built Dallas' first permanent wooden bridge across the Trinity River, thereby further linking Dallas and Hoard's Ridge. The bridge was located approximately at the same site as the location of the current-day Commerce Street Viaduct. In 1856, Dallas was officially incorporated and the population had grown to 350.

By the 1860s and 1870s, Dallas was no longer a peaceful antebellum settlement, but rather had become a booming western frontier town. In 1872, an iron bridge replaced the wooden bridge across the Trinity, and the Houston and Texas Central Railway finally reached Dallas, establishing a direct connection to the sea. Dallas had become a sprawling railhead village and market for buffalo hides with a population of less than 3,000. In 1882, the County of Dallas purchased the iron bridge over the Trinity River for \$42,000, and it became the first free bridge across the Trinity.

HOUSTON STREET VIADUCT ENTERING DALLAS (CIRCA 1920)



In 1884, Dallas' most famous architect, James E. Flanders, opened the first residential development west of the Trinity River, the Flanders Heights addition. It was situated near the current intersection of Sylvan Avenue and IH-30, but proved unsuccessful. Three years later, in 1887, Thomas Marsalis developed Oak Cliff as a residential suburb. It was reportedly named for the forested "cliffs" on the western edge of Trinity River bottoms. To connect this development with Dallas, Marsalis developed "The First Elevated Railway in the South," a railroad transit service over the Trinity River to connect Oak Cliff and Dallas. Oak Cliff was organized as a separate township in 1891 and was considered a part of greater Dallas by 1903, and the Winnetka Heights subdivision was platted in 1908 by Miller-Stemmons. Winnetka Heights was the last major subdivision platted in Oak Cliff. The Winnetka Heights subdivision is now a National Register Historic District.

The Cedars, one of the most exclusive and fashionable residential sections in the state, was established just south of the central business district in the early 1880s. The Colonial Hill subdivision, a NRHP Historic District, was established shortly after the City of Dallas expanded its city limits in 1890. By the decade between 1890 and 1900, the fashionable Cedars area had

begun to turn to industrial development because the land was closer to the railroads and less prone to flooding.

In an effort to promote Dallas, The Trinity River Navigation and Improvement Company, incorporated in 1871, had the steamboat *Dallas* (the second to bear the name of the city) built in Galveston in 1892. On March 8, 1893, the company purchased the steam paddle wheeler *H.A. Harvey, Jr.* Once in Dallas, the boats' route ran from the Commerce Street tie-up 13 miles downstream to a dam. The public's interest in navigating the Trinity continued well into the 20th century. There were congressional committees and appropriations toward the navigation of the Trinity in 1902 and 1904, and locks and dams were built downstream between 1905 and 1921. One of the last efforts was the formation of the Trinity River Canal Association in 1930, later named the Trinity Improvement Association. Another survey of the river was financed by a Public Works Administration grant. A report was made to Congress in 1940, but nothing came of it. Little has been done toward the Trinity River navigation effort since that time.

Things changed forever for Dallas in 1908. The Great Flood of 1908 left 4,000 people homeless, and the entire city was left without water, telephones and telegraph, and power, and all rail services were cancelled due to damaged bridges and tracks. The Trinity River Bridge was swept away, severing Dallas from Oak Cliff for over a week, and property damage was in the millions of dollars. Soon thereafter, George Kessler, a well-known city planner from Kansas City and native of Dallas, was hired by the Dallas City Plan and Improvement League to initiate a comprehensive plan that would include a way to vanquish the flooding of the Trinity River. The Kessler Plan, completed in 1911, was a massive scope of work in which he suggested that the river channel be straightened and that levees be built for flood protection. Elements of this plan are still being considered to this day, including a provision for a town lake and city harbor.

To reestablish the connection between Dallas and Oak Cliff, the Houston Street Viaduct was designed by Hedrick and Cochrane of Kansas City. Construction on the bridge was started on October 24, 1910, and it was completed on February 22, 1912 at a cost of \$675,000. The bridge is listed on the NRHP. Its later sister bridges, crossing Corinth, Commerce, Continental, and Cadiz (now, northbound IH-35E) Streets, were constructed during a 3-year period from 1929 to 1931 with the intent to relieve congestion on the Houston Street Viaduct. The Southern Pacific, Santa Fe, and MKT Railroad Bridges that spanned the Trinity River were rebuilt after the 1908 flood, and they are also eligible for listing on the NRHP.

Dallas survived another devastating flood in 1913, which was not as destructive as the 1908 flood. However, the need for the Kessler Plan was all the more evident after the 1913 flood, and

Dallas finally saw many of the recommendations of George Kessler come to fruition 13 years later. The City and County of Dallas Levee Improvement District approved the Ulrickson Bond Issue on July 26, 1926. Improvements for the Trinity River included \$6,500,000 in bonds for constructing levees and straightening and moving the river channel; \$3,339,500 for the construction of viaducts and other improvements; \$5,000,000 by railroads and utilities in the district; and \$3,500,000 by the City of Dallas bonds. On December 15, 1927, the City of Dallas voters approved the \$23,900,000 Ulrickson Bond Issue, and on April 3, 1928, Dallas County voters approved the bond issue. The realization of these improvements came between 1928 and 1933, and the improvements remain an important factor in Dallas' success.

Another benefit of the Ulrickson Bond Issue was the construction of the Cadiz and Corinth Street Viaducts and the reclamation of the marshy bottomlands of the Trinity. The Cadiz Street Viaduct (now IH-35E northbound) was completed in 1932, and the Corinth Street Viaduct was completed in 1933. In 1933, the city-county improvement program reclaimed nearly 10,000 acres of bottomland for industrial uses.

The years of the Great Depression, between the approval of the Ulrickson Bond Issue and the beginning of World War II, were not as devastating to the Dallas economy as perhaps to the rest of the country. Between 1933 and 1940, Industrial Boulevard was built in the reclaimed valley to the east of the newly completed levees of the Trinity River. The location of Industrial Boulevard and the existence of hundreds of businesses that are so vital to Dallas' economy would not have been possible without the passage of the Ulrickson Bond Issue in the 1920s and the implementation of that portion of the Kessler Plan in the 1930s. The reclamation of that land made it possible to develop the industrial area that has held a major stronghold in the Dallas economy for seven decades. Land that was virtually unusable prior to the construction of the levees is now one of the most important manufacturing and distribution centers in the country and will likely be a vital part of the Dallas economy for decades to come.

To meet the growing needs of Dallas, Harland Bartholemew, a nationally recognized planner, was hired in 1943 to develop a new master plan for Dallas. The result was a \$40 million bond package being developed to meet the plan's proposals. However, Dallas developed faster than the plan could be implemented. The end of World War II and the post-war boom that followed outdated the plan.

In the 1950s, Oak Cliff's prosperity reached its peak, and the post-war housing boom spawned multiple large housing developments and thousands of new businesses through the city. To meet the urban sprawl, a freeway system was designed and built during the mid-1950s. In 1952,

Central Expressway (US-75) was built to the south near the old Colonial Hill Subdivision and to the north in 1954-56 along the old Houston and Texas Central Railway right-of-way. The Dallas freeway system was greatly expanded with the additions of the DFW Turnpike (IH-30 west of the Trinity River) and IH-35E (US-77 and IH-35E) in 1957. The addition of these freeways secured the future of industrial developments, like the Brookhollow Industrial District, for the remainder of the 20th century and well into the 21st century. The building of R.L. Thornton Freeway (IH-30 east of the Trinity River) began in 1959. This controversial freeway was badly needed, but its construction was responsible for dividing many of the city's older neighborhoods and destroying many of Dallas' historic homes and buildings that remained from the late 19th and early 20th centuries. The 1960s through the 1980s also saw many of Dallas' historic commercial buildings fall to the wrecking ball in favor of the construction of skyscrapers and new commercial developments.

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix J-2
Planned Parks / Recreational Development
within the Project Area

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX J-2

PLANNED PARKS/RECREATIONAL DEVELOPMENT WITHIN THE PROJECT AREA

1959 Parks and Open Spaces Plan

This plan was published in 1959 and has served as the basic guide to the Dallas PARD ever since. The plan followed a long line of previous park plans, which include the Kessler Plan (1910); Urlickson Plan (1927); Woodruff Plans (1934); Hare and Hare Plans (1942); and Bartholomew, Hare, and Hare (1944). Included in the various plans were proposals for a large park along the Trinity River in Dallas. The Parks and Open Spaces Plan of 1959 consolidated and expanded the previous proposals in light of the growing population and recreational needs of Dallas (City of Dallas, 1959).

1969 Coordinated Plan for Open Space Development of the Trinity River System

This plan (also known as the “Springer Plan”) was published in 1969 by the Dallas Park Board. The plan presented concepts for recreational and open space development of the Dallas Floodway and adjacent floodplain areas. The developments proposed were in general conformance with the 1959 Parks and Open Spaces Plan. These included a proposed Trinity Park, an open space system, and a “Town Lake” concept for the Dallas Floodway. Proposed recreational and related uses included golf, a model and motor area, athletics, tennis, two lake pools or “Town Lakes,” a marina, and a system of trails (Dallas Parks Board, 1969).

As described in **FEIS Section 1.1.2**, two major non-recreational uses were included in the Springer Plan for the Dallas Floodway. One was the proposed Trinity River Freeway, which was projected along the east levee in the vicinity of the Continental Avenue Viaduct, upstream to the Elm Fork and then along the West Fork. The second important use of the Dallas Floodway was as a navigation channel.

1980 Dallas County Open Space Plan

In 1980, the Dallas County Commissioners Court adopted its first Open Space Plan to evaluate and preserve naturally-significant and environmentally-sensitive open landscape. This plan identified two major landscape features as the basic components of the recommended Open Space Program. The 1980 plan resulted in the acquisition of 12 preserves in the county (Marvin Springer and Associates and Schrickel, Rollins, and Associates, 1980).

1991 Dallas County Open Space Plan

This plan was prepared to review and update the 1980 Dallas County Open Space Plan, which was the first official open space planning effort completed to evaluate and preserve the remaining landscape features in Dallas County. It is a comprehensive plan, consisting of both short-term, early implementation elements and long-term, broad-ranging actions that the county may consider and phase-in over time. Dallas County has acquired land for open space preservation since 1977 through a series of funding mechanisms, including bond elections, state and federal grants, and private contributions. The long-term implementation of this open space plan proposes the additional acquisition of 60,000 to 65,000 acres of land for an approximate total of 95,000 to 100,000 acres of open space, which represents 16 to 17 percent of the Dallas County landscape. This plan includes the following key components within and/or adjacent to the project area:

- **Dallas Floodway/Greenbelt Park (Trinity Park).** This existing open space is the largest green space in central Dallas and encompasses a major portion of the project area. The plan proposes various types of potential recreational improvements, such as lakes, trails, and various recreational amenities. Also recommended are tree plantings, wetland enhancement areas, as well as active/passive recreational facilities. The plan indicates its nominal status as a greenbelt park, and the existence of Trammell Crow Lake (Crow Lake) could be significantly augmented through the introduction of new landscape features consistent with flood and drainage management requirements of the USACE and City of Dallas. The plan suggests these improvements would significantly enhance the value of the Dallas Floodway corridor as a central feature for the elements of the city and county open space systems that radiate from the corridor.
- **Old Trinity River Meanders.** The area is located in the northeast portion of the project area, roughly between IH-35E and Irving Boulevard. Currently, the old river meanders serve as a network of flood control storage sumps. Their banks are bordered by warehouse and industrial facilities common to the area. The plan indicates the county's open space system as a whole and downtown Dallas in particular could benefit from the salvaging and rehabilitation of the old channel as a river and corridor landscape. The Old Trinity Meanders would also serve as a connecting greenbelt between the Trinity River Greenbelt Park (Trinity Park), downtown Dallas, and other existing/planned parks and recreational areas within the project area and beyond. In addition, a habitat restoration component is being evaluated by the City of Dallas/USACE for this area.

- **West Dallas River Meanders Conservation Area.** This area is located in west Dallas in the northwest portion of the project area. This proposed conservation area is planned for lands adjacent to the old river meanders of the West Fork. The plan suggests these areas be replanted with floodplain trees, re-landscaped, and refitted with trails and natural water features compatible with the flood management functions of its drainage system. The intent is for the meanders and their adjacent re-naturalized lands to play a key role in the revitalization of the West Dallas neighborhood. The meanders conservation area would also serve as a central node in the planned trail systems by linking to other parks and trail systems through Dallas.

The USACE is currently designing an ecosystem restoration project for the West Dallas River Meanders Conservation Area (i.e., Old Trinity River Channel Wildlife Restoration Project) (see **FEIS Section 3.5.6.4**). This project, as planned, would restore riparian and wetland vegetation along remnants of the West Fork channel adjacent to the existing Dallas Floodway. These areas along with interconnected small, excavated areas, serve as the interior drainage system for the Dallas Floodway. The specific objective of the restoration project is to reestablish the bottomland hardwood, riparian forest, and emergent wetlands that originally existed in the project area. This would be accomplished through modification of the Pavaho (formerly Bickers Street) sump; construction of a water surface elevation control structure at the Westmoreland Road crossing; restoration of the lower Shadrack Creek channel by construction of an overbank wetland; planting of trees and shrubs along the old West Fork channel that are conducive to enhancing wildlife values; and regeneration of the littoral zone along the developed and modified wetlands to provide additional wildlife and fisheries values. In addition, the USACE is designing a trail component compatible with planned trail systems described throughout the FEIS.

