

**FEDERAL TRANSIT ADMINISTRATION  
REGION III**

**Finding of No Significant Impact**

**Project:** Coatesville Train Station Relocation

**Applicant:** Pennsylvania Department of Transportation

**Project Location:** City of Coatesville, Chester County, Pennsylvania

**FTA Grant No:**

**Proposed Project**

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Transit Administration (FTA), Chester County, and the City of Coatesville, proposes to relocate the Coatesville Train Station in the City of Coatesville, Chester County, Pennsylvania, approximately 450 feet east of the current location.

The term "Station" hereinafter refers to the Coatesville Train Station terminal where trains load and unload passengers, while the term "Station Building" hereinafter refers to the currently unoccupied structure formerly used for rider services.

The project would require acquisition of land from the City of Coatesville Redevelopment Authority (RDA), Olivet United Methodist Church, and Bob Bruce Ltd. for the proposed Station parking along Fleetwood Street. The proposed Station platforms would be located between Third Avenue and Fourth Avenue.

The proposed project entails construction of the Station platforms and access, provision of surface parking for Amtrak patrons, and improvements to Fleetwood Street. The Station construction would involve relocating the platforms approximately 450 feet east of the current location in order to avoid the curve and in order to achieve Amtrak and Americans with Disabilities Act (ADA) compliance with new full-length (500 feet long by 10 feet wide), high-level, double-sided platforms. The platforms would be accessed from stair and elevator towers connected by a pedestrian cross-over. The Station would likely include ticketing and train schedule information as well as covered passenger shelters and seating. New surface parking lots with bus standing and a kiss-and-ride/taxi stand would be located south of the rail line, with associated landscaping and lighting. Supplemental parking would be found along Fleetwood Street, which would be rebuilt to include two-way travel with head-out angle parking. Fleetwood Street would also have 15 foot wide sidewalks, street trees, and raised crosswalks at key locations to facilitate Station access. Additionally, the intersection of Fleetwood Street and Fourth Avenue would be realigned.

The proposed Station relocation would bring the Station up to Amtrak and ADA standards, per Section 10 of Appendix A to Part 1191, the ADA Accessibility Guidelines for Buildings and

Facilities, and will enable Coatesville to capture ridership from the at-capacity stations to the east. The improvements may also bring much-needed economic revitalization to the City.

The purpose of the proposed project is to enhance transit service while strengthening the community in accordance with PennDOT's *Plan the Keystone* initiative. The project is needed because the current configuration of the Station is not ADA-accessible, does not meet Amtrak's standards, and does not provide convenient cross-platform access. Also, there is currently no designated Amtrak patron parking, and the general perception that the area is unsafe likely limits ridership. Finally, the local economy is experiencing a prolonged downturn and could benefit from redevelopment of these parcels and the potential increase in the retail customer base, assuming an increase in ridership occurs.

A copy of the Environmental Assessment (EA) is included as Appendix 1 and incorporated by reference in this Finding of No Significant Impact (FONSI).

### **Agency Coordination and Public Opportunity to Comment**

The EA was completed through coordination with federal, state, and local resource and regulatory agencies as well as the public. The project coordination activities for the proposed project are summarized below:

- **July 28-29, 2010:** A series of one-on-one and focus group meetings with community stakeholders was held to develop themes to guide the study.
- **August 16-19, 2010:** A community design charrette was held with over 100 attendees.
- **November 10, 2011:** A public meeting was held to discuss the proposed project.
- **Ongoing:** The *Plan the Keystone* public website includes up-to-date project information for the work proposed at Coatesville as well as at other Keystone Stations.

The Coatesville Train Station Relocation EA was approved by the FTA and released for a 30-day agency and public review period on October 18, 2011. PennDOT made copies of the EA available to agencies and the public through a variety of means, including:

- Providing hard copies of the document for public review at:
  - Coatesville City Hall, One City Hall Place; and
  - Coatesville Area Public Library, 501 E. Lincoln Highway
- Posting a notice of availability and a digital copy of the EA on the *Plan the Keystone* web page at <http://www.planthekeystone.com/coatesville.html>
- Sending out notifications to interested officials, agencies, and residents on project mailing lists on how to view or receive a copy of the document;
- Providing a newspaper notice advertisement on the availability of the EA on Friday, October 28, 2011 in *The Daily Local* newspaper.

