

# Greenville Intermodal Transportation Center

## City of Greenville, NC

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### Administrative Action Finding of No Significant Impact

June 2011

Documentation prepared by:  
THE CITY OF GREENVILLE, NC

For the:  
UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

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Date of Approval

Yvette G. Taylor

Yvette G. Taylor, Ph.D  
Regional Administrator  
Federal Transit Administration

## Finding of No Significant Impact

Prepared by the  
City of Greenville, North Carolina  
In consultation with the  
Federal Transit Administration

**Project Name:** Greenville Intermodal Transportation Center (ITC)  
**Project Location:** Greenville, NC  
**Grantee:** City of Greenville, NC  
**FTA Grant No.:** NC-04-0032-02

### 1. National Environmental Policy Act (NEPA) Finding

The Federal Transit Administration (FTA) served as lead agency under NEPA for the proposed project. The City of Greenville prepared an Environmental Assessment (EA) in compliance with NEPA, 42 USC Section 4321 et. seq., and with FTA's regulations, 23 CFR Part 771. The EA analyzes and describes the project's potential significant impacts.

FTA reviewed the EA, which was issued in April 2011. The EA found that the project's construction and operation would cause no significant adverse environmental effects that would not be mitigated. This applies to all applicable environmental elements including Air Quality, Land Use and Zoning, Environmental Justice, Social Impacts, Transportation, Noise, Hazardous Materials, Water Resources, Biological Resources, Visual Quality, Cultural Resources, Recreation and Section 4(f) Resources, Safety and Security, and Public Services and Utilities.

After carefully considering the EA, its supporting documents, and the public comments and associated responses, FTA finds under 23 CFR 771.121 that the proposed project, with the mitigation to which the City of Greenville has committed, will have no significant adverse impacts on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

### 2. Description of Action

The proposed action is to construct an intermodal transportation center (ITC) in downtown Greenville, NC. The proposed ITC would provide a centralized transfer location for existing transit providers in Greenville and Pitt County, including Greenville Area Transit, East Carolina University Student Transit Authority, Pitt Area Transit System, and Pitt County Memorial Hospital shuttles. The ITC would enhance the efficiency and overall safety of public transportation in the area. The project would include a two-story transfer center with space for public areas, ticketing services, support facilities and possible small retail areas. Additionally, the project calls for covered bus bays, limited automobile parking, taxi waiting space and space for regional bus services, including Greyhound.

### 3. Recommended Alternative

The Recommended Alternative for development of the ITC is on a two-block tract of land just south of downtown Greenville bounded by Evans Street, E. Eighth Street, Cotanche Street and E. Ninth Street. The site is adjacent to the East Carolina University (ECU) campus and close to the Tenth Street Corridor.

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The Recommended Alternative provides the most effective location for the ITC by providing an efficient internal layout, good access from adjacent roads, direct connection to ECU, and minimal environmental impacts.

#### 4. Public Opportunity to Comment

Public comment on the EA was solicited consistent with the Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Public Involvement Plan (PIP). The public comment period was open from April 11 through May 11, 2011. Outreach efforts during this period include:

- A project webpage accessible through the City's webpage;
- Opportunity to review hardcopies at multiple locations throughout the City;
- Mailed hardcopies of the EA to affected property owners;
- Mailed notices of EA availability to property owners, business owners, and residents within and adjacent to the project site.

During the 30-day public comment period one comment was received by the City. On May 4, 2011 the City of Greenville received an email comment from a resident currently living in one of the affected rental units. The email addressed the following concerns:

- Lack of affordable housing within walking distance to East Carolina University;
- Impact of additional bus and taxi traffic on Cotanche Street.

The resident received an email from the Assistant City Manager of the City of Greenville, offering the following in response to comments:

- The City indicates that there are adequate housing options in the University area. Improving the efficiency of the existing transit, as the ITC would do, will benefit persons without personal vehicles;
- The ITC, as discussed in the EA, is not projected to substantially increase traffic in the area.

The single public comment received and the City's response can be found in Attachment B of this document. In general, there has been no public opposition to the project and no specific mitigation plan is required.

#### 5. Mitigation Measures to Minimize Harm

The Project Mitigation Plan, included as Attachment C, details the mitigation measures for the project and includes the Memorandum of Agreement regarding the historic resources along with the commitment to conduct an asbestos survey and establish a removal plan for the properties located at 111 and 113 E. Ninth Street and 802 Forbes Street. The public comment period did not reveal new impacts requiring mitigation. The mitigation plan for the historic resources includes: movement of a historic structure to a new location, further documenting the historic resources adjacent to the project site, and providing landscape enhancements to buffer the ITC from these historic properties.

## 6. Natural Environmental Impacts

### Air Quality

FTA concludes that the proposed project would not result in significant impacts on air quality in the area. The proposed project location is in an area that is currently in attainment.

### Noise and Vibration

A noise and vibration screening was completed following the methodology contained in *Transit Noise and Vibration Impact Assessment* (Harris Miller Miller & Hanson, Inc., 2006). FTA concludes that the proposed project would not result in significant impacts on noise or vibration in the area.

### Hazardous Materials

A Phase I Site Assessment was completed for the recommended site location. The assessment concluded that the potential for significant hazardous materials being found on the site is low and a Phase II Assessment was not recommended. It was determined that the structures located at 111 and 113 E. Ninth Street and 802 Forbes Street had asbestos shingles and potential for asbestos internal to the structures. The City has committed to conducting an asbestos survey and establishing an appropriate removal plan prior to demolition of these properties. This commitment is outlined in Attachment C, Project Mitigation Plan.

