



**Focused  
Environmental Assessment Form  
for  
Airport Development Actions  
DRAFT ENVIRONMENTAL ASSESSMENT**

**Federal Aviation Administration  
Atlanta Airports District Office  
Southern Region Airports Division**

<b>Airport Name</b>	Hartsfield-Jackson Atlanta International Airport
<b>Proposed Action</b>	Concourse D Widening and Domestic Terminal Parking Reconfiguration
<b>Responsible Federal Aviation Administration Official</b>	
<b>Date</b>	

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



1. PROPOSED ACTION LOCATION

Table with 2 columns: Field Name, Value. Fields include Airport Name and Identifier, Airport Address, City, County, State, Zip Code.

2. AIRPORT SPONSOR INFORMATION

Table with 2 columns: Field Name, Value. Fields include Point of Contact, Address, Business Phone, Fax, Email.

3. PREPARER INFORMATION

Table with 2 columns: Field Name, Value. Fields include Point of Contact, Address, Business Phone, Fax, Email.

4. PROPOSED ACTION

Describe the Proposed Action with sufficient detail in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. List and describe all components of the Proposed Action including all connected actions. Summarize how the Proposed Action fits into the Airport’s ALP. Attach an exhibit of the Airport’s conditionally approved ALP depicting the Proposed Action, and an exhibit of the Proposed Action on a recent Airport aerial. Summarize costs, including any mitigation costs, if applicable. Discuss how the Proposed Action will be funded. Provide a timeframe identifying when the Proposed Action is to be constructed and operational.

Introduction

Hartsfield-Jackson Atlanta International Airport (ATL) is owned by the City of Atlanta and operated by the City’s Department of Aviation. As the operator, the Department is responsible for ensuring that the Airport functions with a high level of safety and high level of customer service.

This environmental assessment (EA) examines a Proposed Action that consists of two components. The two components are not related to each other and have independent utility, meaning that one is not dependent on the other and each can function independently if the other is not implemented. The two components are in this EA due to portions of their construction occurring simultaneously, anticipated to occur during the period of 2023 to 2026.



The first component is the widening of Concourse D from 60 feet to approximately 102 feet. This widening is necessary to modernize the concourse and have the concourse provide a higher level of customer service consistent with the Airport’s other concourses. Concourse D is a two-level structure. After widening, the top level (or Boarding Level) would expand from approximately 135,000 square feet to approximately 216,000 square feet. In this EA, this project component is called “Concourse D Widening.”

The second component of the Proposed Action is to reconfigure specific parking lots proximate to the Domestic Terminal. The focus of the parking reconfiguration is the demolition and reconstruction of the existing Domestic Terminal parking decks (the South Deck and the North Deck). Portions of both decks were constructed in the late 1970s and have exceeded their design lives. In September 2021, a structural professional engineer recommended that the parking decks need to be reconstructed soon so that safe deck parking is provided in the Domestic Terminal area.

Three parking facilities around the Domestic Terminal would be affected as part of the Proposed Action parking component. They are the South Economy Lot, South Deck, and North Deck. The South Economy Lot is a surface parking lot. In this EA, the reconfiguring of these three parking facilities is called “Domestic Terminal Parking Reconfiguration.” The term reconfiguration is used because the footprint of the existing South Deck and North Deck would shrink. These new decks would have more levels than the current decks, however, some previous ground-level deck parking would be converted to surface parking due to the reduced deck footprint. Exhibits in this EA illustrate this reconfiguration of parking.

To illustrate how Domestic Terminal parking would change, the year 2021 is used as the base year and it is assumed that the Domestic Terminal Parking Reconfiguration component would be completed in 2032. The table below shows how the distribution of deck and surface parking would change between the beginning and end of the project. As shown, with the Proposed Action, the number of deck spaces would increase and the number of surface parking spaces would decrease, resulting in an overall net decrease of 1,221 parking spaces in the three parking facilities affected by Domestic Terminal Parking Reconfiguration.

**Number of Deck and Surface Parking Spaces**

Type of Parking Facility	2021	2032	Change
Deck	12,989	15,600	+2,611
Surface	7,163	3,331	-3,832
Total	20,152	18,931	-1,221

Background

The Airport has consistently been ranked as the world’s busiest airport in terms of both annual passengers handled and number of aircraft take-offs and landings. The Airport consists of two terminals (the Domestic Terminal and International Terminal) and seven concourses (T, A, B, C, D, E, and F). Aircraft load and unload passengers at gates located on the concourses. There are currently 191 gates spread across the seven concourses. The Domestic Terminal and Concourse T, A, B, C, and D were opened for use in September 1980. Concourse E opened in September 1994 and Concourse F (with the International Terminal) opened in May 2012.

Concourses A, B, C, and D are approximately 2,300, 2,050, 2,050, and 2,100 feet long. Concourse A, B, and C are 90 feet wide, however, Concourse D is only 60 feet wide. With the airlines’ use of aircraft that can accommodate from 180 to 250 passengers on Concourse D, the narrow width of the concourse has resulted in insufficient passenger hold rooms size as well as



a central corridor that does not sufficiently facilitate passenger movement, rest rooms, and concessions.

The Domestic Terminal is one large building, identified as having a north side and a south side; the names North Terminal and South Terminal represent the sides. Currently, automobile parking decks are located directly north and south of the Domestic Terminal.

The parking decks (South Deck and North Deck) are both four levels tall (one ground level and three structural levels). Level 1 (the ground level) and Level 2 and 3 (the two lower structural levels) were completed in 1979 and were opened to the public for parking in September 1980 to serve the Domestic Terminal, making the two lower levels approximately 41 years old. Level 4 was added to each in 1995, making Level 4 for both decks approximately 26 years old. Parking decks typically have design lifespans of roughly 40 years.

For the replacement of the existing South Deck, the Proposed Action would provide two smaller decks in a different footprint than the existing deck. Some ground level parking that is part of the existing South Deck would become future surface parking (a parking lot without parking deck floors above it). The North Deck would also be demolished and replaced with a smaller parking deck. Like the South Deck, the portion of the North Deck that is not replaced with structure parking would be replaced with surface parking. A more detailed description of the proposed replacement of both decks and conversion of some deck parking to surface parking, collectively referred to as the Domestic Terminal Parking Reconfiguration, is provided elsewhere in this EA.

#### Proposed Action Components

This EA evaluates environmental effects of two project components (the two components comprise the Proposed Action):

1. Concourse D Widening – The widening of Concourse D from 60 feet to 102 feet; and
2. Domestic Terminal Parking Reconfiguration – The replacement and reconfiguration of the parking decks and surface parking proximate to the Domestic Terminal.

#### Proposed Action Project Location and Airport Layout Plan (ALP) Compatibility

Concourse D lies between the Domestic and International Terminals. The Proposed Action would widen the concourse in its existing location.

The South Domestic Parking Deck would essentially be split apart and replaced in two locations. One part would be in approximately the same footprint as the existing parking deck: the other part being in a portion of the current South Economy Lot. The reconstructed North Deck and surface parking lot would be located within the existing deck's footprint. The locations of the Proposed Action projects are depicted on an aerial photograph and the Airport's future development ALP in **Appendix A**.

#### Connected Actions

The Airport currently has a total of 191 aircraft gates with passenger boarding bridges (PBB). Concourse D currently has 40 of the 191 gates. As part of the Concourse D Widening component, these 40 PBBs would be relocated along the concourse, but due to the need to accommodate the future fleet mix, two of these PBBs would be lost when construction is complete. The two PBBs would be replaced by adding two gates and PPBs to Concourse E. The two gates would be located on the north pier of Concourse E, on the pier's east side.



As explained in **Appendix B-1**, Concourse D would be operational during the construction activities for the widening of the concourse. The widening of the concourse is estimated to require nine phases to complete. With the concourse having 40 gates and nine phases required to complete the improvement would mean that from four to six gates would have to be closed during a given phase. Because the gates on Concourse D are used heavily and it is the desire of the Department of Aviation to minimize the impact to the airlines operating at the Airport, the Department desires to add two gates to Concourse E to support airlines operations during construction.

To summarize, the first connected action (described above) would relocate two gates from Concourse D to Concourse E to offset gate loss. A second connected action would be to construct two gates. Construction of these two actions would result in the construction of four gates, but an end net increase in gates of only two gates, which would increase the Airport’s total number of gates from 191 to 193. Appendix B-1 provides additional information about the two connected actions and figures illustrating the locations of the relocated and additional gates.

Proposed Action Costs, Funding, and Schedule

The Proposed Action is expected to be funded through a combination of Passenger Facility Charges, federal grants, and airline landing fees. The Concourse D Widening is expected to cost approximately \$800 million; the South Deck replacement and parking reconfiguration is expected to cost approximately \$500 million; the North Deck replacement and parking reconfiguration is expected to cost approximately \$400 million.

**Proposed Action Schedule**

<b>Proposed Action Component</b>	<b>Construction Start</b>	<b>Construction Finish</b>
Concourse D Widening	October 2022	December 2026
Domestic Terminal Parking Reconfiguration – South Deck	November 2022	Spring 2029
Domestic Terminal Parking Reconfiguration – North Deck	Summer 2029	Summer 2032

Environmental Assessment Validity Time Limit

Generally speaking, a Finding of No Significant Impact (should the FAA issue one) for a project sponsor’s Proposed Action is valid for three years. During that three-year period, the project sponsor must initiate construction of the Proposed Action. Should construction not start during that period, the environmental assessment that served as the basis of the FONSI must be reviewed through preparation of a Written Re-Evaluation. The Written Re-Evaluation will review assumptions used in the EA and analyze if any conditions have substantively changed during the three-year period that could alter findings of the EA. The Written Re-Evaluation is more thoroughly discussed in FAA Order 1050.1F, *Environmental Impacts – Policies and Procedures*, Chapter 9.

This EA is presenting a Domestic Terminal Parking Reconfiguration program that would extend over a decade. The program is presented this way for transparency and disclosure. If approved, the area around the South Deck will see continuous work occurring through early 2029. However, the work around the North Deck is not proposed to commence until 2029.

Should the FAA issue a FONSI on this Proposed Action in 2022, the North Deck area construction would begin after the end of the three-year validity period. The Department of Aviation



acknowledges this possibility and is prepared to coordinate with the FAA to prepare a Written Re-Evaluation prior to construction of the North Deck if necessary.

## **5. PURPOSE AND NEED**

(1) Describe the underlying purpose and need for the Proposed Action. Present the problem being addressed, describe what the Airport Sponsor is trying to achieve with the Proposed Action, and take into account the FAA's primary mission to provide the safest, most efficient aerospace system in the world.

### Problem – Concourse D Widening

In the late 1970s, the Domestic Terminal and concourses T, A, B, C, and D were designed and constructed. Delta Air Lines and Eastern Airlines conducted hubbing operations from A, B, and C, resulting in heavy usage of these concourses, and the two airlines opted to fund construction of 90-foot-wide concourses. At the time, Delta and Eastern were operating large aircraft (Boeing 757s and 767s, as well as Lockheed L-1011s) from these concourses. These aircraft accommodate from 180 to 250 passengers, depending upon seating configuration. To accommodate these passengers that are waiting to board the airplane requires large passenger hold rooms. Also required are an appropriately sized concourse central corridor to facilitate passenger movement, rest rooms, and concessions offerings.

