

U.S. Department of Transportation  
Federal Aviation Administration  
Southwest Region

**Finding of No Significant Impact (FONSI)**

Demolition of Evergreen Building and Support Facilities Project  
Dallas/Fort Worth International Airport  
DFW Airport, Texas

July 2021

**1. INTRODUCTION**

The Dallas/Fort Worth International Airport (DFW or Airport) prepared the attached Environmental Assessment (EA) to facilitate the Federal Aviation Administration's (FAA) review and consideration of the Demolition of Evergreen Building and Support Facilities Project (Project).

The FAA is the federal agency responsible for the approval of the Proposed Action analyzed in the EA, attached hereto. The FAA must comply with the National Environmental Policy Act of 1969 (NEPA), other applicable statutes, and the NEPA implementing regulations (40 Code of Regulations (CFR) Parts 1500-1508) before taking any actions that are necessary prior to implementation of the project. After completing an EA, federal agencies must decide whether to issue a Finding of No Significant Impact (FONSI) and approve the proposed project or prepare an Environmental Impact Statement (EIS) prior to rendering a final decision on approval of a proposed project. The FAA has determined that the Proposed Action will have no significant impact to the human environment. Therefore, the FAA is issuing this FONSI accompanied and supported by the EA, completing environmental review requirements for the project.

**2. BACKGROUND**

DFW Airport is a commercial service airport that currently encompasses 17,207 acres (approximately 27 square miles) in Dallas and Tarrant Counties. DFW Airport has five terminals (A, B, C, D, and E) and its airfield system consists of a total of seven runways separated by a spine road, International Parkway, into the east and west airfield complexes. The east airfield includes runways 13L/31R, 17C/35C, 17L/35R, 17R/35L, the west airfield includes runways 13R/31L 18L/36R, and 18R/36L.

**3. REQUESTED FEDERAL ACTION**

The Federal actions necessary for implementation of the Proposed Action are:

- A. Unconditional approval of the Airport Layout Plan (ALP) to depict the Proposed Action as described in Section 3.2 of the EA pursuant to 49 USC §§ 40103(b) and 47107(a)(16).

- B. The following determinations are prescribed by the statutory provisions set forth in the FAA Reauthorization Act of 2018, H. R. 302, (P.L. 115-254).

Determination Regarding the Airport Layout Plan

The FAA has determined that the proposed project may materially impact the safe and efficient operation of aircraft at, to, or from the airport. Therefore, the FAA retains the legal authority to approve or disapprove changes to the DFW ALP to reflect the proposed project.

FAA's Authority to Regulate Land Use

The project area is designated as aeronautical on the airport layout document and was acquired by the City of Fort Worth in 1967 and 1968 using funds from ADAP Grants #6-48-0064-20 and #6-48-0064-12. Under section 163(b) of the Act, the FAA has the legal authority to regulate land acquired with federal funding. However, the land area is designated for aeronautical use, consistent with the intended land use when acquired, therefore the FAA will not require a release of obligations of the subject parcel as depicted on the currently approved ALP.

**4. PURPOSE AND NEED**

Pursuant to the NEPA implementing regulations and FAA Orders 1050.1F and 5050.4B, an EA must include a description of the purpose of a proposed action and the reasons it is needed. Section 2 of the EA addresses the Proposed Action's purpose and need.

**4.1 Purpose**

The purpose of the proposed demolition of the Evergreen building within the NW Cargo area is to remove old, dilapidated and outdated facilities that do not support the existing cargo operations and have reached the end of their useful services life. Furthermore, the existing building is in a state of disrepair and in need of major maintenance and repairs. A high-level Cost/Benefit Analysis comparing the cost of the requisite renovations to the cost of demolition showed that demolishing the building would be the most prudent and financial responsible decision for the airport.

**4.2 Need**

The proposed demolition of the Evergreen building is needed to remove old, outdated facilities and eliminate unnecessary maintenance and repair costs resultant from retention of the facilities. Further, the retention of the existing building poses potential safety and security risks because they contain asbestos that is partially exposed but cannot be fully abated without demolishing the facilities. Additionally, the building does not meet current fire and electrical building codes and are not compliant with the American Disabilities Act (ADA) requirements. Finally, the sprinkler system in the Evergreen building suffered significant damage during the extreme cold temperatures in February 2021 resulting in further safety concerns for Evergreen and costs to repair unless the building can be demolished given the other factors.

## **5. ALTERNATIVES**

FAA Orders 1050.1F and 5050.4B set forth policies and procedures to be followed when assessing the environmental impacts of aviation-related projects, in compliance with NEPA. The FAA orders require a thorough objective assessment of the Proposed Action, No Action alternative, and all “reasonable” alternatives that would achieve the stated purpose and need of the Proposed Action. The Alternatives analysis presented in this section of the EA is consistent with the requirements of FAA Orders 1050.1F and 5050.4B.