### Wetlands and Endangered Species

Implementation of the proposed project would not result in a significant impact on wetlands or ecologically-sensitive areas that may be habitats for endangered species. The recommended site location is urbanized and is currently developed with rental houses, commercial buildings and parking lots.

### Floodplains and Water Quality, Navigable Waterways and Coastal Zones

The recommended site location is not located within any 100-year or 500-year floodplains. The project will not impact any navigable waterways or coastal zones. FTA concludes that the proposed project would not result in significant impacts on these floodplains or water quality of the area.

## 7. Traffic Impacts

### Traffic

The proposed project would not generate a significant number of new vehicular trips since the facility will be used as a transfer center for existing transit services, not expanded services. The number of employee and other secondary trips are projected to be minimal and the surrounding roadway network will not be adversely impacted.

## 8. Social Environment Impacts

### Zoning and Area Land Use Plans

The proposed Greenville ITC is compatible with the current zoning standards and regulations in the Downtown Commercial zoning district. The proposed ITC is included in the current NCDOT STIP (Project #TD-4716B) and is supported by the Greenville Urban Area Metropolitan Planning Organization (GUAMPO).

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#### Land Acquisitions and Displacement

The recommended project site for the ITC includes a total of 18 parcels with 12 residential and commercial structures. The acquisition and relocation process will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

#### Community Impacts and Environmental Justice

Implementation of the proposed project would not adversely or disproportionately impact any minority or low-income populations. The proposed Greenville ITC would have a positive impact on the surrounding community by promoting transit usage and making public transportation a more viable travel option, especially for transit-dependent populations.

#### Public Parklands and Recreational Facilities

FTA concludes that the proposed project would not result in significant impacts on public parks or recreational facilities as there are no public parks or recreation facilities located on the recommended site location or within close proximity.

#### Safety, Security and Aesthetics

The proposed project would not significantly impact the safety, security or aesthetic quality of the area.

#### Utilities

FTA concludes that the proposed project would not result in significant impacts on utilities in the area. The recommended site is served by the existing utilities infrastructure (e.g. gas, electric, water, sewer) and no disruption of major utilities is projected during or after construction.

#### Secondary Development

The proposed development will not generate significant secondary development.

### **9. Impacts to Cultural Resources**

#### Archaeological Resources

There are no known archaeological resources within or surrounding the recommended project site; thus, the implementation of the project will not result in significant impacts to any archaeological resources.

#### Section 106

Section 106 of the National Historic Preservation Act of 1966, as amended, requires the review of federally assisted projects for impacts to districts, sites, and structures listed in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Coordination with the State Historic Preservation Office is required for this review.

There is one NRHP property on the recommended alternative site, the Jones-Lee House. Additionally, there are two NRHP eligible properties located in the area of potential effect. A letter dated June 18, 2009 from the State Historic Preservation Office indicates that the proposed ITC would "adversely affect the Jones-Lee House whether it remains on the site or is moved from the site." Additionally, the ITC would affect the eligible properties, "but that affect will not be adverse."

In order to properly mitigate the impacts to the existing historic resources, a Memorandum of Agreement was developed in June 2009 and signed by all affiliated parties on December 14, 2009. The MOA (Attachment C) outlines the required mitigations for the affected properties, including

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additional documentation of the resources, moving the Jones-Lee House to a more suitable location, and including landscape barriers within the site design to shield the view from the adjacent properties.

#### Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 1653), regulation 23 CFR Part 774.13(g) declares that it is national policy to make a special effort to preserve the natural beauty of the countryside, publicly-owned parks, recreation areas, wildlife or waterfowl refuges, or any historic sites of national, state or local significance. Per 23 CFR 774.3, Section 4(f) permits the use of such land for a transportation project only when the FTA has determined that a) there is no reasonable or prudent alternative to such use and the project includes all planning to minimize harm to the resource resulting from such use, or b) the Administration determines there is a *de minimis* impact as defined by 23 CFR 774.17.

The MOA (Attachment C) requires the movement of the Jones-Lee House from its original location to another location in town that is more suitable to the historical context of the building. The movement of the Jones-Lee House from its original location would not adversely affect the attributes that made the property eligible for NRHP listing.

The relocation of this NRHP property, as outlined in the MOA would meet the requirements for exception from Section 4(f) approval as defined in 23 CFR Part 774.13(g). Under this provision, transportation enhancement projects and mitigations may be exempt from Section 4(f) approval where:

- 1) the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
- 2) the official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

The proposed relocation would qualify for Section 4(f) exception because moving the house would be undertaken solely to preserve the property and to mitigate the adverse effects of the proposed project. As indicated by the signed MOA, the officials with jurisdiction under Section 4(f) have agreed in writing with this conclusion.

#### **10. Construction Impacts**

Construction of the project will not significantly or adversely impact the surrounding area. Temporary, minor inconveniences, such as construction traffic and noise, may occur during construction of the proposed Greenville ITC. All construction activity will be constrained to the site and will be undertaken in accordance with the *NCDOT Best Management Practices for Construction and Maintenance Activities (2003)*.

#### **11. Environmental Finding**

Based on the Final Environmental Assessment and its associated supporting documents, the Federal Transit Administration finds pursuant to 23 CFR 771.121 that there are no significant impacts on the environment associated with the development and operation of the Greenville Intermodal Transportation Center (ITC). Therefore, an environmental impact statement (EIS) or further environmental analysis will not be required.

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The following documents are attached and incorporated by reference as part of this FONSI:

- Attachment A: Final Environmental Assessment (April 2011)
- Attachment B: Public Comment and Response to Comment
- Attachment C: Project Mitigation Plan