Carriers other than Delta and Eastern were located on Concourse D. Those airlines operated what is now called spoke operations. The airlines conducting the spoke opted to fund construction of a concourse that was only 60 feet wide. The rationale for a narrower concourse was the aircraft they were flying to Atlanta were smaller (e.g., DC-9s, smaller Boeing 737s, and Boeing 727s). These smaller aircraft seated approximately 105-130 passengers. The narrower concourse was acceptable at Atlanta because it was/is standard in the industry that airlines invest more heavily at their hub airports and less at airports where they conduct spoke operations.

Over the last 40 years, the use of Concourse D has changed, as has the aircraft fleet mix of the airlines using the concourse. The current users of the concourse are Delta, Delta Connection, Spirit Airlines, Frontier Airlines, Alaska Airlines, WestJet, and JetBlue Airways. Except Delta Connection, all these airlines operate aircraft that can accommodate 180 or more passengers. Due to the increase in aircraft size, more floor area is required to seat passengers in hold rooms, as well area in the central corridor of the concourse. Analysis has indicated that the typical Concourse D hold room should be expanded approximately 90 percent. The increase in aircraft passenger-carrying capability from 105-130 to 180-250 drives the need to expand the hold rooms which would be accomplished by widening the concourse. Additional information about the widening of Concourse D is contained in Appendix B-1.

### Problem – Domestic Terminal Parking Reconfiguration

As described previously, Level 2 and 3 of the South and North Deck are over 40 years old and operating beyond the design life of each. A September 2021 structural review of the decks by a professional engineer determined that the decks need to be replaced in the next few years due to their age and expected level of continued deterioration. To ensure safe operation of the two decks, they must be demolished and replaced. The existing South Deck would be replaced by two decks. The existing North Deck would be replaced by a smaller deck.

Increasing the quantity of spaces within each parking deck and the number of levels under the Proposed Action would result in a change of each parking deck's footprint when comparing the existing decks to the Proposed Action decks. Because the footprint of each deck would become



smaller, some parking that was once contained in the ground level of each deck would then become surface parking. Some parking in the South Economy Lot that was surface parking would then be incorporated into the first level of the proposed Phase 1 South Deck. Sizing of the decks and transition from surface parking to deck parking (and from deck parking to surface parking) is discussed in detail in **Appendix B-2**.

#### Goal – Concourse D Widening

Widening Concourse D would result in the following:

1. A higher passenger level of service through enhanced passenger movement inside the concourse;
2. Better handling of the existing larger aircraft and those planned for the future;
3. Larger restrooms that provide a greater number of fixtures and amenities and additional concession offerings; and
4. A concourse that complies with current building codes.

#### Goal – Domestic Terminal Parking Reconfiguration

Reconfiguring the South and North Decks for the Domestic Terminal would accomplish the following:

1. Ensure the safe operation of deck parking for at least 40 more years;
2. Incorporate the latest parking revenue control systems and other features to have a state-of-the-art parking facility; and
3. Allow the Airport to remain financially self-sufficient by continuing to collect revenue generated by the Reconfigured Domestic Terminal Parking facilities.

#### How Operation of the Proposed Action Supports FAA's Mission

Implementation of the Proposed Action is consistent with the FAA's mission of providing and operating the safest and most efficient aerospace system in the world. Both Proposed Action components are located outside of the airfield movement area and don't directly affect aircraft movement, however, both components also enhance safety and efficiency associated with their respective function within the overall Airport environment.

The Concourse D Widening component would result in more efficient passenger movement throughout the concourse by providing a widened central corridor, larger passenger hold rooms properly sized for the aircraft fleet mix, and larger rest rooms. The Domestic Terminal Parking Reconfiguration component would enhance safety of parking within the new parking decks and surface lot and increase efficiency of parking in this part of the Airport.

#### Purpose and Need Summary

To summarize, the Purpose and Need for the Concourse D Widening is to update the concourse space and passenger level of service by providing properly sized gate hold rooms, restrooms, concessions, central corridor, and concourse-supporting systems. The Purpose and Need for the Domestic Terminal Parking Reconfiguration is to continue providing safe and reliable structured parking at the Domestic Terminal, as well as enhance surface level and walkable parking areas.



(2) Identify the Airport Sponsor's requested FAA Federal action in the space below.

The City of Atlanta/Department of Aviation requests the following federal actions to implement the Proposed Action:

1. A determination that applicable project elements are eligible for Airport Improvement Program (AIP) funds and Passenger Facility Charge (PFC) use;
2. ALP approval for all activities associated with the widening of Concourse D, its related support facilities, and their operation; and
3. ALP approval for all activities associated with the Domestic Terminal Parking Reconfiguration, its related support facilities, and their operation.

## **6. ALTERNATIVES**

(1) Discuss in comparable format to that listed below the Proposed Action and alternatives. Discuss how the Proposed Action and alternatives were developed e.g. recent planning study or Master Plan Update. Attach figures for the Proposed Action and alternatives to aid in understanding the physical layout and differences in the alternative configurations.

*For each alternative:*

- a. Discuss to what extent an alternative meets the Purpose and Need.
- b. Discuss if an alternative is technically and economically feasible e.g. operational considerations/regulations, safety considerations, constructability, infrastructure requirements, property acquisition requirements, and costs.
- c. Discuss potential social, socioeconomic, and/or environmental resource impacts for each alternative e.g. business or residential relocations, road relocations or closures, environmental resources protected under federal statutes (wetlands, floodplains, and listed species, and Section 4(f), or Section 106 resources).
- d. For each alternative considered but eliminated from further study, summarize why it is not considered reasonable.

Two overall alternatives were retained for analysis: the No Action Alternative and the Proposed Action. While the Proposed Action has two components (Concourse D Widening and Domestic Terminal Parking Reconfiguration), both components have independent utility as one is not required to implement or support the other. They both are geographically separated (the distance between the two components construction sites is approximately 0.75 miles) and serve different functions. Their only commonality is that both project components construction would be occurring simultaneously.

A No Action Alternative and preferred alternative are proposed for each of the two Proposed Action components. Each is summarized in the table on the following page.



**Proposed Action Components and Description**

<b>Alternative</b>	<b>Concourse D Widening</b>	<b>Domestic Terminal Parking Reconfiguration</b>
No Action	Continue to operate Concourse D with its current operating constraints.	Demolish both parking decks in the near future and do not replace them.
Proposed Action	Widen Concourse D to proposed width to enhance passenger level of service.	Demolish both parking decks in the near future and replace them.

6.(1)a. – Extent to Which Alternatives Meet Purpose and Need

Concourse D Widening

The No Action Alternative does not involve adding floor area to the concourse. If floor area is not added, the current poor level of service for passengers would continue in the future. Implementing the No Action Alternative does not achieve the component’s Purpose and Need.

The Proposed Action components meet their respective purpose and needs. Analysis contained in the Airport’s 2015 master plan and in more detailed planning later identified the need to enlarge Concourse D to meet the requirements of today’s larger aircraft that carry greater numbers of passengers. The widening of Concourse D would provide sufficient additional concourse floor area to accommodate this demand.

Domestic Terminal Parking Reconfiguration

The No Action Alternative does not involve replacing the parking decks, ultimately requiring that the decks be demolished and not replaced. This would result in a net loss of approximately 9,900 parking stalls, reducing both revenue-producing opportunities and level of service for passengers desiring to park adjacent to the Domestic Terminal. Implementing the No Action Alternative does not achieve the component’s Purpose and Need.

Enhancements to Domestic Terminal parking were also identified in the Airport’s 2015 master plan as being needed to accommodate forecast demand made at that time. However, the Proposed Action contemplates that both Domestic Terminal parking decks be replaced, and surface parking be modified, resulting in the Domestic Terminal Parking Reconfiguration.

6.(1)b. – Is Alternative Technically and Economically Feasible?

Concourse D Widening

Implementing the No Action Alternative for Concourse D does not require additional capital cost. The No Action Alternative is technically and economically feasible.

Domestic Terminal Parking Reconfiguration

Implementing the No Action Alternative for Domestic Terminal Parking Reconfiguration does not require additional capital cost, but it does deprive the Department of Aviation of revenue-generating opportunities. The No Action Alternative is technically feasible, but not economically feasible.

From a constructability perspective, the project components have been thoroughly reviewed and are buildable using standard techniques used by the Department of Aviation. All utilities necessary to support both Proposed Action components are present in their respective



construction areas due to proximity of other buildings. No property acquisition is required. Project funding would come from an increase in the landing fee, proposed use of Passenger Facility Charges for eligible components, and internal Department of Aviation funds and bond issuances.

The Proposed Action for both Proposed Action components is both technically and economically feasible.

#### 6.(1)c. – Environmental Resource Impacts for Each Alternative

Implementing the No Action Alternative for each component results in no significant environmental impacts, as existing structures and operations associated with them do not change.

Analysis contained in this EA has shown that only Air Quality (and only during construction) could possibly create a temporary, minimal impact. Construction activities for both project components would result in a short-term/temporary increase in air pollutant and pollutant precursor emissions. Specific construction practices (listed elsewhere in this EA) would be implemented to minimize the emissions due to construction activities.

Based on analysis contained in Section 8 of this Draft EA, implementing the Proposed Action would not result in:

- Relocations of businesses, residents, or roadways;
- Impacts to protected flora or fauna species;
- Impacts to floodplains, wetlands, streams, or other water resources;
- Disproportionate impacts to environmental justice communities;
- Impacts to energy supplies or other resources;
- Impacts to parks, farmlands, or other lands;
- Impacts to historic resources.

#### 6.(1)d. – Why Is an Alternative not Considered Reasonable?

The No Action Alternative for the Concourse D Widening component is economically and technically feasible, but the alternative does not meet the component's Purpose and Need.

Although the No Action Alternative is technically feasible for the Domestic Terminal Parking Reconfiguration component, the Department of Aviation does not consider the alternative to be economically reasonable. This is due to the lost opportunity to generate revenue associated with providing parking in a deck proximate to the Domestic Terminal. As described earlier, the existing Domestic Terminal parking facilities that are in the Proposed Action generate \$40-60 million annually in parking revenue. The No Action Alternative for the parking south and north of the Domestic Terminal also does not meet the component's Purpose and Need.

Please see **Appendix C** to review exhibits of the Proposed Action and alternatives.

For further information, please see the summary table in (3) below.

(2) Although the No Action alternative does not meet the purpose and need, NEPA, and NEPA implementing regulations requires consideration of the No Action alternative. The No Action alternative, when compared with other alternatives, enables the identification of the potential environmental impacts of the Proposed Action and alternatives. Describe the consequences of the No Action alternative e.g. what are the operational, safety, efficiency, economic effects, and environmental effects of taking no action.



Implementing the No Action Alternative for each component would result in the following shortfalls.

No Action Alternative - Concourse D Widening

The No Action Alternative would leave the concourse in its current condition, retaining a concourse width of 60 feet. The concourse would continue to operate with inadequately sized passenger hold rooms, rest rooms, concessions, and the passenger circulation area. Additionally, passenger boarding bridges would not be relocated to properly serve the larger current and future aircraft fleet mix. The No Action Alternative would result in a lower level of passenger service and not place the concourse in a position to better accommodate an aircraft fleet that continues to evolve into larger and larger aircraft.

No Action Alternative - Domestic Terminal Parking Reconfiguration

The motivation for the Domestic Terminal Parking Reconfiguration is the need to replace the parking decks due to their age and condition. A time will come in the next few years where the decks would need to be closed from future use and demolished. Hence, the No Action Alternative for this component is to demolish the decks and not replace them. Implementing the No Action Alternative would deny the Department of Aviation the opportunity to generate \$40-60 million annually in parking revenue associated with the operation of the decks and nearby surface parking.

