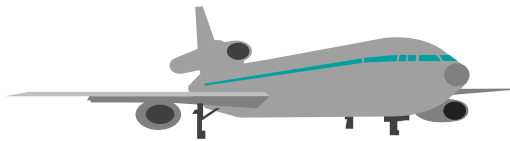




**ENVIRONMENTAL  
EVALUATION  
(Short Environmental Assessment)  
for  
AIRPORT DEVELOPMENT  
PROJECTS**



*~ Aviation in Harmony with the Environment ~*



**FEDERAL AVIATION ADMINISTRATION  
MEMPHIS AIRPORTS DISTRICT OFFICE–SOUTHERN REGION  
AIRPORTS DIVISION**

AIRPORT: Charlotte Douglas International Airport  
PROPOSED PROJECT: Proposed Quattro Development  
May 2018

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official:

Date:



**FAA MEM-ADO, SOUTHERN REGION AIRPORTS DIVISION**  
**ENVIRONMENTAL EVALUATION FORM "C"**  
**FOR SHORT ENVIRONMENTAL ASSESSMENTS**

The Short Form Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Order 5050.4B, "National Environmental Policy Act, Implementing Instructions for Airport Projects" or subsequent revisions, which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation environmental regulations (including FAA Order 1050.1E or subsequent revisions), and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. It was modified from a document created in the Eastern Region Division and adopted by the Memphis Airports District Office (MEM-ADO) for use in appropriate situations. It is intended to be used for proposed airport projects in Kentucky and Tennessee.

The Short Form EA is intended to be used when a project cannot be categorically excluded (CATEX) from formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, this form is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA.

Proper completion of the Short Form EA would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA must be prepared. The MEM-ADO normally intends to use a properly completed Short Form EA to support a Finding of No Significant Impact (FONSI).

**Applicability**

The Short Form EA should be used if the sponsor's proposed project meets the following two (2) criteria:

- 1) The proposed project is a normally categorically excluded action that may include extraordinary circumstances Table 6-3; paragraph 702.a. or the airport action is one that normally requires an EA but involvement with, or impacts to, the extraordinary circumstances are not notable in number or degree of impact, and that any significant impacts can be mitigated below the level of significance, 5050.4B, Table 7.1.
- 2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (\*):
  - (a) Approval of an airport location (new airport).
  - \*(b) Approval of a project on an airport layout plan (ALP).
  - \*(c) Approval of federal funding for airport development.
  - \*(d) Requests for conveyance of government land.
  - \*(e) Approval of release of airport land.
  - \*(f) Approval of the use of passenger facility charges (PFC).
  - \*(g) Approval of development or construction on a federally obligated airport.

[http://www.faa.gov/airports/environmental/environmental\\_desk\\_ref/](http://www.faa.gov/airports/environmental/environmental_desk_ref/). We encourage the preparer to complete the Form electronically, rather than by hand. It may then be submitted via email, with a copy of the completed signature page sent by fax or mail; or, a hard copy of the completed Form may be submitted by fax or mail. The contact list should be removed from the completed Form prior to its submittal. Those responses requiring further explanation, or separate project plans or maps, should be attached at the end of the Form. In the attachment, identify the issue by its associated number/title (e.g., response to Item 13, Coastal Zone Impacts).

Complete the following information:

1. Project Location: Mecklenburg County; Charlotte, North Carolina

Airport Name: Charlotte Douglas International Airport

Airport Address: 5601 Wilkinson Blvd.

City: Charlotte County: Mecklenburg State: North Carolina

2. Airport Sponsor Information:

Point of Contact: Lauren Scott

Address: 5601 Wilkinson Blvd., Charlotte, NC

Telephone: (704) 359-4814 FAX: (704) 359-9424

E-mail: lmscott@cltairport.com

3. Evaluation Form Preparer Information:

Point of Contact: Sarah Potter

Address: Landrum & Brown – 11279 Cornell Park Drive – Cincinnati, OH 45242

Telephone: (513) 530-1271 FAX: (513) 530-2271

E-mail: spotter@landrum-brown.com

4. Proposed Development Action (describe **ALL** associated projects that are involved):

This Proposed Project includes the release and disposal of approximately 100 acres of residentially zoned land from the Airport to a private developer. The private developer is proposing to construct an 855,000 square foot warehouse and distribution facility on the site. Additionally, the private developer is proposing to realign Tuckaseegee Road to improve the level of service with improved traffic patterns and intersections. Associated actions with this development include the demolition of seven structures located on the project site. See **Attachment 1 - Exhibit 1, Existing Conditions** for a depiction of the Proposed Project site at CLT. Construction is scheduled to begin July 2018 and would be completed in approximately 13 months.

