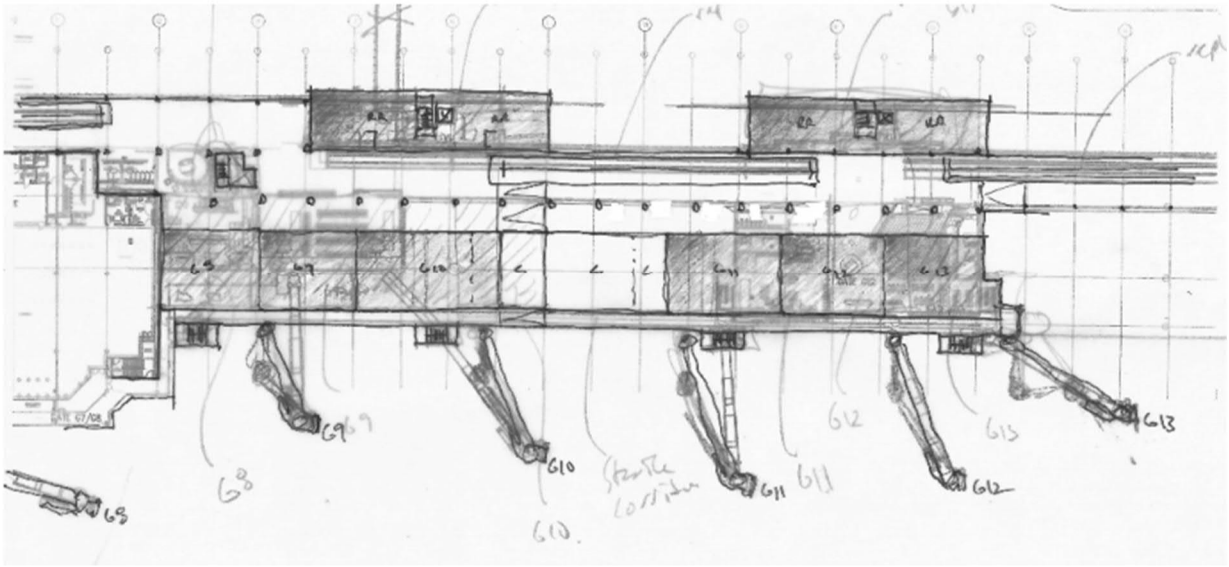
Draft

Minneapolis-St. Paul International Airport (MSP)
2023 Concourse G Infill - Pods 2-3

MAC Project Number 106-2-1009

Environmental Assessment Worksheet



September 2022

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July 2013 Version

ENVIRONMENTAL ASSESSMENT WORKSHEET

This Environmental Assessment Worksheet (EAW) form and EAW Guidelines are available at the Environmental Quality Board's website at: http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm. The EAW form provides information about a project that may have the potential for significant environmental effects. The EAW Guidelines provide additional detail and resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item or can be addressed collectively under EAW Item 19.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation, and the need for an EIS.

The Draft EAW is available on the Metropolitan Airports Commission (MAC) website at https://metroairports.org/environment-assessments-and-environmental-assessment-worksheets

1. PROJECT TITLE

Minneapolis-Saint Paul International Airport (MSP)-MAC 2023 Concourse G Infill – Pods 2-3 (MAC Project Number 106-2-1009)

2. PROPOSER

Proposer: Metropolitan Airports Commission
Contact Person: Shona Mosites
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3. RGU

RGU: Metropolitan Airports Commission (MAC)
Contact Person: Bridget Rief
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4. REASON FOR EAW PREPARATION

Check One:

Required:	Discretionary:
☐EIS Scoping	☐Citizen petition
☑Mandatory EAW	☐RGU discretion
	☐Proposer initiated

Although the proposed project does not fall within a mandatory EAW category under Minnesota Rule 4410.4300, the Metropolitan Airports Commission (MAC) enabling statute requires an EAW for the project. Minnesota Statues Section 473.614, subdivision 2, requires the MAC to prepare an EAW for a capital improvement meeting all of the following three criteria: (1) scheduled in the program for the succeeding calendar year; (2) costs equal or exceed $5,000,000 at the Minneapolis-Saint Paul International Airport (MSP) or $2,000,000 at any other airport; and (3) the capital improvement involves (i) the construction of a new or expanded structure for handling passengers, cargo, vehicles, or aircraft or (ii) the construction of a new or the extension of an existing runway or taxiway.

The proposed project includes a modest expansion and redevelopment of Concourse G and construction of rooftop penthouse spaces above the existing Concourse G main level at Minneapolis-St. Paul International Airport (MSP). The proposed project does not include additional aircraft gates. Expansion will include an infill of the concourse footprint between Gate G8 and Gate G13 of the G Concourse. Redevelopment will include restroom upgrades, new moving walkways, new mechanical rooms and air handling equipment, redevelopment of concession space, extension of the Federal Inspection Service (FIS) sterile hallway with associated FIS improvements, and miscellaneous relocation of tenant spaces within the proposed project footprint.

The proposed project is scheduled in MAC's capital improvement program for construction starting in 2023 with building foundation work and 2024 for building work. The project is estimated to cost approximately $375,000,000 and involves a structure for handling passengers at MSP. Because the expansion of the Terminal 1 building footprint is part of the proposed project, the MAC has determined that the proposed project falls within the criteria of Minnesota Statues Section 473.614, subdivision 2, and the MAC must perform an EAW.

It should be noted that the airside apron servicing gates G8 through G13 will be reconstructed at the same time this project is to be completed. The 2023 and 2024 G Apron reconstruction projects are separate projects from the Concourse G Infill - Pods 2- 3 project and are not associated with this environmental review.

5. PROJECT LOCATION

County: Hennepin County

City/Township: Minneapolis-St. Paul International Airport (MSP)

PLS Location (¼, ¼, Section, Township, Range): See Table 1

Table 1: PLS Locations

Project	¼ Section	Section	Township	Range
Concourse G Infill - Pods 2-3	SE	30	28N	23W

Watershed (81 major watershed scale): Lower Minnesota River

Tax Parcel Number: 053-3002823110001 and 053-3102823110002

At a minimum, attach each of the following to the EAW:

- **County map showing the general location of the project** (see Figure 1 in Attachment A)
- **US Geological Survey 7.5 minute, 1:24,000 scale map indicated project boundaries (photocopy acceptable)** (see Figure 2 in Attachment A)
- **Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan** (see Attachment B)

6. PROJECT DESCRIPTION

a. Provide the brief project summary to be published in the *EQB Monitor* (approximately 50 words).

MSP-MAC 2023 Concourse G Infill - Pod 2-3

MSP-MAC 2023 Concourse G Infill - Pod 2-3 Project includes expansion of the Terminal 1 building footprint and renovation within the terminal at the ground, main, and upper levels. The project will enhance the customer experience in Concourse G and provide rooftop penthouse space for mechanicals and ground level space for supporting operations.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion, include a description of the existing facility. Emphasize 1) construction and operation methods and features that will cause physical manipulation of the environment or will produce wastes; 2) modifications to existing equipment or industrial processes; 3) significant demolition, removal, or remodeling of existing structures; and 4) timing and duration of construction activities.