- **Cedar Creek Greenbelt.** This area is located along Cedar Creek in the southeast portion of the project area. The plan suggests that Cedar Creek could serve as the spine of a greenbelt linking Fivemile Creek (located outside of the project area) and the proposed Great Trinity Forest Park. The plan encourages completion of the greenbelt because the Dallas Zoo is on Cedar Creek, which would potentially aid visitation to the zoo and enhance its setting.
- **Trinity River State Park.** In 1983, the 68th Texas State Legislature approved authorization for the Trinity River State Park, but did not establish a funding source for its acquisition. The park's boundaries were defined as a 200-foot wide corridor of land on

either side of the Trinity River from the AT&SF Railroad Bridge extending southward to IH-20. The 200-foot corridor was measured from the existing bank of the river. The enabling act also incorporated 1,400 acres of land on the east side of the river extending from Rochester Park south to an area adjacent to Jim Miller Road in south Dallas. As defined by the legislature, the park would have included approximately 1,500 acres of land.

The Trinity River State Park was established under the jurisdiction of the TPWD as defined in Title 3, Chapter 22, Subchapter S, Section 22.251 of the Texas Parks and Wildlife Code. This legislation included provisions granting the TPWD the authority to acquire by purchase, gift, lease, or condemnation of land for the park, including mineral interests in that land. The TPWD could also expend funds for the operation and maintenance of the Trinity River State Park. In addition, the legislation included certain provisions for the City of Dallas. According to Subchapter S, Section 22.254 *Powers of City of Dallas*, the following provisions were indicated:

- (a) Nothing in this Act shall preclude or prohibit the City of Dallas from initiating, developing, completing, extending, or maintaining any project, as described in Subsection (b) of this section, whether the project may be located within, or adjacent to the boundaries of the Trinity River State Park.

- (b) For purposes of this section, the City of Dallas by ordinance or resolution of the governing body may approve and authorize any or all of the following:
 - (1) The development of a lake to be located within the floodplain of the Trinity River within the City of Dallas;
 - (2) The extension of Trinity River flood controls, which shall include but not be limited to, construction of drainage channels, swales, levees, and associated flood control appurtenances in the Trinity River floodplain, which may be constructed and maintained within the boundaries of Trinity River State Park;
 - (3) The extension of Simpson Stuart Road at the point where it may cross the floodplain of the river; and
 - (4) The construction of swales in or adjacent to the natural channel of the Trinity River as necessary to provide

offset capacity for full utilization of the McCommas Bluff Reclamation landfill.

- (c) If the City of Dallas approves a project, as authorized by this section, the department shall grant the City of Dallas access to land within Trinity River State Park and whatever permissions are necessary in order to attain the purpose of the project.

In 1989, the Legislature once again addressed the park, authorizing the TPWD to set aside initial funding for land acquisition. However, progress on the park was slowed until concepts for the USACE's DFE project were resolved. Progress on the DFE led to the decision by TPWD in 1995 to prepare a master concept plan for the park. During this planning process, it was determined that the scope of the planning should not be limited to the narrow 200-foot wide definition of the park. Instead, the decision was made to look at a much broader area and then focus on how the area's many resources and assets could best be combined with the original concept of preserving the forest and the Trinity River. As a result, the proposed Great Trinity Forest Park was established as the successor of the Trinity River State Park. Details concerning the planning efforts involved for the Great Trinity Forest Park are discussed in the following paragraphs (Dallas County Commissioners Court, 1991).

Moore Park Master Plan

Moore Park is located downstream of the Dallas Floodway at Cedar Creek and Eighth Street. The City of Dallas Park Board approved the Moore Park Master Plan on August 2, 2001 (City of Dallas, 2001b). This park was also identified in the *Trinity River Corridor MIP* (City of Dallas, 1999a) as a proposed neighborhood gateway leading into the Dallas Floodway park areas.

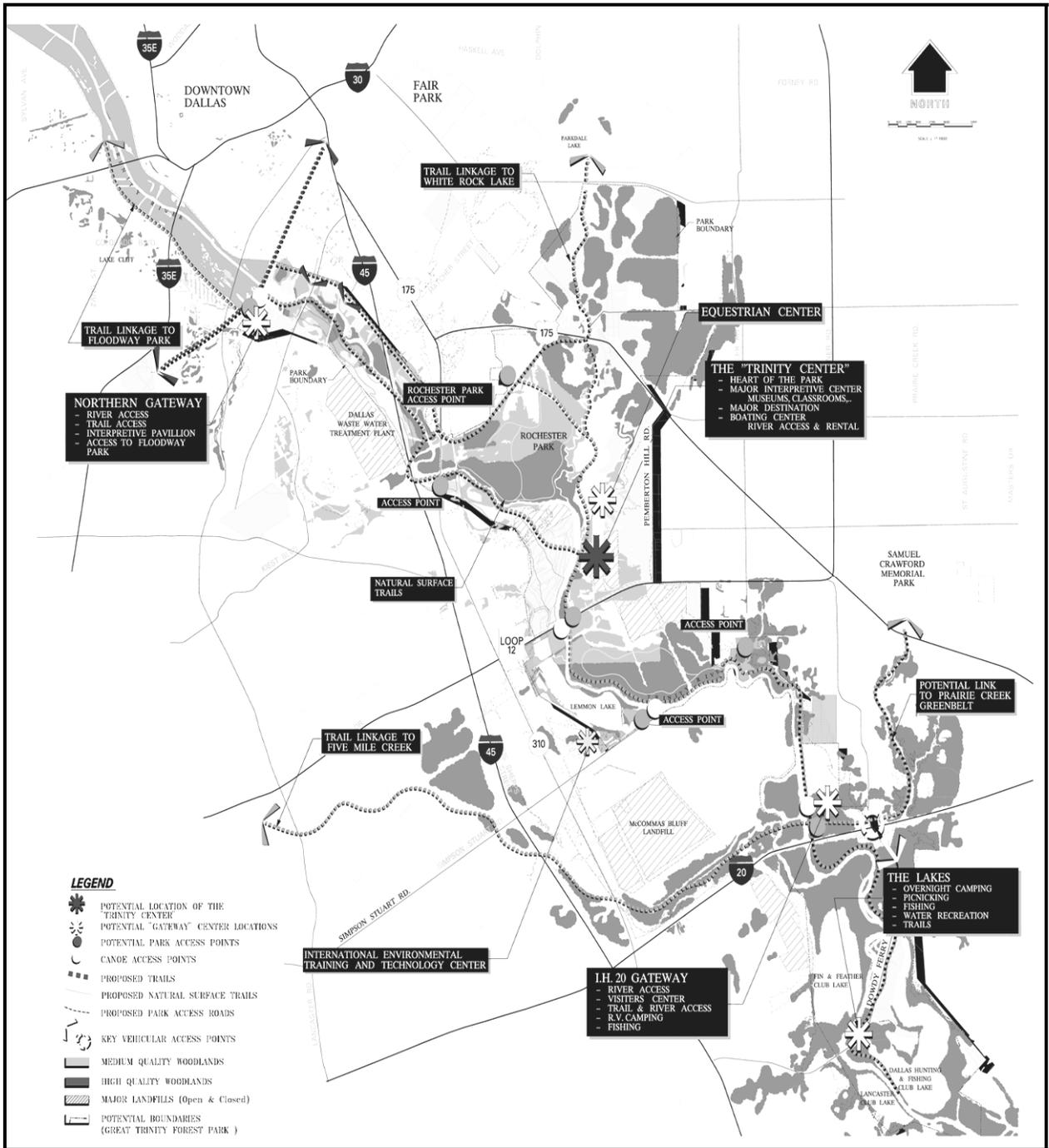
Great Trinity Forest Master Plan

In 1996, TPWD commissioned the design for the major recreational development and preservation of over 6,000 acres of land extending from south of the Corinth Street Viaduct to IH-20 near the southern limits of the City of Dallas. This master planning effort was built upon many previous studies and plans for the Trinity River corridor. These include planning efforts by the TRCCC, NCTCOG, City of Dallas, Dallas County, and the USACE. It is designed to work within the context of these plans, such as the USACE's proposed "chain of wetlands," which would improve flood control, and the Trinity Parkway (proposed action), which would improve access along the upper end of the corridor. The plan includes a program of uses grouped into six broad categories:

1. Land management activities (e.g., reclamation, reforestation, and preservation);
2. Passive recreation activities (e.g., bird watching, picnicking, camping, and fishing);
3. Education activities (e.g., children's day camps, historic/cultural exhibits, and interpretive centers);
4. Active recreation (e.g., canoeing/kayaking, hiking/biking, and horseback riding);
5. Economic development activities (e.g., concessions, equestrian/canoe rentals, and recreational vehicle camping); and
6. Special events (e.g., festivals, outdoor art exhibits, and community gatherings).

The Great Trinity Forest Park is intended to be an “umbrella” designation, which would encompass both existing parks and other new areas with significant preservation of recreation assets. These areas would be grouped together if they contained either portions of the Great Trinity Forest or if they bounded the river south of the Dallas Floodway. In other words, they would be treated as “parks within a park.” Two existing parks within the project area would be included under the “umbrella” of the Great Trinity Forest Park. These are Moore Park located adjacent to the southern boundary of the Dallas Floodway, and Rochester Park located along the Trinity River and adjacent to IH-45 in the southern portion of the project area (see **Figure J-1**).

FIGURE J-1. GREAT TRINITY FOREST MASTER PLAN



Source: TPWD, 1997.

The first phase of the Master Plan involves acquisition of lands not owned by the City of Dallas. In addition, the DFE project by the USACE must acquire 1,179 acres of land within the Great Trinity Forest as a requirement for mitigation.

Trinity River Corridor MIP/BVP

The City of Dallas' *MIP/BVP* (1999a and 2003a) identifies several park and recreational developments, many of which are located within the Trinity Parkway project area. These are shown graphically on **FEIS Plate 3-13**. Portions of this plan are also considered coordinated planning efforts along with the Trinity Parkway (see **FEIS Section 1.6.1.2**). The following points provide a summary of the planned park and recreation improvements identified as part of the city's *MIP/BVP*:

- Parks and Recreation – Dallas has the opportunity to create what could become the largest urban park in the nation. A Trinity Central Park within the Dallas Floodway would combine scattered recreational facilities into one system, totaling thousands of acres. Regional open space including the West Fork, the Elm Fork, the Great Trinity Forest, and trail systems such as the Katy, Buckeye, and Santa Fe Trails, would all be anchored and enhanced. According to the plan, park area within the Dallas Floodway would total approximately 2,000 acres; and with the inclusion of the Great Trinity Forest and Elm Fork areas, become a park of over 6,000 acres. Major components of the parks and recreation activities proposed include:

Lakes and Water Features

- Two off-channel stepped lakes totaling approximately 150 acres adjacent to downtown with an additional 25 acres of wetlands along the lake edge.
- A downstream bi-channel system creating a “braided” river channel: totaling 60 acres, with an additional 45 acres of wetlands.
- An off-channel lake in west Dallas totaling approximately 80 acres, with an additional 65 acres of wetlands.
- Lake recreation, both active and passive, including canoeing, sailing, rowing, and fishing.
- Lakes and water features protected with berms that provide 2-year flood protection.
- Between-lakes waterfalls, pedestrian overlooks, and wildlife viewing areas.
- Lakeside hard-edge promenade at downtown and soft edge riparian habitat elsewhere.

Playing Fields

- 160 acres of playing fields including soccer and softballs fields. Fields would be accessed from an internal park road system.
- Irrigation from CWWTP.

Event/Concession Spaces

- 12-acre amphitheater of sloped turf and stage structure with utilities.
- Two concession pads for seasonal or permanent use.
- One floating restaurant pad at Upper Trinity Lake (potential if concession interest).
- One recreational building near playing fields.

Boat Launches

- Car-top boat launches at Westmoreland and Corinth Street.
- Trailer-boat access at Sylvan and at Urban Lake for larger boats.

Vehicular Access Points

- 5 miles of internal park roads running the length of the park. Access points to park road at Canada Drive, Westmoreland, Hampton, Sylvan, Continental, Commerce, Reunion, Houston, and Corinth Streets.
- Six to seven acres of parking areas within the Dallas Floodway for park users.

Trails and Paths

- 4,500-foot-long promenade at downtown.
- Nine miles of trails with a variety of surfaces.
- Three miles of equestrian trails within the Dallas Floodway (surface to be determined).
- 5,000 feet of wetlands boardwalks for nature viewing and access.