- (3) You must provide a summary table depicting the alternatives analysis that compares the Proposed Action, alternatives considered, and the No Action alternative based on the screening criteria discussed in (1) a. through d.

**Summary Table of Alternatives Analysis**

<b>Screening Criteria</b>	<b>No Action Alternative</b>	<b>Proposed Action Alternative</b>
6.(1)a. – Extent alternative meets purpose and need.	<p>The No Action Alternative retains the current width of Concourse D and retains the current parking decks at the Domestic Terminal.</p> <p>The No Action Alternative does not meet the Purpose and Need for reasons stated in Section 5.</p>	<p>Implementing the Proposed Action would improve the flow and safe movement of passengers through Concourse D and provide structurally safe deck parking for the next 40 years at the Domestic Terminal.</p> <p>Implementation of the Proposed Action is consistent with the Purpose and Need.</p>
6.(1)b. – Alternative technical and economic feasibility.	<p><u>Concourse D Widening</u></p> <p>Implementing the No Action Alternative for Concourse D does not require additional capital cost. The No Action Alternative is technically and economically feasible.</p> <p><u>Domestic Terminal Parking Reconfiguration</u></p> <p>Implementing the No Action Alternative for Domestic</p>	<p><u>Both Proposed Action Components</u></p> <p>Both Proposed Action components are technically and economically feasible.</p>



Screening Criteria	No Action Alternative	Proposed Action Alternative
	Terminal Parking Reconfiguration deprives the Department of Aviation revenue-generating opportunities. The No Action Alternative is technically feasible, but not economically feasible.	
6.(1)c. – Potential for environmental resource impacts.	Operating the No Action Alternative would not create additional environmental impacts.	Implementing the Proposed Action would not create a significant impact on any environmental impact category. There would be a temporary increase in air emissions due to construction activities.
6.(1)d. – Why is an alternative considered not reasonable?	The No Action Alternative is not considered reasonable because it would not meet the Purpose and Need of improving the flow of passengers in Concourse D or continue to provide safe structural parking at the Domestic Terminal.	Not applicable.

**7. AFFECTED ENVIRONMENT**

Succinctly describe the existing conditions in the Proposed Action’s *direct impact area* (construction footprint) and airport vicinity (land use and cover, terrain features, level and type of urbanization, biotic resources, noise sensitive sites (residential, churches, schools, parks, recreational facilities, etc.)).

For the purposes of the Affected Environment review and Environmental Consequences discussion, the study area was defined as the two development sites and their immediate adjacent areas. This delineation of the study area is appropriate because the implementation and operation of the Proposed Action would not modify aircraft flight corridors, attract activity, require the acquisition of land, divide communities, impact surface transportation, or create any off-Airport impacts.

The construction locations of the Proposed Action are located completely on existing City of Atlanta-owned Airport property. An aerial photo of each location is in **Appendix D**, as are other photos that visually describe the construction sites for the two components of the Proposed Action. It is notable that the construction sites for the widening of Concourse D and the parking decks/surface parking are surrounded by Airport property and aviation-related functions.

The construction sites of both components are in Clayton County, Georgia. Concourse D currently is located on approximately seven acres of the 4,700-acre property and is contained inside the Security Identification Display Area (SIDA). The South and North Domestic Parking Decks are located on approximately 16 and 14 acres, respectively, of the Airport and are outside of the SIDA. The construction sites are located on land that currently consists of 100 percent impervious surface (the Parking component is on asphalt concrete and the Concourse D Widening components is on portland cement concrete).



The existing terrain at Concourse D is relatively level increasing from an elevation of approximately 1,003 feet above mean seal level (AMSL) on the north side to approximately 1,006 feet AMSL on the south side. The existing terrain at the site of the South Domestic Parking Deck increases from approximately 1,007 feet AMSL on the west side to 1,011 feet on the east side. From east to west, the existing terrain of the North Domestic Parking Deck is approximately 1,012 feet AMSL.

The land use immediately north, south, east, and west of Concourse D is existing airfield and the other Airport concourses. The land uses surrounding the location of the North and South Domestic Parking Decks is primarily on-Airport roadways, existing parking lots, the Airport’s Ground Transportation Center (GTC) and the Airport’s Domestic Terminal. The existing North Terminal Parkway would continue to provide landside access to the North Domestic Parking Deck and the existing South Terminal Parkway would continue to provide landside access to the South Domestic Parking Deck.

The Proposed Action components are in a high-noise environment. Concourse D lies within ATL’s 2017 and 2022 70-75 decibel (dB) yearly day-night level (YDNL) aircraft noise contour. The South Domestic Parking Deck lies partially within the YDNL 70-75 dB and the 75 and greater dB contour and the North Domestic Parking Deck lies within the YDNL 70-75 dB contours.

The Department of Aviation has constructed similar projects in the past. Examples include:

- The 5,700-space ATL West Parking Deck located due west of the Domestic Terminal in College Park which opened in 2020;
- The five-gate extension of Concourse T-North, currently under construction and scheduled to open in December 2022; and
- The International Terminal with 12-gate Concourse F that opened in 2012.

The two Proposed Action components were described in the Airport’s master plan published in 2015. No local community or citizens’ group have taken any action or raised issues about airport development in general or specifically the Proposed Action.

### 8. ENVIRONMENTAL CONSEQUENCES – IMPACT CATEGORIES

Environmental impact categories that may be relevant to FAA actions are identified below in sections (1) through (14). Construction and secondary (induced) impacts should be addressed within the relevant environmental impact category. FAA-specific requirements for assessing impacts are highlighted in FAA Order 1050.1F, Appendix B *Federal Aviation Administration Requirements for Assessing Impacts Related to Noise and Noise-Compatible Land Use and Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303)*. Methodologies for conducting the analyses are discussed in detail in the 1050.1F Desk Reference. The latest FAA-approved models must be used for both air quality and noise analysis. A list of approved models for each type of analysis is available in the 1050.1F Desk Reference.

#### Significance Determination Table

Environmental Impact Category	No Action Alternative	Proposed Action
Air Quality	No Impact	No Significant Impact
Biological Resources	No Impact	No Impact
Coastal Resources	No Impact	No Impact



Environmental Impact Category	No Action Alternative	Proposed Action
Surface Transportation	No Impact	No Impact
Farmlands	No Impact	No Impact
Hazardous Materials, Solid Waste, Pollutant Prevention	No Impact	No Impact
Historical Resources	No Impact	No Impact
Land Use	No Impact	No Impact
Natural Resources and Energy Supply	No Impact	No Impact
Noise	No Impact	No Impact
Socioeconomic	No Impact	No Impact
Visual Effects	No Impact	No Impact
Wetlands	No Impact	No Impact
Floodplains	No Impact	No Impact
Surface Water	No Impact	No Impact
Wild and Scenic Rivers	No Impact	No Impact

The current schedule for the Concourse D Widening is to begin construction in October 2022 and complete by December 2026. Construction of the Domestic Terminal Parking Reconfiguration is proposed to begin in the fall of 2023 with completion by summer 2032.

**(1) AIR QUALITY**

(a) Compared to the No Action alternative, will the Proposed Action or any of the retained alternatives cause or create a reasonably foreseeable increase in air emissions due to implementation? If the action will not cause a reasonably foreseeable emission increase, a *qualitative* air quality assessment is justifiable for disclosure purposes under NEPA.

Discuss the potential for a reasonably foreseeable increase in air emissions:

The construction activities to implement the Proposed Action components would result in a short-term increase in air pollutant and pollutant precursor emissions.

(b) Is the Proposed Action located in a nonattainment or maintenance area for any of the NAAQS established under the Clean Air Act?

Document area status:

The Proposed Action is located within Clayton County, Georgia, an area designated by the U.S. Environmental Protection Agency to be moderate maintenance for the year 2008 ozone standard, marginal nonattainment for the year 2015 ozone standard, and moderate



maintenance for particulate matter 2.5 microns or less in diameter. The area is designated attainment for other air pollutants for which there are National Ambient Air Quality Standards.

(c) If the action is located in an attainment area and will cause a reasonably foreseeable emission increase, you must prepare an emissions inventory for NAAQS priority pollutants and Green House Gases (GHG's) and disclose the results.

Provide the emissions inventory for the No Action Alternative, Proposed Action and Retained Alternatives for the EA Study Years including both direct and indirect emissions that are reasonably foreseeable which includes operational as well as construction emissions.

There would be no change in emissions with the No Action Alternative. To implement the Proposed Action components, the type and level of construction-related air pollutant emissions would vary depending on project location, duration, and type/level of activity. The emissions would occur predominantly in engine exhaust from the operation of construction equipment and vehicles at the site (e.g., scrapers, dozers, delivery trucks, etc.) and from transporting construction workers to and from the site. Fugitive dust emissions would result from site preparation, land clearing, material handling, and equipment movement on unpaved areas. Additionally, other emissions are created from evaporative emissions that occur during the application of asphalt paving.

The construction equipment would be comprised of both on-road vehicles (i.e., on-road-licensed) and non-road equipment (i.e., non-licensed equipment). The former category of vehicles are used for the transport and delivery of supplies, material, and equipment to and from the site and includes construction worker vehicles. The latter category of equipment is operated on-site for activities such as soil/material handling, site clearing, and grubbing.

The AEDT does not provide emissions estimates for construction-related activities. To prepare emissions estimates for the Proposed Action components, the Airport Construction Emissions Inventory Tool (ACEIT) and the Environmental Protection Agency's MOrtor Vehicle Emission Simulator (i.e., MOVES) model were used. Project-specific details were used in the ACEIT to obtain equipment/vehicle activity data (e.g., equipment mixes/operating times). However, because the default emission factors used by ACEIT are outdated, emission factors were developed using MOVES, which provides emissions data for both on-road vehicles and off-road construction equipment. Fugitive dust emissions were calculated using emission factors within EPA's Compilation of Air Pollutant Emission Factors (AP-42)<sup>1</sup> and evaporative emissions were developed using EPA guidance on asphalt paving. Data used in the development of the construction-related emissions inventory as well as the emission factors used to derive the inventory are provided in **Appendix E**.

The construction-related emissions inventory of carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOC), sulfur oxides (SOx), and particulate matter (diameter of 10 microns or less (PM10) and diameter of 2.5 microns or less (PM2.5)) are provided in the table below.

**Construction-Related Air Pollutants/Pollutant Precursor Emissions, Short Tons**

**Year 2022**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	2	5	<1	<1	<1	<1
On-Road and Worker Vehicles	2	1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	1	<1
Total	5	6	1	<1	1	<1

<sup>1</sup> EPA, Emissions Factors & AP-42, Compilation of Air Pollutant Emission Factors, <http://www.epa.gov/ttn/chief/ap42/index.html#toc>.