The purpose of the proposed project is to improve utilization of gates, enhance the customer experience, relocate spaces from the main level to lower and upper levels, provide potential extension of Federal Inspection Service (FIS) areas to G13, and incorporate holistic sustainable designs into Concourse G. The Project includes expansion of the existing Terminal 1 building footprint in Concourse G and renovation of existing space within the terminal at the ground level, main level, and upper level. This includes an infill of terminal space between Pods 2 and 3 on the G concours. A-street realignment will occur as part of the infill to maximize ground level space for airline use, MAC use, and airport functionality.

The project will provide additional rooftop penthouse spaces and rooftop spaces for new designed mechanical and electrical rooms while improving the existing and new roof insulation. The project includes study of geothermal options to heat and cool existing and expanded concourse areas. The proposed project also replaces existing restrooms consistent with the ongoing Restroom Upgrades Program. Upgrades and reconfiguration of moving walkways, elevators, loading docks, trash, recycling, and MAC storage for greater efficiencies are also included.

The project does not include material changes to existing passenger gates or construction of additional passenger gates and is not designed to increase passenger volume. Construction of the proposed project would begin in spring 2023 and is scheduled for completion in the fall of 2025.

The Concourse G Infill will occur airside between Pod 2 and Pod 3 of Concourse G and extended east of Pod 3 approximately 120 feet (between gates G8 and G13) and will add approximately 31,000 square feet of building space to the main level. The expansion will include both the infill and new stair towers to provide egress from the main and upper levels. All infill will occur over current terminal roadways and airside pavement. In addition, the proposed project will add approximately 12,000 square feet for rooftop penthouse areas associated with mechanical systems.

A building expansion is also planned for the north side of the Concourse G main level to accommodate new restroom facilities and egress stair towers. Approximately 12,000 square feet of new building footprint is planned between the outbound roadway and the existing Concourse G building.

Expansion or redevelopment of existing ground level and main level areas will include:

- Gate hold areas;
- Concessionaire food and beverage and retail space;
- Potential arts and special event space;
- Restrooms;
- Vertical circulation components;
- Moving walkways;
- Mechanical areas and systems;
- Operational areas for tenant operators;
- Sterile FIS corridor extension;
- Storage areas for the MAC and tenants; and
- Janitorial space.

Redevelopment of existing building space will require demolition of existing interior walls and structures to accommodate the new Concourse layout. Demolition will occur in gate hold areas and other terminal operation areas as well as in bathrooms and concessionaire food and beverage and retail space.

Gate hold area modifications will include the relocation and upgrade of seating areas. Concessionaire space modifications will include removal of existing space and redevelopment of retail space and food and beverage space.

Restroom upgrades will include the removal of the existing restrooms and development of new restrooms. A total of 27 water closets and nine urinals will be removed. 46 water closets and 10 urinals will be included in the new restrooms. This includes men's, women's, and family restroom capacity. The restroom upgrades are not expected to increase overall restroom use at MSP but will reduce lines and potentially shift restroom activity from other areas in the Terminal to the remodeled restrooms that are part of the proposed project.

Vertical circulation components including stairways and elevators will be removed and replaced to accommodate the infill and new floorplan. The existing moving walkway will be removed and replaced to align with the future layout.

The sterile FIS corridor extension will provide greater flexibility for international arrival gate assignment and include potential for common use gate areas.

Mechanical systems and utilities throughout the proposed project area will be removed, relocated, or added as necessary to accommodate the planned infill and new building layout. This includes new mechanical structures and systems on the rooftop level.

New or redeveloped storage areas for the MAC, Terminal 1 janitorial providers, and MSP tenants are planned on the lower level and main level to facilitate efficient terminal and business operations.

In addition to the areas described above, the proposed project will create penthouse spaces above the existing roof for mechanical systems.

c. Project magnitude

See Table 2 for a summary of the magnitude of the project.

Table 2: Project Magnitude

Measure	Magnitude Concourse G Infill - Pods 2-3
Total Project Acreage	3.1 acres total (43,000 sq ft new building)
Linear Project Length	N/A
Number and Type of Residential Units	N/A
Commercial Building Area (square feet)	N/A
Industrial Building Area (square feet)	N/A
Institutional Building Area (square feet)	N/A
Other Uses – Airport Facilities (square feet)	137,000 sq ft
Maximum Structure Height (feet)	51 ft

d. Explain the project purpose. If the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

The purpose of the proposed project is to improve and expand the existing facility to meet growing demands and customer expectations. The proposed project does not include new passenger gates and is not designed to increase passenger throughput.

The need for the proposed project is to address aging infrastructure and to provide airport amenities that meet the flying public's expectations for a major international airport. The proposed project provides amenities that will benefit the flying public and airport tenants.

e. Are future stages of this development, including development on any other property, planned or likely to happen? ☐Yes ☒No

No future stages of development for the Pond 2-3 Infill project. However, there may be additional development at Terminal 1 including other areas of Concourse G.

f. Is this project a subsequent stage of an earlier project?
If yes, briefly describe the past development, timeline, and past environmental review.
☐Yes ☑No

Not applicable.

7. COVER TYPES

Estimate the acreage of the site with each of the following cover types before and after development.

See table 3 for a summary of cover types before and after construction for each project.

Table 3: Cover Types

Cover Type	Concourse G Infill - Pods 2-3	
	Before	After
Wetlands	0	0
Deep Water/Streams	0	0
Wooded/Forest	0	0
Brush/Grassland	0	0
Cropland	0	0
Lawn/Landscaping	0.05	0
Impervious Surface	3.05	3.1
Stormwater Pond	0	0
TOTAL	3.1	3.1

8. PERMITS AND APPROVALS REQUIRED

List all known local, state, and federal permits, approvals, certifications, and financial assistance for the project. Include modifications of any existing permits, governmental review of plans, and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing, and infrastructure. ***All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules Chapter 4410.3100.***

Table 4: Permits and Approvals Required

Unit of Government	Type of Application	Status

MAC	Project Approval and Funding (2023 CIP approval)	Expected December 2022
MAC	Building Permit	Not yet submitted for approval
Federal Aviation Administration	Airspace Review	Not yet submitted for approval
Metropolitan Council	Sewer-Access Charge	Not yet submitted for approval
MAC	Electrical Permit	Not yet submitted for approval
MAC	Fire Protection Permit	Not yet submitted for approval
MAC	Mechanical Permit	Not yet submitted for approval
MAC	Low Voltage/Telecommunications Permit	Not yet submitted for approval
Hennepin County	Public Health Department Plan Review	Not yet submitted for approval

9. LAND USE

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, and prime or unique farmlands.

