

Table of Contents

LIST OF TABLES.....	VIII
LIST OF FIGURES	XI
S. SUMMARY.....	S-1
S.1 BACKGROUND.....	S-1
S.2 PURPOSE AND NEED FOR THE PROJECT.....	S-1
S.3 ALTERNATIVES CONSIDERED.....	S-2
S.3.1 Alternatives Considered in the Alternatives Analysis.....	S-2
S.3.2 No Build Alternative Evaluated in the DEIS	S-3
S.3.3 Refinements to Build Alternatives During DEIS Process.....	S-3
S.3.4 Build Alternatives Evaluated in the DEIS.....	S-4
S.3.5 Cost Estimates.....	S-7
S.4 AFFECTED ENVIRONMENT	S-8
S.5 TRANSPORTATION IMPACTS	S-8
S.5.1 Public Transportation Impacts	S-9
S.5.2 Highway and Roadway Impacts	S-9
S.5.3 Impacts on Railroads.....	S-13
S.5.4 On-Street Parking Impacts	S-13
S.5.5 Impacts on Bicycle and Pedestrian Facilities.....	S-13
S.6 ENVIRONMENTAL IMPACTS.....	S-13
S.7 PUBLIC AND AGENCY COORDINATION.....	S-14
S.8 EVALUATION OF ALTERNATIVES.....	S-20
S.8.1 Evaluation Framework.....	S-21
S.8.2 Evaluation Results	S-22
S.9 PUBLIC HEARING	S-24
1. PURPOSE AND NEED	1-1
1.1 PROJECT DESCRIPTION	1-1
1.2 DESCRIPTION OF THE PROJECT STUDY AREA.....	1-4
1.2.1 Study Area Setting.....	1-4
1.2.2 Development and Growth.....	1-7
1.2.3 Transportation Facilities and Services.....	1-9
1.3 NEED FOR THE PROPOSED ACTION.....	1-12
1.3.1 Specific Transportation Needs in the Corridor.....	1-12
1.3.2 Purpose of the Proposed Project.....	1-14
1.4 PROJECT GOALS AND OBJECTIVES	1-14

1.5	PLANNING CONTEXT	1-16
1.5.1	Decision Framework	1-16
1.5.2	Role of the EIS in the Project Development Process	1-18
1.5.3	Decision at Hand	1-18
2.	ALTERNATIVES CONSIDERED.....	2-1
2.1	DEVELOPMENT AND SCREENING OF ALTERNATIVES IN THE ALTERNATIVES ANALYSIS	2-1
2.1.1	Scoping and Public Involvement.....	2-1
2.1.2	Alternatives Screening and Selection Process	2-2
2.2	DEVELOPMENT AND SCREENING OF ALTERNATIVES IN THE DOWNTOWN CONNECTOR STUDY	2-16
2.2.1	Alternatives Evaluated in the Downtown Connector Study.....	2-18
2.2.2	Results of Evaluation of Alternatives in the Connector Study.....	2-19
2.3	DEFINITION OF ALTERNATIVES EVALUATED IN THE DEIS.....	2-22
2.3.1	No Build Alternative	2-22
2.3.2	Build Alternatives	2-25
2.4	CAPITAL COST ESTIMATES	2-43
2.4.1	Methodology	2-43
2.4.2	Cost Estimate Results	2-43
2.5	OPERATING AND MAINTENANCE COST ESTIMATES	2-45
2.5.1	Methodology	2-45
2.5.2	Cost Estimate Results	2-45
2.6	FINANCIAL FEASIBILITY	2-46
2.6.1	Uses of Funds.....	2-46
2.6.2	Sources of Funds.....	2-46
2.6.3	Reliance on Existing Sources of Funding	2-48
2.6.4	Summary	2-48
3.	AFFECTED ENVIRONMENT	3-1
3.1	LAND USE	3-1
3.1.1	Regional Summary	3-1
3.1.2	Existing Land Use.....	3-2
3.1.3	Local Land Use Plans/Policies	3-10
3.1.4	Major Activity Centers.....	3-20
3.1.5	Emerging Trends	3-22
3.2	SOCIOECONOMIC CHARACTERISTICS AND NEIGHBORHOODS	3-25
3.2.1	Population.....	3-25
3.2.2	Employment.....	3-29
3.2.3	Neighborhoods and Community Facilities and Services	3-30
3.3	TRANSPORTATION	3-36
3.3.1	Public Transportation.....	3-36
3.3.2	Roads and Highways.....	3-42
3.3.3	Railroads.....	3-50