**Year 2023**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	4	9	1	1	1	<1
On-Road and Worker Vehicles	3	1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	8	10	1	1	1	<1

**Year 2024**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	4	8	1	<1	<1	<1
On-Road and Worker Vehicles	3	1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	7	9	1	<1	1	<1

**Year 2025**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	4	8	<1	<1	<1	<1
On-Road and Worker Vehicles	3	1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	7	9	1	<1	1	<1

**Year 2026**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	8	11	1	<1	1	1
On-Road and Worker Vehicles	24	33	1	<1	4	1
Fugitive Dust	N/A	N/A	N/A	N/A	1	<1
Total	32	45	2	<1	6	2

**Year 2027**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	1	3	<1	<1	<1	<1
On-Road and Worker Vehicles	1	<1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	2	3	1	<1	1	<1

**Year 2028**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	1	3	<1	<1	<1	<1
On-Road and Worker Vehicles	1	<1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	2	3	1	<1	1	<1

**Year 2029**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	1	2	<1	<1	<1	<1
On-Road and Worker Vehicles	1	<1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	2	3	1	<1	<1	<1



**Year 2030**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	4	6	<1	<1	<1	<1
On-Road and Worker Vehicles	17	22	1	<1	3	1
Fugitive Dust	N/A	N/A	N/A	N/A	1	<1
Total	21	28	1	<1	4	1

**Year 2031**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	1	2	<1	<1	<1	<1
On-Road and Worker Vehicles	1	<1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	2	3	1	<1	<1	<1

**Year 2032**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	1	2	<1	<1	<1	<1
On-Road and Worker Vehicles	1	<1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	2	3	1	<1	<1	<1

**Year 2033**

Source	CO	NOx	VOC	SO2	PM10	PM2.5
Off-Road Equipment/Vehicles	1	2	<1	<1	<1	<1
On-Road and Worker Vehicles	1	<1	<1	<1	<1	<1
Fugitive Dust	N/A	N/A	1	N/A	<1	<1
Total	2	3	1	<1	<1	<1

Discuss the results of the emissions inventory and make a determination if the impacts are considered significant.

As presented above, to implement the Proposed Action components there would be a temporary increase in air pollutant and pollutant precursor emissions associated with construction activities and the increase would vary depending on pollutant/precursor and year.

In the Atlanta metropolitan area, NOx production is of primary concern. The peak NOx production year is 2026. In 2026, both the existing South Deck demolition and the completion of Concourse D Widening occur simultaneously, driving the production of 45 tons of NOx.

Because the area is designated to be an attainment area for CO, nitrogen dioxide (NO2), sulfur dioxide (SO2), and PM10, there are no criteria by which the estimated emissions of CO, NOx (as a surrogate for NO2), SOx (as a surrogate for SO2), or PM10 can be determined significant or insignificant. Therefore, the emissions estimates of these pollutants and pollutant precursors are presented for disclosure purposes. However, it is notable that if the area was designated maintenance or nonattainment for these pollutants/precursors, the estimated emission increases would all be below the 100 ton *de minimis* threshold for such areas.

As stated previously, the Proposed Action is in an area designated by the U.S. Environmental Protection Agency to be moderate maintenance for the year 2008 ozone standard, marginal nonattainment for the year 2015 ozone standard, and moderate maintenance for PM2.5. As such, a Clean Air Act General Conformity Applicability Analysis was performed. The Applicability Analysis determines whether a formal Clean Air Act State Implementation Plan Conformity Determination is required and indicates whether project-related emissions are significant (i.e.,



would cause, contribute to an exceedance of, or exacerbate an existing exceedance of the National Ambient Air Quality Standard).

Essentially, the Clean Air Act Conformity Rule is not applicable to Proposed Actions within Clayton County if project-related emissions of VOC and NO<sub>x</sub>, precursors to the air pollutant ozone, or PM<sub>10</sub> are less than the 100 ton per year *de minimis* threshold. If emissions are less than the *de minimis* threshold, no further analysis is required (i.e., it can be assumed that the emissions would not cause, contribute to an exceedance of, or exacerbate an existing violation of the standard for the applicable pollutant (i.e., O<sub>3</sub>). As demonstrated in the table above, emissions of VOC, NO<sub>x</sub>, and PM<sub>2.5</sub> are not estimated to exceed approximately 32, 45 and 2 tons, respectively over the construction period. Therefore, the Conformity Rule is not applicable to the Proposed Action components, and it can be assumed that the emissions would not cause, contribute to an exceedance of, or exacerbate an existing violation of National Ambient Air Quality Standards for ozone or PM<sub>2.5</sub>.

## **(2) BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)**

(a) Provide an assessment of the Proposed Action's and retained alternatives (if any) direct impact area (construction footprint) and indirect impact area (area indirectly impacted through facility lighting, noise contours, air emissions, and changes to water quality or quantity caused by construction equipment or facility operations). Attach a figure and table (for direct and indirect impact areas) with acreages per land use cover type to assist in the explanation.

Quantitatively discuss potential direct and indirect impacts:

Based on a field and aerial photography review (Appendix D), the direct impact area for both Proposed Action components is currently either parking lot pavement or aircraft parking position pavement. The indirect impact areas (in this case, facilities adjacent to the direct impact area) are also additional paved areas. Appendix A contains exhibits showing these areas.

Because both project components would be constructed over existing paved areas, and the adjacent land is also paved, the water quality and quantity are not expected to change. No wildlife is present in either impact area. No flora is present in either impact area.

(b) Describe the potential for the Proposed Action and retained alternatives (if any) to result in long-term or permanent loss of plant or wildlife species, to directly or indirectly affect plant communities, and/or involve the displacement of wildlife. Cross reference Category (14) Water Resources, if jurisdictional water bodies or wetlands are present.

Quantitatively discuss potential direct and indirect impacts:

The Proposed Action construction sites are located completely on land that has been previously disturbed. The land currently consists of pavement with no plant or wildlife species present and there are no jurisdictional water bodies or wetlands present on the sites or proximate to the sites.

(c) Using U.S. Fish and Wildlife (FWS) and National Marine Fisheries Service (NMFS) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any federally-listed or candidate species of flora or fauna or designated critical habitat protected under the Endangered Species Act (ESA), the Marine Mammal Protection Act (MMPA), or affect Essential Fish Habitat (EFH) identified under the Magnuson-Stevens Act.



Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact federally-protected species and designated critical habitat:

The U.S. Fish and Wildlife’s Information for Planning and Consultation (IPAC) was queried on April 11, 2022. IPAC has a feature that allows the user to draw a polygon to encompass the area in which a project is proposed. The polygon drawn for this EA encompassed both the Concourse D Widening and Domestic Terminal Parking Reconfiguration construction sites as well as most of the Airport’s property. While the results of the query indicate that the species in the table below could potentially be affected by construction and operation of the project components, the results also demonstrate that there are no critical habitats on the Airport’s property (Appendix F).

**U.S. Fish and Wildlife Identified Insects and Birds Potentially on Airport Property**

Scientific Name	Common Name	Insect/Bird	Habitat <sup>a</sup>
Danaus Plexippus	Monarch Butterfly	Insect	Milkweed and flowering plants
Haliaeetus leucocephalus	Bald Eagle	Bird	Water body surrounding by tall trees
Dendroica cerulea	Cerulean Warbler	Bird	Old deciduous forests with tall trees
Oporornis Formosus	Kentucky Warbler	Bird	Deciduous forests
Dendroica Discolor	Prairie Warbler	Bird	Bushy areas and forest edges
Protonotair Citrea	Prothonotary Warbler	Bird	Hardwood swamps
Melanerpes Erythrocephalus	Red-headed Woodpecker	Bird	Deciduous woodlands
Euphagus Carolinus	Rusty Blackbird	Bird	Wet meadows, shrubby shorelines
Hylocichla Mustelina	Wood Thrush	Bird	Deciduous and mixed forests

<sup>a</sup> Sources: U.S. Forest Service and Audubon Guide to North American Birds (accessed April 11, 2022).

(d) Using Georgia Fish and Wildlife Commission (FWC) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any state-listed species protected in the State of Georgia. You must attach records of consultation with state jurisdictional agencies such as the FWC and Georgia Environmental Protection Division (EPD), as appropriate, in an appendix to the EA.

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact state-protected species and designated critical habitat:

The State of Georgia Department of Natural Resources Wildlife Resources Division’s Georgia Biodiversity Portal was queried on April 8, 2022. The Portal contains a feature that allows the user to develop a very site-specific query. Queries were based on the use of the Southwest Atlanta GA, SE and SW quadrangle maps were used to represent the Concourse D Widening and Domestic Terminal Parking Reconfiguration construction sites, respectively. The Georgia State Protected species contained within these two quadrangle maps are listed below (see Appendix F). As evidenced by the aerials and photographs in Appendix D, the habitats for the animal and plant identified in the query do not exist on Airport property.



**Georgia State Protected Plants and Animals within SW Atlanta, GA, SE, and SW Quarter Quad (Records updated March 8, 2022)**

Scientific Name	Common Name	Animal/ Plant	Habitat
Peucaea Aestivalis	Bachman’s Sparrow	Animal	Open pine or oak woods
Symphotrichum Georgianum	Georgia Aster	Plant	Upland Oak Hickory pine forests

The habitats of this animal and plant do not exist on or adjacent to the Proposed Action component construction sites. As such, the potential for the Proposed Action to impact a state-listed protected species directly or indirectly or designated critical habitat is minimal.

(e) Describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect species protected under the Migratory Bird Act. Quantitatively discuss the potential impacts:

The Proposed Action would be constructed on Airport property close to taxiways and runways. Birds and other wildlife are not compatible with aircraft operations. Birds are discouraged from congregating on the Airport and bird activity is monitored by the Department of Aviation’s wildlife biologist.

Both Proposed Action component construction sites are not conducive to hosting unique habitats for migratory birds due to high ambient noise levels and controlled and limited vegetation associated with aircraft operating on runways and taxiways.

(f) Discuss any operational, avoidance, minimization or mitigation measures (including construction mitigation measures) that have been considered in the siting of the Proposed Action and retained alternatives (if any) to mitigate impacts to biological resources. Quantitatively discuss any operational, avoidance, minimization or mitigation measures:

The Proposed Action construction site is located completely on land that has been previously disturbed. No federal or state listed threatened or endangered plant or animal species have been observed or are known to exist on the construction sites. Therefore, no alteration of construction practices to preserve those species would be necessary.

**(3) CLIMATE**

(a) Affected Environment - Describe the current Climate and level of preparedness conditions in the Study Area:

The state of Georgia’s climate is described as “humid subtropical”. Generally, winters are short and mild, and summers are long and hot. The average temperature ranges between 51- and 87-degrees Fahrenheit and averages 70 degrees Fahrenheit annually. On a monthly basis, precipitation occurs on an average of 10 days, with a total of approximately four inches of precipitation per month.

The elevations of the two Proposed Action components are greater than 1,000 feet AMSL and would therefore not readily be impacted by an increase in sea level. Additionally, any other potential change to climate (i.e., a change that could result in stronger/more frequent storms) would not exclusively impact either area.

From a level of preparedness perspective, the Department of Aviation has implemented or would be implementing the following:



- Concourse A, B, C, and T have recently undergone renovation that included use of high-efficiency windows and other measures to reduce heat gain
- All buildings are constructed to current codes for wind load
- The Department is currently renewing its lightning protection certification for the Domestic and International terminals and all concourses
- All terminals and concourses have white roofs to reduce concourse interior heat gain and the potential to reduce urban heat island effect
- Hartsfield-Jackson is designated as a StormReady facility by the National Weather Service. StormReady is a community preparedness program that encourages governments and facilities to prepare for severe storms.

(b) Environmental Consequences - If GHG's and climate are not relevant to the Proposed Action and alternative(s) (i.e., because there would be no GHG emissions), this should be briefly noted and no further analysis is required.

Qualitatively discuss the reasons that the Proposed Action and retained alternatives would not affect GHG's or Climate Change:

Please see response to 8(3)(d) below.

(c) Where the Proposed Action or alternative(s) *would not* result in a net increase in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations), a brief statement describing the factual basis for this conclusion is sufficient and no further analysis is required.

