Minneapolis-Saint Paul International Airport (MSP) Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements

MAC Project Numbers 106-2-845, 106-2-835, and 106-5-055

Environmental Assessment Worksheet

June 2017
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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.

1. PROJECT TITLE


2. PROPOSER

Proposer: Metropolitan Airports Commission
Contact Person: Bridget Rief
Title: Director, Airport Development
Address: 6040 28th Avenue South
City, State, ZIP: Minneapolis, MN 55450
Phone: 612-725-8371
Email: Bridget.Rief@mspmac.org

3. RGU

RGU: Metropolitan Airports Commission (MAC)
Contact Person: Chad Leqve
Title: Director, Environment Department
Address: 6040 28th Avenue South
City, State, ZIP: Minneapolis, MN 55450
Phone: 612-725-6326
Email: Chad.Leqve@mspmac.org
4. **REASON FOR EAW PREPARATION**

Check one:

<table>
<thead>
<tr>
<th>Required</th>
<th>Discretionary:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ EIS Scoping</td>
<td>☐ Citizen petition</td>
</tr>
<tr>
<td>☒ Mandatory EAW</td>
<td>☐ RGU discretion</td>
</tr>
<tr>
<td>☐ Proposer initiated</td>
<td></td>
</tr>
</tbody>
</table>

Minnesota Statutes Section 473.614, subdivision 2, requires the Metropolitan Airports Commission (MAC) to prepare Environmental Assessment Worksheets for capital improvements that: (1) equal or exceed $5,000,000 at the Minneapolis-Saint Paul International Airport; (2) are scheduled in the program for the succeeding calendar year; and (3) involve (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.

This project includes restroom upgrades in Concourse F, expansion of the main mall food court, and expansion of the freight building on Cargo Road with consolidation of DHL functions from the existing DHL facility to the expanded freight building.

5. **PROJECT LOCATION**

**County:** Hennepin County  
**City/Township:** MSP International Airport

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

<table>
<thead>
<tr>
<th>Table 1: PLS Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
</tr>
<tr>
<td>Concourse F Restroom Upgrade</td>
</tr>
<tr>
<td>Main Mall Food Court Expansion</td>
</tr>
<tr>
<td>Freight Building Remodel for DHL</td>
</tr>
</tbody>
</table>

**Watershed (81 major watershed scale):** Lower Minnesota River

**Tax Parcel Number:** 053-2502824110002 and 053-3002823110001

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

- County map showing the general location of the project  (see Figure 1)
- US Geological Survey 7.5 minute, 1:24,000 scale map indicated project boundaries (photocopy acceptable)  (see Figure 2)
- 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).**

The MAC is planning the MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements project, which includes three components. The first component will upgrade the restrooms in Concourse F, the second will expand the main mall food court, and the third will expand the freight building on Cargo Road and consolidate the DHL functions from the existing DHL facility to the expanded freight building.

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 MAC is planning the MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements project, which includes three components: the Concourse F Restroom Upgrade,\(^1\) Main Mall Food Court Expansion,\(^2\) and Freight Building Remodel for DHL.\(^3\) The construction timelines for the proposed improvements are as follows:

- **Concourse F Restroom Upgrade:** February to December 2018
- **Main Mall Food Court Expansion:** February 2018 to December 2019
- **Freight Building Remodel for DHL:** March 2018 to December 2019

**Concourse F Restroom Upgrade**

The Concourse F Restroom Upgrade will include construction of a new restroom in a space currently occupied by a restaurant and retail. The restroom upgrade requires moving an outside wall by 20 feet, which will result in a 2,652-square foot (sf) expansion. A footing and foundation wall will be constructed under the expansion that will allow a future project to enclose the space below. Two nearby existing restrooms will be removed. After the existing restrooms are removed, there will be four fewer men's stalls/urinals, one fewer men's sink, five fewer women's stalls, the same number of women's sinks, and one additional family restroom (toilet and sink). The restroom upgrade will also include a service animal relief area, a nursing mothers room, art display cases, mosaics by local artists, and additional fixtures to better serve passengers.