### **Comments on the EA**

Comments were solicited from the public and public stakeholders via meetings, distribution of documents to consulting parties, and by formal public notice. During the 30-day comment period that expired November 27<sup>th</sup>, only one letter from the Environmental Protection Agency (EPA) was received. The EPA provided four comments all of which were addressed within the text of the EA. See Appendix 2 for a detailed reference to these changes within the EA document.

### **Measures to Minimize Harm**

As documented in the Coatesville Train Station Relocation EA, no significant adverse impacts are anticipated as a result of the proposed action. PennDOT has committed to specific measures and actions intended to avoid and minimize the adverse effects of the project, as identified in the EA (Section 3.6) and in this FONSI. The FTA finds that with the implementation of these measures, PennDOT has taken all reasonable, prudent, and feasible means to avoid or minimize impacts from the proposed action.

### **Determinations and Findings**

#### **National Environmental Policy Act (NEPA) Finding**

PennDOT, in coordination with FTA as the lead Federal agency, prepared the EA in compliance with NEPA, 42 U.S.C. Section 4321 et. seq., and with FTA's regulations, 23 CFR Part 771 (Environmental Impact and Related Procedures).

The EA identifies and evaluates potential impacts on: Air Quality; Water Bodies and Waterways; Water Quality; Floodplains; Wetlands; Noise and Vibration; Ecological Systems; Threatened and Endangered Species; Transportation; Land Use, Zoning, and Property Acquisition; Environmental Justice; Public Health and Safety; Contaminated Sites and Hazardous Waste; Cultural and Historic Resources; Section 4(f) Resources; Construction; and Secondary and Cumulative Impacts.

After carefully considering the analysis contained within the EA, its supporting documents, and the public comments, **FTA finds under 23 CFR 771.121 that the proposed project would not result in significant impacts on the human or natural environment.** The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

#### **Air Quality**

PennDOT reviewed air quality designations and regulations in order to determine if the proposed project required regional and project-level air quality conformity determinations. Regional conformity determinations consider Ozone, particulate matter (PM2.5 and PM10), and carbon monoxide, while project-level conformity determinations consider only particulate matter and carbon monoxide.

The proposed project is located in Chester County, Pennsylvania. The EPA has designated Chester County as being in attainment for PM10 and carbon monoxide. However, the EPA has designated Chester County as being a non-attainment area for PM2.5 and a non-attainment (moderate) area for Ozone.

PennDOT consulted Table 2 of 40 C.F.R. § 93.126 to determine if a regional conformity analysis was necessary. As the proposed project is not listed as an exempt project, a regional conformity analysis was necessary and was conducted. The project was deemed to have less than significant impacts on regional air quality conformity, and the proposed project was included on the State Transportation Improvement Program (STIP).

The team next completed the project-level screening process. The proposed project is located in an attainment area for the PM10 standard; therefore, no further project-level air quality analysis for PM10 is required. The proposed project is located in a county that has been designated as being in non-attainment for PM2.5, and though the project is not exempt, it is not considered to be of air quality concern.

The project area is designated as being in attainment for carbon monoxide, and a brief qualitative analysis is sufficient, per *PennDOT Project Level Air Quality Handbook (Pub. 321)*. As the proposed project would likely result in only minor increases in traffic, and as the Lincoln Highway (Business Route 30) has an Average Annual Daily Traffic (AADT) of only 10,821 on this segment, the proposed project should have no significant impact on the amount of carbon monoxide in the area, and therefore is not considered to be of air quality concern.

**The FTA finds that no significant air quality impacts are anticipated as a result of the proposed project.**

#### Water Bodies and Waterways

Through site visits and review of available mapping, it has been determined that no streams are located within the project area; therefore, no streams would be directly impacted. A review of *Technical Guidance Document 394-0300-001* by the PA Department of Environmental Protection (PA DEP) indicates that the project area is not within a coastal zone, and review of the PFBC Water Trail Guides website indicates that West Branch Brandywine Creek is not considered a water trail. No long-term or permanent impacts to West Branch Brandywine Creek are anticipated.