Describe the basis for "no-effect" conclusion:

Please see response to 8(3)(d) below.

(d) Where the Proposed Action or alternative(s) *would* result in an increase in GHG emissions as *compared* to the No Action alternative for the same study year, the emissions should be assessed either qualitatively or quantitatively using the methodology described in FAA's 1050.1F Desk Reference, Section 3.3.2 (Data Analysis).

There would be a temporary increase in GHG emissions associated with construction activities to implement the components of the Proposed Action.

(e) Documentation - When CO<sub>2e</sub> is quantified, the metric tonnes (MT) CO<sub>2e</sub> results should be provided in a table or similar format that compares the alternatives directly. When fuel burn is computed, the MT CO<sub>2</sub> equal to that fuel content should be documented and discussed. See Section 3.3.3 of 1050.1F.

Provide a discussion of the analysis including data tables comparing the No Action and retained alternatives for each study year:

There would be no change in CO<sub>2e</sub> with the No Action Alternative. The assumptions used to prepare an estimate of the GHG emissions increase with the Proposed Action are described in Section 8(1)(c) of this document. The increase would occur temporarily/short-term to construct the improvement. The estimated annual increase in carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) in metric tonnes of CO<sub>2</sub> equivalent (CO<sub>2e</sub>), are provided in the table below.



**Construction-Related Inventory of GHG Emissions, Metric Tonnes of CO<sub>2e</sub>**

**Year 2022**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,737	1	<1
On-Road and Worker Vehicles	551	<1	1
Total	2,288	1	1

**Year 2023**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	3,096	1	1
On-Road and Worker Vehicles	730	<1	1
Total	3,826	1	2

**Year 2024**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	3,071	1	1
On-Road and Worker Vehicles	716	<1	1
Total	3,787	1	1

**Year 2025**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	3,049	1	1
On-Road and Worker Vehicles	702	<1	1
Total	3,751	1	1

**Year 2026**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	5,929	2	2
On-Road and Worker Vehicles	16,996	7	15
Total	22,925	9	18

**Year 2027**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,047	<1	<1
On-Road and Worker Vehicles	307	<1	<1
Total	1,348	<1	1

**Year 2028**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,041	<1	<1
On-Road and Worker Vehicles	307	<1	<1
Total	1,348	<1	1

**Year 2029**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,036	<1	<1
On-Road and Worker Vehicles	302	<1	<1
Total	1,338	<1	1



**Year 2030**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	3,943	1	2
On-Road and Worker Vehicles	11,861	5	11
Total	15,804	6	13

**Year 2031**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,018	<1	<1
On-Road and Worker Vehicles	298	<1	<1
Total	1,316	<1	1

**Year 2032**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,018	<1	<1
On-Road and Worker Vehicles	298	<1	<1
Total	1,316	<1	1

**Year 2033**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Off-Road Equipment/Vehicles	1,018	<1	<1
On-Road and Worker Vehicles	298	<1	<1
Total	1,316	<1	1

(f) Reducing Emissions -Discuss measures to reduce emissions associated with the Proposed Action:

The Concourse D Widening and South Terminal Parking Reconfiguration construction plans and specifications would include stipulations requiring use of low emission vehicles and requirements that diesel combustion engines not in active use be turned off. Additionally, contractors would be required to use low emission multi-passenger vehicles to carpool workers to/from the jobsite. These measures should reduce the estimated level of emissions associated with construction of both Proposed Action components.

Operation of both Proposed Action components would also have opportunities to reduce emissions when compared to the No Action Alternative. Concourse D Widening would feature to the maximum extent possible new, high-efficiency HVAC components, curtain wall with low-e windows, LED lighting and signage, and electrical infrastructure to support 100% airline electric ground service equipment.

(g) Climate Adaptation - The environmental consequences section should include a discussion of the extent to which the proposed action or alternatives(s) could be affected by future climate conditions, based on published sources applicable to the study area.

Discuss potential climate conditions relevant to the Proposed Action:

The elevation of the two study areas is more than 1,000 feet AMSL and would therefore not readily be impacted by a rise in sea level. Additionally, any other potential change to climate (i.e., a change that could result in stronger/more frequent storms) would not exclusively impact the project area.



**(4) COASTAL RESOURCES**

(a) Is the Proposed Action located within the Coastal Barrier Resources System (CBRS), as delineated by the U.S. Fish and Wildlife Service (FWS) Official CBRS maps?

Neither the No Action Alternative nor the Proposed Action is located within a Coastal Barrier Resource System or located on a coast.

**(5) DOT SECTION 4(f)**

(a) Describe and identify on an attached figure all DOT Section 4(f) resources both on-airport and within the airport’s vicinity (or area encompassed by the composite DNL 65 dBA noise contour for the Proposed Action, reasonable alternatives (if any) and No Action alternative).

Describe 4(f) resources and attach a figure if applicable:

The closest DOT Section 4(f) resource to Concourse D is the Richard D. Zupp Park. This City of College Park facility has a playground, tennis courts, pavilions, a ball field, and grilling/picnic space. This park is located approximately 1 mile north of the north end of the Concourse D Widening construction site.

The closest resource to the Domestic Terminal Parking Reconfiguration construction site is the Charles E. Phillips, Sr. Esquire Park. This municipal park consists of two tennis courts, walking paths, and ball field. The park is located approximately 1.4 miles west of the Proposed Action site in the City of College Park.

**Appendix G** contains exhibits showing the locations of these resources

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) have a direct impact (physical use or “taking”) or indirect impact (constructive use) on any of any Section 4(f) sites or facilities? Discuss the results of the analysis:

Implementation of either the Proposed Action or the No Action Alternative would not require use or a taking of a U.S. Department of Transportation (DOT) Section 4(f) land. Operation of either the Proposed Action or the No Action Alternative would not necessitate a change in flight paths or attract activity to the Airport, thus, operation of either alternative would not result in a constructive use of a DOT Section 4(f) resource.

**(6) FARMLANDS-PRIME, UNIQUE OR STATE-SIGNIFICANT FARMLAND**

(a) Compared to the No Action alternative does the Proposed Action and retained alternatives (if any) involve the acquisition of Prime, Unique or statewide and locally important farmland, or the conversion/use of these types of farmlands that are protected by the Federal Farmland Protection Policy Act (FPPA)? Discuss analysis and add tables and graphics as appropriate:

Because Proposed Action implementation would not convert farmland to a nonagricultural use, implementation of either the Proposed Action or No Action Alternative would not create a Farmlands significant impact.

**(7) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION**

(a) Compared to the No Action alternative, would the Proposed Action and reasonable alternatives (if any) violate applicable Federal, state, tribal or local laws or regulations regarding hazardous materials and/or solid waste management?



Implementation of either the No Action Alternative or the Proposed Action would not violate any applicable Federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) involve a contaminated site (including but not limited to a site listed on the National Priorities List)? Describe how the Proposed Action site was evaluated for hazardous substance contamination.

Compared to the No Action Alternative, the Proposed Action would not involve disturbing a contaminated site(s) and there are no National Priorities List sites within or near the project study area.

The Proposed Action was evaluated using data from an Environmental Data Resources, Inc. report (dated December 6, 2021) to identify sites that are registered with various county, state, and federal agencies that are known or suspected to currently have or had potential contamination. Data from USEPA sources (Cleanups In My Community - [Cleanups in My Community | US EPA](#), NEPA Assist - [NEPA Assist | US EPA](#), and UST Finder - [UST Finder | US EPA](#)), the State of Georgia’s Hazardous Site Inventory ([Hazardous Site Inventory | Environmental Protection Division \(georgia.gov\)](#)), and City of Atlanta Department of Aviation records were also reviewed.

Three locations with known or potential contamination issues were identified near the Domestic Terminal Parking Decks and three sites were identified at or near Concourse D. Except for one site for which the State of Georgia’s Environmental Protection Division’s Underground Storage Tank Management Program (USTP) was not applicable, No Further Action (NFA) letters were received for the sites.

**Locations of Known or Potential Contamination Issues**

<b>Site ID<sup>a</sup></b>	<b>Site Name</b>	<b>Database<sup>b</sup></b>	<b>Description</b>	<b>Year NFA Issued</b>
1	Hertz Rent-a-Car	LUST, USTP, Financial Assurance	Removed five gasoline, one diesel, and one other UST.	2021
2	Alamo Rent-a-Car Inc. LLC	LUST, UST, Financial Assurance, TIER 2, FINDS	Removed two gasoline and one used oil USTs.	2010
3	Concourse T, Gate T5	LUST, FINDS, DOA	Closed an UST	2019
4	Northwest Airlines	DOA	Removed two 10,000-gallon ethylene glycol tanks	1999
5a	Northwest Airlines	DOA	In 2010, abandoned a 5,000-gallon, six-foot diameter, waste oil UST	Not applicable
5b	Northwest Airlines	DOA	Abandoned 8 monitoring wells.	2011
5c	Northwest Airlines	DOA	One 10,000-gallon UST closed in place.	2012
5d	Concourse D, Gate D1	DOA	Jet-A release.	2017



Site ID <sup>a</sup>	Site Name	Database <sup>b</sup>	Description	Year NFA Issued
6	Concourse D, Gate D16	LUST, FINDS, DOA	Closed an UST	2013
7	Concourse T, Gate T11	DOA	Closed an UST	2012
8	Fire Station #32	LUST	Removed UST	2020

<sup>a</sup> See the figure in **Appendix H**.

<sup>b</sup> FINDS –Facility Index System/Facility Registry System (USEPA), DOA, Department of Aviation, LUST – Leaking Underground Storage Tank Management Program (Georgia Environmental Protection Division), NPDES – National Pollutant Discharge Elimination System (USEPA), SPILLS – Hazardous Material Spills (Georgia Environmental Protection Division)

(c) Does the Proposed Action include land acquisition?

Implementation of the Proposed Action does not require acquisition of any land and both components would be constructed on City of Atlanta-owned Airport land.

(d) Compared to the No Action alternative would the Proposed Action and retained alternatives (if any) produce an appreciably different quantity or type of hazardous waste?

Construction and operation of the Proposed Action would not produce an appreciably different quantity or type of hazardous waste when compared to the No Action Alternative.

(e) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity? If yes, are local disposal facilities capable of handling the additional volumes of solid waste resulting from the Action? A letter from the local waste management handling facility may be necessary.

Operation of the Proposed Action would not generate an appreciably different quantity or type of solid waste than that of the No Action Alternative. Operation of the Proposed Action would not require use of a different method of collection or disposal of solid waste.

(f) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) adversely affect human health and the environment with regards to hazardous materials or solid waste?

Construction and operation of the Proposed Action would not adversely affect human health and the environment with regards to hazardous materials and solid waste.

(g) Is there a sanitary landfill containing municipal solid waste (MSW) located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft?

There are no operating sanitary landfills containing municipal solid waste located within 10,000 feet of an ATL runway. A landfill (the former Rolling Hills Landfill) that is closed and has not accepted material since the early 1990s is located just south of Runway 10-28.

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

(a) Describe and identify on an attached figure any *known* sites listed-in or eligible for listing on the National Register of Historic Places (NRHP) within the Proposed Action’s and retained



alternatives (if any) Area of Potential Effect (APE), which is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties”. The APE includes the direct impact area (limits of ground disturbance) and as applicable the indirect impact area encompassed by the composite DNL 65 dBA noise contour of the Proposed Action, No Action, and retained alternatives (if any). Protected resources include historic sites, districts, objects, archaeological remains, historic structures, public parks, publicly-owned recreation areas, and wildlife or waterfowl refuges.