Pedestrian Access Points

- One 600-foot-long pedestrian plaza overlooking the lakes and park at Reunion.
- Widened pedestrian connections at other locations along the downtown levees.
- Continuous pedestrian access of parkland via Oak Cliff Levee-top road with on-street parking.
- 20 new pedestrian/bicycle access points, including eight over the Trinity Parkway.
- Four vertical connector stairs/ramps added to historic viaducts at Continental, Commerce, Houston, and Corinth Street.

Open Space Connections

- On-street trail connections to Turtle Creek, Katy Trail, and Bernal Trail.
- MLK bike route from Trinity to Fair Park and proposed veloway.
- Equestrian/pedestrian trail to Trinity Interpretive Center/Equestrian Center.
- On-street connection to Oak Cliff Founders Park.

The *MIP/BVP* includes provisions for implementing various components of the *Great Trinity Forest Master Plan*, which were funded as part of the city's 1998 bond program. These include:

- Great Trinity Forest land acquisition;
- Trinity Interpretive Center;
- Equestrian Center; and
- Trinity Forest Trails.

Dallas Floodway Extension EIS

The USACE included preparation of a recreation master plan as part of the DFE FEIS project. This plan is designed to meet the existing needs for passive and non-structured recreational activities within the TPWD Region 4 service area and to address state and regional shortfalls in facilities for walking, hiking, cycling, and jogging, as identified in the 1990 Texas Outdoor Recreation Plan (TORP) prepared by the TPWD.

Facilities proposed within the DFE project area would provide public access, protect sensitive environmental resources, and promote safe use of the area. The plan creates linkages between existing recreational and public open space areas, both existing and necessary for the DFE project. The plan is consistent with the locally-adopted recommendations for long-range development of the Great Trinity Forest Park within the DFE project area. The USACE adopted many of the recommendations of the Great Trinity Forest Master Plan, including land acquisition, construction of trails and canoe launches, and implementation of an interpretive center in the forest. The City of Dallas, in cooperation with the USACE, has purchased several additional tracts of land within the Trinity River floodplain for habitat mitigation and park uses (USACE, 1999).

Trinity Trails System

The Trinity Trails concept is the result of extensive planning efforts conducted by various local, state, and federal agencies since 1991. Since 1996, the Trinity Trails Advisory Committee (TTAC) has been working toward development of this project. The Trinity Trails System is consistent with the recommendations of other significant trail plans, including the *Dallas County Trail Plan*, NCTCOG's MTP, the TPWD's *Great Trinity Forest Master Plan*, and the City of Dallas' *Trinity River Corridor MIP/BVP*. The Trinity Trails plan provides recommended routes and policies to guide trail design and implementation.

The purpose of the Trinity Trails System is to establish a corridor that would be a continuous strip of land, which can accommodate hike/bike, equestrian, and/or nature trails and serve as the primary link for recreational opportunities within a "world-class" Trinity River Greenway. Trails

within the corridor spine, and connecting spurs, would provide alternate transportation routes to parks, schools, shopping areas, and work.

This planned system of trails radiates from the confluence of the West Fork, Elm Fork, and Main Stem of the Trinity River. The 125-mile northward spine, referred to as Dalhoma, is proposed as part of this plan to extend along the Elm Fork to Lakes Lewisville and Ray Roberts, then along major highway and rail corridors to Lake Texoma at the Oklahoma border. The 50-mile southeastern spine initially extends along the Trinity to the Dallas/Ellis County line, but could eventually reach the Gulf of Mexico. The 75-mile western spine extends along the West Fork to Lakes Benbrook and Eagle Mountain, and may eventually extend farther west (NCTCOG, 1998).

Dallas County Trail Plan

In 1996, Dallas County began this initiative for a large-scale, countywide recreation trails network that would link to the Trinity Trails System. The plan proposes a logical network of over 480 miles of potential non-motorized, environmentally friendly thoroughfares for pedestrian/bicycle use and enjoyment. Trails in Dallas County that intersect the Trinity Trails System may be along waterways, railways, utility corridors, or roadways. Over 335 miles of the total network are hard-surface trails with over 145-miles proposed as soft-surface trails, creating connections countywide. The Dallas County Commissioner's Court adopted this plan on March 18, 1997.

LOCAL HIKE AND BIKE TRAIL



The *Dallas County Trail Plan* includes an extensive network of trails within the Trinity River corridor, with 3.5 miles of trails designed for environmentally sensitive areas, 7 miles of soft-surface trails, and 26 miles of hard-surface trails with pedestrian bridges across the river. The bicycle and pedestrian facilities proposed are part of the plan and include segments of the Great Trinity Trail, Bernal Trail, Fair Park Trail, Trestle Trail, and the Katy Trail. This component is proposed to include approximately 45 miles of off-road trails and 20 miles of on-road facilities (Dallas County Commissioners Court, 1997).

Regional Veloweb

A “veloweb” is an interconnected network of off-street, hard-surface trails designed to provide safe, efficient mobility opportunities to high-speed bicycle commuters. The purpose of a veloweb is to provide interregional routes, which favor bicycle travel to encourage increased use of the bicycle for utilitarian trip purposes.

The regional veloweb was developed and recommended by the NCTCOG as part of the bicycle/pedestrian component of the *Mobility 2025 – April 2005 Update*. The proposed bicycle/pedestrian facilities within the project area were incorporated into the *Mobility 2025 – April 2005 Update* based on recommendations included in the TxDOT TPC MTIS, and is carried forward in the current MTP, *Mobility 2035 – 2013 Update*. Planned veloweb trails within the project area include: Trinity Levee Trail, Trinity Forest Trail, Coombs Creek Trail, Red Bird Way, Grand Avenue Connection, Trinity Trails, Katy Trail, Bernal Trail, Elm Fork Creek Trail, Trinity Strand Trail, Bellview Connection and Chalk Hill Trail. (NCTCOG, 2013).

Table 3-15 of FEIS Section 3.3.2.3 provides a summary of the proposed trails within the project area, which are shown on **FEIS Plate 3-16**.

Trinity River Boat Ramps, Access Roads, and Parking Areas

The City of Dallas obtained grant funding from the TPWD for the design and construction of two boat ramps and associated access roads and parking areas. Both boat ramps have been constructed. One is located within the Dallas Floodway just downstream of Sylvan Avenue adjacent to Crow Lake. The second boat ramp is located under the Loop 12 Trinity River Bridge in South Dallas.

Development of a system of parks, recreational areas, and linear trails along the Trinity River is an integral portion of the NCTCOG’s COMMON VISION (2001d) work program. NCTCOG has identified the Trinity River Corridor as a “unique regional resource.” The value of this resource is increased because of its location within the growing DFW metropolitan area. The NCTCOG is pursuing a Trinity Greenbelt of major parks linked by a regional trail system. It is the intent of the NCTCOG to implement a “world class” Trinity Greenbelt strategy.

2002 A Renaissance Plan for Dallas Parks and Recreation in the 21st Century

This plan was published in August 2002 by the Dallas PARD. The overall purpose of the plan is to develop an “innovative, interactive, creative, environmentally sensitive, and state-of-the-art” long-range development plan for the PARD over the next 10 to 20 years. The plan includes a Capital Implementation Plan organized according to the six park maintenance districts across the

city. These Park District Action Plans present proposed capital improvements for each park based upon the top ten facility needs identified in a citizen survey. Proposed capital improvements for existing parks and recreational areas in the project area include a variety of recreational improvements. These include playgrounds, hike/bike/walk trails, outdoor swimming pools, sport facilities (e.g., soccer, basketball, and baseball), picnic facilities, recreation centers, senior facilities, and facilities for the disabled (City of Dallas, 2002b). Phase 1 of the Renaissance Plan was completed in 2005.

2008 Dallas Trail Network Plan

Subsequent to the 2002 Renaissance Plan process, maps, photographic documentation, cost estimates and various trail data were combined into a single comprehensive document to create the Dallas Trail Network Plan. Over a period of several months, park staff visited each proposed trail corridor to determine the true feasibility of each proposed trail. All of the proposed corridors that were deemed feasible, as well as existing trails, were photographically documented and mapped. The Dallas Trail Network Plan classifies trails into four distinct categories: major linear trails, major loop trails, major nature trails, and neighborhood trails. Existing park trails included within the Dallas Trail Network Plan that are also within the project area include the Trinity Levee Trail and the Trinity Strand Trail (Dallas Trail Network Plan, 2008).

There are currently 98.3 miles of existing trails in the Dallas park system inventory and 151.4 miles of additional proposed trails. In total, there are 47 defined trail systems. Planned trails within and adjacent to the project area include: Elm Fork Trail, Elm Fork Creek Trail, Bernal Trail, Trinity Strand Trail and Connector, Trinity Levee Trail, Trinity Trail, Continental Pedestrian Bridge, Coombs Creek Trail, Emerald Bracelet Trail, Cedar Crest Trail, Great Trinity Forest Trail and Great Trinity Forest Expansion Area (Dallas Trail Network Plan, 2008).

2004 Downtown Parks Master Plan

To frame a new vision for downtown, the City of Dallas engaged a design team to prepare a Downtown Parks Master Plan. The ultimate goal was a series of signature parks and plazas within downtown that add identity and economic vibrancy to the heart of the city. The Downtown Parks Master Plan also outlines streetscape initiatives to improve pedestrian connectivity, enhance vehicular boulevards, and therefore define the linkage between major destinations.

The Downtown Parks Master Plan supports the following strategies:

- A significant increase in the number of parks and public spaces for the benefit of residents, citizens and visitors;
- Adequate, discrete and sufficient amount of parking to support downtown activities; and

- A comprehensive transportation plan that integrates vehicles, light rail, pedestrians and cyclists.

A critical component of the Downtown Parks Master Plan, is site selection and establishment of "edge parks." A system of edge parks is intended to provide aesthetic value, stimulate development, connect downtown with adjacent neighborhoods, and provide basic ecological services. Two of the proposed edge parks, Jubilee Commons and West End Gateway, are adjacent to the project area. These parks are further described below:

- Jubilee Commons – The proposed Jubilee Commons Park occupies the bluff that that was once the historic edge of the Trinity River on the western edge of downtown. At a location proximate to downtown and adjacent to the rail line, Jubilee Commons would provide an attractive representation of the city's provision of recreational park space to its residents.
- West End Gateway – Located in the northwest border of downtown, the West End Gateway Park would create a park nearly four acres in size and serve as an entrance portal to downtown. West End Gateway Park would also provide park visitors with both passive and active recreation opportunities and function as a connection to destinations in the Arts District and West End (Downtown Parks Master Plan-Final Report, 2004).

Appendix J-3
Surface Water Quality Monitoring Data

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX J-3

SURFACE WATER QUALITY MONITORING DATA

The following table includes analytical results as provided by the TCEQ, Texas CRP (TCEQ, 2013) for key sampling parameters from 2011 and 2012 sampling events conducted for Segment 0805 at monitoring station 10937, located near the upstream end of the Trinity Parkway project area. The Texas CRP is a state fee-funded program for water quality monitoring, assessment, and public outreach. The CRP is a collaboration of 15 partner agencies and the TCEQ. The CRP provides the opportunity to approach water quality issues within a watershed or river basin locally and regionally through coordinated efforts among diverse organizations. Sampling data is available online as part of the TCEQ database of quality-assured surface water quality monitoring data.