The process followed in identifying the range of initial alternatives to be considered are described in this section. Only those alternatives that would satisfy the purpose and need were carried forward in the environmental impacts analysis.

### **5.1 No Action Alternative**

Under the NAA, DFW Airport would not complete the Proposed Action. The airport would not be able to remove the old, outdated infrastructure, and would incur significant maintenance and repair costs. The No Action Alternative does not meet the stated purpose and need for this project.

### **5.2 Action Alternative**

The Proposed Action as shown on Figures 1 (Location Map) and 2 (Site Plan) of the EA, would include the demolition of the Evergreen Building and associated concrete paved parking/vehicle access areas within the Northwest Cargo Facility. The project area is located near the corner of W 19<sup>th</sup> Street and W Airfield Drive, DFW Airport, TX. The existing Evergreen building was constructed in approximately 1972, using tilt wall frames with steel columns and reinforced concrete slabs. Due to the lack of structural integrity and overall dilapidated condition of the Evergreen building, cargo were temporarily terminated and relocated to an existing facility at the airport. Therefore, there are no operations ongoing in the building or associated paved parking and egress areas and all operational equipment has been removed or will be removed prior to demolition.

## **6. ENVIRONMENTAL CONSEQUENCES**

The environmental impacts, if any, of the proposed alternatives were examined in the attached EA according to the FAA Orders 5050.4B and 1050.1F. The environmental impacts of the No Action and the Proposed Action alternatives are summarized in this section.

The analysis included in Section 5 of the attached EA demonstrates that many resource categories will not be impacted by implementation of the Proposed Action. In particular, Section 4.1 of the EA indicates that the following resource categories were not evaluated further in the EA because the resources were not located in proximity to the proposed project area: Biological Resources, including Fish, Wildlife, and Plants; Coastal Resources; Department of Transportation Section 4(f); Farmlands, Water Resources, including, Floodplains, Surface Waters, and Groundwater; Land Use; Natural Resources and Energy Supply; Noise and Noise

Compatible Land Use; Socioeconomic Impacts, including Environmental Justice and Children's Environmental Health and Safety Risks; Visual Effects; and Wild and Scenic Rivers. In addition, other resource categories will not be discussed in detail in this FONSI because, as documented in Section 5 of the EA, there is not the potential for significant impact (see FAA Order 1050.1F, Paragraph 4-3.3 and Exhibit 4-1 for information on significance thresholds and factors to consider in evaluating significance for an environmental impact category). These categories include: Climate; and Historical, Architectural, Archaeological, and Cultural Resources.

Implementation of the proposed action has the potential to impact the following resource category:

### **6.1 Air Quality**

The DFW metropolitan area is currently designated as a “serious” nonattainment area under the 2008 8-hour, 0.075 parts per million (ppm) ozone (O<sup>3</sup>) standard, and has not yet been designated for the 2015 8-hour, 0.070 ppm standard (USEPA, 2017). Under the reclassification of “serious”, the DFW metropolitan area is required to meet the 2008 ozone National Ambient Air Quality Standards (NAAQS) as expeditiously as practicable, but no later than July 20, 2021. The DFW metropolitan area remains in attainment for all other criteria pollutants.

Because of the nonattainment status for the 2008 8-hour O<sup>3</sup> standard, the Texas Commission on Environmental Quality (TCEQ) prepared a State Implementation Plan (SIP) to help guide the area into meeting the 8-hour NAAQS by 2017. The SIP is the cumulative record of all air pollution control strategies, emission budgets, and timetables implemented or adopted by government agencies within Texas to bring nonattainment areas into compliance with the NAAQS by a designated deadline. The SIP focuses on reducing the two primary pollutants that lead to O<sup>3</sup> formation: volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>).

#### **6.1.1 No-Action Alternative**

The No Action Alternative would not involve any construction activities; therefore, no construction emissions would be associated with the NAA.

#### **6.1.2 Proposed Action**

Construction emissions associated with the Proposed Action include NO<sub>x</sub> and VOCs, the two primary precursors to O<sub>3</sub> formation. The Proposed Project’s construction emission estimates were developed based on 1) activity estimates for vehicle, non-road equipment, and fugitive dust from the Airport Construction Emissions Inventory Tool (ACEIT) and 2) emission factors from the United States Environmental Protection Agency (USEPA) Motor Vehicle Emission Simulator (MOVES3, January 2021 release) and USEPA AP-42 guidance. The Proposed Project will not have any effect on aircraft, taxi, or ground support vehicle operations, adding or changing of haul routes/roads, or any other operational activities. Therefore, no operational emissions have been calculated. Table 5-2 shows the estimated emissions associated with the Proposed Action. The project related emissions, 5.76 tons per year (tpy) of NO<sub>x</sub> and 0.49 tpy of VOCs are well below the *de minimis* levels of 50 tons per year for either NO<sub>x</sub> or VOCs. Construction activities are proposed to begin in July 2021 (after FAA approval) and would be completed by October 2021.