Describe and identify on attached figure (as applicable) any known sites in the direct and indirect impacts APE:

#### APE Delineation

The Proposed Action does not seek to modify aircraft flight corridors, attract activity, or change the aircraft fleet mix, resulting in no changes to the aircraft noise environment. The Proposed Action would require only the direct use of previously developed, City-owned Airport property and not require land acquisition. Therefore, the APE is limited to the direct construction impact area.

#### Listed Sites on the NRHP

The nearest listed site on the NRHP is the College Park Historic District, located approximately two miles northwest of the Proposed Action construction site in College Park, Fulton County. The nearest listed site in Clayton County is the Jonesboro Historic District, located in Jonesboro and approximately eight miles south of the Proposed Action site.

(b) Discuss Georgia SHPO and tribal consultation responses.

No historic properties are present in the APE. No Georgia SHPO or tribal consultation has occurred.

(c) Compared to the No Action alternative, would the Proposed Action or retained alternatives (if any) result in *direct effects* (physical disturbance or destruction, damage, alteration, isolation of the property from its surroundings, or moving a property from its historic location), or *indirect effects* (introduction of visual, auditory, or atmospheric elements that are out of character with the property or that would diminish the integrity of the property’s setting), on any NRHP property or NHRP-eligible property? Discuss direct or indirect effects on NRHP or NHRP-eligible properties.

Implementation and operation of the Proposed Action components would be consistent with other Airport activities occurring in the immediate vicinity (other concourses and other parking areas).

Construction would physically disturb the sites. However, both the existing Concourse D and Domestic Terminal parking facilities have been in existence on their current respective sites since the late 1970s. The implementation of the Proposed Action would redevelop these previously disturbed sites, making the discovery of artifacts or other similar cultural resources not likely.

The nearest NHRP resources are approximately two miles away, with numerous Airport buildings, airfield, and other Airport facilities present between the College Park Historic District and the Proposed Action site. Implementation of the Proposed Action would not diminish the integrity of any NHRP resource’s setting.



**(9) LAND USE**

(a) Compared to the No Action Alternative, would the Proposed Action and retained alternatives (if any) result in any impacts to off-airport land uses and/or require a change to the local comprehensive plan and zoning map? Discuss any impacts to off-airport land uses or changes to a local comprehensive plan or zoning.

Implementation of the Proposed Action is consistent with the existing and future Clayton County on-Airport and off-Airport land uses shown in *Clayton Forward: Clayton County Comprehensive Plan 2034 for Unincorporated Areas of the County*. No local comprehensive plan or zoning map change would be required.

Implementation of the Proposed Action is consistent with the existing and future College Park on-Airport and off-Airport land uses shown in *City of College Park 2021 Comprehensive Plan Update*. No local comprehensive plan or zoning map change would be required.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located near or create a potential wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Discuss potential wildlife hazards.

The current location of the Proposed Action is not a wildlife attractant. Existing aircraft activities that are proximate to the Proposed Action sites do not contain wildlife attracting activities. Construction and operation of the Proposed Action would not create a potential wildlife hazard.

(c) If the Airport Sponsor is filing a federal Airport Improvement Program (AIP) grant application for construction of the Proposed Action, an executed letter from the Airport Sponsor to the FAA with the land use assurance language must be attached as an appendix to this EA.

The assurance letter is contained in **Appendix I**.

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

(a) Identify suppliers of energy resources found in the area such as power plants, water utilities, sewage disposal utilities, and suppliers of natural gas and petroleum, as applicable. Identify the approximate amount of other resources such as water, asphalt, aggregate, and wood a project would use in the construction, operation, and maintenance of a project and identify where the suppliers are located.

The primary suppliers of energy resources and utilities having physical assets at ATL include:

- Electricity – Georgia Power Company and City of College Park
- Potable Water – City of Atlanta and City of College Park
- Sanitary Sewage Disposal – City of Atlanta
- Natural Gas – Atlanta Gas Light
- Communication – AT&T
- Fuel – Colonial Pipeline and Products (SE) Pipe Line

The two Proposed Action components would use different construction materials. Detailed design has not started, so proposed quantities are not available at this time.



### Concourse D Widening

The concourse widening would be composed of structural steel framing, portland cement concrete slab on metal deck flooring, glass curtain wall, and a steel roof deck. The interior of the expanded area would consist of materials present in the current concourse such as drywall, terrazzo/stone flooring, stainless steel column covers, acoustic ceiling tiles, potable water and fire water sprinkler pipe, communication fiber optic cable, lighting, and other similar, standard materials.

### Domestic Terminal Parking Reconfiguration

The parking decks are anticipated to be composed primarily of cast-in-place structural concrete. This structural concrete consists primarily of portland cement concrete supplemented with reinforcing bars. Other materials would include communication fiber optic cable, fire water sprinkler pipe, lighting, and other similar, standard materials. The surface parking lots would be composed of asphalt concrete.

Materials for Airport projects, such as the Proposed Action, are available from multiple suppliers in the Atlanta metropolitan area. Conversely, supplying materials for Airport projects has never created a known hardship for sponsors of other projects near the Airport seeking construction materials. No unique materials or materials in short supply are required for Proposed Action construction or operation.

(b) Compared to the No Action alternative, what effect would the Proposed Action and retained alternatives (if any) have on energy supplies or other natural resource consumption? Would demand exceed supply?

Compared to the No Action Alternative, implementation of the Proposed Action would have no demonstrable effect on energy supplies or natural resource consumption. Proposed Action energy and natural resource demand would not exceed supply. Implementation of past Airport projects has never resulted in a situation where energy or other natural resource consumption demand exceeded supply.

(c) Identify whether the Proposed Action and retained alternatives (if any) would incorporate sustainable design features such as conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns.

The Proposed Action would incorporate sustainable and safety design features. Examples include the expanded Concourse D which would be designed to be certified to Leadership in Energy and Environmental Design (LEED) Silver certification. The Domestic Terminal Parking Reconfiguration would be designed for Parksmart certification. The Department of Aviation has extensive experience and success in obtaining LEED and Parksmart certifications.

## **(11) NOISE AND COMPATIBLE LAND USE**

(a) Determine if a noise analysis should be conducted per FAA Order 1050.1F, Appendix B. Airport operations must not exceed the threshold for both existing and forecast years (with and without the Proposed Action)

The FAA has approved year 2017 and 2022 noise exposure maps (NEMs) and the accompanying NEMs report for ATL. The reader is referred to the report to review the current aircraft noise environment.



Implementation of either the Proposed Action or No Action Alternative would not alter the existing aircraft noise environment described in the NEMs report. Implementation of either alternative would not change flight paths, attract aircraft activity, or change aircraft fleet mix. Because no change in the noise environment would occur, no noise analysis is necessary.

(b) Aircraft noise screening may rule out the need for more detailed noise analysis if screening shows no potential for significant noise impacts. The Area Equivalent Method (AEM) can be used in evaluating proposed actions and alternative(s) at an airport which result in a general overall increase in daily aircraft operations or the use of larger/noisier aircraft, as long as there are no changes in ground tracks or flight profiles.

Explain the results of the AEM analysis if used.

Not applicable.

(c) Describe the affected environment for noise and noise compatible land use.

Not applicable.

(d) Describe the potential noise impacts of the proposed action and alternative(s), if any, for each timeframe evaluated.

Not applicable.

(e) Discuss whether there is a significant noise impact for the Proposed Action and retained alternatives (if any) compared to the No Action alternative.

Because no change in the noise environment would occur with operation of the Proposed Action or the No Action Alternative, no significant noise impact would occur with the operation of either alternative.

(e) For some noise analyses, it may be necessary to include noise sources other than aircraft departures and arrivals in the noise analysis. This can be determined by examining the action and determining the potential impacts caused by noise other than aircraft departures and arrivals. Discuss if analysis of other noise sources is warranted. If it is, conduct the analysis and describe the results.

Both Proposed Action components are in a high-noise environment. Concourse D lies within ATL's 2017 and 2022 70-75 decibel (dB) yearly day-night level (YDNL) aircraft noise contour. The North and South Domestic Parking Decks lie partially within the 70-75 dB and the 75 and greater dB contour.

The nearest residence is approximately 0.75 miles from the Domestic Terminal Parking Reconfiguration construction site. Due to the existing high noise environment of the location, construction noise at a public location would be masked by noise associated with general aircraft operation, as well as noise generated by vehicular traffic on I-85. Due to the isolation of the Proposed Action sites from public locations, analysis of other noise sources is not warranted.



(f) Discuss any mitigation measures that are in effect at the time of the proposal or are proposed to be taken to mitigate significant impacts resulting from the Proposed Action and/or the retained alternatives.

No mitigation measures are necessary to mitigate significant impacts.

**(12) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS**

(a) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) change business and economic activity in the community; impact public service demands; induce shifts in population movement and growth, or other factors identified by the public, etc.? If YES, describe how these impacts would be minimized or mitigated.

Implementation and operation of either Proposed Action or the No Action Alternative would not change business and economic activity in the community; would not impact public service demands; and would not induce shifts in population movement and growth.

(b) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) result in the need to relocate any homes or businesses?

Construction and operation of the Proposed Project or the No Action Alternative would not result in the need to relocate any residences or businesses.

(c) Cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or a decrease in Level of Service (LOS) on local roadways?

Construction and operation of the Proposed Action or the No Action Alternative would not alter surface traffic patterns, cause a noticeable increase in surface traffic congestion, or decrease LOS on local roadways.

(d) Would the Proposed Action and retained alternatives (if any) have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population?

The FAA analyzed environmental justice impacts in both its 2001 *Final Environmental Impact Statement 9,000-foot Fifth Runway and Associated Projects* and its 2014 *Environmental Assessment for Atlanta Optimization of Airspace and Procedures in the Metroplex*. Both documents disclosed that Environmental Justice (EJ) populations are proximate to the Airport. Implementation of the Proposed Action would not destroy or diminish aesthetic values, disrupt community cohesion, or disrupt availability of public/private services.

Implementation and operation of the Proposed Action would not have the potential to lead to a disproportionately high and adverse impact to an EJ population. Additionally, there would be no disproportionate air quality impacts on EJ populations.

(e) Would the Proposed Action and retained alternatives (if any) result in any environmental health risks and/or safety risks that may disproportionately affect children?

Implementation and operation of the Proposed Action would not result in creating any environmental health/safety risks that may disproportionately affect children.

The Proposed Action construction site and the area surrounding the site does not contain any features that would attract children to it. The construction sites would require credentials for entrance. Children would not be issued such identification credentials. Additionally, due to the



high aircraft noise levels and lack of suitable play area for children, children do not congregate in any locations proximate to the Proposed Action construction sites.

The type of construction contemplated with implementing the Proposed Action is not different than other previous airfield or buildings construction, which has not generated or altered existing products or substances with which children would come into contact. Implementation of either the Proposed Action or the No Action Alternative would not create significant child-related environmental health risks and safety risks impact.

**(13) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS**

(a) Compared to the No Action alternative, describe any new lighting systems associated with the Proposed Action and retained alternatives (if any). Describe the new types of lighting, their intensity, height and direction of emissions that would be constructed and operational.