MSP International Airport is bordered to the northwest by the City of Minneapolis, to the west by the City of Richfield, to the south by the City of Bloomington, to the southeast by the cities of Eagan and Mendota Heights, and to the northeast by the City of St. Paul. Existing land use at the Airport is described by Metropolitan Council generalized land use maps as Airport use. Directly south of the Airport is Fort Snelling National Cemetery and to the east is Fort Snelling State Park. These areas are described by Metropolitan Council generalized land use maps as Institutional and Park, Recreation, or Preserve land use, respectively. The Minnesota River is a significant natural feature located adjacent to and southeast of both the Airport and Fort Snelling State Park. Farther south of the Airport is a combination of commercial, mixed use, and industrial land uses. North and west of the Airport is primarily single-family residential land use. There are no trails, parks, or prime or unique farmlands within the proposed project site.

ii. Planned land use as identified in comprehensive plans (if available) and any other applicable plan for land use, water, or resource management by a local, regional, state, or federal agency.

According to the 2030 MSP Long Term Comprehensive Plan Update, there is no plan to change the land use of the Airport.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

The Airport is regulated by the MSP Zoning Ordinance, which restricts the height of structures and vegetation, and the use of property in the vicinity of the Airport.

Certain areas of the Airport are also designated as Runway Protection Zones (RPZ), as defined by the Federal Aviation Administration (FAA), and Runway Safety Zones as defined by the MSP Zoning Ordinance. The RPZs and Runway Safety Zones are designed to ensure that areas near the ends of Airport runways are free of incompatible objects and activities.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

The proposed project is compatible with airspace zoning requirements and will not impact safety or add to aircraft noise from the Airport.

The proposed project is consistent with the existing and planned land use and the MSP Zoning Ordinance and will not affect the nearby uses. The projects are not within the RPZ or the Runway Safety Zones.

c. Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.

Not applicable.

10. GEOLOGY, SOILS, AND TOPOGRAPHY/LAND FORMS

a. Geology – Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.

Geology

According to the Geologic Atlas of Hennepin County (Minnesota Geological Survey, Plate 3), the surficial soils at the proposed project site are generally composed of sand and gravelly sand, overlain by loamy sand with thin deposits of silt, loam, or organic sediment. The Airport area is underlain by Middle and Upper Ordovician landform, which consists of dolomitic limestone, shale, and sandstone. The Middle and Upper Ordovician landform also includes the Decorah Shale of the Galena Group, the Platteville and Glenwood Formations, and the St. Peter Sandstone.

Based on historical geologic information, it is understood that the eastern and western extents of the proposed project site are located above fewer than ten feet of unconsolidated glacially derived sediments. The sediments overlay approximately 25 feet of Platteville Limestone. The Glenwood Shale layer resides below the limestone and provides a confining layer to the St. Peter Sandstone below. The shale is relatively thin, approximately three to five feet thick. A shallow groundwater table is table is present in the Platteville limestone.

A bedrock valley is present within the central portion of the project site running approximately in a north/south direction. The bedrock valley extends from the Minnesota River near MSP Pond #2 and terminates near Gate G10. The maximum relief of the subsurface channel is known to be greater than 135 feet. Depth to groundwater is expected in the areas of the bedrock valley to be lower than the project areas above the Platteville limestone. The location of the bedrock valley is general based on limited past subsurface information.

Karst Conditions

Although a large portion of MSP is underlain with Platteville Limestone formation (approximately 10-30 feet below ground surface) and the proposed project will take place within an area shown on MnDNR maps as prone to karst, there are no known karst conditions in the area of ground disturbance. In addition, the impervious nature of the Airport limits vertical migration of stormwater and potential erosion of carbonate bedrock systems. The proposed project will not increase infiltration rates, and therefore will not increase the potential creation of karst conditions.

Topography

Surface elevation is approximately 815 feet above mean sea level (MSL) at the proposed project location. The topography is essentially flat for thousands of feet on all sides as the proposed project site is surrounded by land graded and developed for the Airport. Approximately one mile to the east of the project site is the Minnesota River and the associated Minnesota River Valley.

b. Soils and Topography – Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

Soil data was obtained from the NRCS Web Soil Survey. There is one soil type within the proposed project site as shown in Table 5.

Table 5: Soil Types

Soil Type	Erosion Hazard Rating	Concourse G Infill - Pods 2- 3
Urban land-Udorthents, wet substratum, complex, 02 to 2 percent slopes (U1A)	Not rated	0.6 acres

Urban land-Udipsamments (cut and fill land) complex, 0 to 2 percent slopes (U4A)	Not rated	2.5 acres
	TOTAL	3.1 acres

The NRCS Erosion Hazard Ratings indicate the hazard of soil loss from off-road areas after disturbance activities that expose soil surface. The soil type within the proposed project site has not been rated. Because of the existing pavement and building at the Airport, there is limited potential for erosion from the proposed project. No impact to soils or topography is anticipated during or after construction of the proposed project.

Shallow soil corrections may be required to accommodate the expanded building footprint, but the proposed project will not impact ground level topography.

11. WATER RESOURCES

a. Describe surface water and groundwater features on or near the site below.

i. Surface Water – lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within one mile of the project. Include DNR Public Waters Inventory number(s), if any.

No surface waters, including lakes, streams, wetlands, intermittent channels, county/judicial ditches, and DNR Public Waters, are located within the proposed project site. The proposed project site is within one mile of Lake Snelling, which is on the 2022 MPCA 303(d) Impaired Waters List for mercury in fish tissue. In addition, the project site is located slightly more than a mile from the Minnesota River, which is identified as impaired for PCB in fish tissue, nutrients, dissolved oxygen, turbidity, mercury in fish tissue, and mercury in the water column.

ii. Groundwater – aquifers, springs, and seeps. Include 1) depth to groundwater; 2) if project is within a MDH well protection area; and 3) identification of any onsite and/or nearby wells, including unique numbers and well logs, if available. If there are no wells known on site or nearby, explain the methodology used to determine this.

Based on previous borings in the area and the overall hydrogeologic understanding at MSP, groundwater is expected to reside approximately 10 feet below grade at the project site. Groundwater may be slightly deeper in the center portion of the project area due to a bedrock valley that begins in this area and extends to the south. Groundwater flow is generally east/southeast at MSP towards the Minnesota River Valley. Because of the bedrock valley, groundwater flow may be to the south in this local area.

The project site is not within a wellhead protection area, nor are there any identified active water supply wells from the Minnesota Department of Health County Well Index located within 1,000 feet of the project site. It should be noted the MAC maintains one water supply well that is within

1,100 feet of the project site for emergency purposes should the typical water supply be interrupted (unique well ID: 208322).

Numerous monitoring wells are located at MSP for hydrogeologic monitoring purposes. There is one active monitoring well on the project site as indicated in the table below. The need for the onsite monitoring well, MSP CWN-10B (ID number 553858), will be assessed and either modified or abandoned as part of this project. The monitoring well is currently part of the airport's groundwater monitoring network and any changes to the well will be discussed with the Minnesota Pollution Control Agency prior to any changes.