## **6.2 Hazardous Materials, Solid Waste, and Pollution Prevention**

Construction activities associated with the Proposed Action are expected to include the short term use of hazardous and non-hazardous materials and generation waste common to construction including petroleum hydrocarbon-based fuels, lubricants, oils, paints, and cleaning solvents for the construction equipment. These materials would be handled and stored in accordance with all applicable Federal, state, or local regulations.

### **6.2.1 No-Action Alternative**

No impacts from hazardous materials and solid waste are expected as a result of the NAA, as no construction activities would occur. Therefore, there would be no hazardous materials or solid waste impacts not already occurring or expected to occur.

### **6.2.2 Proposed Action**

There are asbestos containing materials (ACM) in the Evergreen building. As noted in Section 4.4.2.1 of the EA, the asbestos in the pipe riser insulation and exterior caulking located in the perimeter of the building will be abated during demolition. The asbestos would be managed in place through a 'wet demolition' process and would be properly disposed of in accordance with all applicable Federal, State, and Local regulations and good industrial hygiene and safety practices. Prior to conducting the proposed demolition and building modifications, requisite permits, abatement specifications, and final inspections would be completed. Any adjacent areas that would be affected by the actions associated with the proposed demolition would be inspected and decontaminated to levels required by all applicable regulations.

During the implementation of the Proposed Action, additional suspect ACM that was previously inaccessible or concealed will be encountered; the abatement of such materials would be handled in compliance with all applicable federal and State regulations. Abatement activities during the proposed demolition and building modification project would be monitored by an Asbestos Inspector licensed by the Texas Department of State Health Services (DSHS). Adequate sampling would be conducted by a DSHS licensed inspector; samples would be analyzed in a timely manner. No work shall be permitted where suspect ACMs were uncovered, until the materials in question have been abated or are found to be non-asbestos containing.

## **7. AGENCY COORDINATION**

Agency coordination was conducted with the affected agencies based on an analysis of the project's potential effects. DFW consulted with the Texas Historic Commission (THC) during the development of this EA, see Appendix 1 of the EA.

## **8. CONDITIONS AND MITIGATION**

As prescribed by 40 CFR § 1505.3, the FAA shall take steps as appropriate to the action, such as through special conditions in grant agreements, property conveyance deeds, releases, airport layout plan approvals, and contract plans and specifications, and shall monitor these as necessary to assure that representations made in the EA and FONSI will be carried out. Specific conditions of approval associated with this project are listed below:

- The airport will comply with TCEQ's Texas Pollutant Discharge Elimination System Construction General Permit. A Notice of Intent will be required. A Storm water Pollution Prevention Plan (SWPPP) will be prepared and implemented, and a construction site notice will be posted on the construction site. The SWPPP will include, among other items, identification of appropriate erosion and sediment controls and storm water best management practices.
- The contractor shall be required to pay special attention to dust control when earthwork or hauling operations are in progress, and/or when wind or weather conditions cause excessive blowing of dust.

## 9. FINDINGS

Throughout the development of the airport, including the proposed improvements described above, the FAA has made every effort to adhere to the policies and purposes of NEPA, as stated in the NEPA implementing regulations. The FAA has concentrated on the truly significant issues related to the action in question. The FAA determined that the Proposed Action is in compliance with FAA Order 1050.1F 6-3.b(2). In its determination on whether to prepare an Environmental Impact Statement (EIS) or process the EA as a FONSI, the FAA weighed its decision based on an examination of the EA, comments from Federal and state agencies, as well as all other information available to the FAA.

As required by 40 CFR 1506.5, the FAA has independently and objectively evaluated this proposed project. As described in the Final EA, the Proposed Action and the No Action Alternative were studied extensively to determine the potential impacts and appropriate mitigation for those impacts. The FAA provided input, advice, and expertise throughout the analysis, along with administrative and legal review of the project.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 U.S.C. §§ 47106 and 47107. They are preconditions of FAA's approval of airport funding applications for Airport Improvement Program (AIP) eligible airport development.

- a. 49 U.S.C. § 47106(a)(1). The Proposed Action is reasonably consistent with existing plans of public agencies for the development of the area surrounding the airport.
- b. 49 U.S.C. § 47106(b)(2). The interests of the communities in or near which the project may be located have been given fair consideration.
- c. 49 U.S.C. § 47107(a)(10). Appropriate action, including the adoption of zoning laws, has been or will be taken to the extent reasonable to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101 of NEPA and other applicable environmental requirements and, with

the required mitigation referenced above, and will not significantly affect the quality of the human environment or otherwise include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA has determined that preparation of an EIS is not necessary for this proposed action and is therefore issuing this FONSI.

RECOMMENDED  
FOR APPROVAL:

\_\_\_\_\_ Date: \_\_\_\_\_  
John MacFarlane  
Environmental Protection Specialist  
Texas Airports District Office

APPROVED:

\_\_\_\_\_ Date: \_\_\_\_\_  
Jesse Carriger  
Manager, Texas Airports District Office