**TABLE J3-1. 2011 AND 2012 SAMPLING RESULTS FROM STREAM SEGMENT 0805,
STATION 10937 (TRINITY RIVER AT NORTH WESTMORELAND)**

Parameter	Criteria (min. / max. values)	Feb. 2011	May 2011	Aug. 2011	Nov. 2011	Feb. 2012	May 2012	Aug. 2012
Water Temperature (°C)	1 / 38	15.2	24.8	31	22.6	11.1	24.8	30.9
Air Temperature (°C)	-15 / 45	16	26	37.5	24.5	14	29	36
Stream Flow (CFS)	0.01 / 15000	504	743	393	377	1820	828	557
Transparency (m)	0.01 / 7	0.28	0.23	0.28	0.43	0.23	0.2	0.4
Specific Conductance (umhos/cm@25c)	30 / 60000							
Dissolved Oxygen (mg/l)	0.5 / 15	10.2	7.9	7.1	8	11.7	7.8	7.1
pH (SU)	5 / 10	8.2	7.7	7.6	7.6	7.9	7.6	7.6
Total Nitrogen, Ammonia (mg/l as N)	.005 / 3	0.31	<0.02	0.04	0.4	<0.02	0.06	0.02
Nitrite Nitrogen (mg/l as N)	.005 / .54	0.03	<0.05	<0.05	0.07	0.07	<0.05	0.05
Nitrogen, Kjeldahl (mg/l as N)	.05 / 4.2	1	1.1	0.8	1.19	0.6	0.7	1.09
Nitrite plus Nitrate (mg/l as N)	.005 / 12.8	11.13	13.28		17.64	2.83	7.41	
Phosphorus (mg/l as P)	.005 / 3.09	1.21	1.32	1.75	2.17	0.27	0.96	1.67
Orthophosphate Phosphorus (mg/l)	.002 / 2.51							
Hardness (mg/l as CaCO ₃)	12 / 2625	212	185	150	167	183	178	145
Flow (1-no, 2-low, 3-normal, 4-flood, 5-high)	1 / 6	3	3	3	2	3	3	3
E. Coli, Colilert, Idexx method (mpn/100ml)	.9 / 100000	26	420	150	35	580	360	36
Chlorophyll-A (ug/l)	0 / 50	11.7	21.7	7.8	5.2	12.3	9	7
Days since precipitation event (days)	0 / 75	>7	1	10	5	<1	<1	23
Source: TCEQ, 2013.								
Notes:								
< -	less than							
> -	greater than							
°C -	degrees Centigrade							
CFS -	cubic feet per second							
m -	meters							
umhos/cm@25c -	micromhos/centimeter							
mg/l -	milligrams per liter							
SU -	standard units							
mpn/100ml -	most probable number per 100 milliliters							
ug/l -	micrograms per liter							

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix J-4
Reasonably Foreseeable Future Actions

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX J-4

REASONABLY FORESEEABLE FUTURE ACTIONS

This appendix provides information about the anticipated effects to resources within the Trinity River Corridor from reasonably foreseeable future transportation, infrastructure, and flood control projects (**Table J-4-1**) and land development projects (**Table J-4-2**). The projects outlined correspond with the projects listed and shown graphically (see **FEIS Figures 4-7** and **4-8**) within **FEIS Section 4.26.7** of the Cumulative Impacts Analysis.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
1	2006 City of Dallas Bond Projects TxDOT/City of Dallas	Medical District Drive (formerly Motor Street) improvements from IH-35E to Harry Hines Boulevard. Reconstruct and widen from four-lane to six-lane divided roadway.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 4.47 acres of urban/disturbed land. No substantial change in the availability of developable land. • Community cohesion – adverse impacts not anticipated because proposed project is the widening of an existing facility. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No likely effect to prevailing parks/ open space in the area. • Water of the U.S. – no anticipated effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – no anticipated effect to high quality woodland habitats. Potential impacts to maintained herbaceous vegetation and scattered upland woodland and landscape trees. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Improved mobility and increased roadway capacity could lead to an increase in the number of roadway users potentially benefitting the local economy. • Visual impacts – little change to visual aesthetics.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
2	Able Pump Station City of Dallas/USACE	Decommission existing Able Pump Station and outfall, and construct new pumping plant and outfall near the Belleview Pressure Sewer, located along the East Levee, south of the Dallas CBD. The facility will be located at 600 S. Riverfront Blvd. near Fuel City. Install culvert connecting Sump Ponds 1 and 5.	Project is within the Trinity River Corridor and partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 16.94 acres of urban/disturbed land, 33.83 acres of waters of the U.S., and 29.92 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – no anticipated effect on community cohesion. No residential or business displacements are expected to occur. • Cultural resources and parklands – no anticipated effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portion of the proposed project is located within the Trinity River Greenbelt Park. Approximately 5.6 acres of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S., including wetlands are anticipated. Resource within the project area that could be impacted includes 33.83 acres of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the project area includes 0.18 acre of riparian forest and 29.74 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated adverse effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – no anticipated effect to visual aesthetics.
3	AT&T Trail AT&T/City of Dallas	Concrete trail from Audubon Center to just east of the planned Trinity Forest Golf Course.	Project is not within the Trinity River Corridor but is within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 0.44 acre of urban/disturbed land and 12.66 acre of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – no anticipated effect on community cohesion. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential for archeological artifacts to be uncovered due to construction within floodplain and largely undeveloped area. No likely effect to prevailing parks/ open space in the area.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses a tributary to the Trinity River. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 10.06 acres of upland forest, 1.23 acres of riparian forest, and 1.37 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
4	Beckley Avenue City of Dallas	Roadway widening to a four-lane divided thoroughfare with bike lanes from Singleton Boulevard to IH-30.	Project is within the Trinity River Corridor but not within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 9.41 acres of urban/disturbed land and 0.79 acre of vegetation/wildlife habitat. No substantial change in the availability of developable land, and no displacements anticipated. • Community cohesion – adverse impacts not anticipated because proposed project is the widening of an existing facility. No residential or business displacements are expected to occur. • Cultural resources and parklands– no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No likely effect to prevailing parks/ open space in the area. • Waters of the U.S. – no anticipated effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 0.79 acre of grassland. • Water Quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains - no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic - potential for short-term negative impacts to the local economy

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>due to avoidance of the area because of construction activities. Improved mobility and increased roadway capacity could lead to an increase in the number of roadway users potentially benefitting the local economy.</p> <ul style="list-style-type: none"> • Visual impacts – little change to visual aesthetics.
5	<p>Belleview Trail Connector City of Dallas</p>	<p>The City of Dallas proposes to construct a pedestrian link along Belleview Street, connecting the Cedars area and DART station with proposed future development on the south side of the UPRR, and create a vantage point toward the Trinity corridor and downtown Dallas.</p>	<p>Project is partially within the Trinity River Corridor but not within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 1.4 acres of urban/disturbed land. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. The proposed facility would connect the residential and commercial communities in the Cedars neighborhood to proposed future development and the Rock Island area. These areas are currently divided by the UPRR. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in beneficial effects to parks/opens spaces through the as the proposed project includes the construction of a plaza and spiral ramp park. • Water of the U.S. – no anticipated effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – no anticipated effect to vegetation and wildlife habitat. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
6	<p>Bernal Trail City of Dallas</p>	<p>Eastern and western extension of existing trail to the proposed Trinity Levee Trail and south to Fish Trap Lake; located south of Canada Drive.</p>	<p>Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 1.84 acres of urban/disturbed land, 0.82 acre of waters of the U.S. and 10.22 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>areas, and parks. No residential or business displacements are expected to occur.</p> <ul style="list-style-type: none"> • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within Emma Carter Park, Bernal Greenbelt Park, Tipton Park, Pointer Park, and Kingsbridge Park. Approximately 5.3 acres of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses West Fork Trinity River (Old Branch) and an associated tributary. Resource within the project area that could be impacted includes 0.82 acre of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 3.05 acres of riparian forest and 7.17 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
7	Cedar Crest Bridge Gateway and Overlook Enhancements, Trinity River Overlook, and Trailhead Parking Lot/ Maintenance Access Road Improvements City of Dallas	Proposed beautification and aesthetic gateway treatments at the Cedar Crest Bridge terminus; construction of a river overlook for the Trinity River; and construction of trailhead parking, signage, seating, and maintenance road access to the Trinity River Floodplain at the Cedar Crest Blvd. and 11 th St. intersection.	Project is located within the Trinity River Corridor and partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 4.2 acres of urban/disturbed land and 0.45 acre of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – no anticipated effect on community cohesion. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within the Martin Luther Median Park and Forest Park. Approximately one acre of impacts to prevailing parks/ open space could occur.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Water of the U.S. – no anticipated effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 0.44 acre of riparian forest and 0.01 acre of grassland. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
8	Cedar Crest Trail City of Dallas	Concrete trail extending from near IH-35/US-67 split to Santa Fe Trestle Trail; proposed trail also crosses Cedar Crest Bridge.	Project is within the Trinity River Corridor and within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 3.45 acres of urban/disturbed land, 0.22 acre of waters of the U.S. and 3.0 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, parks, and public transportation. No residential or business displacements are expected to occur. • Cultural resources and parklands – no adverse effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. No likely effect to prevailing parks/ open space in the area. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Trinity River and Cedar Creek. Resource within the project area that could be impacted includes 0.14 acre of emergent wetland and 0.08 acre of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 0.44 acre of upland forest, 2.27 acres of riparian forest, and 0.29 acre of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>the 100-year floodplain or SPF valley storage.</p> <ul style="list-style-type: none"> • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
9	<p>Continental Avenue Viaduct</p> <p>TxDOT/City of Dallas</p>	<p>Conversion of this NRHP-eligible bridge to a pedestrian and bicycle facility.</p>	<p>Project is within the Trinity River Corridor and within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – may result in the conversion of the existing bridge to a pedestrian/bicycle facility. Resource within the proposed project footprint includes 0.48 acre of waters of the U.S., 2.09 acres of vegetation/wildlife habitat, and 0.13 acre of disturbed/urban land. No substantial change in the availability of developable land. • Community cohesion - positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between west Dallas and downtown Dallas. No residential or business displacements are expected to occur. • Cultural resources and parklands – coordination with THC on proposed bridge conversion. No adverse effect on prevailing historical buildings or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within the Trinity River Greenbelt Park. Approximately 2.1 acres of impacts to prevailing parks/ open space could occur. Temporary construction easement, if needed. • Water of the U.S. – no anticipated effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – no anticipated effect to vegetation and wildlife habitat. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – potential to benefit local economy as increased use of the bridge would create more demand on both ends for pedestrian/bicycle services. • Visual impacts – anticipated positive impact on visual aesthetics
10	<p>Coombs Creek Trail</p> <p>City of Dallas</p>	<p>Extension of existing Coombs Creek Trail to the proposed Trinity Trail, located south of IH-30 between Hampton Road and Beckley Drive.</p>	<p>Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 1.13 acres of urban/disturbed land, 0.18 acre of waters of the U.S., and 1.08 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within the Kessler Parkway Park. Approximately 1.4 acres of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses Coombs Creek. Resource within the project area that could be impacted includes 0.18 acre of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 1.08 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
11	Dallas – Olive Street/St. Paul Street Loop Project City of Dallas/DART	Construction of a 0.65 mile urban streetcar track extension of the McKinney Avenue Transit Authority's (MATA) line connecting to MATA's Olive Street Extension and providing better access to DART's St. Paul Light Rail Station.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – would not result in land conversion as the proposed track would be laid on existing pavement. Resource within the proposed project footprint includes 4.28 acres of urban/disturbed land. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide an alternative form of transportation between residential and commercial areas, parks, and public transportation. No residential or business displacements are expected to occur. • Cultural resources and parklands –

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No likely effect to prevailing parks/ open space in the area.</p> <ul style="list-style-type: none"> • Water of the U.S. – no anticipated effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – no anticipated effect to vegetation and wildlife habitat. • Water quality –adverse impact to water quality is not expected. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Potential to benefit the local economy due to improved access to area businesses via public/alternative transportation. • Visual impacts – no anticipated effect on visual aesthetics.
12	<p>Dallas Floodway Extension (DFE) Project</p> <p>City of Dallas/USACE</p>	<p>The proposed project covers approximately 9,500 acres and consists of the construction of the Chain of Wetlands, Cadillac Heights and Rochester Park Levees, and ecosystem and recreation features downstream of existing Dallas Floodway Levee System. Construction is ongoing.</p>	<p>Project is partially within the Trinity River Corridor and within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – results in no conversion of land to transportation right-of-way, however, a substantial acreage of land (including the area between the levees, areas associated with flood damage reduction swales, environmental mitigation areas, and other areas necessary to maintain the project's beneficial features) will be permanently changed in terms of use. Resource within the proposed project footprint includes 48.15 acres of urban/disturbed land, 5.43 acres of waters of the U.S., and 46.89 acres of vegetation/wildlife. The project would reclaim approximately 417 acres of industrial land uses from the floodplain and approximately 200 acres of residential land uses from the floodplain. As many as 10,000 structures in the downtown Dallas area would have a reduced flood risk and as many as 2,500 structures would have increased flood protection along the southern Trinity River Corridor. Overall benefits would likely be realized through increased flood protection in the area. • Community cohesion –project could result in commercial and residential displacements. Thirty-one miles of recreational trails will be built providing linkages between existing recreational areas and public open space areas. The trails will include 18 miles of concrete trail, 8.5 miles of natural surface equestrian trails and 5 miles of

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>natural surface nature trails with seven access areas planned.</p> <ul style="list-style-type: none"> • Cultural resources and parklands– would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; potential for archeological impacts are likely due to construction of levees, wetlands, and river realignment within floodway. Would result in beneficial effects to parks/open space through ecosystem restoration efforts and increased recreational amenities/opportunities. However, portions of the proposed project are located within Rochester Park. Approximately 10.4 acres of impacts to prevailing parks/ open space could occur. • Waters of the U.S. – implementation would result in benefits to waters of the U.S., including wetlands through creation of approximately 271 acres of “chain of wetlands.” Resource within the project area that could be impacted includes 0.68 acre of forested wetland, 0.02 acre of emergent wetland, and 4.73 acres of open water. • Vegetation and wildlife habitat – resource within the proposed project area that could potentially be impacted includes 36.17 acres riparian forest and 10.72 acres of grassland. Would result in the loss of approximately 200 acres of bottomland hardwoods from levee construction, sump construction, diversion of the river channel, and from excavation of flood damage reduction swales. However, approximately 1,200 acres of environmental mitigation would occur, of which 30 acres would be managed as grassland and the remainder as bottomland hardwood forest. <p>Would result in the creation of upper chain of wetlands – providing approximately 54 acres of emergent wetland, 33 acres of native riparian grasses, and 18 acres of open water. Would result in the creation of lower chain of wetlands – providing approximately 70 acres of emergent wetlands, 69 acres of riparian grassland, and 27 acres of open water.</p> <ul style="list-style-type: none"> • Water quality – The plan would result in a beneficial effect on water quality through environmental restoration and creation of wetlands. • Floodplains – The plan would result in no detrimental effect on the 100-year floodplain, and a beneficial effect on SPF valley storage through environmental restoration and creation