3.3.4	Parking.....	3-50
3.3.5	Bicycle and Pedestrian Facilities	3-52
3.3.6	Regional Transportation Improvement Plans	3-52
3.4	AIR QUALITY	3-53
3.4.1	Relevant Pollutants and Air Quality Standards.....	3-53
3.4.2	Air Quality Levels and Compliance.....	3-55
3.4.3	Ambient Air Quality in the Study Area	3-55
3.5	NOISE AND VIBRATION	3-56
3.5.1	Measuring Noise Levels	3-57
3.5.2	Noise Criteria	3-58
3.5.3	Ground-Borne Vibration.....	3-60
3.5.4	Vibration Criteria	3-62
3.5.5	Existing Noise and Vibration Levels	3-64
3.6	VISUAL QUALITY AND AESTHETICS	3-70
3.6.1	Existing Visual Characteristics.....	3-71
3.6.2	Existing Visual Quality	3-71
3.6.3	Visual Aspects of Existing Transportation Facilities	3-72
3.6.4	Visually Sensitive Resources.....	3-73
3.6.5	Viewers	3-73
3.7	ECOSYSTEMS	3-73
3.7.1	Natural Communities	3-74
3.7.2	Existing Wildlife.....	3-74
3.7.3	Existing Vegetation	3-74
3.7.4	Threatened and Endangered Species.....	3-75
3.8	WATER RESOURCES.....	3-78
3.8.1	Surface Waters	3-78
3.8.2	Groundwater	3-78
3.8.3	Floodplains and Drainage.....	3-79
3.8.4	Wetlands and Riverine Systems (Waters of the US)	3-79
3.9	HISTORIC RESOURCES	3-81
3.9.1	Legal and Regulatory Requirements	3-81
3.9.2	Area of Potential Effect.....	3-83
3.9.3	Historic Architectural Resources.....	3-83
3.9.4	Archaeological Resources	3-90
3.10	PARKLANDS.....	3-91
3.10.1	Legal and Regulatory Requirements	3-91
3.10.2	City of Houston Parklands and Recreational Facilities	3-95
3.10.3	Harris County Parks.....	3-97
3.10.4	Other Recreational Areas	3-97
3.10.5	Coordination	3-97
3.11	GEOLOGY AND SOILS	3-98
3.11.1	Geologic Setting	3-98
3.11.2	Soil Types	3-99
3.11.3	Faults.....	3-99

3.12	HAZARDOUS/REGULATED MATERIALS.....	3-99
3.12.1	Methodology	3-100
3.12.2	Results of Regulatory Database Search.....	3-101
3.12.3	Results of Site Reconnaissance	3-102
3.13	SAFETY AND SECURITY.....	3-103
3.13.1	Transit System Safety.....	3-103
3.13.2	Existing Police Services.....	3-104
3.13.3	Existing Fire and Emergency Services	3-104
4.	TRANSPORTATION IMPACTS	4-1
4.1	TRANSIT IMPACTS	4-2
4.1.1	Transit Levels of Service	4-2
4.1.2	Transit Ridership.....	4-3
4.2	HIGHWAY AND ROADWAY IMPACTS	4-4
4.2.1	Regional Traffic Impacts	4-5
4.2.2	Localized Traffic Impacts	4-5
4.2.3	Corridor Street Modifications	4-7
4.2.4	Signalized Intersection Modifications.....	4-10
4.2.5	Impacts on Level of Service at Intersections	4-14
4.2.6	Station Traffic Impacts	4-23
4.2.7	Mitigation Measures.....	4-23
4.3	IMPACTS ON RAILROADS	4-24
4.4	ON-STREET PARKING IMPACTS.....	4-24
4.4.1	Downtown LRT Alternative Alignment	4-24
4.4.2	Downtown BRT Alternative Alignment.....	4-24
4.4.3	Fixed Guideway Alignment between St. Emanuel and Wheeler Street	4-25
4.4.4	Fixed-Guideway Alignment between Wheeler Street and Beekman Road	4-25
4.4.5	Wheeler-MLK Alignment Option	4-25
4.5	IMPACTS ON BICYCLE AND PEDESTRIAN FACILITIES	4-26
5.	ENVIRONMENTAL CONSEQUENCES	5-1
5.1	LAND USE	5-2
5.1.1	Regional Land Use and Development.....	5-2
5.1.2	Corridor Land Use and Development	5-2
5.1.3	Compatibility with Land Use Plans, Policies, and Controls.....	5-4
5.1.4	Neighborhood Integrity	5-10
5.1.5	Station Area Land Use.....	5-12
5.1.6	Emerging Trends	5-16
5.1.7	Mitigation Measures.....	5-16
5.2	SOCIOECONOMIC IMPACTS	5-17
5.2.1	Environmental Justice.....	5-17
5.2.2	Economic Impacts	5-23
5.2.3	Neighborhoods, Community Facilities and Services	5-25