The proposed development would consist of:

- Clearing, grading, and tree removal of approximately 82 acres;
- Construction of a warehouse and distribution facility approximately 855,000 square feet;
- Construction of parking lots with approximately 2,500 passenger vehicle spaces, 260 delivery truck spaces, and 105 loading docks;
- Realignment of Tuckaseegee Road with new intersections, a roundabout and entrances to the facility;
- Construction of stormwater detention basins;
- Demolition of seven structures; and
- Construction of a guard house.

See **Attachment 1 - Exhibit 2, Proposed Action** for a depiction of the proposed development.

5. Describe the Purpose of and Need for the Project:

The purpose of this project is to dispose of non-aeronautical Airport land that is currently under-utilized, to accommodate the construction of a distribution/warehouse facility that is compatible with FAA airspace restrictions and design standards and is easily accessible to roadways and utilities. The need for the project is to provide additional revenue to the Airport.

6. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why:

Multiple other sites on Airport property are vacant and available for non-aviation development. However, the Quattro Site was the only site suitable for the proposed development due to size, proximity to interstate-commerce, building height restrictions, highway/road access, and utility availability. As a result, only the No Action and Proposed Project alternatives are being environmentally assessed in the EA. Under the No Action, the proposed development would not occur and the Proposed Project site would not be disturbed.

7. Describe the affected environment of the project area (terrain features, level of urbanization, sensitive populations, etc). Attach a map or drawing of the area with the location(s) of the Proposed Project(s) identified. Attachment? Yes X No \_\_\_\_\_

The Proposed Project site is located on Airport property and is located north of CLT with Interstate 485 to the west, Interstate 85 to the north, and Wilkinson Boulevard to the south. (See **Attachment 1 - Exhibit 1, Existing Conditions**). The Proposed Project site consists primarily of wooded stream corridors and woodlots. The site has drainage features and wetlands classified by the U.S. Army Corp of Engineers (USACE) as jurisdictional waters of the U.S.

8. Are there attachments to this Form? Yes X No \_\_\_\_\_ If “yes,” identify them below.

Attachment 1 – Exhibits

Attachment 2 – Traffic Impact Study

Attachment 3 – Air Quality Technical Report

Attachment 4 – Coordination with the U.S. Army Corps of Engineers (USACE) and North Carolina Division of Water Resources (NCDOWR)

Attachment 5 - Coordination with the U.S. Fish and Wildlife Service (USFWS)

Attachment 6 – Coordination with the North Carolina State Historic Preservation Office (SHPO)

Attachment 7 – Phase I Environmental Site Assessment (ESA)

Attachment 8 – Lead and Asbestos Reports

Attachment 9 – Public and Agency Involvement

9. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 5050.4B or 1050.1E , or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance Table 7-1).

**(1) NOISE**

1) Does the proposal require a noise analysis per Order 1050.1E, Appendix A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes \_\_\_\_ No X

The Proposed Project would not increase operations, change fleet mix, or create new flight tracks. As a result, the Proposed Project would not result in changes to the noise environment at the Airport and does not require a noise analysis per FAA Order 1050.1F or FAA Order 5050.4B.

2) If “yes,” determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour.

Not applicable.

**(2) COMPATIBLE LAND USE**

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

The Proposed Project site is located on the northern edge of the Airport in an area currently zoned residential. CLT currently owns the Proposed Project site. The land uses immediately adjacent to the Proposed Project site are major transportation corridors and industrial; therefore, it would not disrupt communities nor require the relocation of residences or businesses.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Explain.

The Proposed Project would not be located near or create a wildlife hazard as defined in FAA AC 150/5200-33B, "Hazardous Wildlife Attractants On or Near Airports." The Proposed Project would not create any open water, wetlands, vegetation or other wildlife attractants.

### (3) SOCIAL IMPACTS

(a) Would the proposed project cause relocation of any homes or businesses? Yes\_\_\_No X  
Explain.

The existing structures on the site are currently vacant. No homes or businesses would be acquired and no homes or businesses would need to be relocated.

(b) If “yes,” describe the availability of adequate relocation facilities

Not applicable.

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Explain.

A Traffic Impact Study (TIS) was prepared to describe and measure the impact of traffic generated by the Proposed Project on the existing roadway system. The TIS recommended the construction of a new alignment of Tuckaseegee Road, construction of the new Industrial Drive, and the construction of signalized turn lanes on Wilkinson Boulevard. The Proposed Project would cause an increase in surface traffic; however, this increase is not anticipated to reduce the level of service on the local roads with the implementation of the recommendations in the TIS. During construction, traffic to and from the site would also increase. However, the construction traffic would not result in a reduction in the level of service of the local roadways as traffic would be maintained at all times through the use of flaggers, arrow boards, and traffic control devices in order to reduce any potential congestion on the roads. See **Attachment 2** for additional information.