**The FTA finds that no long-term or permanent impacts to the identified waterway are anticipated.**

#### Water Quality

PennDOT considered potential short-term and long-term water quality impacts caused by implementation of the proposed project. Earth disturbance activities during construction may temporarily impact local groundwater supply yields and/or quality. PennDOT proposes the use of Best Management Practices (BMPs), an Erosion and Sediment Pollution Control Plan (E&S

Plan), and/or a National Pollutant Discharge Elimination System (NPDES) permit, as applicable, in order to prevent any significant impacts to water quality within the APE. Stormwater management for the site would follow *PA Stormwater Best Management Practices*, (363-0300-002), 2006 (or current) PA DEP. In an area which is already almost entirely paved, the proposed project would create only negligible amounts of new impervious area, if any, and therefore would not significantly affect recharge or water quality long-term.

The use of these management techniques under the proposed project would minimize potential temporary and long-term impacts to local water quality to a less than significant level. **Therefore, the FTA finds that no adverse impacts to water quality would occur as a result of the proposed project.**

#### Floodplains

Review of FEMA Flood Insurance Rate Maps (Panel 42029C0190F) revealed that there are no regulated floodplains within the project area. **Therefore, the FTA finds that no adverse impacts to any 100-year floodplains or floodways would occur as a result of the proposed project.**

#### Wetlands

Through site visits and review of available National Wetland Inventory (NWI) mapping, it has been determined that no wetlands are located within the project area. **The FTA finds that the project meets Federal wetlands requirements.**

#### Noise and Vibration

As the Station platforms would be relocated to the east only 450 feet and the surface parking areas would be replacing industrial land uses no significant noise impacts would be expected. Because there are no residences or other sensitive receptors immediately adjacent to the rail line in this area, a detailed/quantitative analysis of vibration impacts is not required. Qualitatively, review of aerial imagery indicates that the new platforms would be further from residences than they are now. This would reduce residential vibration impacts compared to existing conditions. **The FTA concludes that the project would not result in significant noise or vibration impacts.**

#### Ecologically Sensitive Areas

PennDOT conducted an ecological inventory of existing resources. The project area is heavily urbanized, with only small pockets of urban vegetation. One surface water body is present within the vicinity of the project area (one-third of a mile to the west), but the proposed project would not impact it. There are no wetlands, local parks, or recreation areas in the project area. Additionally, no sanctuaries, refuges, critical or unique habitats, Federal Wilderness Areas or national or state forests or parks are located within the vicinity of the project area. According to the City Zoning Map, a Residential Conservation District lies just north of the project area, but the proposed project is not expected to have any impact on this Residential Conservation

District. **Therefore, the FTA finds that no adverse impacts to any ecologically sensitive areas would occur as a result of the proposed project.**

### Endangered Species

Chester County is within the known range of bog turtles (*Clemmys muhlenbergii*), which are considered a threatened and endangered species. No wetlands are known to exist within or adjacent to the project area, and therefore, the project area should not contain any bog turtles.

A Pennsylvania Natural Diversity Inventory (PNDI) assessment was completed for the project area. The results indicated that there would be no known impact to threatened or endangered species under the jurisdiction of the Pennsylvania Game Commission, the Pennsylvania Fish and Boat Commission, or the United States Fish and Wildlife Service. Accordingly, no further coordination is required with these agencies.

However, the PNDI assessment indicated that there could be a potential impact requiring further coordination with the Pennsylvania Department of Conservation and Natural Resources (DCNR) regarding *Lyonia mariana*. Correspondence from DCNR dated June 16, 2011, requested that a survey be completed for three species that could potentially exist in the vicinity of the project area – *Lyonia mariana* (an endangered species), *Eupatorium rotundifolium* (a special concern species), and *Phaseolus polystachios* (proposed endangered status in Pennsylvania). The plant species survey, completed in June 2011, indicated that none of the three target species were found onsite and also that the proposed project would not result in destruction of the species' preferred habitat. A Botanical Survey Report with these results was submitted to DCNR on July 1, 2011, and DCNR's concurrence of "no impact anticipated as per survey" is dated July 27, 2011.