The existing Domestic Terminal parking facilities and Concourse D have had exterior lighting in use for over 40 years. Lighting emissions associated with the Proposed Action would not appreciably differ from the existing lighting other than that the lighting technology would be start-of-the-art. Exterior lighting would continue to be focused on lighting the parking facilities, concourse, and concourse aircraft parking areas.

(b) Would the Proposed Action and retained alternatives (if any) have the potential to create annoyance or interfere with normal activities for nearby residential areas or other light-sensitive resources or affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources?

The nearest residences are located approximately 0.75 miles from the Proposed Action component sites. These residences do not have direct line of sight to the sites. The Proposed Action sites are surrounded by aeronautical/industrial land uses. No light-sensitive resources exist in the general area. Due to the nature of the land use, this location possesses no distinct visual character. Please see photographs of the site in Appendix D.

(c) Identify whether a local community, government or jurisdictional agency would consider visual effects from the Proposed Action's (and retained alternatives) lighting objectionable to people's properties and people's use of resources covered by DOT Section 4(f), LWCF Section 6(f), and the National Historic Preservation Act (NHPA) Section 106.

No residences, 4(f), Section 6(f) or Section 106 resources would be illuminated by the lighting or visible from any of these resources. The study area is composed of buildings and pavements supporting aeronautical activity. This area possesses no unique aesthetic visual character. Implementation and operation of the Proposed Action components would not impact visual character of the area.

**(14) WATER RESOURCES - WETLANDS, FLOODPLAINS SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS**

**WETLANDS**

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) impact federal or state jurisdictional and non-jurisdictional wetlands? Provide assessment of wetland impacts:

The U.S. Fish and Wildlife Service's National Wetlands Mapper was used to identify if any wetlands are present on or near the site. The return from the Mapper (**Appendix J**) demonstrates that construction and operation of the Proposed Action components would not



impact wetlands. As evidenced previously, no protected species or habitat resources would be affected by Proposed Project construction or operation (see Section 8.(2) Biological Resources, (c) and (d) of this Draft EA).

(b) If the Proposed Action would unavoidably impact a wetland, explain why the wetland is the only practicable location for the Proposed Action.

Construction and operation of the Proposed Action components would not impact a wetland.

(c) If the Proposed Action would affect federal and/or state jurisdictional wetlands, discuss all practicable means to avoid and minimize wetland impacts through modifications or permit conditions. Discuss avoidance and minimization measures evaluated and unavoidable wetland impacts:

Construction and operation of the Proposed Action components would not impact a wetland.

(d) Discuss appropriate and practicable compensatory mitigation for unavoidable adverse impacts which remain after all appropriate and practicable minimization has been provided. Discuss compensatory mitigation and attach record of jurisdictional agency consultation:

Construction and operation of the Proposed Action would not impact a wetland. No compensatory mitigation is required.

(e) List all required permits that will be obtained for wetland impacts (USACE Section 404, WMD, FDEP or local).

Because construction and operation of the Proposed Action components would not impact wetlands, no permits are required to be obtained.

(f) Attach a statement from the Airport Sponsor committing to the implementation of a mitigation plan developed to the satisfaction of the USACE in consultation with state and local agencies having an interest in the affected wetland.

Not applicable.

## **(15) FLOODPLAINS**

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located in, or encroach upon, any base/100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)? Explain and quantify the floodplain encroachment and attach FEMA FIRM Map, if applicable:

Analysis of the FIRM Panel 130630018F shows that the nearest Zone "A" elevation is approximately 5,000 feet east of the Concourse D Widening construction site. Please see the FIRM Panel contained in **Appendix K**.

The No Action Alternative does not encroach upon any base/100-year floodplain. Construction of the Proposed Action does not encroach upon any base/100-year floodplain.

(b) In accordance with Executive Order 11988, explain why the Proposed Action and retained alternatives (if any) must be located in or affect the base/100-year floodplain.

Not applicable.



(c) If the Proposed Action or retained alternative would cause an encroachment of a base/100-year floodplain, the Airport Sponsor must provide an opportunity for early public review during the EA process, in accordance with Section 2(a)(4) of Executive Order 11988 and Paragraph 7 of DOT Order 5650.2.

Not applicable.

### **SURFACE WATERS AND GROUND WATERS**

(a) When compared to the No Action alternative, will the Proposed Action and retained alternatives (if any) require a Section 401 water quality certificate (WQC) for construction activities or impacts to navigable waters, including jurisdictional wetlands?

Implementation of the Proposed Action would not impact navigable waters or jurisdictional wetlands. No Section 401 WQC would be required. A stormwater collection piping system currently exists in the footprint of the existing Concourse D and Domestic Terminal parking facilities. This existing system would be modified to account for the presence of each Proposed Action component and tied into the existing collection system for this area of the Airport.

(b) Is a National Pollutant Discharge Elimination System (NPDES) permit required for the Proposed Action and retained alternatives (if any)?

The Department of Aviation's stormwater discharges are regulated under the State of Georgia Environmental Protection Division's (EPD) General Industrial Stormwater Permit No. GAR050000 (and its successor after May 31, 2022). This permit contains the specific requirements for the management of stormwater associated with Sector 8.S – Air Transportation Facilities. The Department of Aviation staff coordinates frequently, closely, and successfully with EPD staff on stormwater issues and would incorporate all affected permit requirements in implementing the Proposed Action.

(c) Would the Proposed Action and retained alternatives (if any) affect a public drinking water supply, a sole source aquifer, or a Comprehensive State Groundwater Protection Program (CSGWPP)?

Implementation of the Proposed Action would not affect a public drinking water supply. No sole-source aquifers exist in Georgia. Because both construction sites currently consist of impervious surface and the operation of the completed Proposed Action would be essentially the same as the operation of the No Action Alternative, a CSGWPP would not be affected. The Flint River currently flows under ATL through a large culvert, entering the culvert on Airport property northwest of the Concourse D Widening construction site and daylighting in the southeast quadrant of the Airport (see **Appendix L**). The Concourse D Widening component Proposed Action site is located approximately 5,285 and 4,970 feet southwest and northwest of the locations at which the Flint River sunsets and daylighting under ATL, respectively

(d) Provide sufficient description of the mitigation measures the Airport Sponsor will carry out for the Proposed Action to: meet WQC terms or the conditions of any applicable NPDES permits; protect public drinking water supplies or comply with applicable CSGWPPs; develop response plans to contain any potential spills of oil or oil-based products associated with the Proposed Action; meet any other substantial water quality concerns that water quality agencies identify; or, use best management practices (BMPs) or best available technologies (BATs).

The Department of Aviation would implement the following measures associated with construction and operation of the Proposed Action:



1. Prior to construction, the Department would seek coverage under the appropriate State of Georgia general construction permit and follow the permit's requirements.
2. Operation of the Proposed Action operation does not functionally differ from the operation of the existing Concourse D and North or South Terminal parking facilities. However, the requirements of Permit No. GAR050000 (and its successor after May 31, 2022) would be reviewed and coverage will continue to be sought under this permit.
3. The Proposed Action site and eventual operating activities would be modified as appropriate and updated in the Airport's Stormwater Pollution Prevention Plan (SWPPP).
4. The Department of Aviation and the airlines serving ATL have emergency spill response plans in place. These plans would be updated to include the modified parking facilities and widened concourse operation.
5. Construction of the Concourse D Widening would involve numerous phases and each phased construction site would be surrounded by active aircraft. Each phase would be constructed and completed prior to moving to the next phase. Using this approach involves disturbing small areas of pavement and exposing small areas of subgrade (dirt). The Department of Aviation's recent experience constructing in a similar environment has focused on ensuring that any disturbed material stay inside of construction barricades. Frequent use of sweeper trucks would be used to capture any material that escapes beyond the barricades. Use of other traditional erosion-restraining techniques such silt fence, check dams, inlet protection, or other means would not be appropriate as they likely would be destroyed by aircraft jet blast and become foreign object debris.
6. Construction of Domestic Terminal Parking Reconfiguration would lend itself to use of traditional erosion-restraining techniques such as silt fence, check dams, and inlet protection. These are routinely used in construction around the Domestic Terminal area.

### **WILD AND SCENIC RIVERS**

Is the Proposed Action's project study area within any Wild and Scenic Rivers System (WSRS), study rivers, National Rivers Inventory (NRI), or otherwise eligible rivers or river segments under Section 5(d)? If no Wild and Scenic Rivers, study rivers, NRI, or Section 5(d) rivers are found within the study area, no further analysis is needed

The Proposed Action is not located within or proximate to any Wild and Scenic Rivers System waters or near free-flowing river segments identified in the National Rivers Inventory as possessing one or more outstandingly remarkable values. The Proposed Action construction sites are located approximately 10 miles southeast, 13 miles west, and 20 miles north of the nearest river segments identified in the National Rivers Inventory (Sweetwater Creek, South River, and Flint River, respectively (see **Appendix M**).

## **9. CUMULATIVE IMPACTS**

Cumulative impacts are impacts that a proposed action and retained alternatives (if any) would have on a particular resource when added to impacts on that resource from past, present, and reasonably foreseeable future actions undertaken or proposed by the Airport Sponsor, the FAA, other Federal, state or local agencies, or a private entity.

Based on the Department of Aviation's experience in analyzing cumulative impacts, the projects involving larger sites, trucking of large quantities of materials, and those having potential interaction with the public are of most interest and importance.



Several larger projects are currently active. Below is a brief description of each.

### **Active Larger Projects**

Cargo 2A/2B Building Construction – The project will prepare a site and construct approximately 600,000 square feet of cargo buildings and apron to accommodate up to 10 Boeing 747-8 freighters. All permits have been obtained. NEPA approval was given August 22, 2017.

South Deicing – The project will construct 10 Aircraft Design Group III deicing pads and an operations building. All permits have been obtained. NEPA approval was given February 5, 2020.

Runway 9L End-Around Taxiway – The project will construct an end-around taxiway around the Runway 9L approach end. The taxiway will look and operate similarly to Taxiway Victor located on the north airfield. All permits have been obtained. NEPA approval was given August 18, 2016.

Concourse T-North Extension – The project will extend existing Concourse T to the north by adding five Airplane Design Group III gates. Also included are aircraft parking positions, a taxilane, and enabling work to create the construction footprint. All permits have been obtained. NEPA approval was given January 16, 2016.

Ramp 19 and Taxilane A3 Pavement Replacement – The project will replace approximately 100,000 square yards of portland cement concrete ramp pavement, create two additional aircraft parking positions, and reconstruct Taxilane A3. All permits have been obtained. NEPA approval was given February 22, 2017.

### **Upcoming Larger Projects**

Ramp 20 Pavement Replacement – The project will replace 63,500 square yards of portland cement concrete pavement on Ramp 20 on the north side of the airfield. Standard City of Atlanta construction permits are required.

Ramp 21 Pavement Replacement – The project will replace 35,000 square yards of asphalt concrete at the fixed base operator ramp. Standard City of Atlanta construction permits are required. NEPA approval was given April 4, 2019.

Ramp 2 Pavement Replacement – The project will replace 26,700 square yards of portland cement concrete in the east taxilane of Ramp 2. Standard City of Atlanta construction permits are required.

Various Taxiway Pavement Replacements and Repairs – The project is an annual program that replaces segments of taxiways as identified by the Department's tri-annual pavement inspection program. Repairs are based on work orders placed by the Department's Airside Operations team. Standard City of Atlanta construction permits are required.

Center Airfield Lighting Cable Replacement – The project will replace most airfield lighting cables located between Taxiway "L" and Taxiway "R", proximate to Runway 9L-27R and Runway 9R-27L. Standard City of Atlanta construction permits are required.