Table 6: Known Wells in the Project Area

Well ID	Well Name	Use	Status
553858	MSP CWN-10B	Monitoring Well	Active

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects below.

i. Wastewater – For each of the following, describe the sources, quantities, and composition of all sanitary, municipal/domestic, and industrial wastewaters projected or treated at the site.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.

The proposed project will remove the current men's and women's restrooms and build new restrooms with enhanced features and greater capacity. The additional capacity will not significantly increase the total sanitary discharge from MSP. The additional capacity will reduce restroom wait times in this area of Concourse G and reduce passengers' need to travel further to access restroom facilities.

Restroom upgrades will include the removal of the existing restrooms and development of new restrooms. A total of 27 water closets and nine urinals will be removed from existing men's and women's restrooms and 46 water closets and 10 urinals will be included in the new restrooms. This includes plans for a men's, women's, and family restroom. All toilets, urinals, and sinks will be equipped with low-flow and auto shut off technology to conserve water and minimize sanitary sewer discharge.

Redevelopment will include new food and beverage concessionaires that will require sinks and other drains to sanitary sewer. Utility sinks may also be added to new mechanical, storage, and janitorial spaces throughout the project area. As with the restrooms, these are not expected to increase water use/discharge overall.

Because the total sanitary discharge from MSP is not expected to increase materially due to this project, there is no need for expanded municipal or Airport wastewater infrastructure or treatment capacity. No pretreatment is planned or required. The

current sanitary system conveys wastewater to the Metropolitan Council's Publicly Owned Treatment Works (POTW) Saint Paul Metro Plant.

2) **If the wastewater discharge is to a subsurface sewage treatment system (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.**

   No discharge to subsurface sewage treatment systems (SSTS) is anticipated.

3) **If the wastewater discharge is to surface water, identify the wastewater treatment methods, discharge points, and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges.**

   No wastewater discharge to surface waters is planned.

ii. **Stormwater – Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.**

The existing proposed project site is over 95 percent impervious and the small pervious area drains to the MSP storm sewer system. A 0.05 acre currently-landscaped strip of land is planned to be converted from pervious area to impervious. The very small increase in impervious area will not have a significant impact on Airport stormwater runoff quantity or quality. Therefore, no change in stormwater is anticipated from the proposed project.

The proposed project site drains to MSP Pond #2 and then discharges to the Minnesota River through the Highway 5 Outlet Structure. Following proposed project completion, drainage will continue through the same stormwater conveyance system. Expanded building roof drains will be routed to the storm sewer system. There are no industrial activities related to the completed proposed project that are exposed to stormwater. Permanent stormwater controls, including the existing stormwater ponds, provide stormwater retention and controls for total suspended solids (TSS), phosphorus, fuel, and floating debris. The Airport has a National Pollutant Discharge Elimination System (NPDES) permit that regulates direct discharges to surface waters.

Construction activities have the potential to impact stormwater runoff and the contractor must meet all requirements set forth in the MSP's NPDES permit for stormwater management at construction projects. Project documents will include Best Management Practices and Stormwater Control Measures as necessary to comply with permit requirements. These may include street sweeping during construction, dust suppression, runoff diversion, and storm drain inlet protection. Stormwater discharging from the proposed project site will be conveyed through MSP Pond #2, which provides settling of solids prior to discharge. Stormwater impacts from construction activity are not anticipated to pose a concern because of the control measures required and the downstream protections provided by MSP's stormwater ponds.

iii. Water Appropriation – Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.

No significant dewatering that would require a water appropriation permit are anticipated as a result of the proposed project. Dewatering of installed caissons may be required, however, the total volume is not expected to exceed appropriation thresholds. No new water supply is needed and there are no plans for expansion of municipal water infrastructure. Water will continue to be supplied from the City of Minneapolis.

iv. Surface Waters

1) Wetlands – Describe any anticipated physical effects or alterations to wetland features, such as draining, filling, permanent inundation, dredging, and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed, and identify those probable locations.

No wetlands are located within the proposed project site; therefore, no impacts are anticipated.

2) Other surface waters – Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

No other surface waters are located within the proposed project site; therefore, no impacts are anticipated.

12. CONTAMINATION/HAZARDOUS MATERIALS/WASTES

a. Pre-project Site Conditions – Describe existing contamination or potential environmental hazards on or in close proximity to the project site, such as soil or groundwater contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.

To identify and evaluate locations potentially containing hazardous or regulated materials or other sources of potential contamination in the proposed project area, MAC conducted a search of the MPCA's "What's In My Neighborhood" database. The database includes an inventory of potentially contaminated sites (both those that have been previously remediated and those that are currently being investigated or remediated) and environmental permits and registrations from the MPCA.

To provide a more focused analysis that reflects what can reasonably be expected to be encountered during construction of the proposed project, the study area is defined as the area within 500 feet of the proposed project site. The study methodology is based on a MnDOT modification of American Society of Testing and Materials (ASTM) 1527-13.

Sites identified within the study area were classified as low, medium, or high risk according to the proximity to the proposed project and the type of activity. Sites were classified using the following methodology based on ASTM standards.

- **Low risk**: Low risk sites are sites with a low risk potential for having contamination. These sites are locations where hazardous materials or petroleum products may have been stored or used, but based on subsequent file review or field reconnaissance, no known contamination is associated with the property. Low risk sites include inactive underground storage tank (UST) and aboveground storage tank (AST) sites and sites identified as "Hazardous Waste, Small to Minimal Quantity Generator."

- **Medium risk**: Medium risk sites are sites with a medium risk potential for having contamination. These sites are known to have, or have had, soil and/or groundwater contamination, but current information indicates that contamination is being remediated, does not require remediation, or already requires continued monitoring. Medium risk sites include all brownfields and closed LUST and LAST sites that are within the study area.

- **High risk**: These sites have a high potential for contamination. In some cases, contaminated groundwater may have migrated outside the boundaries of the site. Field investigation of soil and groundwater within planned construction limits may be needed to identify any contributing contamination from these sites and to identify a response action plan to be implemented during construction. High risk sites include all Superfund sites, Voluntary Investigation and Cleanup Program (VIC) sites, and Comprehensive

Environmental Response, Compensation, and Liability Information System (CERCLIS) sites and any open LAST and LUST sites within the study area.

Table 7: Number of Recorded Sites with Potential Contaminants

Project	Total Number of Recorded Sites within Study Area
Concourse G Infill - Pods 2-3	0

Table 8: Contamination Risk

Project	Number of High Risk Sites		Number of Medium Risk Sites		Number of Low Risk Sites	
	Within Airport Property	Within Project Site	In Study Area	Within Project Site	In Study Area	Within Project Site
Concourse G Infill - Pods 2-3	0	0	0	0	0	0

In addition to consulting the MPCA's "What's In My Neighborhood Database", MAC conducted a historical environmental review of the proposed project site. The review provided an evaluation of impacted soil/groundwater management activities from past construction and redevelopment sites, spills, and deicing activities in the vicinity of the proposed project site to assess the potential for encountering impacts during proposed project construction. Results of that review were:

- During excavation for the south shaft of the Light Rail Transit (LRT) Tunnel in 2001, groundwater with free product was encountered. The south shaft is approximately 700 feet east of the east side of the 2023 Concourse G Infill - Pod 2-3 project site.
- In July 2016 a spill of significance occurred at gate G17 and jet fuel product entered the storm sewer manhole south of gate G17.
- Minor shallow glycol impacts to the soil are possible on the proposed project site from nearby past deicing activities.
- All soil excavated to accommodate construction at the proposed project site will be screened to determine if it is impacted, contaminated, or non-impacted prior to reusing it on site or being hauled off the proposed project site for disposal.
- Because free product was observed during excavation of the LRT South Shaft and because there have been spills of significance near the proposed project site, it is likely that any water management at the site will need to be managed as petroleum impacted water. Caissons requiring dewatering should be assumed to be impacted with dissolved phase petroleum and/or free product.