**The FTA concludes that the proposed Station relocation would not have an adverse effect on any endangered species and ecosystems.**

### Transportation and Parking

#### *Rail Transportation:*

The proposed project would bring the Station up to Amtrak and ADA standards, would provide an adequate supply of parking designated for Amtrak patrons, would make cross-platform access more convenient, and would improve the perception of safety in the area surrounding the Station. All of these enhancements would attract more riders, thereby having a positive impact on rail transportation. Station improvements may also lead to the restoration of Southeastern Pennsylvania Transportation Authority (SEPTA) services to Coatesville.

#### *Vehicular Transportation:*

Local traffic impacts from the proposed project are expected to be positive. Fleetwood Street would be rebuilt to include two-way travel with head-out angle parking. Fleetwood Street would also have fifteen-foot wide sidewalks, street trees, and raised crosswalks at key locations to

facilitate Station access. Additionally, the intersection of Fleetwood Street and Fourth Avenue would be realigned. The proposed project may increase ridership and therefore the total traffic volume in the City of Coatesville, but the existing street network in the project area has adequate capacity to accommodate the anticipated mild to moderate future growth in traffic volume. Conversely, an increase in Amtrak ridership due to the proposed improvements would reduce intercity vehicular traffic volume along the Keystone Corridor. Furthermore, the installation of raised crosswalks at key locations would reduce vehicular speeds and would improve both vehicular and pedestrian safety accordingly.

**With the proposed traffic improvement measures described above, the FTA finds that the local roadway system is adequate to support the traffic generated by the proposed Station relocation.**

#### Land Acquisitions and Displacements

A total of four parcels would be acquired for the proposed project. Two of the parcels are owned by the RDA, and the others are owned by Olivet United Methodist Church and Bob Bruce Ltd. The two parcels owned by the RDA are currently vacant. The parcel owned by the Church is currently used as one of their parking lots; this parcel may be acquired or a lease agreement negotiated for a shared use. The fourth parcel owned by Bob Bruce Ltd. is currently leased to Master Granite and Gothic Stone; the current operations on this parcel include an active work space as well as tile storage. In acquiring properties, requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 would be met, and all property owners would receive fair market value for their property.

#### Land Use and Zoning

Although land use in the project area would change on a lot-by-lot basis, the area is currently mixed use, and the proposed project would have a beneficial effect. For example, the two parcels which house former Comfort Care textile manufacturing facilities and six apartments (all unoccupied), have fallen into a state of disrepair and do not meet current building codes. Demolition of these unsafe eyesores would be beneficial for the community.

#### Environmental Justice Finding

The EA includes an environmental justice analysis in accordance with the Executive and DOT Orders. The project would neither disrupt nor have a disproportionate adverse impact on minority or low-income residents. It would improve passenger rail service, which would have a positive impact on the community and any minority and low-income rail passengers. A secondary effect of the project, possible transit oriented development, may arise as opportunities in the future which would boost the area's economy. Based on the analysis of environmental justice included in the EA, **FTA finds that the construction and operation of the proposed project would not result in disproportionately high and adverse effects on minority or low-income populations.**

### Safety and Security

Unlike the existing Station, the reconstructed Station would meet the requirements listed in the ADA Accessibility Guidelines for Buildings and Facilities and would meet Amtrak's standards regarding level, length, and super elevation of platforms. Cross-platform access would also be more convenient.

The proposed project would improve security in the Station District at-large by generating more activity near the Station, installing additional lighting, and mounting security cameras at the Station.

### Hazardous Materials

Phase I, Phase II, and Phase III Environmental Site Assessments (ESA) were prepared for the project area. Findings indicated that hazardous materials do exist onsite:

#### *Phase II ESA Mitigation Measures*

- Health and safety guidelines would be followed by workers involved in earth moving activities in the Direct Contact standard exceedence areas.
- Excavation and disposal in the Regulated Fill areas would be in accordance with state and federal regulations.
- Best management practices would be followed in the Clean Fill exceedence areas.

#### *Phase III ESA Mitigation Measures*

- A Waste Management Plan (WMP) with Special Provisions would be included in the Plans, Specification, and Estimate (PS&E) package.
- Restrictions would be imposed regarding the use of excess fill on site and the disposal of fill off-site due to arsenic, cobalt, and benzo(a)pyrene levels. PennDOT would use and dispose of contaminated fill in accordance with state and federal regulations.
- Special Provisions would be implemented for structures which have not yet been inspected for asbestos-containing material or hazardous materials. Any regulated asbestos containing material or asbestos containing material that would become friable during demolition would be removed prior to demolition activities and all abatement activities would be designed by a Pennsylvania-licensed asbestos Project Designer.