Concourse T-North Existing Eight Gates Modernization – The project will modernize this portion of T-North by adding windows, increasing ceiling height, installing LED lights, replacing all wayfinding signage, and ceiling systems. This is a follow-on project to similar work previously performed on T-South, A, B, and C. Standard City of Atlanta construction permits are required.



**Construction Start and Completion Dates of Active and Upcoming Projects**

Project	Start	Completion
South Deicing	Underway	October 2022
Runway 9L End-Around Taxiway	Underway	November 2022
T-North Extension	Underway	December 2022
Ramp 19 and Taxilane A3 Pavement Replacement	Underway	October 2023
Cargo 2A/2B Building Construction	Underway	September 2024
Center Airfield Lighting Cable Replacement	May 2022	September 2023
Ramp 21 Pavement Replacement	March 2023	September 2023
Annual Taxiway Pavement Replacements/Repairs	March	October
Concourse T-North Existing Eight Gate Modernization	November 2022	October 2023
Ramp 2 Pavement Replacement	January 2023	August 2023
Ramp 20 Pavement Replacement	May 2023	June 2024
Concourse D Widening	October 2022	December 2026
Domestic Terminal Parking Reconfiguration	June 2023	December 2032

(b) Considering the impacts of the Proposed Action (and retained alternatives if any) together with the environmental impacts of past, present, and future projects discussed in 12(a) above, discuss whether cumulative impacts would exceed a significant impact threshold where one is provided.

The Department of Aviation continues to implement its current development and facilities rehabilitation program. Between calendar years 2017-2021 inclusive, the Department implemented \$2.2 billion worth of projects and approximately \$500 million of work in calendar year 2021. The projects are located all around the Airport, some of which are on the airfield, inside buildings, in Airport parking lots, and in surrounding communities in support of the noise insulation program.

These projects vary in size, construction duration, complexity, and geographic proximity to each other. Through early, detailed project planning and continuous stakeholder coordination, as well as implementing best management practices from lessons learned on past projects, impacts to the traveling public and surrounding jurisdictions are minimized or eliminated. The Department expends considerable resources to anticipate and mitigate potential project impacts prior to construction.

Per FAA Order 1050.1F, the Department performs Cumulative Impacts analysis as part of its environmental assessments. These historic analyses have anticipated no Cumulative Impacts occurring. To date no federal agency, state agency, local agency, or member of the public has expressed a concern to the Department of Aviation about Cumulative Impacts, and more specifically, substantial Cumulative Impacts.

Based on analysis contained in this EA and the Department of Aviation’s successful history of minimizing Cumulative Impacts through early planning and continuous stakeholder coordination, no cumulative impacts are expected from implementing the Proposed Action simultaneously with other active projects on the Airport or in nearby jurisdictions.

**10. MITIGATION MEASURES**

(a) As defined in the CEQ Regulations at 40 CFR § 1508.20, mitigation includes avoiding the impact; minimizing the impact; rectifying the impact by repairing, rehabilitating, or restoring the environment; reducing or eliminating the impact over time by preservation and maintenance



operations during the life of the action; and compensating for the impact by replacing or providing substitute resources.

Summarize all mitigation measures discussed in the Environmental Impact Categories of this EA that will be taken to avoid creation of significant impacts to a particular resource as a result of the Proposed Action.

Numerous measures would be implemented during construction and in the operation of the Proposed Action that would reduce any negative environmental effects. These include:

1. The widened Concourse D would be designed and operated to LEED Silver Certification standards. Use of this measure would reduce air pollutants and GHGs (i.e., would benefit air quality and climate, respectively) and promote sustainable and regenerative material cycles. Use of more efficient building systems (heating and air conditioning, as well as building monitoring) would result in reduced electricity consumption. Use of efficient rest room fixtures will result in reduced water consumption per passenger.
2. The Domestic Terminal Parking Reconfiguration would be designed to obtain Parksmart certification. This measure would also reduce air pollutants and GHGs, as well as electricity consumption, and consumption of paper products.
3. In the projects design specifications, requirements would be added to include the use of Tier 3 and Tier 4 off-road vehicles, contract requirements to minimize vehicle idling, and use of all standard FAA and Department of Aviation erosion and sedimentation control practices. These design specification requirements also reduce air pollutants and GHGs as well as reducing the Proposed Action’s effect on natural resources and energy.
4. Both Proposed Action components are potential sources of recyclable and reusable materials. The Department of Aviation recently demolished a former Sheraton hotel and convention center complex. One of the stipulations of the project was that the contractor was required to separate recyclable and reusable materials from those that would be required to be sent to a landfill. Over 90 percent of the demolished material was either incorporated into the site as fill material or was salvaged for future use and diverted from a landfill. The Department of Aviation would seek to conduct a similar demolition and salvage operation on the Proposed Action components to maximize material diverted to a landfill.

**11. PERMITS**

List all required permits for the Proposed Action, including the lead agency, status, and responsible entity.

The required permits and approvals to implement the Proposed Action are listed in the table below.

**Known Permits and Approvals**

<b>Agency Level</b>	<b>Agency</b>	<b>General Role and Specific Permits, Approvals, or Reviews Required, Actions Covered</b>	<b>Documentation and Approvals Sought</b>
Federal	FAA	Environmental review of the Proposed Action under NEPA	Final EA and FONSI
Federal	FAA	ALP approval	Revised ALP



Agency Level	Agency	General Role and Specific Permits, Approvals, or Reviews Required, Actions Covered	Documentation and Approvals Sought
Federal	FAA	Determination of Eligibility for Use of AIP Grants and Use of Passenger Facility Charges	Approval of Impose and Use Application
Federal	FAA	Permit Construction Affecting Airport Operations	Completed FAA Form 7460-1 Submitted to FAA
State of Georgia	Georgia Environmental Protection Division	Permit to Discharge Stormwater from Construction Disturbing More than One Acre	Notice of Intent for Construction Permit, Revise Airport's SWPPP
City of Atlanta	City Council	Pass Legislation Approving Project	Project Included in City's Capital Development Program
City of Atlanta	Office of Buildings	Issue Necessary Building and Land Disturbance Permits	File Permit Applications with City of Atlanta
City of Atlanta	DOA	Secure Financing for PFC Ineligible Project Components	Arrange for Financing

**12. CONSISTENCY WITH APPROVED PLANS OR LAWS**

(a) Is the Proposed Action consistent with existing environmental plans, laws, and administrative determinations of Federal, state, regional, or local agencies?

Yes, the Proposed Action is consistent with the Clean Air Act as well as the State Implementation Plan conformance requirements of the Act, the Endangered Species Act, the Marine Mammal Protection Act and would not affect Essential Fish Habitat identified under the Magnuson-Stevens Act, the Migratory Bird Act, Georgia Statutes, the Coastal Zone Management Act, the Federal Farmland Protection Policy Act, the National Historic Preservation Act, the Clean Water Act, the Wild and Scenic Rivers Act, and NEPA

(b) Are there any other Federal approvals or permits required?

No other federal approvals or permits are required.

(c) Is the Proposed Action consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?

Yes, the Proposed Action and operation of the Airport are consistent with plans, goals, policies, and controls for the Airport area. Primarily four entities (City of Atlanta, City of College Park, Clayton County, and the Atlanta Regional Commission) develop plans and policies for the Airport area.

City of Atlanta

The City owns the Airport and the Department of Aviation operates the Airport consistent with City of Atlanta policy. Policies are contained in the *City of Atlanta 2021 Comprehensive Development Plan*.



City of College Park

Part of the Airport is located within the College Park city limits. College Park acknowledges the presence of the Airport and its unique operation in the *City of College Park 2021 Comprehensive Plan Update* and the City of College Park Zoning Map.

Clayton County

A large portion of the Airport is in unincorporated Clayton County. Clayton County’s *Clayton Forward: Clayton County Comprehensive Plan 2034 for Unincorporated Areas of the County* recognizes the presence of the Airport and accounts for it in the County’s plans.

Atlanta Regional Commission

The Atlanta Regional Commission (ARC) developed initiatives in conjunction with Airport-area jurisdictions to assist these jurisdictions to further take advantage of economic development opportunities associated with being proximate to the Airport. Additionally, ARC lead the development of a freight cluster plan focused on the Airport area.

**13. PUBLIC AVAILABILITY**

(a) Discuss whether any public meetings were held during development of the Draft EA. Provide a list of all agencies and persons consulted in the preparation of this EA. Discuss any input from local officials or public groups regarding the Proposed Action.

No formal public or scoping meetings seeking input to the Draft EA were conducted.

The Draft EA will be published and noticed for public review. The Department of Aviation will host a public information workshop on June 16, 2022, where staff will present the Proposed Action and answer questions. Public comment will be accepted at the workshop verbally and through a court reporter. The public may also submit comments via U.S. Mail and email. Environmentally based comments will be addressed in the Final EA.

(b) Discuss and acknowledge submittal of a Draft EA for public and agency review.

The Draft EA will be made publicly available on the Airport’s website (ATL.com) prior to the public information workshop. To inform the public about the meeting, legal and display advertisements will be published in the *Atlanta Journal-Constitution* and the *Clayton News-Daily*. The website and ads will announce that the Draft EA is available for review by the public and provide a date on which the public comment period will close.

(c) Summarize comments received and identify an appendix to the EA within which the comments and responses are found.

Comments to the Draft EA will be attached in **Appendix N**.

**14. LIST ALL ATTACHMENTS TO THIS EA**

**List of Attachments**

Appendix	Title/Contents
A	Location of Proposed Action Components Future Airport Layout Plan
B-1	Discussion of Concourse D Widening Space Program and Sizing



Appendix	Title/Contents
B-2	Discussion of Parking Reconfiguration Phasing and Sizing
C	Proposed Action and Alternatives
D	Aerial Photo of Existing Domestic Terminal Parking Facilities and Impact Areas Aerial Photo of Existing Concourse D and Impact Areas Photographs of Construction Sites
E	Data Used to Prepare Construction Emissions Inventory
F	Federal and State-Protected Species and Critical Habitat
G	Location of Zupp Park and Phillips Park
H	Hazardous Materials
I	Land Use Assurance Letter
J	National Wetlands Mapper
K	FEMA FIRM Maps
L	Location of Flint River
M	Wild and Scenic Rivers
N	Comments on Draft EA

**15. PREPARER CERTIFICATION**

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

<b>Signature</b>	
<b>Name, Title</b>	Thomas E. Nissalke, Ph.D. Assistant General Manager, Planning and Development
<b>Affiliation</b>	City of Atlanta, Department of Aviation
<b>Date</b>	May 27, 2022
<b>Phone Number</b>	404-382-1204
<b>Email</b>	<a href="mailto:Tom.Nissalke@ATL.com">Tom.Nissalke@ATL.com</a>

**16. AIRPORT SPONSOR CERTIFICATION**

I certify that the information I have provided above is, to the best of my knowledge, true and 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 action(s) until FAA issues a final environmental decision for the proposed action(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred and all appropriate Federal, state and local permits and certifications have been obtained.

<b>Signature</b>	
<b>Name, Title</b>	Thomas E. Nissalke, Ph.D. Assistant General Manager, Planning and Development
<b>Affiliation</b>	City of Atlanta, Department of Aviation
<b>Date</b>	May 27, 2022
<b>Phone Number</b>	404-382-1204
<b>Email</b>	<a href="mailto:Tom.Nissalke@ATL.com">Tom.Nissalke@ATL.com</a>