### (4) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?  
Yes\_\_\_ No X Explain

The Proposed Project has the potential to benefit the local economy with local jobs through permanent employment, temporary construction-based employment, an increase in local employment taxes, and induced local spending in the surrounding communities. No adverse socioeconomic impacts are anticipated.



## (5) AIR QUALITY

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? Explain

Yes, the Proposed Project has the potential to increase surface traffic. The Proposed Project includes the construction of a warehouse and distribution facility with pavement to accommodate employee passenger vehicle and delivery truck parking. Therefore, the Proposed Project would cause surface vehicle emissions.

(b) Identify whether the project area is in a non-attainment or maintenance area for any of the six (6) criteria air pollutants having National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (6). See EPA Green Book at [www.epa.gov/oar/oagps/greenbk](http://www.epa.gov/oar/oagps/greenbk) for current attainment areas.

In the past, Mecklenburg County was designated as nonattainment for carbon monoxide (CO) and nonattainment for 8-hour ozone; however, on September 18, 1995, the USEPA determined the area had attained the CO standard and on August 27, 2015, the USEPA determined the area had attained the ozone standard and the region was redesignated to attainment for these pollutants. The area now operates under a maintenance plan for 8-hour ozone and for CO. See **Attachment 3** for additional information.

(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 1050.1E and the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases"). Explain. If "yes," comply with state requirements.

The state of North Carolina did have indirect source review thresholds known as the Transportation Facility Permitting (TFP) regulations however these regulations were repealed by the North Carolina Division of Air Quality effective January 1, 2015.<sup>1</sup>

(d)(1) Would the Proposed Project be an "exempted action," as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (6). List exemption claimed.

No, the Proposed Project is not an "exempted action" as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule. See **Attachment 3** for additional information.

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the de minimis standards?

Yes \_\_\_\_\_ No  X

<sup>1</sup> North Carolina Air Quality Rules Subchapter 2Q Air Quality Permit Procedures Section 0600 Transportation Facility Procedures.

d)(3) If “no,” would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain.

No, the Proposed Project would not cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation. See **Attachment 3** for additional information.

(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation.

Yes, the Proposed Project would conform to the SIP. See **Attachment 3** for additional information.

## **(6) WATER QUALITY**

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies, as applicable.

The Proposed Project includes an increase of 65 acres of impervious surface. Within the Proposed Project site there are two intermittent streams and one pond. The Proposed Project would impact one intermittent stream (560 linear feet) and the pond (0.13 acres). The main sources of hydrology to the Proposed Project site are precipitation, surface runoff from adjacent properties, and stormwater culverts. In general, water is collected in two main drainages which flow westward off the site. This function would continue as the stream impacted by this project would be replaced with a box culvert in the same general location. To account for the increase in impervious surface, stormwater detention basins would be provided along the north and west ends of the site. Therefore, it is not anticipated that water quality standards would be exceeded with implementation of the Proposed Project.

To avoid and minimize risk of impact to any surface and ground water resources adjacent to the site during construction, best management practices (BMPs) would be implemented. American Association of Public Works (APWA) Section 5100, *Site Work and Erosion and Sediment Control* would also be followed where applicable for erosion and sediment control. Some of the BMPs to be considered for implementation include the following:

- The use of silt fences, silt containment barrier, filter sock, rock lined drainage channels, erosion control matting, and establishing vegetation;
- The storage of fuel, herbicides and other liquids in areas where spills would not enter a stream or watercourse. All containers would be closed when not in use; and
- Development of a re-vegetation plan for the areas to be cleared and graded to support construction efforts.
- See **Attachment 4** for coordination with the USACE.

**(7) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)**

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination.

The Proposed Project would not require the use (actual taking or constructive) of any land from a public park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state or local significance.

**(8) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES**

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

There are no registered properties or properties listed as being eligible for inclusion on the National Register of Historic Places in the Proposed Project site.

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

The North Carolina State Historic Preservation Office was contacted to determine if potential impacts would occur from the development. The SHPO determined no impacts to cultural resources would occur from the Proposed Project. See **Attachment 6** for the coordination with the North Carolina SHPO.

## **(9) BIOTIC COMMUNITIES**

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. This answer should also reference Section 6, Water Quality, if jurisdictional water bodies are present.

Field surveys were conducted in January, March, and April 2018 to identify the presence or potential habitat of Federal and state-listed species on the Proposed Project site. Currently, the Proposed Project site consists of a mixture of forest, pasture, developed open space, and transitional habitats along maintained roadways and edges.