MAC construction projects manage impacted soils according to the MAC's Soil Management Plan (SMP). The SMP was developed in cooperation with the MPCA and governs the classification and disposal methods for impacted soils encountered during construction at MSP. All soils encountered for this project will be managed according the SMP.

b. Project Related Generation/Storage of Solid Wastes – Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.

All solid wastes generated by construction of the proposed project will be disposed of properly in a permitted, licensed solid waste facility. Project demolition of concrete, asphalt, and other potentially recyclable construction materials will be directed to the appropriate storage, crushing, or renovation facility for recycling.

Once complete, the proposed project will not significantly affect the type and quantity of solid waste that the Airport generates, because overall passenger volume will not increase due to this project.

c. Project Related Use/Storage of Hazardous Materials – Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location, and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spills or releases of hazardous materials. Identify measures to avoid, minimize, or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.

No new above-ground or below-ground storage tanks are planned for permanent use in conjunction with the proposed project. During construction, MAC may use temporary petroleum storage tanks to provide fuel for construction equipment. Appropriate measures will be taken during construction to avoid spills that could contaminate groundwater or surface water. In the event that a leak or spill occurs during construction, appropriate response to remedy the situation will be taken immediately in accordance with MSP's Integrated Spill Response and Coordination Plan, MPCA guidelines/regulations, and in compliance with the existing NPDES permit.

d. Project Related Generation/Storage of Hazardous Wastes – Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of hazardous wastes including source reduction and recycling.

Regulated material and/or waste will be managed in accordance with state requirements. No known toxic or hazardous wastes will be generated on site. Toxic or hazardous wastes to be stored on site

following completion of the project may include commercial cleaning supplies. During construction regulated materials may include fuel and oil necessary for maintaining and operating construction equipment.

This project includes interior demolition/renovation and demolition/expansion of the building envelope. A demolition survey will be completed to inventory any hazardous materials that require special management. The MPCA regulates asbestos management activities and disposal activities. The disposal of asbestos regulated waste will be in accordance with MPCA rules.

13. FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES (RARE FEATURE)

a. Describe the fish and wildlife resources as well as habitats and vegetation on or near the site.

No wildlife or fish resources or habitats are found on or near the proposed project site. The area of the proposed project is fully developed with only a 0.05 acre currently-landscaped strip of land planned to be converted from pervious area to impervious. The Minnesota River and other potential habitat are located approximately one mile from the project site and will not be impacted as a result of the project.

b. Describe rare features such as state-listed (endangered, threatened, or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number (LA-843) and/or correspondence number (ERDB) from which the data were obtained, and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe results.

The Minnesota Department of Natural Resources was consulted for a review of the Natural Heritage Information System database in August 2022 (DNR Natural Heritage Review #2022-00585). Response from the DNR is pending at this time. The response from the DNR will be provided in the Final EAW document associated with this project.

It is not anticipated the DNR will have substantial comments given the location of the project. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

c. Discuss how the identified fish, wildlife, plant communities, rare features, and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.

Nearly all of the area surrounding the project site is impervious surface providing no fish, wildlife, or native plant habitat. No rare species are located within the project site. No impacts are anticipated to fish, wildlife, plant communities, rare features, or ecosystems as a result of these proposed project components.

d. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.

No impacts to fish, wildlife, plant communities, and sensitive ecological resources are anticipated; therefore, no mitigation is proposed.

14.HISTORIC PROPERTIES

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include 1) historic designations; 2) known artifact areas; and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

A request was sent to the Minnesota Historic Preservation Office (MnHPO) in September 2022 to conduct a search of the Minnesota Archaeological Inventory and Historic Structures Inventory. MnHPO provided the database search results on September 13, 2022. No archaeological locations were identified in the proposed project site. The database search identified several locations eligible for listing on the National Register of Historic Places (NRHP) near the proposed project site that have previously been demolished.

Several previously surveyed sites without eligibility determinations are found on Airport property outside of the anticipated limits of disturbance and are not directly adjacent to the project site. Terminal 1 was previously included in a survey, but no eligibility determination was included in the data received from MnHPO. The area of the proposed project, Concourse G, was added in 1971 to the southeast of the terminal and was not part of the original 1961 building. A survey completed in 2015 recommended that the terminal would not be eligible for NRHP listing due to not meeting significance or integrity criteria. This was an update of a 1995 finding that determined the terminal was not eligible for listing due to irreversible loss of physical integrity.

No direct or indirect impacts to sites eligible for or listed on the NRHP are anticipated.

15.VISUAL

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

The proposed project will have a maximum height in the project area of 51 feet. The highest points being associated with upper level shell to add penthouse spaces and electrical and mechanical rooms. The height will not affect any scenic views or vistas and will be lower than nearby parking ramp facilities immediately to the north. The expanded areas and redevelopment of existing building areas will be consistent with the current architecture; therefore, the project will not have any negative visual effects.

16.AIR

a. Stationary Source Emissions – Describe the type, sources, quantities, and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health, or applicable regulatory

criteria. Include a discussion of any methods used to assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.

No additional boilers or exhaust stacks are required as part of the proposed project. No material increase in stationary source emissions will result from project improvements; therefore, no mitigation is required. The existing heating and cooling system for Terminal 1 will provide climate control for the expanded areas.

b. Vehicle Emissions – Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g., traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

The U.S. EPA regulates pollutants under the Clean Air Act, which sets the National Ambient Air Quality Standards (NAAQS). As of September 2022, Hennepin County is in a "maintenance area" for sulfur dioxide and carbon monoxide, which means the county was once a nonattainment area, but now attains NAAQS for those pollutants. Hennepin County is in attainment for all other criteria pollutants. MSP Airport has an Option D air emission registration permit through the MPCA. The permit is for sources whose potential emissions exceed state or federal threshold levels, but whose actual emissions are less than 50 percent of federal thresholds.