5.3	ACQUISITIONS AND DISPLACEMENTS/RELOCATIONS	5-28
5.3.1	Property Acquisitions and Relocations	5-28
5.3.2	Relocations by Segment.....	5-31
5.3.3	Mitigation Measures.....	5-33
5.4	AIR QUALITY	5-33
5.4.1	Methodology	5-33
5.4.2	Impact Analysis.....	5-39
5.4.3	Mitigation Measures.....	5-41
5.5	NOISE AND VIBRATION	5-41
5.5.1	Methodology	5-42
5.5.2	Noise Impact Assessment	5-44
5.5.3	Vibration Impact Assessment	5-47
5.6	VISUAL/AESTHETICS	5-51
5.6.1	Visual Impact of Project Physical and Structural Elements	5-51
5.6.2	Impacts on Visually Sensitive Resources	5-55
5.6.3	Mitigation Measures.....	5-56
5.7	ECOSYSTEMS	5-56
5.7.1	Threatened and Endangered Wildlife	5-57
5.7.2	Threatened and Endangered Vegetation.....	5-58
5.7.3	Mitigation Measures.....	5-58
5.8	WATER RESOURCES.....	5-58
5.8.1	Surface Waters	5-58
5.8.2	Groundwater	5-59
5.8.3	Floodplains	5-59
5.8.4	Wetlands and Riverine Systems.....	5-59
5.8.5	Potential Permit Requirements Related to Water Resources.....	5-59
5.8.6	Mitigation Measures.....	5-60
5.9	HISTORIC AND ARCHAEOLOGICAL RESOURCES.....	5-60
5.9.1	Section 106 Criteria of Adverse Effect.....	5-60
5.9.2	Assessment of Effect to Historic Resources.....	5-61
5.9.3	Assessment of Effect to Archaeological Resources	5-72
5.9.4	Section 106 Coordination	5-72
5.10	PARKLANDS AND OTHER SECTION 4(F) PROPERTIES.....	5-72
5.10.1	Methodology	5-73
5.10.2	Parkland and Recreational Resource Impacts and Section 4(f) Use	5-74
5.10.3	Section 4(f) Use of Historic Resources.....	5-77
5.10.4	Avoidance, Minimization, and Mitigation.....	5-79
5.11	GEOLOGY AND SOILS	5-82
5.11.1	Geology	5-82
5.11.2	Soil.....	5-82
5.11.3	Mitigation Measures.....	5-83

5.12	HAZARDOUS MATERIALS.....	5-83
5.12.1	Potential Impacts	5-83
5.12.2	Mitigation Measures.....	5-85
5.13	SAFETY AND SECURITY	5-89
5.13.1	Emergency Medical Services	5-90
5.13.2	Police Services	5-90
5.13.3	Fire and Emergency Services.....	5-90
5.14	CONSTRUCTION IMPACTS.....	5-90
5.14.1	Construction Methods.....	5-91
5.14.2	Access and Circulation	5-93
5.14.3	Existing Businesses and Residences	5-93
5.14.4	Utilities	5-94
5.14.5	Air Quality	5-95
5.14.6	Noise and Vibration	5-96
5.14.7	Visual.....	5-99
5.14.8	Excavations, Fill Material, Debris, and Spoil.....	5-100
5.14.9	Water Quality and Runoff	5-101
5.14.10	Historic Resources.....	5-103
5.14.11	Construction Staging Areas	5-103
5.15	SECONDARY AND CUMULATIVE IMPACTS	5-103
5.15.1	Methodology	5-104
5.15.2	Secondary Effects.....	5-106
5.15.3	Cumulative Effects.....	5-116
5.15.4	Mitigation Measures.....	5-121
6.	PUBLIC AND AGENCY COORDINATION.....	6-1
6.1	PUBLIC INVOLVEMENT PROGRAM	6-1
6.1.1	Objectives	6-2
6.1.2	Guiding Principles.....	6-2
6.2	PUBLIC INVOLVEMENT STRATEGIES AND ACTIVITIES.....	6-2
6.2.1	Scoping Meetings	6-3
6.2.2	Community Stakeholder Meetings and Public Meetings	6-4
6.2.3	Community Involvement Committee (CIC)	6-4
6.2.4	General Public Meetings.....	6-5
6.2.5	Community Workshops and Open Houses.....	6-6
6.3	COMMUNICATIONS	6-8
6.3.1	Project Newsletter.....	6-9
6.3.2	Project Web Site	6-10
6.3.3	Informational Materials	6-10
6.3.4	Project Database	6-11
6.3.5	Documentation of Written Comments.....	6-11
6.3.6	Media Outreach	6-11
6.3.7	Additional Activities for Increased Community Involvement	6-12
6.4	MEETINGS WITH ELECTED OFFICIALS	6-12