Wildlife present on the site are likely limited to common species including song birds, raptors, mammals (mouse, vole, rabbit, raccoon, opossum, etc.), amphibians, and reptiles (snakes, turtles, etc.). Although the proposed development site provides wildlife habitat, species potentially present on the site are mobile and no long-term impacts are expected from the Proposed Project.

The Proposed Project site contains 560 linear feet of jurisdictional streams and 0.13 acres of pond. A box culvert would be constructed to allow the stream channel to maintain the east to west flow. The developer received an Individual Section 401 Water Quality Certification Permit from the NCDOWR, respectively. The developer has also obtained a Nationwide Section 39 Permit from the USACE. Refer to Section 6, Water Quality, for a discussion of potential water quality impacts.

#### (10) FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

According to the USFWS, the following species are found in Mecklenburg County:

- Northern long-eared bat (*Myotis septentrionalis*) – Mammal – Threatened
- Carolina heelsplitter (*Lasmigona decorata*) – Freshwater Bivalve – Endangered
- Smooth coneflower (*Echinacea laevigata*) – Plant – Endangered
- Schweinitz's sunflower (*Helianthus schweinitzii*) – Plant – Endangered
- Michaux's sumac (*Rhus michauxii*) – Plant – Endangered
- Georgia aster (*Symphyotrichum georgianum*) – Plant – Candidate

A biological survey conducted in January and March 2018 documented potential habitat for federally and state endangered Schweinitz's sunflower (*Helianthus schweinitzii*) but no individuals were observed. Furthermore, a pedestrian survey conducted in April 2018 did not identify individuals of the Schweinitz's sunflower. There are no known populations of Schweinitz's sunflower within 1.0 mile of the Proposed Project site. Therefore, it is anticipated that the project will have no effect on the Schweinitz's sunflower. Based on the information available, the FAA concluded that there is "no effect" on Schweinitz's sunflower or its critical habitat.

Moreover, suitable summer roosting habitat may be present in the Proposed Project site for the federally threatened northern long-eared bat (*Myotis septentrionalis*). However, the final 4(d) rule (effective as of February 16, 2016), exempts incidental take of northern long-eared bat associated with activities that occur greater than 0.25 miles from a known hibernation site, and greater than 150 feet from a known, occupied maternity roost during the pup season (June 1– July 31). Based on the information provided, the project would occur at a location where any incidental take that may result from associated activities is exempt under the 4(d) rule. See **Attachment 4** for agency coordination.

#### (11) WETLANDS

Does the proposed project involve the modification of delineated wetlands (Delineations must be performed by a person certified in wetlands delineation)? Provide justification for your response.

The implementation of the Proposed Project would impact 560 linear feet of jurisdictional streams and 0.13 acres of pond (surface water). The developer has obtained a Nationwide Section 39 Permit from the USACE. An Individual Water Quality Certificate under Section 401 of the Clean Water Act was obtained from the NCDOWR.

## (12) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Yes X No       

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA?

Yes        No X

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78)

Yes        No X

Not applicable.

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes X No        If "no," why not?

See **Attachment 1 - Exhibit 3, Floodplain.**

(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 1050.1E, Appendix A, Section 9.2.c?

A 100-year floodplain is located on the Proposed Project site. To avoid disturbance to the floodplain, the Tuckaseegee Road Relocation design includes a bridge that would span completely over the floodplain. Therefore, the Proposed Project would not have an impact on floodplains and would not result in a high probability of loss of human life, have substantial encroachment-associated costs or damage due to flooding, or cause adverse impacts on natural and beneficial floodplain value. The developer would obtain the required Floodplain Development Permit from Mecklenburg County on the final design of Tuckaseegee Road relocation prior to construction.

## (13) COASTAL ZONE MANAGEMENT PROGRAM

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Explain

The Airport is not located in a coastal zone management area nor is Mecklenburg County, North Carolina designated as a Coastal Zone Management county.

(b) If "yes," is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification. Early coordination is recommended.

Not Applicable.

**(14) COASTAL BARRIERS**

Is the location of the proposed project within the Coastal Barrier Resources System, as delineated by the US Fish and Wildlife Service (FWS) or FEMA coastal barrier maps? Explain.

There are no coastal barriers or any areas subject to the Coastal Barriers Resources Act of 1982 or the Coastal Barriers Improvement Act of 1990 in the vicinity of the Airport.

**(15) WILD AND SCENIC RIVERS**

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Consult the (regional) National Parks Service (NPS), U.S. Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended.

No wild and scenic rivers, as designated by the U.S. Department of the Interior, National Park Service, are located near the Airport.

**(16) FARMLAND**

(a) Would the proposed project involve the use of federal financial assistance or conversion of federal government land? Explain

The Proposed Project does not involve the conversion of Federal Government land.