**Main Mall Food Court Expansion**

The Main Mall Food Court Expansion requires moving the outside wall by 38 feet. The resulting 2,564 sf addition will be built on the existing roof of the oversized baggage screening building with a portion of the addition supported on columns over the existing loading dock. This will require demolition of the existing loading dock roofing, parapets, and curtain wall. The addition will have a two-story glass curtain wall for view to the tarmac. A new 450 sf stair tower will also

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1. MAC Project Number 106-2-845
2. MAC Project Number 106-2-835
3. MAC Project Number 106-5-055
be constructed to provide required egress from the main mall food court area for the additional occupant load. The remaining food court improvements will be built on the existing building footprint.

Renovations to the interior food court space will also occur as part of this project. The food court seating area will be expanded from 4,647 sf to 6,080 sf (increasing the number of seats from 186 to 424), and the tenant space will increase from 4,867 sf to 8,115 sf.

**Freight Building Remodel for DHL**

The freight building on Cargo Road will also undergo a remodel and expansion, adding 4,400 sf of office, 1,600 sf of warehouse (an additional 11,000 sf of warehouse will be remodeled), 10,800 sf of truck bay area, and 1,200 sf of building services. The entire site is approximately 167,000 sf outside of the security fence, and the total site area used by DHL will be 43,800 sf.

The existing DHL freight handling operation is housed one mile south of the freight building on Cargo Road in the “Space Center,” one of the last buildings remaining from a group of warehouse facilities constructed in approximately 1996. The 55,269 sf building houses DHL’s offices and warehouse areas for freight sorting and loading of delivery vehicles. It is constructed of concrete masonry walls and steel roof joists and deck.

The existing freight building on Cargo Road is a one story, 26,250 sf warehouse building constructed in 2004. The existing site includes approximately 87,400 sf of landside pavement and uses the aircraft apron constructed with Runway 17-35 on the airside. It is constructed of precast concrete wall panels and steel roof joists and deck. The remodeling and expansion project for DHL will employ the same type of construction and materials as the existing building. The demolition required for this project will be limited to the areas adjacent to the expansion. Certain utilities will also need to be relocated for the expansion.

DHL currently unloads cargo containers from aircraft at the freight building and then transports the containers by truck to the Space Center, where they are sorted and loaded onto delivery trucks or transported to other DHL facilities. The project will consolidate all of DHL’s MSP operations at the freight building on Cargo Road and eliminate the traffic between the two facilities.

MAC has not determined the use of the Space Center building after DHL consolidates their operation at the freight building. The Space Center building would need considerable investment to replace its aging systems. The building may be a candidate for future demolition.

c. **Project magnitude**

See Table 2 for a summary of the magnitude of each project component. In this EAW, impacts for each project component were evaluated for the project site, defined as the approximate footprint of the project as shown on Figure 1.
Table 2: Project Magnitude

<table>
<thead>
<tr>
<th>Measure</th>
<th>Magnitude</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Concourse F Restroom Upgrade</td>
</tr>
<tr>
<td>Total Project Acreage</td>
<td>0.06</td>
</tr>
<tr>
<td>Linear Project Length</td>
<td>N/A</td>
</tr>
<tr>
<td>Number and Type of Residential Units</td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial Building Area (square feet)</td>
<td>N/A</td>
</tr>
<tr>
<td>Industrial Building Area (square feet)</td>
<td>N/A</td>
</tr>
<tr>
<td>Institutional Building Area (square feet)</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Uses – Airport Facilities (square feet)</td>
<td>2,652</td>
</tr>
<tr>
<td>Maximum Structure Height (feet)</td>
<td>27.3</td>
</tr>
</tbody>
</table>

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 MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements project is to improve and expand the existing facilities to meet growing demands.

In addition to the expanded restroom facility, the Concourse F Restroom Upgrade will include a service animal relief area, nursing mothers room, art display cases, mosaics by local artists, and additional fixtures to better serve passengers.

The Main Mall Food Court Expansion will provide more variety in concessionaires and more seating capacity.

The Freight Building Remodel for DHL will consolidate two existing facilities, eliminating traffic between the facilities and increasing efficiency of operations.

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

If yes, briefly describe future stages, relationship to present project, timeline, and plans for environmental review.

Not applicable.

f. Is this project a subsequent stage of an earlier project? ☐ Yes ☒ No

If yes, briefly describe the past development, timeline, and past environmental review.

Not applicable.

7. COVER TYPES

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

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4 Includes additional area only
See Table 3 for a summary of cover types before and after construction for each project.