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>of wetlands.</p> <ul style="list-style-type: none"> • Economic – No anticipated effect on the economy. • Visual impacts – beneficial impacts to visual aesthetics through creation of new wetlands, lakes, recreational space, and other associated amenities.
13	<p>Dallas Floodway Project (Balanced Vision Plan)</p> <p>City of Dallas</p>	<p>An adopted plan that formulates activities within the Dallas Floodway to develop appropriate balance of multi-modal transportation, flood control, recreation and open space, environmental restoration and management, and economic and community development for the Trinity River corridor in Dallas. Adopted by City, April 2004.</p> <p>Plan is being revised/updated. Numbers shown are based on conceptual design.</p>	<p>Plan is within the Trinity River Corridor and within the Trinity River floodplain. The project has a total footprint of 2,000 acres.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 49.04 acres of urban/disturbed land, 515.09 acres of waters of the U.S., and 2,062.8 acres of vegetation/wildlife habitat. Would result in the conversion of approximately 54 acres of land to transportation right-of-way. Under the plan, approximately 50 acres of undeveloped land immediately outside the levees would be developed with no displacements. Plan would likely result in additional benefits by promoting sustainable development and redevelopment in the immediate area. • Community cohesion – no residential or commercial displacements are expected to occur. • Cultural resources and parklands– would likely result in beneficial effects on prevailing historical buildings, bridges, and districts through preservation; potential archeological artifacts may be uncovered during creation of lakes, reconfiguration/realignment of river, and other developments constructed within the floodway. Would result in beneficial effects to parks/open space by preservation/ enhancement of existing open space, providing new amenities, and by providing improved access to the area. However, portions of the proposed project are located within Trinity River Greenbelt Park. Approximately 2,296.4 acres of impacts to prevailing parks/ open space could occur. • Waters of the U.S. – would result in overall beneficial effects to waters of the U.S., including wetlands, through the creation of additional resources. Resource within the project area that could be impacted includes 251.06 acres of emergent wetland and 264.03 acres of open water. There are currently approximately 501 acres of waters of the U.S., including wetlands, within the project boundaries. This plan calls for the creation of an additional 425 acres of waters of the U.S., including wetlands and associated aquatic and bird habitats (requiring an Individual Section 404 permit). The plan also calls for the reconfiguration or realignment of segments of the existing

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>river into more of a natural, meandering state as part of habitat restoration.</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat – resource within the proposed project area that could potentially be impacted includes 54.76 acres riparian forest/bottomland hardwoods, 1,701.15 acres of riparian herbaceous grassland, 261.23 acres of upland herbaceous grassland, and 0.26 acre of upland woodland/forest. Would result in beneficial effects to high quality woodland habitats and maintained grass areas through environmental preservation and enhancements. Plan would include approximately 260 acres of new tree/woodland plantings. With the creation of new waters of the U.S., including wetlands, approximately 665 of grassland would be lost, however, the remaining 1,480 acres would benefit through planned grassland enhancements. The plan calls for the reconfiguration or realignment of segments of the existing river into more of a natural, meandering state as part of habitat restoration. This could result in potential short-term negative effects to benthic organisms within the old sections that would eventually be filled. However, long-term benefits (in the form of increased biodiversity) would be anticipated with the creation of the more “natural” meanders, ripples, and pools. In time, benthic organisms would re-establish in these newly created areas. • Water quality – The plan would result in beneficial effects to water quality as a result of the environmental enhancements discussed above. • Floodplains – The plan would result in no detrimental effect on the 100-year floodplain and would result in beneficial effects to SPF valley storage as a result of the environmental enhancements discussed above. • Economic – no anticipated effect on the economy. • Visual impacts – beneficial impacts to visual aesthetics through creation of new recreational space, woods, lakes, and other associated amenities.
14	Elm Fork Creek Trail City of Dallas	Concrete trail connecting proposed Trinity Strand Trail to the proposed Elm Fork Trail.	Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 4.38 acres of urban/disturbed land and 12.89 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land • Community cohesion – positive effect on community cohesion anticipated.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur.</p> <ul style="list-style-type: none"> • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within Pegasus Park and Arlington Park. Approximately 0.6 acre of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Elm Fork Trinity River. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 11.28 acres of riparian forest and 1.61 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
15	Elm Fork Trail City of Dallas	Concrete trail extending north from Trinity Levee Trail to the L.B. Houston Nature Area.	Project is not within the Trinity River Corridor but is within Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 13.18 acres of waters of the U.S., 13.88 acres of urban/disturbed land, and 5.53 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within Luna Vista Golf Course, Elm Fork Gun Club, L.B. Houston Nature Area, California Crossing Park, and Elm Fork Greenbelt Park. Approximately 21.5 acres of impacts to prevailing parks/ open space could occur.</p> <ul style="list-style-type: none"> • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Elm Fork Trinity River and associated tributaries. Resource within the project area that could be impacted includes 12.07 acres of forested wetland and 1.11 acres of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 3.74 acres of riparian forest and 1.79 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
16	Emerald Bracelet Trail City of Dallas	Concrete trail encircling downtown Dallas.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 26.21 acres of urban/disturbed land and 0.46 acre of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – potential effect on prevailing historical buildings, bridges, or districts. Portions of the proposed trail go through the West End Historic District, the Dealey Plaza Historic District, the Houston Street Viaduct National Register District, and the Dallas High School Historic District. Potential archeological

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within John Carpenter Plaza Park, Julius Schepps Park, and Dealey Plaza. Approximately 1.1 acres of impacts to prevailing parks/ open space could occur.</p> <ul style="list-style-type: none"> • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 0.46 acre of grassland. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
17	Five Mile Creek Trail (Extension) City of Dallas	Concrete trail extending from Glendale Park Loop Trail near Ledbetter DART Station to proposed Trinity Forest Trail.	Project is not within the Trinity River Corridor but is within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 0.34 acre of urban/disturbed land, 2.39 acres of waters of the U.S., and 4.19 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between commercial areas, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodplain. Portions of the proposed project are located within the Joppa Preserve. Approximately 0.2 acre of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses Five Mile Creek. Resource within the project area that could be impacted includes 2.39 acres of forested wetland. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 1.17

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>acres of riparian forest and 3.02 acres of grassland.</p> <ul style="list-style-type: none"> • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
18	Horseshoe Project TxDOT	Includes reconstruction of sections of the IH-30/IH-35E interchange or "Mixmaster" and operational improvements for IH-30 in the Canyon. Construction of the Margaret McDermott bridge (new "signature" bridge concept [long-span arch]) over IH-30 and reconstruction of the IH-35 bridge are included as part of this project.	Improvements total approximately 11 miles in length along existing highway corridors. Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – results in the conversion of approximately 17.3 acres of land to transportation right-of-way, a minimal change in the availability of developable land, and approximately 15 total displacements. Resource within the proposed project footprint includes 10.29 acres of waters of the U.S., 232.89 acres of urban/disturbed land, and 36.1 acres of vegetation/wildlife habitat. • Community cohesion – two residential displacements are likely to occur in the Trinity Bottoms Neighborhood. Seven commercial displacements and six billboard displacements are also anticipated. Negative impacts associated with the displacements and changes in access could occur. Positive impacts include improved mobility, traffic operations, changes in access, and improved connectivity to hike/bike facilities. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Provides for rehabilitation of the Houston Street viaduct under mitigation agreement with the THC; no archeological impacts are likely due to highly urbanized development within surrounding area. Portions of the proposed project are located within City Park, Kessler Parkway Park, and the Trinity River Greenbelt Park. Approximately 34.5 acres of impacts to prevailing parks/ open space could occur. Construction impacts to Trinity River Greenbelt Park are anticipated; however, are exempt from Section 4(f) evaluation because impacts occur in the "vicinity of the Dallas Floodway". • Waters of the U.S. – impacts to waters of the U.S. are anticipated. Resource within the proposed project area includes 5.32 acres of emergent wetlands and 4.97 acres of open water. Permanent impacts to approximately 0.4 acre of waters of the U.S.,

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>including wetlands and 14.35 acres of temporary impacts are anticipated. On-site mitigation would occur in the form of a constructed wetland within the limits of the already proposed hydraulic swale at IH-30.</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 1.72 acres of riparian forest, 34.3 acres of grassland, and 0.08 acre of upland forest. Approximately 0.86 acre of riparian woodland habitat and 16 large trees could be permanently impacted as a result of the proposed project. • Water quality –adverse impact to water quality is expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – No anticipated adverse effect to the 100-year floodplain or the SPF valley storage. A hydraulic swale would be constructed to offset potential impacts to a rise in the water surface elevation due to the total number of bridge columns that would be placed within the Dallas Floodway. • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Positive impacts could occur as a result of improved access and mobility in the area. • Visual impacts – little change to visual aesthetics.
19	IH-35E from Lombardy Lane to Spur 482 (Storey Road) TxDOT	Construct new southbound frontage road lanes and entrance/exit ramps to reduce congestion.	Project is not within the Trinity River Corridor but is partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 9.4 acres of urban/disturbed land, 0.25 acre of waters of the U.S., and 14.15 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land, and no displacements anticipated. • Community cohesion – adverse impacts not anticipated because proposed project is the construction of frontage road lanes within existing transportation right-of-way. No residential or business displacements are expected to occur. • Cultural resources and parklands– no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No likely effect to prevailing parks/ open space in the area. • Waters of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses Joes Creek

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>and Bachman Creek. Resource within the project area that could be impacted includes 0.25 acre of open water.</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 10.28 acres of riparian forest and 3.87 acres of upland forest. • Water Quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains - no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Frontage road access to adjacent properties could potentially benefit the local economy. <p>Visual impacts – little change to visual aesthetics.</p>
20	<p>IH-35E from US-67 to South of IH-30 (Eighth Street)</p> <p>TxDOT</p>	<p>Project to widen and reconstruct from 8 to 10 lanes with two reversible HOV/managed lanes.</p>	<p>Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 31.1 acres of urban/disturbed land, 4.17 acres of waters of the U.S., and 12.27 acres of vegetation/wildlife habitat. Approximately 0.5 acres of additional transportation right-of-way may be required. No substantial change in the availability of developable land, and no displacements. • Community cohesion – adverse impacts not anticipated because proposed project is the expansion of an existing facility primarily within existing transportation right-of-way. No residential or commercial displacements are expected to occur. • Cultural resources and parklands – no anticipated adverse effect on prevailing historical buildings, bridges, or districts. Project utilizes the historic Houston Street viaduct (listed on the NRHP) under mitigation agreement. The proposed project is located adjacent to the Tenth Street Historic District. Potential archeological artifacts may be uncovered during construction within floodway. The proposed project traverses the Trinity River Greenbelt Park. Approximately 12.7 acres of impacts to prevailing parks/ open space could occur. • Waters of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Trinity River. Resource within the project area that could be impacted includes 2.62 acres of emergent wetlands and 1.55