Other than construction traffic, because no gates will be added or relocated, the proposed project will not generate any additional vehicular traffic and, therefore, will have no effect on vehicle air emissions after construction is complete. The proposed project will generate temporary emissions during construction. Construction emissions include exhaust and dust emissions from construction-related vehicle and equipment activity. The MAC modeled NAAQS criteria pollutant emissions resulting from construction of the proposed project using the Airport Construction Emissions Inventory Tool (ACEIT). ACEIT estimates direct and indirect construction emissions using emissions factors from EPA models and other sources, in combination with user-specified project complexity data. The results of this analysis are shown in Table 9 and compared to the *de minimis* threshold for maintenance areas listed in the FAA Aviation Emissions and Air Quality Handbook Version 3, Update 1 (January 2015). Total construction emissions will not exceed the *de minimis* thresholds and therefore no significant air quality impacts are expected.

Table 9: Construction Emissions Inventory

	Pollutant Emissions (tons)					
	CO	NOx	SO2	PM10	PM2.5	VOC
Total Projected Emissions (2023-2025)	34.01	2.37	0.07	0.21	0.11	2.65
Annual de minimis threshold (tons/yr)	100	100	100	100	100	100

c. **Dust and Odors – Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under Item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.**

Dust: The proposed project will generate dust during construction as is typical from a construction activity. Construction equipment may create temporary fugitive dust emissions.

Odors: Construction equipment and materials may create some minor odors typical of a construction site.

The construction area will be enclosed and the patrons using Concourse G will not have access to the construction area. As a result, MAC does not anticipate the dust or odors to have an impact on human health, quality of life, or the environment.

Furthermore, the construction site is located approximately one mile from the nearest residential community. As a result, dust and odors are not anticipated to have a significant impact on human health, quality of life, or the environment.

17.NOISE

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area; 2) nearby sensitive receptors; 3) conformance to state noise standards; and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

The proposed project will generate noise that is typical and characteristic of a construction site. The noise generated during construction will not exceed typical construction noise for similar types of projects and will not exceed ambient Airport noise. As a result, the noise generated during construction and operation is not anticipated to have an impact on human health, quality of life, or the environment.

MSP and the MAC have a robust noise monitoring program and community outreach program associated with aircraft operations at MSP. Noise originating from the proposed project is not anticipated to impact those programs.

18.TRANSPORTATION

a. **Describe traffic-related aspects of project construction and operation. Include 1) existing and proposed additional parking spaces; 2) estimated total average daily traffic generated; 3) estimated maximum peak hour traffic generated and time of occurrence; 4) source of trip generation rates used in the estimates; and 5) availability of transit and/or other alternative transportation modes.**

The proposed project will not change the number of parking spaces, increase traffic, or affect transit or other alternative transportation modes.

b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: http://www.dot.state.mn.us/accessmanagement/resources.html) or a similar local guidance.

The proposed project will not increase passenger volume. Other than construction traffic, the proposed project will not generate additional vehicular traffic. Therefore, the proposed project will have no significant effect on traffic congestion after construction is complete.

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

No mitigation measures are necessary or proposed.

19.CUMULATIVE POTENTIAL EFFECTS

Note: Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items.

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

Cumulative effects are defined as "the impact on the environment which results from incremental impact of the action when added to other past, present, and reasonable foreseeable future actions regardless of what agency or persons undertakes such actions." The geographic area considered is within the Airport campus. The 2030 MSP Long Term Comprehensive Plan Update lists projects planned between 2010 and 2030. The Terminal 1 2019 – 2025 Capital Improvement Program includes projects under construction and projects soon to be under construction within the next two years.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

Projects completed in the past two years as identified in previous years' Capital Improvement Programs and projects planned in the next two years as identified in the MAC's 2019 – 2025 Capital Improvement Program include:

- Terminal 1 Projects under construction from 2021 – 2022
  - 2019-2022 Concourse G Infill - Pods 4-5
  - 2021-2022 Concourse G Apron Reconstruction
  - 2021-2022 Baggage Claim/Ticket Lobby Operations Improvements

- Terminal 1 Projects planned from 2023 – 2024
    - 2023-2024 Concourse G Apron Reconstruction
    - 2023-2024 Baggage Claim/Ticket Lobby Operations Improvements

Past completed projects and projects currently under construction that require environmental review have been evaluated for potential impacts in previous environmental review documents with no significant environmental impacts identified. For the future projects listed, improvements are either within the existing terminal footprint or reconstruction of existing infrastructure and, therefore, will not have a significant effect on the environment at the Airport.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

No adverse cumulative effects have been identified. Based on the limited impact of the proposed Concourse G Infill - Pods 2-3 project and the regulatory requirements in place for MSP operations and operational improvements, the potential for adverse cumulative effects from the proposed project in conjunction with past, present, and future projects is insignificant.

20.OTHER POTENTIAL ENVIRONMENTAL EFFECTS

If the project may cause any additional environmental effects not addressed by Items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

The proposed project is located adjacent to airside jetways, taxiways, and Airport operations. Coordination will occur with airside operations and airlines prior to the setup of construction staging to ensure that airside operations and Airport safety are not impacted during construction.

The restroom upgrade on the north side of the project extent is adjacent to the Terminal 1 outbound roadway. If any external construction staging is needed near or on the roadway area, coordination will occur with airside operations to ensure that terminal operations are not impacted and adequate roadway considerations are made to maintain safe driving conditions. Mitigation could include a detour or lane modifications to accommodate traffic around the construction staging area.

21.RGU CERTIFICATION

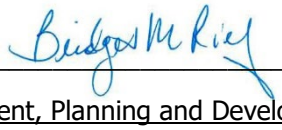
*The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.*

I hereby certify that:

The information contained in this document is accurate and complete to the best of knowledge.

The EAW describes the complete project; there are no other projects, stages, or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60, respectively.