(b) If "yes" would it convert farmland protected by the Farmland Protection Policy Act (FPPA) (prime or unique farmland) to non-agricultural uses? Yes\_\_\_\_\_ No X

(c) If "yes," determine the extent of project-related farmland impacts by completing (and submitting to the Natural Resources Conservation Service) the "Farmland Conversion Impact Rating Form" (NRCS Form AD 1006). Coordinate with the state or local agricultural authorities. Explain your response, and attach the Form AD 1006, if applicable.

Not Applicable.

**(17) ENERGY SUPPLY AND NATURAL RESOURCES**

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Explain. Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

Construction of the Proposed Project would require the use of readily available construction materials. Neither the physical structure nor the construction process would consume a notable quantity of natural resources that would exceed local supplies.

No unusual energy uses were identified that would indicate that the power company or fuel suppliers would have difficulty providing adequate supply to meet the demand of the Proposed Project. Furthermore, natural resources that would be used during construction are not in short supply. Based on these findings, it is anticipated that construction and implementation of the Proposed Project would not result in demand for natural resources or energy supply in excess of the current supply.

**(18) LIGHT EMISSIONS**

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system.

There would be an increase in light emissions due to the Proposed Project. However, the Proposed Project site is surrounded by major transportation corridors and industrial development. The closest residential area is located 935 feet from the proposed site on the west side of Interstate 485. This residential area already experiences light emissions from the roadway. In addition, the lights would be directed at a downward angle or pointed toward the warehouse and parking areas. Therefore, the Proposed Project would not result in an increase in light emissions on the closest residential area.

Light emissions during construction of the Proposed Project are not anticipated to cause any impact to the surrounding areas as most of the construction would occur during daytime hours. Therefore, no light impacts would occur as a result of the Proposed Project.

**(19) SOLID WASTE**

Would the proposed project generate solid waste? Yes   X   No       

If “yes,” are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

The Proposed Project is not anticipated to generate large amounts of solid waste. Any solid waste that is generated by the Proposed Project would be hauled off site to be properly disposed. The proposed development project would generate solid waste during construction. The amount of solid waste generated during construction activities would not be significant and would not require any special considerations for disposal options. All solid waste would be accommodated by the five solid waste facilities located within Mecklenburg County. No new sanitary landfills or bird attractants would be created and no significant changes in collection, control or disposal wastes are anticipated. All solid waste would be managed under the guidelines set for the by federal, state, or local regulations for solid waste. Recycling would be considered for any materials produced by construction activities.

**NOTE:** A sanitary landfill is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 " Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."



## (20) CONSTRUCTION IMPACTS

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Explain.

1) AMBIENT NOISE LEVELS: It is expected that the construction of the Proposed Project would require the temporary use of several types of diesel-powered equipment. Anticipated construction tasks include site preparation, installation of utilities, building construction, and concrete and asphalt paving. These activities would occur during daytime and nighttime hours. This area already experiences high levels of noise resulting from aircraft operations and adjacent to Interstate 485 to the west and Interstate 85 to the north. The construction activities associated with the Proposed Project would not appreciably increase the ambient existing Airport noise levels.

2) LOCAL AIR QUALITY: Through the use of BMPs, dust emissions due to construction of the proposed development project would be temporary and would not significantly impact local air quality. The discharge of fugitive dust at the construction site would be minimized by the use of BMPs such as ground sprinkling practices during high-dust generating activities or extended dry periods. Dust from construction and materials hauling vehicles would be minimized by the use of cargo-covering tarps and wet-downs, when possible. During construction and implementation of the proposed development project, no open burning of vegetative material would occur.

Emissions from construction vehicles would impact local air quality, as described in **Attachment 3**. Those emissions would be kept to a minimum through the use of BMPs and adherence to local, state, and Federal air pollution regulations. As such, the emissions generated during construction would be considered *de minimis* and would comply with the CAA and NEPA.

3) WATER QUALITY: The proposed development project would be constructed using BMPs to minimize impacts to natural resources, including surface and groundwater impacts. Temporary erosion control measures would be implemented to ensure erosion and siltation are kept to a minimum.

4) LOCAL TRAFFIC PATTERNS: Temporary impacts to surface transportation could occur during construction. These impacts are expected to be minimal because traffic would be maintained at all times through the use of flaggers, arrow boards, and traffic control devices in order to reduce any potential congestion on the roads. There would be no impacts to local residential streets.

**(21) OTHER CONSIDERATIONS**

(a) Is the proposed project likely to be highly controversial on environmental grounds? Explain.

No. The Proposed Project is not likely to be highly controversial on environmental grounds. No significant impacts would occur as a result of the Proposed Project.

(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain.

No. The Proposed Project is not inconsistent with any Federal, state or local law or administrative determination.

(c) Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Explain.