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>acres of open water.</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area includes 0.66 acre of riparian forest and 11.61 acres of grassland. • Water Quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – No effect to the 100-year floodplain or SPF valley storage. • Economic - potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Improved mobility and increased roadway capacity could lead to an increase in the number of roadway users potentially benefitting the local economy. • Visual impacts – little change to visual aesthetics.
21	Interurban Trail City of Dallas	Concrete trail extending southeast from Cedar Crest Trail to the Loop 12/IH 45 interchange.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 0.64 acre of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, recreational and public facilities, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 0.62 acre of grassland and 0.02 acre of upland forest. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
22	Jefferson Memorial Bridge City of Dallas/TxDOT	Project to realign/move the bridge 100 to 300 feet downstream. Would include demolition of existing bridge and building new bridge.	Project is within the Trinity River Corridor and within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 1.69 acres of urban/disturbed land, 0.92 acre of waters of the U.S., and 5.75 acres of vegetation/wildlife habitat. No conversion of land to transportation right-of-way anticipated and no substantial change in the availability of developable land. • Community cohesion – no anticipated effect on community cohesion. The proposed project is the demolition/relocation of an existing facility. No displacements (minimal structural footprint). • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; potential archeological artifacts may be uncovered during construction within floodway. The proposed project traverses the Trinity River Greenbelt Park. Approximately 5.7 acres of impacts to prevailing parks/ open space could occur. • Waters of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Trinity River. Resource within the project area that could be impacted includes 0.92 acre of open water. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 0.28 acre riparian forest and 5.47 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – some changes to visual aesthetics are likely due to relocation of bridge structure.
23	John C. Phelps Trail (Extension) City of Dallas	Concrete trail extension southwest to proposed Interurban Trail.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 1.81 acres of urban/disturbed land. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential areas, recreational facilities, and parks. No residential or business displacements are expected to occur.</p> <ul style="list-style-type: none"> • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – no anticipated adverse effect on vegetation and wildlife habitat. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
24	<p>Loop 12/IH-35 Corridor</p> <p>Loop 12 from Spur 408 to the Loop 12/IH-35E interchange then north on IH-35E to IH-635/IH-35E interchange</p> <p>TxDOT</p>	<p>Project to widen and reconstruct from 6 to 8 lanes with a two-lane reversible managed HOV system and six frontage road lanes.</p>	<p>Project is not within the Trinity River Corridor but is partially within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 388.18 acres of urban/disturbed land, 32.67 acres of waters of the U.S., and 40.64 acres of vegetation/wildlife habitat. Approximately 85.71 acres of additional transportation right-of-way may be required. No substantial change in the availability of developable land. • Community cohesion – the proposed project is the expansion of an existing facility and would require 85.71 acres of additional transportation right-of-way. This acquisition would result in the displacement of two residential structures and 53 commercial structures along the project corridor. However, the proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic group, or other specific group. Substantial adverse impacts to community cohesion are not anticipated. • Cultural resources and parklands – no anticipated adverse effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. Proposed project located adjacent to the Elm Fork Greenbelt Park and L.B. Houston Nature Area. Approximately

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>39.1 acres of impacts to prevailing parks/ open space could occur.</p> <ul style="list-style-type: none"> • Waters of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Elm Fork Trinity River, Delaware Creek, West Fork Trinity River, and Old West Fork Trinity River. Resource within the project area that could be impacted includes 16.58 acres forested wetland, 2.41 acres of emergent wetland, and 13.68 acres of open water. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 4.37 acres riparian forest and 36.27 acres of grassland. Over 1,000 mature trees would be permanently impacted by the proposed project. TxDOT has discretion in compensative replacement plantings and will provide offsite mitigation for 2.5 acres of trees at Bardwell Lake. • Water Quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. Coordination with TCEQ would be required for this project. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage, • Economic - potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Potential for impact to local economy due to the displacement of 53 commercial structures which house 64 businesses. Improved mobility and increased roadway capacity could lead to an increase in the number of roadway users potentially benefitting the local economy. • Visual impacts – little change to visual aesthetics.
25	Loop 12 Gateway City of Dallas	Three-phased construction of enhanced entrance to the Trinity River Audubon Center that would include solar-powered lighting and streetscape/monument enhancements.	Project is not within the Trinity River Corridor or within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 5.13 acres of urban/disturbed land and 8.66 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land • Community cohesion – no anticipated effect on community cohesion. No residential displacements would occur. Land acquisition of two commercial properties adjacent to the Audubon Center entrance resulting in business displacements. • Cultural resources and parklands –

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area.</p> <ul style="list-style-type: none"> • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 8.66 acres of grassland. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics as the proposed project would enhance the entrance to the Audubon Center.
26	<p>McKinney Avenue Trolley – Olive Street Extension City of Dallas</p>	<p>Extension of existing trolley line for 3,400 feet along Olive Street from McKinney Avenue to Bryan Street.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 1.68 acres of urban/disturbed land. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide an alternative form of transportation between residential and commercial areas, parks, and public transportation. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Water of the U.S. – no effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – no effect to vegetation and wildlife habitat. • Water quality –adverse impact to water quality is not expected. • Floodplains – no effect to the 100-year floodplain or SPF valley storage. • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Potential to benefit the local economy due to

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>improved access to area businesses via public/alternative transportation.</p> <ul style="list-style-type: none"> • Visual impacts – no anticipated effect on visual aesthetics.
27	<p>Mill Creek Pressure Sewer System City of Dallas</p>	<p>Plan calls for flood control measures by constructing an extensive underground pressure sewer system for Mill Creek, located in the Mill Creek sub-watershed in the City of Dallas.</p>	<p>Project is not within the Trinity River Corridor but is partially within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – results in no conversion of land to transportation right-of-way and no change in the availability of developable land in the area. Resource within the proposed project footprint includes 3.89 acres of urban/disturbed land and 5.61 acres of waters of the U.S.. • Community cohesion – no residential or business displacements are expected to occur. No anticipated effect on community cohesion. • Cultural resources and parklands – would likely result in benefits to prevailing historical buildings, bridges, and districts through preservation; potential for archeological artifacts may be uncovered during construction of outfall at Trinity River. Would likely result in beneficial effects to parks/open space through channel restoration. • Waters of the U.S. – implementation would likely result in minimal benefits to waters of the U.S., including wetlands. Resource within the project area that could be impacted includes 5.57 acres of emergent wetlands and 0.04 acre of open water. • Vegetation and wildlife habitat – no substantial adverse effect to vegetation and wildlife habitat. • Water quality – the plan would result in beneficial effects on water quality as a result of drainage improvements. • Floodplains – the plan would result in no detrimental effect on the 100-year floodplain. Overall, benefits from a pressure sewer system would likely be realized through improved flood control and flood water conveyance. • Economic – no anticipated effect on the economy. • Visual impacts – little change to visual aesthetics.
28	<p>Northaven Trail City of Dallas</p>	<p>Concrete trail extending from Elm Fork Trail to Walnut Hill Lane then to White Rock Creek Trail North.</p>	<p>Project is not within the Trinity River Corridor but is within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 0.97 acre of waters of the U.S., 0.02 acre of urban/disturbed land, and 3.46 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between institutional and commercial

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur.</p> <ul style="list-style-type: none"> • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses Joes Creek and runs parallel to Bachman Creek. Resource within the project area that could be impacted includes 0.96 acre of forested wetland and 0.01 acre of open water. • Vegetation and wildlife habitat – minor impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 3.43 acres of riparian forest and 0.03 acre of upland forest. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
29	<p>Pavaho Stormwater Wetland Project</p> <p>City of Dallas</p>	<p>Proposed creation of a wetland cell consisting of four wetland areas; three within the Dallas Floodway and one outside the Dallas Floodway.</p> <p>The City of Dallas proposes to construct approximately 70 acres of stormwater wetlands near the Pavaho Sump Pump Station. The proposed project would create habitat for wetland flora and fauna and aid in improving the water quality of storm runoff into the Trinity River.</p>	<p>Project is within the Trinity River Corridor and within the Trinity River floodplain.</p> <p>The project has a total footprint of approximately 70 acres.</p>	<ul style="list-style-type: none"> • Land use – results in no conversion of land to transportation right-of-way and no substantial change in the availability of developable land in the area. Resource within the proposed project footprint includes 12.27 acres of waters of the U.S., 0.34 acre of urban/disturbed land, and 58.3 acres of vegetation/wildlife habitat. • Community cohesion – no residential or business displacements are expected to occur. No anticipated effect on community cohesion. • Cultural resources and parklands – would result in no effect to prevailing historical buildings, bridges, or districts in the area; potential archeological artifacts may be uncovered due to construction of wetlands. Would result in minimal benefits to open space through the creation of wetlands. Proposed project located in the Trinity River Greenbelt Park. Approximately 61.2 acres of impacts to prevailing

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>parks/ open space could occur.</p> <ul style="list-style-type: none"> • Waters of the U.S. – implementation would result in the creation of approximately 70 acres of wetlands along the Trinity River (near the Pavaho Sump Pump Station). Resource within the project area that could be impacted includes 2.93 acres of emergent wetland and 9.34 acres of open water. • Vegetation and wildlife habitat – would result in benefits through creation of wetlands. Resource within the proposed project area that could potentially be impacted includes 0.01 acre of riparian forest and 58.29 acres of grassland. • Water quality – the project would result in benefits water quality through increased water conveyance and wetland construction. • Floodplains – The project would result in no detrimental effect on the 100-year floodplain and would result in benefits to SPF valley storage through increased water conveyance and wetland construction. • Economic – no anticipated effect on the economy. • Visual impacts – beneficial impacts to visual aesthetics through creation of wetlands.
30	<p>Prairie Creek Greenbelt Trail City of Dallas</p>	<p>Concrete trail extending northward from Trinity Forest Trail to Crawford Memorial Park.</p>	<p>Project is not within the Trinity River Corridor but is partially within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 0.31 acre of urban/disturbed land and 1.51 acres of vegetation and wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between recreational facilities and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – resource within the proposed project area that could potentially be impacted includes 1.51 acres of grassland. • Water quality – no anticipated effect on water quality.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
31	Riverfront Boulevard City of Dallas	Roadway reconstruction to become a six-lane divided thoroughfare with bike lanes from MLK Jr. Boulevard to Commonwealth Boulevard	Project is within the Trinity River Corridor but not within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – results in the conversion of approximately 16 acres of land to transportation right-of-way. No substantial change in the availability of developable land. Resource within the proposed project footprint includes 108.71 acres of urban/disturbed land, 0.46 acre of waters of the U.S., and 5.69 acres of vegetation and wildlife habitat. • Community cohesion – the proposed project is the expansion of an existing facility and would require approximately 16 acres of additional transportation right-of-way. This acquisition would result in the displacement of no more than ten non-residential displacements along the project corridor. However, the proposed project would not affect, separate, or isolate any distinct neighborhood, ethnic group, or other specific group. Substantial adverse impacts to community cohesion are not anticipated. No residential displacements are expected to occur. • Cultural resources and parklands – potential effect to two historic structures, however, consultation/coordination with SHPO could result in no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Waters of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses Knights Branch and Elm Fork Trinity River. Resource within the project area that could be impacted includes 0.46 acre of open water. • Vegetation and wildlife habitat – resource within the proposed project area that could potentially be impacted includes 4.73 acres of riparian forest and 0.96 acre of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain and no effect on SPF valley storage.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Potential for impact to local economy due to the non-residential displacements. Improved mobility and increased roadway capacity could lead to an increase in the number of roadway users potentially benefitting the local economy. • Visual impacts – little change to visual aesthetics.
32	S.M. Wright City of Dallas/TxDOT	<p>Construct direct-connecting ramps from C.F. Hawn Freeway to IH 45, and widen IH 45 to inside from Lamar Street to the SM. Wright Freeway ramps.</p> <p>Conversion/downgrade (fewer vehicle lanes) of S.M. Wright Freeway from IH 45 to Budd Street to a six-lane arterial.</p> <p>Project has an overall footprint of 202.3 acres.</p>	Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – results in conversion of 31.1 acres of land to transportation right-of-way with no substantial change in the availability of developable land. Resource within the proposed project footprint includes 225.62 acres of urban/disturbed land, 0.29 acre of waters of the U.S., and 29.55 acres of vegetation and wildlife habitat • Community cohesion – the proposed project is the conversion/modification of an existing facility and would require approximately 31.1 acres of additional transportation right-of-way. This acquisition would result in the displacement of structures on 15 properties (six residential and nine commercial). However, the proposed project would not affect, separate, or isolate any distinct neighborhood, ethnic group, or other specific group. Substantial adverse impacts to community cohesion are not anticipated. • Cultural resources and parklands– within project APE are two NRHP-listed districts, a NRHP-eligible property, and a NRHP-eligible district. TxDOT historians and THC concurred project would have no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. Portion of the proposed project is located in Rochester Park. Approximately 0.9 acre of impacts to prevailing parks/ open space could occur • Waters of the U.S. – resource within the project area that could be impacted includes 0.01 acre of emergent wetland and 0.28 acre open water. • Vegetation and wildlife habitat – resource within the proposed project area that could potentially be impacted includes 29.55 acres of riparian forest. Expected removal of approximately 1,068 trees greater than 6-inches dbh. Potential mitigation for 1.25 acres of riparian/bottomland forest impacts.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no effect to the 100-year floodplain or SPF valley storage • Economic – potential for short-term negative impacts to the local economy due to avoidance of the area because of construction activities. Potential for impact to local economy due to the nine commercial displacements. Improved mobility could lead to an increase in the number of roadway users potentially benefitting the local economy. • Visual impacts – change to visual aesthetics are likely due to adding more beneficial landscaping along parkway corridor.
33	Trinity Forest Trail City of Dallas	Concrete trail extending throughout Great Trinity Forest.	Project is partially within the Trinity River Corridor and within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 31.58 acres of waters of the U.S., 24.67 acres of urban/disturbed land, and 75.31 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between institutional, residential and commercial areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodway. Proposed project runs through Devon-Anderson Park, Gateway Park, Rochester Park, Genero Park, Grover C. Keeton Park, McCommas Bluff Park, Joppa Preserve, and Trinity River Greenbelt Park. Approximately 23.5 acres of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses Branch of White Rock Creek, Honey Springs Branch, Trinity River, White Rock Creek, and Cedar Creek. Resource within the project area that could be impacted includes 8.45 acres of emergent wetland, 18.78 acres of forested wetland, and 4.35 acres of

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<p>open water.</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 48.13 acres of riparian forest, 14.56 acres of grassland, and 12.62 acres of upland forest. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
34	Trinity Levee Trail City of Dallas	Concrete trail on Trinity River Levee linking several parks and trails.	Project is partially within the Trinity River Corridor and within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 0.3 acre of waters of the U.S., 6.82 acres of urban/disturbed land, and 73.4 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between institutional, residential and commercial areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodway. Proposed project runs through the Trinity River Greenbelt Park and Trinity View Park. Approximately 43.0 acres of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Elm Fork Trinity River. Resource within the project area that could be impacted includes 0.05 acre of emergent wetland, 0.06 acre of forested wetland, and 0.19 acre of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 73.34 acres of grassland and 0.06 acre of

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				riparian forest. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
35	Trinity Strand Trail and Connection to Dallas Floodway City of Dallas	Hike and bike/commuter trail along original course of the Trinity River through the Design District.	Project is partially within the Trinity River Corridor but not within the Trinity River floodplain.	• Land use – resource within the proposed project footprint includes 0.52 acre of waters of the U.S., 4.69 acres of urban/disturbed land, and 19.74 acres of vegetation/wildlife habitat. No substantial change in the availability of developable land. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would provide off-road facilities for cycling, walking, and jogging between residential and commercial areas, recreational facilities, public transportation, and parks. No residential or business displacements are expected to occur. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts. Potential archeological artifacts may be uncovered during construction within floodway. Portions of the proposed project run through Pegasus Park, Stemmons Park, Katy Trail Park, and Trinity River Greenbelt Park. Approximately 0.9 acre of impacts to prevailing parks/ open space could occur. • Water of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Elm Fork Trinity River. Resource within the project area that could be impacted includes 0.52 acre of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 19.74 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage.