6.5	AGENCY COORDINATION	6-13
6.5.1	METRO Solutions Interagency Steering Committee	6-13
6.5.2	Additional Agency Meetings	6-13
6.6	PUBLIC INVOLVEMENT FOR DOWNTOWN CONNECTOR STUDY	6-14
6.7	SECTION 106 COORDINATION AND PUBLIC INVOLVEMENT	6-14
6.8	PUBLIC HEARING	6-15
7.	EVALUATION OF ALTERNATIVES	7-1
7.1	EVALUATION FRAMEWORK.....	7-1
7.2	EFFECTIVENESS	7-3
7.3	IMPACTS	7-4
7.4	COST-EFFECTIVENESS.....	7-12
7.5	FINANCIAL FEASIBILITY	7-12
7.6	EQUITY	7-13
7.6.1	Service Equity.....	7-14
7.6.2	Financial Equity	7-15
7.6.3	Environmental Equity.....	7-15
7.7	TRADE-OFFS	7-16
7.7.1	No-Build versus Build Trade-Offs	7-16
7.7.2	Fixed-Guideway Vehicle Technology Trade-Offs	7-17
7.7.3	Alignment Trade-Offs.....	7-19
7.8	CONCLUSION	7-20
7.9	ISSUES TO BE RESOLVED.....	7-20
7.9.1	Selection of the Preferred Alternative	7-21
7.9.2	Alignment and Facility Location Issues.....	7-21
7.9.3	Final Mitigation Commitments	7-21
7.9.4	Other Outstanding Local Issues	7-21

List of Appendices

- APPENDIX A LIST OF ACRONYMS AND ABBREVIATIONS**
- APPENDIX B LIST OF DEIS RECIPIENTS**
- APPENDIX C LIST OF DEIS PREPARERS**
- APPENDIX D REFERENCES**
- APPENDIX E AGENCY CORRESPONDENCE**
- APPENDIX F DRAFT SECTION 4(f) EVALUATION**
- APPENDIX G HAZARDOUS/REGULATED MATERIALS SITE LISTING**

List of Tables

Table S-1.	Summary of Capital Cost Estimates (Millions 2005 Dollars)	S-8
Table S-2.	Average Weekday Station Boardings.....	S-10
Table S-3.	Summary of Impacts and Mitigation Measures	S-15
Table S-4.	Summary of Differences in Impacts Among Technology Alternatives.....	S-23
Table S-5.	Summary of Differences in Impacts between Alignment Options.....	S-24
Table 1-1.	Summary of Demographic and Income Characteristics	1-8
Table 1-2.	Employment and Population Projections.....	1-8
Table 1-3.	Project Goals and Objectives	1-15
Table 2-1.	Criteria for Screening of Conceptual Alignment Alternatives.....	2-5
Table 2-2.	Summary of Technical Evaluation of Alternatives	2-13
Table 2-3.	No Build Alternative Regional Roadway Improvements	2-23
Table 2-4.	No Build Alternative Transit Service Improvements	2-25
Table 2-5.	No Build Alternative Transit Capital Facilities.....	2-26
Table 2-6.	Summary of Capital Cost Estimates (Millions 2005 Dollars)	2-44
Table 2-7.	Proposed Sources and Uses of Funds: FY 2005 through 2030 (Year of Expenditure Dollars).....	2-47
Table 3-1.	Existing Land Use Totals for Study Area.....	3-2
Table 3-2.	Study Area Permit Activity: 2001 - 2003.....	3-24
Table 3-3.	Population by Age	3-25
Table 3-4.	Population by Race and Ethnicity.....	3-26
Table 3-5.	Housing by Occupancy and Tenure	3-29
Table 3-6.	Existing Public Transit Service within the Study Area	3-37
Table 3-7.	METRO Fare Structure	3-40
Table 3-8.	METRO Stored Value Card Information.....	3-41
Table 3-9.	Weekday Bus Ridership	3-42
Table 3-10.	Level of Service Definitions	3-47
Table 3-11.	Existing Levels of Service at Signalized Intersections in Downtown	3-48
Table 3-12.	Existing Levels of Service at Signalized Intersections Outside of Downtown ..	3-49
Table 3-13.	Existing Automobile Travel Times	3-50
Table 3-14.	National Ambient Air Quality Standards	3-55
Table 3-15.	Monitored Ambient Air Quality Data (2003-2005).....	3-57
Table 3-16.	FTA Guidelines for Land Use Categories and Metrics for Transit Noise.....	3-59