Yes. The Proposed Project is reasonably consistent with plans, goals, policies, and controls that have been adopted in the area in which the Airport is located.

## (22) HAZARDOUS SITES/MATERIALS

Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination. Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), EPA-certified state and local governments) is recommended.

A Phase I Environmental Site Assessment (ESA) was completed to evaluate potential hazardous substances contamination. The Phase I Executive Summary is provided in **Attachment 7**. The Phase I revealed no evidence of recognized environmental conditions (REC) in connection with the property except for the potential for an undocumented release from the apparent heating oil underground storage tank (UST). Additionally, a business environmental risk (BER) was identified and includes the surface debris scattered throughout the project site. Furthermore, the project site does have a history of long term agricultural use which may include the storage and use of beneficial agricultural products such as fungicides, herbicides, and/or fertilizers. While there are no records or evidence of any ground contaminating events at the site, there is a potential for encountering hazardous substances and/or groundwater during construction activities.

The developer will be responsible for making sure all storage tanks are closed or abandoned in accordance with state and Federal requirements and any required contamination remediation should occur prior to construction. In addition, if hazardous materials, petroleum spills, or any soils that show evidence of petroleum contamination are encountered at the site during construction, all activity will stop and the Fire Marshall, the North Carolina Department of Environment and Natural Resources UST Section of the Mooresville Regional Office, and the USEPA would be contacted for proper policies for management/remediation of impacted area. If 220 pounds of hazardous waste is generated in a calendar month, the Hazardous Waste Section of North Carolina Department of Environmental and Natural Resources (NCDENR) must be notified and the developer must comply with the small quantity generator requirements. If 2,220 pounds of hazardous waste is generated in a calendar month, the Hazardous Waste Section of NCDENR must be notified and the developer must comply with the large quantity generator requirements.

It is anticipated that asbestos would be encountered during the demolition of the identified structures (see **Attachment 8**). Appropriate permits and notifications would be pursued.

## (23) PERMITS

List all required permits for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits.

An Individual Water Quality Certificate under Section 401 of the Clean Water Act was obtained from the NCDOWR. The developer has also obtained a Nationwide Section 39 Permit from the USACE. Additionally, the construction and demolition activity would require an amendment to CLT's NPDES permit, an Asbestos Removal Permit, a Demolition Notification, and a Floodplain Development Permit.

**NOTE:** Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, initiation of such project shall NOT be approved until FAA has issued its environmental determination.

**(24) ENVIRONMENTAL JUSTICE**

Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

The Proposed Project would not adversely impact minority and/or low-income populations. No homes or businesses would be acquired, relocated, or otherwise adversely impacted by the Proposed Project.

**(25) CUMULATIVE IMPACTS**

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

Past and present projects at CLT include construction of the Joint Operations Center and entrance road, construction of a parking garage, rental car maintenance facility, expansion of existing facilities, cargo facility expansion, and numerous taxiway and terminal ramp rehabilitation projects. The proposed future development projects include the construction of a central energy plant, an airfield maintenance facility, and an EIS for a 4<sup>th</sup> north-south parallel runway. At this time no NEPA document(s) has been approved for these proposed projects, therefore the potential environmental impacts are unknown. However, it is assumed if potential significant impacts would occur, mitigation would be required.

As no potentially significant impacts would result from the Proposed Project being assessed in this EA, it is unlikely that the potential incremental impact would cause or contribute to a significant impact on the environment when added to past, on-going, or reasonably foreseeable future projects or actions involving CLT.

## 10. MITIGATION

(a) Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance (See 5050.4B & 1050.1E, Appendix A).

As previously discussed, the developer has obtained an Individual Water Quality Certificate under Section 401 of the Clean Water Act from the NCDOWR. Furthermore, the developer has also obtained a Nationwide Section 39 Permit from the USACE. Agency coordination is provided in **Attachment 4**.

To avoid and minimize the risk of impacts to water resources and air quality, BMPs would be implemented. To account for the increase in impervious surface, stormwater detention basins would be provided along the north and west ends of the site. Furthermore, approximately fifteen percent of the overall commercial site would be preserved as tree save area, in accordance with the City of Charlotte, NC Tree Ordinance Guidelines, Sec. 21-94.

(b) Provide a description of the resources that are in or adjacent to the project area that must be avoided during construction. **Note:** The mitigation measures should be incorporated into the project's design documents.

During construction of the project, no staging of equipment of any kind is permitted in waters of the US, or protected riparian buffers. Furthermore, approximately fifteen percent of the overall commercial site would be preserved as tree save area, in accordance with the City of Charlotte, NC Tree Ordinance Guidelines, Sec. 21-94.

## 11. PUBLIC INVOLVEMENT

Describe what efforts would be made to involve the public with this proposed project. Discuss the appropriateness of holding public meetings and/or public hearings, making the draft document available for public comment, or the preparation of a public involvement plan, etc.