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
				<ul style="list-style-type: none"> • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics.
36	Union Station to Oak Cliff, Dallas Streetcar DART/City of Dallas/NCTCOG/FTA	Approximately 1.6 mile streetcar alignment from Union Station over the Houston Street Viaduct, along Zang Boulevard to Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection. Four stops are proposed, all within existing right-of-way.	Project is partially within the Trinity River Corridor and partially within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – results in no conversion of land to transportation right-of-way. No change in the availability of developable land in the area. Resource within the proposed project footprint includes 4.94 acres of urban/disturbed land, 0.27 acre of waters of the U.S., and 1.89 acres of vegetation/wildlife habitat. • Community cohesion – no displacement/relocations. Project would benefit all populations by providing a reliable, affordable transportation option. • Cultural resources and parklands– no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. A structural vibration analysis would be conducted during final design to ensure structure(s) would not be adversely impacted by the operations of the proposed streetcar. The proposed project traverses the Trinity River Greenbelt Park. Approximately 1.8 acres of impacts to prevailing parks/ open space could occur. • Waters of the U.S. – impacts to waters of the U.S. could occur as the proposed project crosses the Trinity River. Resource within the project area that could be impacted includes 0.27 acre of open water. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 0.09 acre of riparian forest and 1.8 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no effect to the 100-year floodplain or on SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – little change to visual aesthetics.
37	West Dallas Gateway City of Dallas	A gateway to the Continental Bridge. Enhancements and features include parking, plaza/gathering space,	Project is within the Trinity River Corridor but not within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – resource within the proposed project footprint includes 11.21 acres of urban/disturbed land and 3.25 acres of vegetation/wildlife habitat. No substantial change in the

TABLE J-4-1. REASONABLY FORESEEABLE ACTIONS – TRANSPORTATION, INFRASTRUCTURE, AND FLOOD CONTROL PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ²
		bicycle/pedestrian access and connections to adjacent neighborhoods, development and trails, and picnic areas.		<p>availability of developable land.</p> <ul style="list-style-type: none"> • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would create a gathering space for area citizens, connection to off-road facilities for cycling, walking, and jogging between residential and commercial areas, public transportation, and parks. No residential displacements are expected to occur. A Texas Utilities Electric Co. substation could be displaced due to the proposed project. • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; no archeological impacts are likely due to highly urbanized development within surrounding area. No effect to prevailing parks/ open space in the area. • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 3.25 acres of grassland. • Water quality – no anticipated effect on water quality. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics as the proposed project would provide landscaping and median enhancements.
<p>Notes:</p> <ol style="list-style-type: none"> 1. See Figure 4-7 for approximate project locations. 2. Locations and acreages are approximate/estimates and are based on review of reasonably available information, data, maps, and reports. Anticipated effects do not take into consideration potential mitigation or other likely measures stipulated by regulatory authorities. 3. City of Dallas, 2012q. 				

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
A	505 Riverfront Private Investor(s)	Planned Development District permitted primarily for retail, office, hospitality, and high-density residential uses with no density or height restrictions.	Project is within the Trinity River Corridor but not within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 27.53 acres of urban/disturbed land. • Community cohesion – would likely result in no effect on community cohesion. No residential or commercial displacements are expected to occur. • Cultural resources and parklands – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat are anticipated. • Water quality – no anticipated effect on water quality. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/services and create jobs. • Visual impacts – anticipated positive impact on visual aesthetics as the proposed project would provide landscaping.
B	Cedars West Site Mixed Use Development Private Investor(s)	Plan includes the development of a mixed-use retail and residential community consisting of mid and high-rise apartments, condominiums, townhomes, and a hotel.	Project is partially within the Trinity River Corridor but not within the Trinity River floodplain. The project has a total footprint of approximately 60 acres.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 58.1 acres of urban/disturbed land, 0.05 acre of waters of the U.S., and 8.22 acres of vegetation/wildlife habitat. • Community cohesion – positive effect on community cohesion. New residential development and subsequent occupants would enhance the existing surrounding community. No displacements are expected to occur. • Cultural resources and parkland – proposed development is located in close proximity to the Turtle Creek Pump Station, a THC national register property. Would result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – resource within the project area that could be impacted includes 0.05 acre of open water. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 8.22 acres of grassland. • Water quality – would likely result in no effect on water quality. BMPs would be implemented to

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>manage water quality at the construction site.</p> <ul style="list-style-type: none"> • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new high-rise buildings and associated landscaping.
C	<p>Dallas Police Academy City of Dallas</p>	<p>Development of a new police academy and associated facilities in the Cadillac Heights neighborhood.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p> <p>The project has a total footprint of approximately 24 acres.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the R-5(A) – Single Family 5,000 Square Feet District and TH-3(A) – Townhouse 3 Districts zoning classifications, but is not consistent with these classifications. Resource within the proposed project footprint includes 23.66 acres of urban/disturbed land. Acquisition of as many as 103 urban lots for academy and related facilities. • Community cohesion – an estimated 75 residential displacements/relocations would occur as a result of the proposed development. Community cohesion would be adversely impacted as a significant portion of the Cadillac Heights neighborhood would be demolished to allow for the construction of the proposed police academy. It will not only greatly reduce the size of the community and the number of occupants, but would change the historical character of a community that dates back to the 1940's. • Cultural resources and parklands – would result in no effect to prevailing historical buildings, bridges, or districts in the area; archeological impacts unlikely due to urban development within and surrounding project area. Would result in no effects to parks and open space. • Waters of the U.S. – implementation would result in no effects to waters of the U.S., including wetlands. • Vegetation and wildlife habitat – no anticipated effect to vegetation and wildlife habitat. • Water quality – no anticipated effect on water quality. BMPs would be implemented to manage water quality at the construction site. • Floodplain – the project would result in no detrimental effect on the 100-year floodplain and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would bring new clientele to area businesses. • Visual impacts – little change to visual aesthetics.
D	<p>Dallas Transit-Oriented Development – Buckner Station City of Dallas</p>	<p>Potential Catalytic Development sites with mixed-use development including affordable housing options, restaurants, retail, and activity centers. Construction of new</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the IM – Industrial Manufacturing District zoning classification, but is not consistent with this classification. Resource within the proposed project footprint includes 15.69 acres of urban/disturbed land. • Community cohesion – construction of mixed-used development in combination with improved access to area transit opportunities would result

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
		<p>facilities as well as revitalization of existing structures. Landscape and streetscape improvements. Overall, improve access for current and future residents to area transit opportunities.</p>		<p>in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. Exact number of displacements/relocations is unknown. However, based on aerial photography (2011) it appears that approximately nine commercial structures could be displaced.</p> <ul style="list-style-type: none"> • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – no impacts to waters of the U.S. • Vegetation and wildlife habitat – no impact to vegetation and wildlife habitat. • Water quality – would likely result in no effect on water quality. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential and commercial buildings, and associated landscaping.
E	<p>Dallas Transit-Oriented Development – Hatcher Station City of Dallas</p>		<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 5.44 acres of urban/disturbed land. • Community cohesion – construction of mixed-used development in combination with improved access to area transit opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. Exact number of displacements/relocations is unknown. However, based on aerial photography (2011) it appears that approximately 11 commercial structures could be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – no impacts to waters of the U.S. • Vegetation and wildlife habitat – no impact to vegetation and wildlife habitat.

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<ul style="list-style-type: none"> • Water quality – would likely result in no effect on water quality. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential and commercial buildings, and associated landscaping.
F	Future Hotel Private Investor(s)	Proposed hotel located within the Design District along the proposed Trinity Strand Trail.	Project is within the Trinity River Corridor but not within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes of 8.68 acres of urban/disturbed land and 0.04 acre of vegetation/wildlife habitat. • Community cohesion – would likely result in no effect on community cohesion. Exact number of displacements/relocations is unknown. However, based on aerial photography (2011) it appears that approximately four commercial structures could be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated; however, the proposed development is located in close proximity to the Elm Fork Trinity River. • Vegetation and wildlife habitat – minimal impact to vegetation and wildlife habitat. Resource within the proposed project area that could potentially be impacted includes 0.04 acre of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/services and create jobs. • Visual impacts – change to visual aesthetics likely with development of new commercial buildings and associated landscaping.
G	Future Mixed-Use Development Private Investor(s)	The future location is located on the southwest corner of Commerce Street and Riverfront Blvd.	Project is within the Trinity River Corridor but not within the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 9.24 acres of urban/disturbed land and 1.11 acres of vegetation/wildlife habitat. • Community cohesion – construction of mixed-used development in combination with access to alternative transportation opportunities would

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. Displacement of a private corrections facility and parking for said facility and a public corrections facility is likely.</p> <ul style="list-style-type: none"> • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated; however, the proposed development is located in close proximity to the Trinity River. • Vegetation and wildlife habitat – minimal impact to vegetation and wildlife habitat. Resource within the proposed project area that could potentially be impacted includes 1.11 acres of grassland. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new mixed-use development and associated landscaping.
H	<p>Future Mixed-Use Development</p> <p>Private Investor(s)</p>	<p>Proposed mixed-use development located at the former Tornado Bus repair shop at the northwest corner of Singleton Boulevard and Canada Drive.</p>	<p>Project is within the Trinity River Corridor but not within the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the IR – Industrial Research District zoning classification, but is not consistent with this classification. Resource within the proposed project footprint includes 2.37 acres of urban/disturbed land. • Community cohesion – construction of mixed-used development in combination with access to alternative transportation opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. Displacement of commercial (1) and residential (2) structures on land bordered by Gulden Lane, N. Beckley Avenue, and Continental Avenue is likely. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>U.S. not anticipated; however, the proposed development is located in close proximity to the Trinity River.</p> <ul style="list-style-type: none"> • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new mixed-use development and associated landscaping.
I	<p>Harwood District – Bleu Ciel</p> <p>Private Investor(s)</p>	<p>Residential development in two towers including apartment homes and condominiums, office, retail, and restaurant spaces.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes of 1.87 acres of urban/disturbed land. • Community cohesion – positive effect on community cohesion. Construction of residential development in combination with access to alternative transportation opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. No displacements are expected to occur. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential development and associated landscaping.
J	<p>Harwood District – Phase V</p> <p>Private Investor(s)</p>	<p>Office building including retail and restaurant facilities.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.04 acres of urban/disturbed land.

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<ul style="list-style-type: none"> • Community cohesion – would likely result in no effect on community cohesion. No displacements are expected to occur. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/services and create jobs. • Visual impacts – change to visual aesthetics likely with development of new commercial buildings and associated landscaping.
K	Harwood District – The Lexi Private Investor(s)	Mixed-use development including offices, retail, restaurants and cafes, apartment homes with terraces, and hotel rooms.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 0.96 acre of urban/disturbed land. • Community cohesion – construction of mixed-used development in combination with access to alternative transportation opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. Displacement of commercial (1) and residential (2) structures on land bordered by Harry Hines Blvd., Randall St., and Harwood St. is likely. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs.