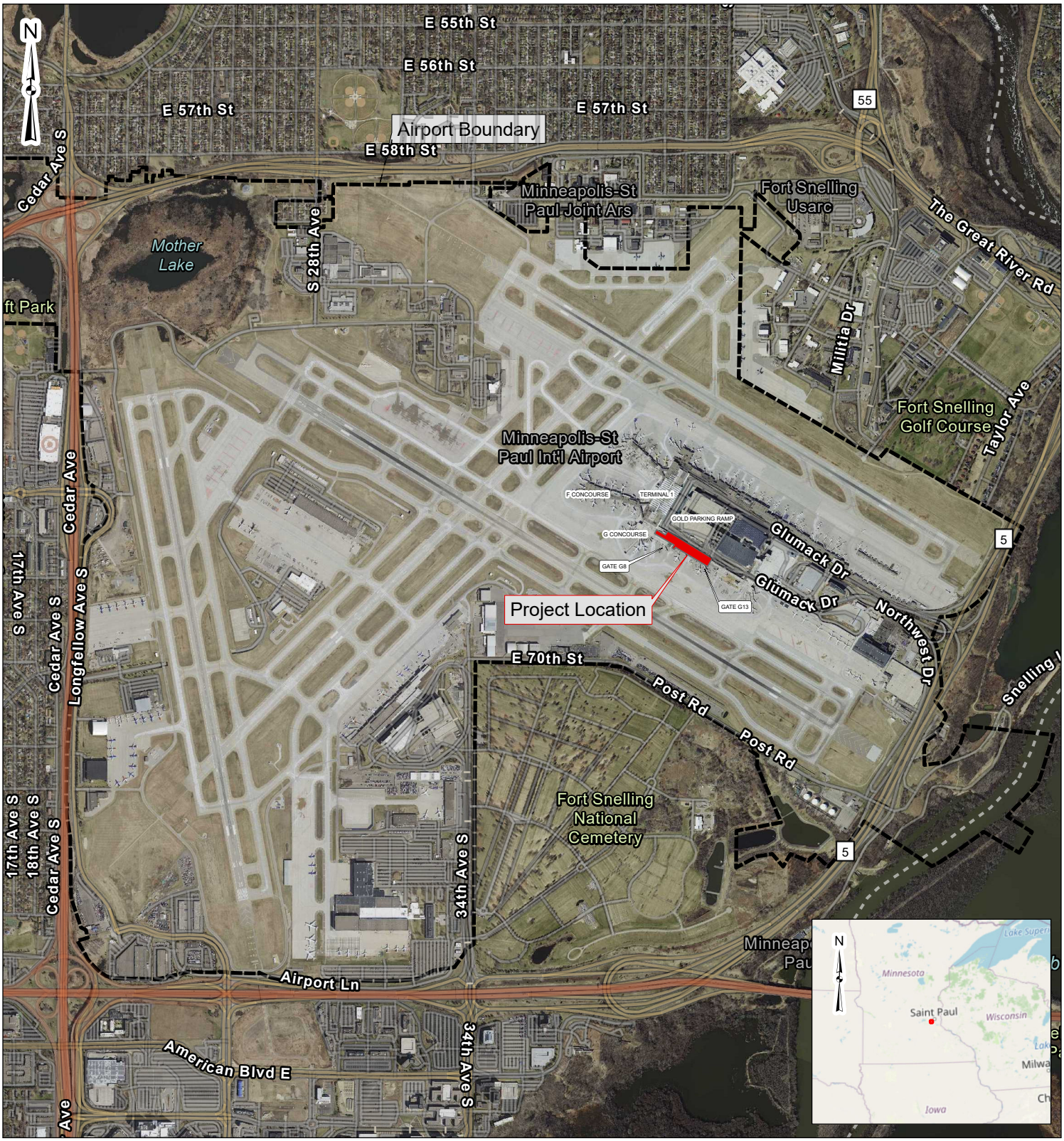
Copies of the EAW are being sent to the entire EQB distribution list.

Signature  Date 09/19/2022

Title Vice President, Planning and Development

Attachment A

- Figure 1 – Project Location Map
- Figure 2 – USGS Topographic Map



LEGEND

- MSP AIRPORT BOUNDARY
- PROJECT LOCATION

DATA SOURCES:
ESRI - Basemaps

Feet
0 1,000 2,000 4,000

Project No.:	MP227031
Date:	Aug 2022
Drawn By:	JLM
Reviewed By:	TGO

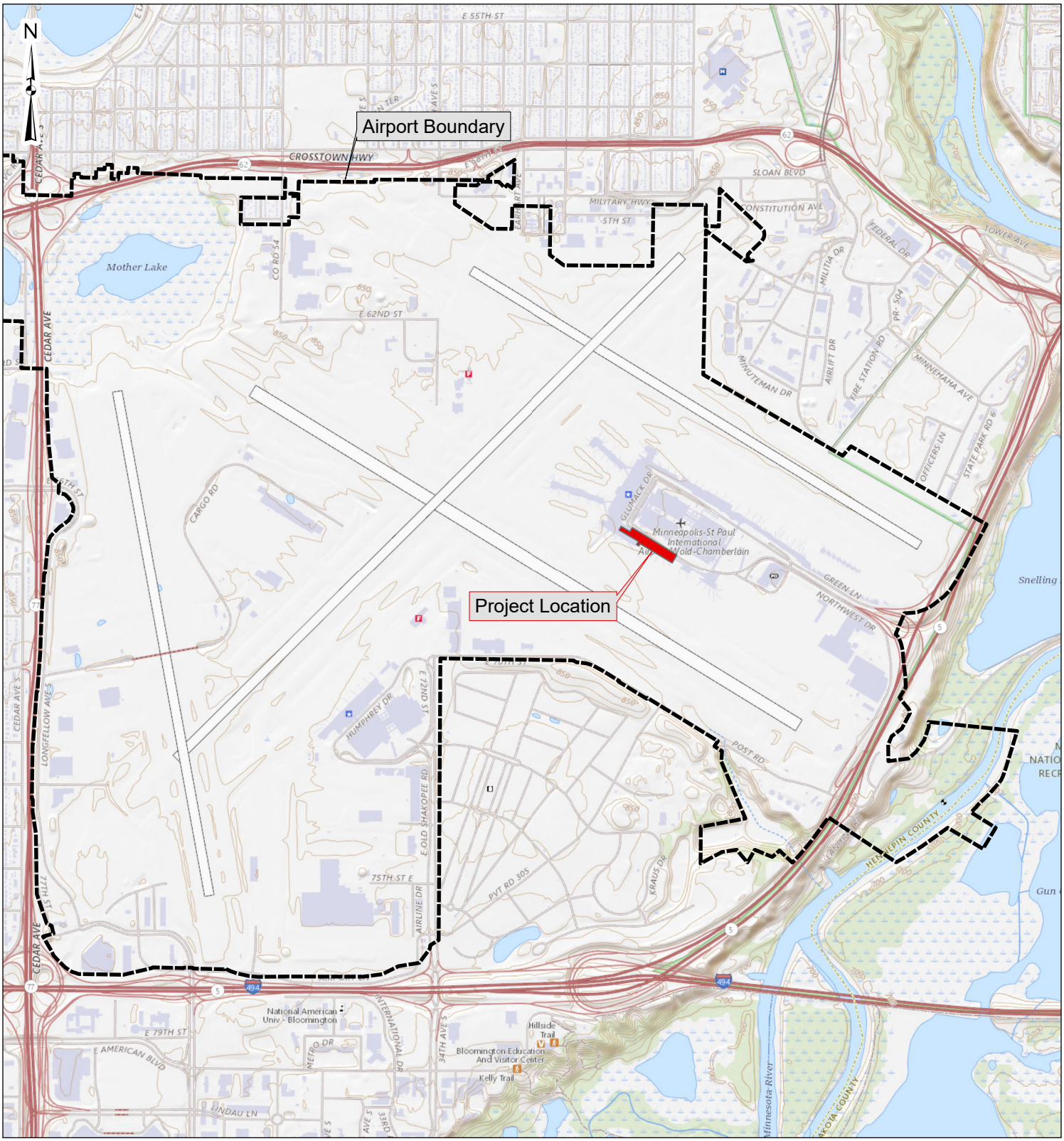
Terracon
13400 15th Ave N
Plymouth, MN
PH. 763-489-3100 terracon.com