**Following the mitigation commitments outlined above, the project would have no significant impact on contaminated sites or hazardous waste and would not introduce any hazardous waste into the environment.**

### Section 106 Compliance

There are two eligible or listed historic resources in the project area and several other structures which are identified by the Cultural Resources GIS (CRGIS) system as having undetermined status. The project area includes the Main Line of the Pennsylvania Railroad, which the State Historic Preservation Office (SHPO) (the Pennsylvania Historical and Museum



Commission/PHMC) determined to be an eligible resource in 1993. The Coatesville Historic District is listed in the National Register and is generally located just south of the project work area, but includes the Station Building. No other listed or eligible resources were identified in the area of potential effect (APE), but there were some buildings with undetermined status. These structures were surveyed as part of the Determination of Effects Report submitted to PHMC.

Per a letter dated August 15, 2011, PHMC concurred that the undetermined-status structures surveyed for the Determination of Effects Report are not eligible for the National Register and that the proposed project would have no adverse effect on the eligible Main Line of the Pennsylvania Railroad or on the listed Coatesville Historic District, including the Station Building.

No archaeological investigations were completed, as the entirety of construction would occur on areas already disturbed by previous construction.

Based on the cultural resources analysis and coordination with the SHPO, **the FTA finds that the project would have no effect on any identified or likely cultural or historic resources, and that the Section 106 coordination and consultation requirements for this project have been fulfilled.**

#### Section 4(f) Finding

The only 4(f) resources in the APE are the Pennsylvania Railroad Main Line and the Coatesville Historic District. As PHMC concurrence that the proposed project would have No Adverse Effect on these resources was received on August 15, 2011, the proposed project is excepted from Section 4(f) approval, per 23 CFR 774.13(a). **The FTA finds that the proposed project would not involve the use of any historic site, public park or recreational resources protected by Section 4(f) of the Department of Transportation Act of 1966.**

#### Construction Impacts

Construction activities would follow federal, state, and local statutes, regulations, and ordinances, and the proper permits would be obtained and followed. Water quality impacts would be minimized through the implementation of BMPs, an E&S Plan, and/or a NPDES permit, as applicable. A temporary decrease in local air quality could be expected due to the atmospheric dispersion of dirt, dust, and other fine particulates that are commonly associated with the construction process. Temporary increases in noise levels could be experienced during normal working hours due to the construction process.

Construction impacts to vehicular traffic are unknown at this time, but Fleetwood Street would likely be shut down between Third and Fourth Avenues during construction. There is currently minimal traffic on Fleetwood Street, and the detour route would be only a block away. Traffic would be detoured per Pennsylvania Typical Application (PATA) 39b in PennDOT Publication 213, "Temporary Traffic Control Guidelines."

**Following the commitments outlines above, the FTA finds that the proposed project would not result in significant construction impacts.**

Secondary and Cumulative Impacts

As a secondary impact, the proposed project may stimulate the local economy by increasing Station ridership, potentially bringing a broader customer base to businesses in the City of Coatesville. Additionally, the success of this project may encourage more retailers to move into the Station District, further stimulating the local economy. As the area surrounding the Station District is already urban, no significant adverse secondary impacts are expected.

As a cumulative impact, implementation of the proposed project would likely increase Amtrak ridership at the Station and may capture ridership from the at-capacity Amtrak Stations to the east. Rail service is an efficient, economically beneficial resource to the traveling public. Increasing ridership of this safe, clean, efficient, transportation system would likely reduce annual carbon emissions along the Keystone Line. Station improvements may also lead to the restoration of Southeastern Pennsylvania Transportation Authority (SEPTA) services to Coatesville.

