

ALTERNATIVES ANALYZED IN THE EIS

Alternative 1: The No-Action Alternative

The No-Action Alternative (or “Future Without-Project Condition”) is an alternative that assumes the Proposed Action is not implemented. An analysis of the No-Action Alternative is included as required by Council on Environmental Quality regulations to identify the existing baseline conditions against which potential impacts can be evaluated.

Alternative 2: Proposed Action with the Trinity Parkway (Preferred Alternative)

The City of Dallas would implement flood risk management (FRM) elements, Balanced Vision Plan (BVP) ecosystem and recreation features, and Interior Drainage Plan improvements within the Dallas Floodway. Alternative 2 assumes the construction of the Trinity Parkway.

Alternative 3: Proposed Action without the Trinity Parkway

While the Trinity Parkway is currently a “reasonably foreseeable” project, there is a possibility that the Trinity Parkway project would not be constructed within the Dallas Floodway. Under Alternative 3, the Proposed Action would be implemented as described in Alternative 2, but the Trinity Parkway project would not be constructed within the Dallas Floodway Project.

Alternative 2 is the U.S. Army Corps of Engineers’ (USACE) Preferred Alternative and is the Least Environmentally Damaging Practicable Alternative.

COMPARISON OF NOTABLE BVP STUDY ECOSYSTEM AND RECREATION FEATURES UNDER ALTERNATIVES 2 AND 3

Feature	Alternative 2	Alternative 3	Change (from 2 to 3)
Bike Path	0 miles	3.4 miles	+ 3.4 miles
Flex Fields	77.8 acres	88.1 acres	+ 10.3 acres
Amphitheaters	2	3	+ 1
Meadow	1,259.5 acres	1,230.0 acres	- 29.5 acres
Park Road	9.6 miles	11.8 miles	+ 2.2 miles
Planter Boxes (raised vegetation)	4.9 acres	14.7 acres	+ 9.8 acres
Secondary Pedestrian Path	17.5 miles	16.9 miles	- 0.6 miles
Wetlands	201.3 acres	206.7 acres	+ 5.5 acres
Parking Area	17.75 acres	19.75 acres	+ 2 acres
Number of Access Gateways	25	29	+ 4

Trinity Parkway Project

The Trinity Parkway is a proposed 9-mile long toll road that would extend from the State Highway 183/IH-35E juncture to US-175/Spur 310. As this project has the potential to affect the form and function of the Dallas Floodway Project, the USACE is a cooperating agency in the development of the Trinity Parkway Environmental Impact Statement. This Dallas Floodway Project Environmental Impact Statement does not provide National Environmental Policy Act compliance coverage for the Trinity Parkway project. As part of the analysis, the Trinity Parkway alternative (Alternative 2) that is within the Dallas Floodway Project is evaluated with the Proposed Action to determine if the combined project impacts would be hydraulically, geotechnically, and structurally sound.

OVERVIEW OF PROJECT PHASING

- ◆ Construction would begin in calendar year 2015.
- ◆ Construction would occur over an approximately 15-year period, but could extend out 20-25 years if funding is not provided as currently anticipated.
- ◆ Projects would be sequenced to allow large features to be built first, while others are simultaneously under design.
- ◆ Construction would begin with utility relocation, followed by FRM elements.
- ◆ The construction of the three lakes (Urban, Natural, and West Dallas) would occur in phases.
- ◆ River relocation would be constructed in three, 2 to 3 mile long segments, each lasting approximately 3 years.
- ◆ The Corinth Wetlands would compensate for wetland losses from FRM and BVP feature construction.
- ◆ Once larger features are finished (e.g., river relocation) the relatively smaller “surface” BVP Study features (e.g., boardwalks) would be constructed by the City of Dallas as funding becomes available.
- ◆ The AT&SF Bridge modification is not affected by other Proposed Action elements, thus it would be constructed independently of the rest of the Proposed Action.