### Table 3: Cover Types

<table>
<thead>
<tr>
<th>Cover Type</th>
<th>Concourse F Restroom Upgrade (acres)</th>
<th>Main Mall Food Court Expansion (acres)</th>
<th>Freight Building Remodel for DHL (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Before</td>
<td>After</td>
<td>Before</td>
</tr>
<tr>
<td>Wetlands</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Deep Water/Streams</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wooded/Forest</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Brush/Grassland</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cropland</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lawn/Landscaping</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Impervious Surface</td>
<td>0.06</td>
<td>0.06</td>
<td>0.7</td>
</tr>
<tr>
<td>Stormwater Pond</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0.06</td>
<td>0.06</td>
<td>0.7</td>
</tr>
</tbody>
</table>

### 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

<table>
<thead>
<tr>
<th>Unit of Government</th>
<th>Type of Application</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAC</td>
<td>Project Approval and Funding (2018 CIP approval)</td>
<td>Expected December 2017</td>
</tr>
<tr>
<td>MAC</td>
<td>Building Permit</td>
<td>Not yet submitted for approval</td>
</tr>
<tr>
<td>Federal Aviation Administration</td>
<td>Airspace Review</td>
<td>Not yet submitted for approval</td>
</tr>
<tr>
<td>Metropolitan Council</td>
<td>Sewer-Access Charge/Water-Access Charge</td>
<td>Not yet submitted for approval</td>
</tr>
<tr>
<td>State of Minnesota</td>
<td>Electrical Permit</td>
<td>Not yet submitted for approval</td>
</tr>
<tr>
<td>Minnehaha Creek Watershed District</td>
<td>Stormwater Management Permit Erosion Control Permit</td>
<td>Not yet submitted for approval</td>
</tr>
</tbody>
</table>

### 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.**

The existing land use at the MSP International Airport is designated by Hennepin County as Airport use. There are no trails, parks, or prime or unique farmlands within the project sites.
Directly south of the airport is Fort Snelling National Cemetery and to the east is Fort Snelling State Park. Both areas are designated by Hennepin County as Public-Semi Public land use. Farther south of the airport is a combination of commercial and industrial land uses. North and west of the airport is primarily single-family residential land use.

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 proposed project is compatible with runway zoning requirements and will not impact safety or add to airport noise, which are major zoning considerations. The airport is zoned for airport uses and 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 Protect Zones (RPZ) and State Runway Safety Zones. The RPZs and State 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 improvements are 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 State 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 in the project sites 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 shale, dolomitic limestone, 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.

Karst Conditions

There are no karst features present within the project sites.

Topography

The general elevation of the project sites was determined using topographic maps from MnTOPO. The elevation varies between 821 feet at the freight building and 836 feet at the main mall food court and Concourse F project sites.

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 are four soil types within the project sites, as shown in Table 5.

Table 5: Soil Types

<table>
<thead>
<tr>
<th>Soil Type</th>
<th>Erosion Hazard Rating</th>
<th>Concourse F Restroom Upgrade (acres)</th>
<th>Main Mall Food Court Expansion (acres)</th>
<th>Freight Building Remodel for DHL (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duelm loamy sand, 0 to 2 percent slopes</td>
<td>Slight</td>
<td>N/A</td>
<td>N/A</td>
<td>1.6</td>
</tr>
<tr>
<td>Hubbard loamy sand, Mississippi River Valley, 0 to 2 percent slopes</td>
<td>Slight</td>
<td>N/A</td>
<td>N/A</td>
<td>0.1</td>
</tr>
<tr>
<td>Urban land-Udipsamments (cut and fill land) complex, 0 to 2 percent slopes</td>
<td>Not rated</td>
<td>0.06</td>
<td>0.6</td>
<td>N/A</td>
</tr>
<tr>
<td>Urban land-Udorthents, wet substratum, complex, 0 to 2 percent slopes</td>
<td>Not rated</td>
<td>N/A</td>
<td>0.1</td>
<td>N/A</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>0.06</td>
<td>0.7</td>
<td>1.7</td>
</tr>
</tbody>
</table>

The NRCS Erosion Hazard Ratings indicate the hazard of soil loss from off-road areas after disturbance activities that expose soil surface. Within the project sites for all three projects, 1.7 acres (70.3 percent) have a “slight” rating, meaning that erosion is unlikely under ordinary climatic conditions. The remaining 29.7 percent within the project sites was not rated. No impacts to soils or topography are anticipated during or after construction of the project.
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 project sites.