Table 3-17.	Ground-Borne Vibration and Noise Impact Criteria	3-63
Table 3-18.	Ground-Borne Vibration and Noise Impact Criteria for Special Buildings	3-63
Table 3-19.	Summary of Existing Noise Measurement Results	3-66
Table 3-20.	Threatened and Endangered Species.....	3-76
Table 3-21.	NRHP-Listed and Eligible Resources in Project APE ^a	3-84
Table 3-22.	Parks and Recreational Facilities	3-92
Table 3-23.	University Athletic Areas	3-98
Table 3-24.	Federal Records Hazardous Materials Search.....	3-100
Table 3-25.	State Records Hazardous Materials Search	3-101
Table 3-26.	Types of Hazardous Materials Sites.....	3-101
Table 3-27.	Regulatory Database Search Results by Alignment Option	3-102
Table 3-28.	Fire and Emergency Services	3-104
Table 4-1.	Total Average Weekday Fixed Guideway Ridership	4-4
Table 4-2.	Average Weekday Fixed Guideway Station Boardings	4-5
Table 4-3.	No Build Alternative Level of Service Analysis for Signalized Intersections in Downtown.....	4-15
Table 4-4.	No Build Alternative Level of Service Analysis for Signalized Intersections between St. Emanuel and Wheeler Street	4-16
Table 4-5.	No Build Alternative Level of Service Analysis for Signalized Intersections on Scott Street and Griggs Road	4-17
Table 4-6.	No Build Alternative Level of Service Analysis for Signalized Intersections on Wheeler Street and Martin Luther King Boulevard	4-17
Table 4-7.	Downtown LRT Alternative Alignment Level of Service Analysis for Signalized Intersections on Capitol	4-18
Table 4-8.	Downtown LRT Alternative Alignment Level of Service Analysis for Signalized Intersections on Prairie	4-19
Table 4-9.	Downtown BRT Alternative Alignment Level of Service Analysis for Signalized Intersections on Capitol and Rusk	4-20
Table 4-10.	Fixed-Guideway Alignment between St. Emanuel and Wheeler Street Level of Service Analysis for Signalized Intersections	4-21
Table 4-11.	Fixed-Guideway Alignment between Wheeler Street and Beekman Road Level of Service Analysis for Signalized Intersections	4-22
Table 4-12.	Wheeler-MLK Alignment Option Level of Service Analysis for Signalized Intersections	4-23
Table 5-1.	Displacement Impacts on Minority and Low Income Communities	5-21
Table 5-2.	Population Served – Service Equity	5-22

Table 5-3.	Employment Impacts of Construction Spending (Millions 2005 Dollars).....	5-24
Table 5-4.	Loss of Assessed Property Value.....	5-24
Table 5-5.	Estimated Potential Property Acquisitions and Relocations.....	5-32
Table 5-6.	Air Quality Screening Analysis.....	5-36
Table 5-7.	Predicted Worst-Case One-Hour Carbon Monoxide Concentrations (ppm).....	5-40
Table 5-8.	Predicted Worst-Case Eight-Hour Carbon Monoxide Concentrations (ppm) ...	5-41
Table 5-9.	Noise Impacts for Category 2 Land Uses.....	5-45
Table 5-10.	Vibration Impacts for Category 2 Land Uses.....	5-49
Table 5-11.	Vibration Impacts for Category 3 Land Uses.....	5-49
Table 5-12.	Summary of Section 106 Effects to NRHP-Listed or Eligible Historic Resources	5-62
Table 5-13.	Regulatory Database Search Results for Build Alternatives with Base Alignment Option.....	5-84
Table 5-14.	Regulatory Database Search Results for Build Alternatives with Wheeler-MLK Alignment Option.....	5-85
Table 5-15.	Regulatory Database Search Results: High Risk Sites.....	5-86
Table 5-16.	Construction Equipment Noise Emission Levels.....	5-97
Table 5-17.	Construction Equipment Vibration Levels.....	5-97
Table 5-18.	Public Projects Contributing to Cumulative Impacts.....	5-117
Table 7-1.	Summary of Impacts and Mitigation Measures	7-6
Table 7-2.	Comparison of No Build Alternative Versus Build Alternatives Trade-Offs	7-17
Table 7-3.	Comparison of Fixed-Guideway Vehicle Technology Trade-Offs.....	7-18
Table 7-4.	Comparison of Alignment Trade-Offs.....	7-19