The City of Charlotte has provided an opportunity for a public hearing as outlined in FAA Order 5050.4B, Section 404. NOTICE OF OPPORTUNITY FOR A PUBLIC HEARING. A notice, containing all required information, was published in the Charlotte Observer. This document is available at the CLT administrative offices for public review and comment through June 22, 2018.

## 12. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.



Signature

05/10/2018

Date

Sarah Potter, Senior Managing Consultant  
Name, Title

Landrum & Brown, Inc.  
Affiliation

## 13. AIPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.



Signature

05/10/2018

Date

Lauren Scott, A.A.E., ACE  
Name, Title

City of Charlotte, Aviation Department, Charlotte Douglas International Airport  
Affiliation

**Note: This page to be completed by FAA only**

14. FAA DECISION:

Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.

☐

The proposed development action has been found to qualify for a Short Environmental Assessment.

☐

The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).

☐

The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project:

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\*Action Reviewed/Recommended by:

\_\_\_\_\_  
(FAA Environmental Specialist)

\_\_\_\_\_  
Date

\*Approved:

\_\_\_\_\_  
(FAA Approving Official)

\_\_\_\_\_  
Date

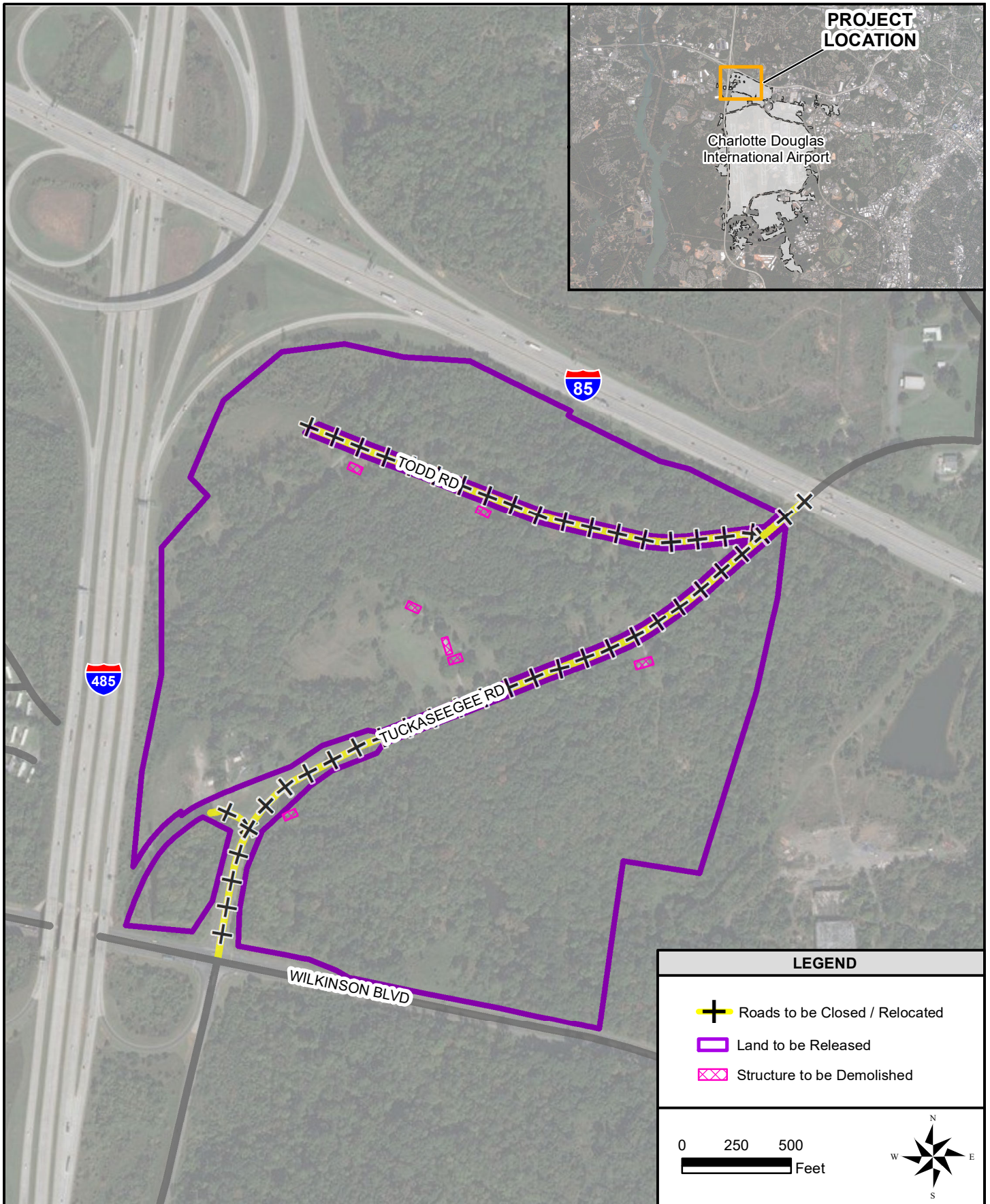
\* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or through additional federal, state, local or public input, etc.