There are no impaired waters on the MPCA 303d Impaired Waters list located within one mile of the project sites.

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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

The depth to groundwater at the project sites is a minimum of 23 feet. The depth to groundwater is based on previous geotechnical borings completed in the project vicinity.

The project sites for the Concourse F Restroom Upgrade and Main Mall Food Court Expansion are not within a wellhead protection area, nor are there any identified wells from the Minnesota Department of Health County Well Index located within 1,000 feet of the project sites.

Freight Building Remodel for DHL

The depth to groundwater near this project site is a minimum of 23 feet. The depth to groundwater is based on previous geotechnical borings completed in the project vicinity.

The project site for the Freight Building Remodel for DHL is located within the wellhead protection area and a Drinking Water Supply Management Area for the City of Richfield.

Based on the Minnesota Department of Health County Well Index, three wells are located within 1,000 feet of the project site for the Freight Building Remodel for DHL.

Information on the wells is provided in Table 6.

Table 6: Known Wells in the Project Area

<table>
<thead>
<tr>
<th>Well ID</th>
<th>Well Name</th>
<th>Use</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>223853</td>
<td>Unknown</td>
<td>Domestic</td>
<td>Active</td>
</tr>
<tr>
<td>165599</td>
<td>Richfield Golf Course</td>
<td>Abandoned</td>
<td>Sealed</td>
</tr>
<tr>
<td>165600</td>
<td>Richfield Golf Course</td>
<td>Abandoned</td>
<td>Sealed</td>
</tr>
</tbody>
</table>

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.

*Concourse F Restroom Upgrade*

The proposed project will upgrade the existing Concourse F restroom facility by constructing a new restroom where an existing retail and restaurant facility is located. Two nearby existing restrooms will be removed. Since the proposed restroom facility will replace two existing restroom facilities and remove four men’s stalls/urinals, one men’s sink, and five women’s stalls, additional wastewater discharges are not anticipated. The current sanitary system conveys wastewater to the Metropolitan Council’s Publicly Owned Treatment Works (POTW) Saint Paul facility.

*Main Mall Food Court Expansion*

The proposed project will expand the main mall food court space and include additional seating. No additional wastewater discharge is anticipated with this expansion. The current sanitary system conveys wastewater to the Metropolitan Council’s POTW Saint Paul facility.

*Freight Building Remodel for DHL*

The proposed project will not significantly increase the amount of wastewater produced at the freight building. The existing wastewater treatment system and facility have the capacity to accommodate any potential additional discharge created at the expanded freight building.

The net change in water use and discharge to sanitary system for all project sites is small and will not have a measurable effect on the existing sewer capacity.

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 mitigation impacts. Discuss any effects to surface or groundwater from wastewater discharges.**

No wastewater discharge to surface waters is anticipated.

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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

No significant change in the water quality or quantity of surface water runoff is expected. The project sites discharge into the MAC storm sewer system, which will not change after the Concourse F Restroom Upgrade and Main Mall Food Court Expansion project components are complete. The roof of the food court expansion will connect to the storm sewer system. The finished site will not increase the amount of impervious surface. The project sites are located off the secured airfield where no aircraft deicing or aircraft maintenance will occur.

The airport has a National Pollutant Discharge Elimination System (NPDES) permit that regulates direct discharges to surface waters. The contractor must meet all requirements set forth in the MAC’s NPDES permit for stormwater discharges as a result of construction activities, as well as with all Stormwater Pollution Prevention Plan (SWPPP) requirements. Permanent stormwater controls, including existing stormwater ponds, provide stormwater detention and controls for total suspended solids (TSS), phosphorus, fuel, and floating debris. Furthermore, regulatory permits and stormwater controls are, and will continue to be, in place. As noted above, the proposed projects will have little to no impact on surface water discharge from MSP, with no increase in impervious surfaces after the projects are complete.

Freight Building Remodel for DHL

No significant change in the water quality or quantity of surface water runoff is expected. The project site discharges into the MAC storm sewer system, which will not change after the project is complete. The finished site will increase the amount of impervious surface by approximately one acre.

The proposed project will include a feature to capture surface water runoff from the new impervious surfaces and discharge them into the existing MAC storm sewer system.