List of Figures

Figure S-1.	Build Alternatives.....	S-6
Figure 1-1.	Build Alternatives.....	1-3
Figure 1-2.	Project Location and Study Area.....	1-5
Figure 1-3.	Locations of Activity Centers.....	1-6
Figure 1-4.	Existing Roadways.....	1-10
Figure 1-5.	Existing Transit Services and Facilities.....	1-11
Figure 2-1.	Initial Alignment Segments Considered.....	2-4
Figure 2-2.	Alignment Segments Remaining After Screening.....	2-6
Figure 2-3.	Alternative SL-1 Alignment.....	2-8
Figure 2-4.	Alternative SL-2 Alignment.....	2-9
Figure 2-5.	Alternative SL-3 Alignment.....	2-11
Figure 2-6.	Alternative SL-4 Alignment.....	2-12
Figure 2-7.	Downtown Connector Study Alternatives.....	2-17
Figure 2-8.	No Build Alternative Regional Roadway Improvements.....	2-24
Figure 2-9.	No Build Alternative Transit Network.....	2-26
Figure 2-10.	No Build Alternative Transit Center and Park-and-Ride Sites.....	2-27
Figure 2-11.	Light Rail Transit Alternative.....	2-30
Figure 2-12.	Typical LRT Substation.....	2-35
Figure 2-13.	LRT Vehicle Storage and Maintenance Center Site Location.....	2-36
Figure 2-14.	Typical LRT Vehicle.....	2-37
Figure 2-15.	Bus Rapid Transit-Convertible Alternative.....	2-40
Figure 2-16.	Typical BRT Vehicle.....	2-42
Figure 3-1.	Existing Land Use: North of Brays Bayou.....	3-3
Figure 3-2.	Existing Land Use: South of Brays Bayou.....	3-4
Figure 3-3.	Percent Households with Incomes Below Poverty Level.....	3-28
Figure 3-4.	Super Neighborhoods.....	3-31
Figure 3-5.	Community Facilities.....	3-34
Figure 3-6.	Existing Roadway System.....	3-43
Figure 3-7.	Existing Average Daily Traffic Volumes.....	3-46
Figure 3-8.	Railroads.....	3-51
Figure 3-9.	Typical Day-Night Sound Levels.....	3-59
Figure 3-10.	FTA Noise Impact Criteria.....	3-61

Figure 3-11.	Increase in Cumulative Noise Levels Allowed by Criteria	3-61
Figure 3-12.	Typical Levels of Ground-Borne Vibration.....	3-62
Figure 3-13.	Noise Measurement Sites	3-65
Figure 3-14.	Downtown Houston	3-71
Figure 3-15.	Scott Street North of Wheeler Street.....	3-72
Figure 3-16.	Floodplains	3-80
Figure 3-17.	Historic Resources within Area of Potential Effect	3-85
Figure 3-18.	Parks and Recreational Facilities	3-95
Figure 4-1.	Forecast 2025 Average Daily Traffic Volumes	4-6
Figure 5-1.	Location of Displacements from Downtown to Wheeler Street	5-29
Figure 5-2.	Locations of Displacements from Wheeler Street to Beekman Road.....	5-30
Figure 5-3.	Air Quality Analysis Site Locations.....	5-37
Figure 5-4.	Noise Impact Locations	5-46
Figure 5-5.	EI Espresso Bus Service Facility	5-55
Figure 5-6.	Section 106 Historic Resources with Potential Adverse Effects.....	5-63
Figure 5-7.	Potential Section 4(f) Uses	5-75