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
L	Harwood District – The Oliver Private Investor(s)	Eighteen floors with residential units, two-story lobby, two-story plant area, and sky garden with pool.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Visual impacts – change to visual aesthetics likely with development of new mixed-use development and associated landscaping. • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 0.45 acre of urban/disturbed land. • Community cohesion – positive effect on community cohesion. New residential development and subsequent occupants would enhance the existing surrounding community. No displacements are expected to occur. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential development and associated landscaping.
M	Harwood District – The Square Private Investor(s)	Mixed-used development including apartments, shops, restaurants and café bars.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.8 acres of urban/disturbed land. • Community cohesion – positive effect on community cohesion. New residential development and subsequent occupants would enhance the existing surrounding community. Displacement of three residential structures on land bordered by Harwood St., Ivan St., and McKinnon St. is likely. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site.

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<ul style="list-style-type: none"> • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new mixed-use development and associated landscaping.
N	Harwood District – XIII Private Investor(s)	Unknown at this time.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.06 acres of urban/disturbed land. • Community cohesion – unknown effect on community cohesion as the type of development has yet to be identified. No displacements are expected to occur. However, an existing parking lot would be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it could provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new development and associated landscaping.
O	Harwood District – Build-to-Suit/Glacier Private Investor(s)	Build-to-suit opportunity for mixed-use, multi-family, retail, or office projects. According to the Masterplan for The District –Harwood Dallas, the site is also referred to as Glacier. Glacier is described as a residential facility with approximately 100 apartment homes and parking spread across 26 floors.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 0.63 acre of urban/disturbed land. • Community cohesion – positive effect on community cohesion. Construction of residential development in combination with access to alternative transportation opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. No displacements are expected to occur. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area.

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>Would result in no effects to parks and open space.</p> <ul style="list-style-type: none"> • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential development and associated landscaping.
P	<p>Texas Horse Park at the Trinity City of Dallas</p>	<p>Project involves the development of an equestrian center within the Great Trinity Forest.</p> <p>The park would be located off of IH 45 and Great Trinity Forest Way at Pemberton Hill and Elam Road.</p>	<p>Project is not within the Trinity River Corridor but is within the Trinity River floodplain.</p> <p>The project has a total footprint of approximately 354 acres.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the LI – Light Industrial District and A(A) – Agricultural District zoning classifications and is partially consistent with the A(A) classification, but not the LI classification. Approximately 190 acres of new facilities and parking space will be developed. Resource within the proposed project footprint includes 53.29 acres of waters of the U.S., 285.23 acres of vegetation/wildlife habitat, and 15.0 acres of urban/disturbed land. Overall benefits would be realized through coordinated conversion of pasture lands and recreation development in the area. • Community cohesion – construction of the proposed project would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project through educational opportunities and community outreach. Plan could result in one residential and one commercial displacement. • Cultural resources and parkland – would likely result in benefits to prevailing historical buildings, bridges, and districts through preservation, education, etc; potential archeological artifacts may be uncovered during construction of facilities. Would result in no beneficial effects to parks/open space areas. • Waters of the U.S. – impacts to waters of the U.S. could occur as a tributary to the Trinity River and Branch of White Rock Creek are located within the proposed project area. Resource within the project area that could be impacted includes 8.95 acres of open water and 44.34 acres of forested wetland. According to the Masterplan for the proposed project, the existing open water would be implemented into the project design. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 17.09 acres of riparian forest and 268.14 acres of grassland. • Water quality – substantial adverse impact to

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>water quality is not expected. BMPs would be implemented to manage water quality at the construction site.</p> <ul style="list-style-type: none"> • Floodplains – the plan would result in no detrimental effect on the 100-year floodplain. • Economic – the proposed project is anticipated to have a positive impact on the economy as it would create jobs, create business opportunities, and increase tourism. • Visual impacts – beneficial changes to visual aesthetics through creation of new equestrian facilities, trails, open space, and other forms of landscaping.
Q	<p>Three Arts Plaza Private Investor(s)</p>	<p>Project is a 25 level premier office facility consisting of 18 levels of offices and 7 levels of parking.</p> <p>Project is part of the Arts Plaza development in the Dallas Arts District.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 0.03 acre of urban/disturbed land and 2.55 acres of vegetation/wildlife habitat. • Community cohesion – would likely result in no effect on community cohesion. No residential or commercial displacements are expected to occur. However, an existing parking lot would be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal impact to vegetation and wildlife habitat. Resource within the project area that could be impacted includes 2.55 acres of grassland. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/services and create jobs. • Visual impacts – change to visual aesthetics likely with development of new commercial building and associated landscaping.
R	<p>Trinity Forest Golf Course City of Dallas, AT&T, Southern Methodist University</p>	<p>Project involves the development of golf complex within the Great Trinity Forest.</p> <p>The complex will be located off of IH 45 and Great Trinity Forest Way.</p>	<p>Project is not within the Trinity River Corridor but is partially within the Trinity River floodplain.</p> <p>The project has a total footprint of approximately 400 acres.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the CS – Commercial Service District and A(A) – Agricultural District zoning classifications and is consistent with the CS classification, but not the A(A) classification. Resource within the proposed project footprint includes 62.86 acres of waters of the U.S., 348.45 acres of vegetation/wildlife habitat, and 6.14 acres of urban/disturbed land. Overall benefits would be realized through coordinated conversion of landfills and recreation development in the area. • Community cohesion – construction of the proposed project would result in improved community cohesion, as it would connect area

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>citizens and those further removed from the proposed project through charitable events and tournaments, educational programming (youth and adult), and recreational opportunities for public, collegiate, and professional play. Plan would likely result in no displacements.</p> <ul style="list-style-type: none"> • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; potential archeological artifacts may be uncovered during construction of facilities. Would result in no beneficial effects to parks/open space areas. • Waters of the U.S. – impacts to waters of the U.S. could occur as a tributary to the Trinity River and tributary of Elam Creek are located within the proposed project area. Resource within the project area that could be impacted includes 35.23 acres of forested wetland and 27.63 acres of open water. According to the Preliminary Masterplan for the proposed project, the existing Open Water and streams would be implemented into the project design. In addition, new water bodies would likely be created throughout the complex. Wetland and floodplain mitigation would be provided. • Vegetation and wildlife habitat – impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 63.04 acres of riparian forest, 276.26 acres of grassland, and 9.15 acres of upland forest. Existing woodland vegetation would be maintained where possible in addition to planting of new trees/shrubs as part of the landscaping for the proposed complex. • Water quality – substantial adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the plan would result in no detrimental effect on the 100-year floodplain. • Economic – the proposed project is anticipated to have a positive impact on the economy as it would create jobs, create business opportunities, increase tourism, and serve as a catalyst for future development. • Visual impacts – beneficial changes to visual aesthetics through creation of new golf courses, trails, open space, and other forms of landscaping.
S	Trinity/Joppa Neighborhood South Central Park City of Dallas	Expansion and improvement of South Central Park. Gateway would connect to the proposed Trinity Trails Phase 3.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the R-5(A) – Single Family 5,000 Square Feet District zoning classifications, but is not consistent with this classification. Resource within the proposed project footprint includes 2.25 acres of urban/disturbed land and 0.81 acre of vegetation/wildlife habitat. • Community cohesion – positive effect on community cohesion anticipated. Community cohesion would be improved because the proposed project would create a gathering space for area citizens, and provide connection to off-

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>road facilities for cycling, walking, and jogging between residential and commercial areas, recreational facilities, and parks. No residential or business displacements are expected to occur.</p> <ul style="list-style-type: none"> • Cultural resources and parklands – no effect on prevailing historical buildings, bridges, or districts; potential archeological artifacts may be uncovered during construction of the proposed facility. Positive effect to prevailing parks/ open space in the area as the proposed project is the improvement/expansion of the South Central Park. • Water of the U.S. – no anticipated effect on waters of the U.S. • Vegetation and wildlife habitat – minimal impacts to vegetation and wildlife habitat are anticipated. Resource within the proposed project area that could potentially be impacted includes 0.81 acre of grassland. • Water quality – no anticipated effect on water quality. BMPs would be implemented to manage water quality at the construction site. • Floodplains – no anticipated effect to the 100-year floodplain or SPF valley storage. • Economic – no anticipated effect on the economy. • Visual impacts – anticipated positive impact on visual aesthetics as the proposed project would provide landscaping.
T	Two Arts Plaza Private Investor(s)	<p>Project is a 12 story mixed-used development including office/retail space, cafes, and parking.</p> <p>Project is part of the Arts Plaza development in the Dallas Arts District.</p>	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.98 acres of urban/disturbed land and 2.14 acres of vegetation/wildlife habitat. A portion of the acreage for the proposed project is currently developed, serving as a parking lot. • Community cohesion – potential to have a positive effect on community cohesion as the proposed project includes the construction of a one-acre urban park which could attract area citizens and serve as a local gathering place. No residential displacements are expected to occur. However, an existing parking lot and commercial structure could be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area. However, the proposed project neighbors the St. Paul Methodist Church and Booker T. Washington School. Both are City of Dallas Designated Landmark Structures. No archeological impacts are likely due to highly urbanized development within surrounding area. Would result in positive effect to parks and open space as the proposed project includes the construction of a one-acre urban park. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal impact to vegetation and wildlife habitat. Resource within the project area that could be

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>impacted includes 2.1 acres of grassland.</p> <ul style="list-style-type: none"> • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/services and create jobs. • Visual impacts – change to visual aesthetics likely with development of new commercial building and associated landscaping and one-acre urban park.
U	<p>Victory Park – Future Alamo Manhattan Apartment Development</p> <p>Private Investor(s)</p>	<p>A five-story apartment structure over a three-level garage with 263 luxury units. Tentatively called “Victory”.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.81 acres of urban/disturbed land. • Community cohesion – construction of the multi-family residential development in combination with access to alternative transportation opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. No residential or commercial displacements are expected to occur. However, an existing parking lot would be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would likely result in no effects to parks and open space. However, the proposed project neighbors Pike Park. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential building and associated landscaping.
V	<p>Victory Park – Future Camden Apartment Development</p> <p>Private Investor(s)</p>	<p>A four- or five-story project with approximately 400 apartment homes.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 4.78 acres of urban/disturbed land. • Community cohesion – construction of the multi-family residential development in combination with access to alternative

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<p>transportation opportunities would result in improved community cohesion, as it would connect area citizens and those further removed from the proposed project. New residential development and subsequent occupants would enhance the existing surrounding community. No residential or commercial displacements are expected to occur. However, an existing parking lot would be displaced.</p> <ul style="list-style-type: none"> • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would likely result in no effects to parks and open space. However, the proposed project neighbors Katy Trail Park. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods, services, and housing and create jobs. • Visual impacts – change to visual aesthetics likely with development of new residential building and associated landscaping.
W	<p>Victory Park – Future Development</p> <p>Private Investor(s)</p>	<p>Unknown at this time.</p>	<p>Project is not within the Trinity River Corridor or the Trinity River floodplain.</p>	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.62 acres of urban/disturbed land. • Community cohesion – adverse impact to community cohesion not anticipated. No residential or commercial displacements are expected to occur. However, an existing parking lot would be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would likely result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/ services and create jobs.

TABLE J-4-2. REASONABLY FORESEEABLE ACTIONS – DEVELOPMENT PROJECTS

Map ID ¹	Project Name and Agency	Description	Location ²	Anticipated Resource Effects ^{2,3}
				<ul style="list-style-type: none"> • Visual impacts – change to visual aesthetics likely with development of new residential or commercial building and associated landscaping.
X	Victory Park – Victory Tower Private Investor(s)	A 25-story, 400,000-square foot office high-rise consisting of 14 floors of office space, eight-story parking structure, and three-story lobby.	Project is not within the Trinity River Corridor or the Trinity River floodplain.	<ul style="list-style-type: none"> • Land use – the proposed project falls within the Planned Development zoning classification and is consistent with this classification. Resource within the proposed project footprint includes 1.52 acres of urban/disturbed land. • Community cohesion – adverse impact to community cohesion not anticipated. No residential or commercial displacements are expected to occur. However, an existing parking lot would be displaced. • Cultural resources and parkland – would likely result in no effect to prevailing historical buildings, bridges, or districts in the area; no archeological impacts are likely due to highly urbanized development within surrounding area. Would likely result in no effects to parks and open space. • Waters of the U.S. – impacts to waters of the U.S. not anticipated. • Vegetation and wildlife habitat – minimal to no impact to vegetation and wildlife habitat. • Water quality – adverse impact to water quality is not expected. BMPs would be implemented to manage water quality at the construction site. • Floodplains – the project would result in no detrimental effect on the 100-year floodplain, and no effect on SPF valley storage. • Economic – potential for the proposed project to benefit the local economy as it would provide goods/ services and create jobs. • Visual impacts – change to visual aesthetics likely with development of new commercial building and associated landscaping.
<p>Notes:</p> <ol style="list-style-type: none"> 1. See Figure 4-8 for approximate project locations. 2. Locations and acreages are approximate/estimates and are based on review of reasonably available information, data, maps, and reports. Anticipated effects do not take into consideration potential mitigation or other likely measures stipulated by regulatory authorities. 3. City of Dallas, 2012q. 				

THIS PAGE INTENTIONALLY LEFT BLANK