**The FTA finds that the proposed project would not result in significant adverse secondary or cumulative impacts.**

### **Environmental Finding**

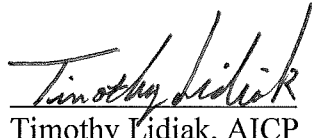
The following documents are attached and incorporated by reference as part of this FONSI:

- Appendix 1: Environmental Assessment (December 2011)
- Appendix 2: Comments Received During the Environmental Assessment Public Comment Period

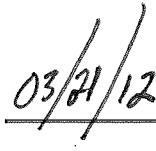
Based on the Environmental Assessment and its associated supporting documents, **the Federal Transit Administration finds pursuant to 23 CFR 771.121 that there are no significant impacts on the human and natural environment associated with the development and operation of the proposed Station relocation project. This determination is subject to the following identified mitigation measures:**

### **Mitigation Measures**

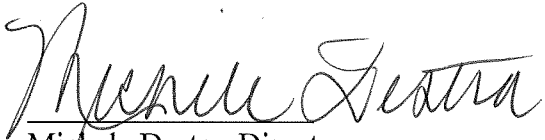
- PennDOT's use of Best Management Practices (BMPs), an Erosion and Sediment Pollution Control Plan (E&S Plan), and/or a National Pollutant Discharge Elimination System (NPDES) permit, as applicable, in order to prevent any significant impacts to water quality within the APE. Stormwater management for the site will follow *PA Stormwater Best Management Practices*, (363-0300-002), 2006 (or current) PA DEP.
- In acquiring properties, requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be met, and all property owners will receive fair market value for their property.
- Health and safety guidelines will be followed by workers involved in earth moving activities in the Direct Contact standard exceedence areas.
- Excavation and disposal in the Regulated Fill areas will be in accordance with state and federal regulations.
- Best management practices will be followed in the Clean Fill exceedence areas.
- A Waste Management Plan (WMP) with Special Provisions will be included in the Plans, Specification, and Estimate (PS&E) package.
- Restrictions will be imposed regarding the use of excess fill on site and the disposal of fill off-site due to arsenic, cobalt, and benzo(a)pyrene levels. PennDOT will use and dispose of contaminated fill in accordance with state and federal regulations.
- Special Provisions will be implemented for structures which have not yet been inspected for asbestos-containing material or hazardous materials. Any regulated asbestos containing material or asbestos containing material that would become friable during demolition will be removed prior to demolition activities and all abatement activities would be designed by a Pennsylvania-licensed asbestos Project Designer.
- Traffic will be detoured per PATA 39b in PennDOT Publication 213, "Temporary Traffic Control Guidelines."



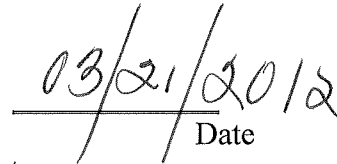
Timothy Lidiak, AICP  
Community Planner  
Federal Transit Administration



Date



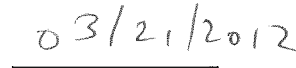
Michele Destra, Director  
Office of Planning and Program Development  
Federal Transit Administration



Date



Jay Fox  
Regional Counsel  
Federal Transit Administration



Date



Brigid Hynes-Cherin  
Regional Administrator  
Federal Transit Administration



Date

## **Appendix 1:**

### **Environmental Assessment (December 2011)**

## Appendix 2:

### Comments Received During the Environmental Assessment Public Comment Period

Comment Made	Page Number	Section	Change/Update Made
The project should be consistent with the Partnership for Sustainable Communities' six livability principles. (EPA)	14	3.3.3	Changed to ensure that Sustainable Community's six livability principles are addressed more clearly
More detailed information about the nature and extent of the public participation would be useful. (EPA)	15	3.3.4	Changed to elaborate more on details of public hearings and involvement
The project should be consistent with the Partnership for Sustainable Communities' six livability principles. (EPA)	20	3.5	Changed to ensure that Sustainable Community's six livability principles are addressed more clearly
Modify the Table in Section 3.6 to better reflect the principle of Environmental Justice. (EPA)	21	3.6	Changed to reflect more accurately the population represented within the EA and to ensure language reflects all populations
Maps showing where the minority and low income residents live with respect to the project would also be useful and help inform the process. (EPA)	N/A	Appendix E	Added and updated appendices to better illustrate the population of the EA by using census demographics of the area discussed within the EA
Remove the word "equally." (EPA)	15	3.3.3	Removed the word "equally"
Remove the word "equally." (EPA)	22	3.6	Removed the word "equally"