PROJECT LOCATION

MAC 2023
2020 G CONCOURSE GATE INFILL
MINNEAPOLIS, MN

Figure

1



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LEGEND

- PROJECT LOCATION
- MSP AIRPORT BOUNDARY

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terracon
13400 15th Ave N
Plymouth, MN
PH. 763-489-3100 terracon.com

USGS TOPOGRAPHIC MAP

MAC 2023
2020 G CONCOURSE GATE INFILL
MINNEAPOLIS, MN

Figure

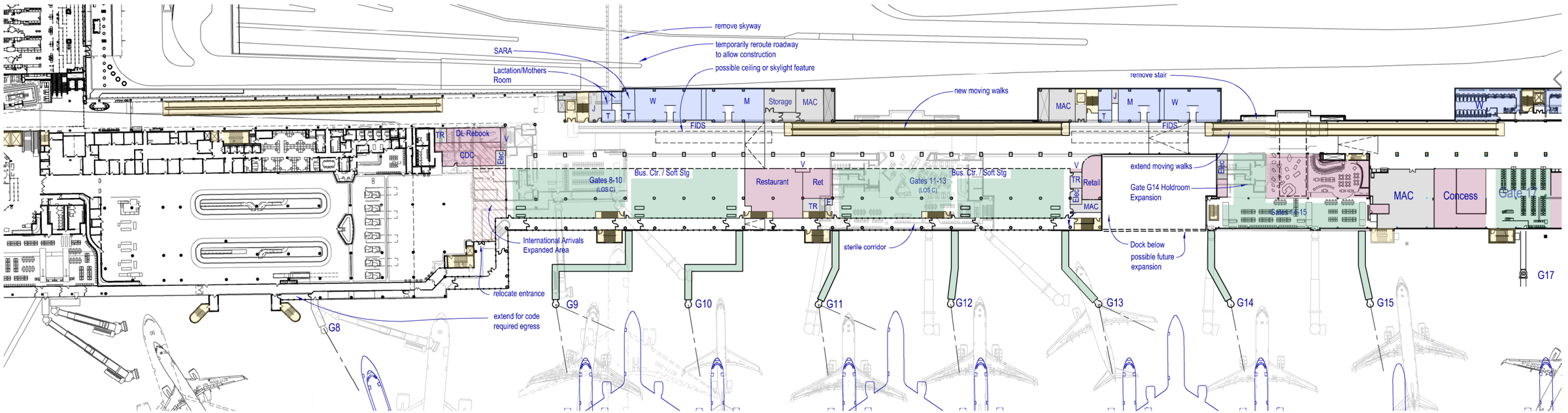
2

Attachment B

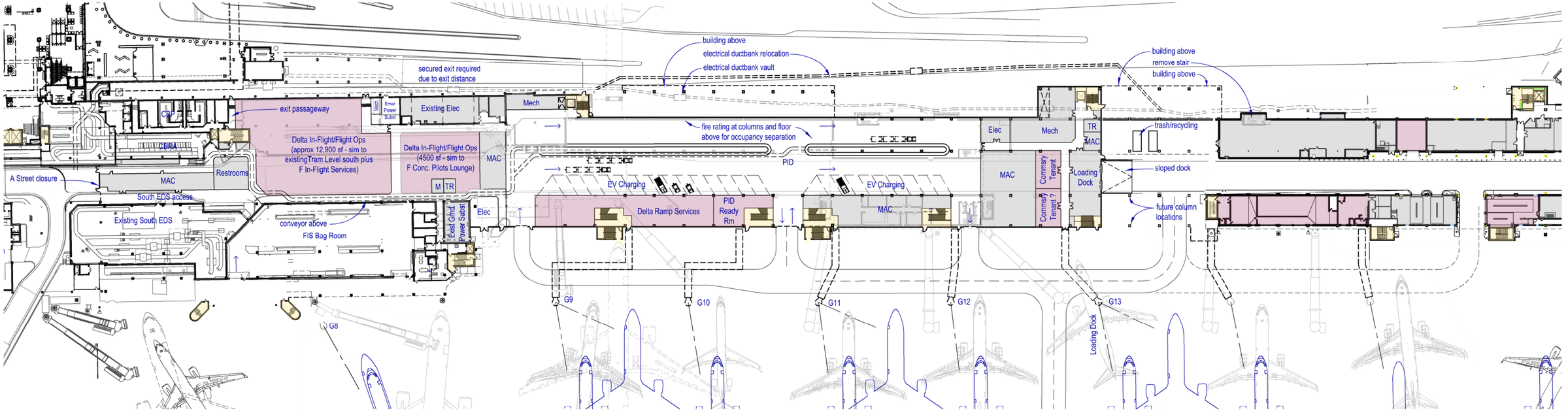
- Site Plans

G-Infill Pods 2-3

MSP Terminal 1



Concourse Plan



Ground Level Plan

G Infill Pods 2-3 Plans

Comm. No. 2022048 *19 Sep 2022*

Scale: 1"=100'

0 50' 100'

N

MINNEAPOLIS SAINT PAUL METROPOLITAN AIRPORTS COMMISSION MAC

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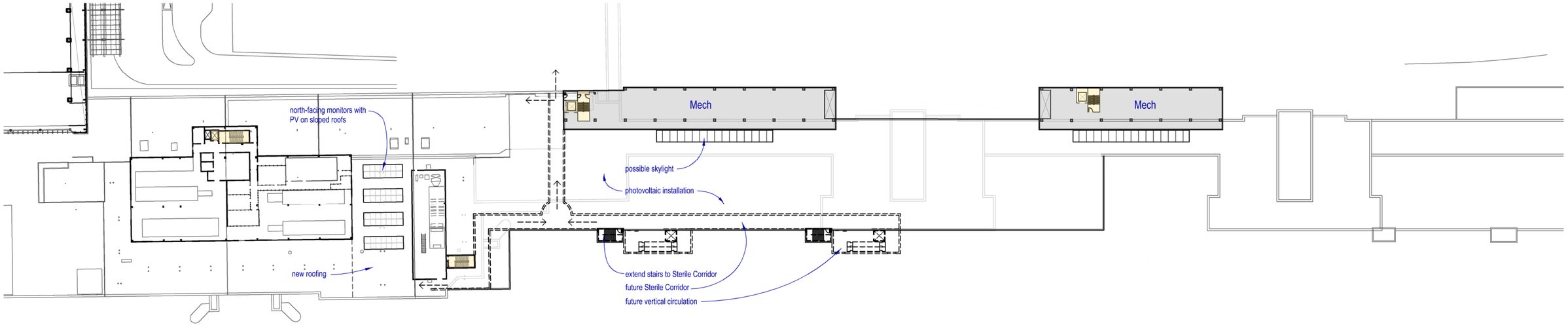
G-Infill Pods 2-3

MSP Terminal 1



Penthouse Level Plan

G Infill Pods 2-3 Plans

Comm. No. 2022048 *19 Sep 2022*

Scale: 1"=100'

0 50' 100'

N

MINNEAPOLIS SAINT PAUL NOISE METROPOLITAN AIRPORTS COMMISSION MAC

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