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## **ATTACHMENT 1**

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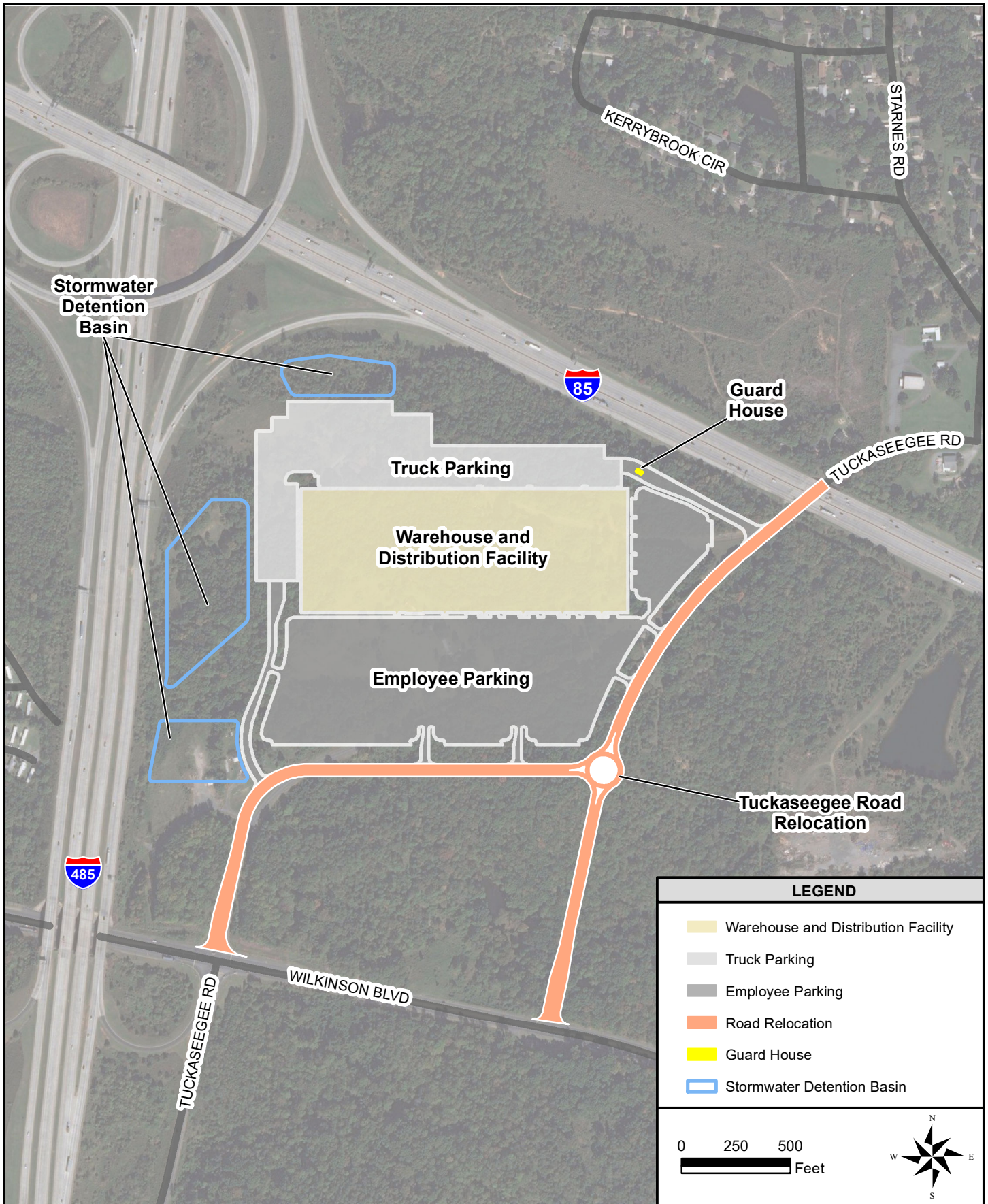
Quattro Development


**CHARLOTTE DOUGLAS  
INTERNATIONAL AIRPORT**

Existing Conditions

EXHIBIT:  
**1**





	<b>Quattro Development</b>	<b>Proposed Action</b>	<b>EXHIBIT:</b> <b>2</b>
	<b>CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT</b>		





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