The airport has a NPDES permit that regulates direct discharges to surface waters. The contractor must meet all requirements set forth in the MAC’s NPDES permit for stormwater discharges as a result of construction activities, as well as with all SWPPP requirements. Permanent stormwater controls, including existing stormwater ponds, provide stormwater detention and controls for TSS, phosphorus, fuel, and floating debris. Furthermore, regulatory permits and stormwater controls are, and will continue to be, in place. As noted above, the proposed project will have little to no impact on surface water discharge from MSP, with a minimal increase in impervious surface on the project site after the project is complete.

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 dewatering or water appropriation permits are anticipated as a result of the proposed project. No wells will be modified or abandoned. No new water supply is needed as water use will remain the same.

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 any of the project sites; 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 any of the project sites; 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 sites potentially containing hazardous or regulated materials or other sources of potential contamination, a search of the MPCA’s “What’s In My Neighborhood” database was conducted. This database includes an inventory of potentially contaminated sites (both those that have been previously remediated and those that are currently being investigated or remediating) 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, the study area is defined as the area within 500 feet of the project sites. This methodology is based on a MnDOT modification of ASTM 1527-13.

Sites identified within the study area were classified as low, medium, or high risk according to their proximity to the project and the type of activity. Sites were classified using the following methodology based on American Society of Testing and Materials (ASTM) standards.

- **Low risk:** Low risk sites are sites with a low risk potential for having contamination on-site. 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 on-site. 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 to be found on site. 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>
<thead>
<tr>
<th>Project</th>
<th>Total Number of Recorded Sites within Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Mall Food Court Expansion</td>
<td>14</td>
</tr>
<tr>
<td>Concourse F Restroom Upgrade</td>
<td>4</td>
</tr>
<tr>
<td>Freight Building Remodel for DHL</td>
<td>0</td>
</tr>
</tbody>
</table>
The three high risk sites identified within the airport property are all active aboveground tanks. These tanks are not located within any of the project sites and therefore are not impacted by the project. If a spill of hazardous or toxic substances should occur during or after construction of the proposed project, it is the responsibility of the transport company to notify the Minnesota Department of Public Safety, Division of Emergency Services, to arrange for corrective action. Spill reporting procedures established by the MAC and other applicable regulatory bodies, such as the MPCA, will be followed. Any contaminated spills or leaks that occur during construction are the responsibility of the contractor, who will contain and remediate contaminated soil/materials in accordance with state and federal standards.

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.

During operations, the uses of the project sites will remain the same as existing; therefore, the amount of solid waste generated will not be significantly different than existing conditions.

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 this project. Temporary storage tanks for petroleum products may be located on or near the project sites for refueling construction equipment during construction. Appropriate

<table>
<thead>
<tr>
<th>Project</th>
<th>Number of High Risk Sites</th>
<th>Number of Medium Risk Sites</th>
<th>Number of Low Risk Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Within Airport Property</td>
<td>Within Project Site</td>
<td>In Study Area</td>
</tr>
<tr>
<td>Main Mall Food Court Expansion</td>
<td>3</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Concourse F Restroom Upgrade</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Freight Building Remodel for DHL</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Table 8: Contamination Risk
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 action to remedy the situation will be taken immediately in accordance with MPCA guidelines and 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 during operations may include commercial cleaning supplies, and during construction will include fuel and oil necessary for maintaining and running heavy construction equipment.

The MPCA regulates asbestos management activities and disposal activities. The disposal of asbestos regulated waste will be in accordance with MPCA rules. A demolition survey will be completed on materials to be removed.

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

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

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

No wildlife or fish resources or habitats are found on or near the Concourse F Restroom Upgrade or the Main Mall Food Court Expansion project sites. The entire area is fully developed with no green space. The Minnesota River and other potential habitat are located approximately one mile from the project sites and will not be impacted as a result of the project.

Freight Building Remodel for DHL

There are no fish and wildlife resources or habitat on or near the proposed project site for the Freight Building Remodel for DHL. The entire freight building and surrounding area is fully developed, with the only green space being isolated landscaped areas (sidewalk trees, shrubs, planters, and other manicured vegetation). Two lakes, Mother Lake and Legion Lake, 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.
Concourse F Restroom Upgrade and Main Mall Food Court Expansion

Based on a review of the Natural Heritage Information System (NHIS) database (license agreement LA-843), two threatened species and one special concern species were identified within one mile of the approximate location for the restroom upgrade and food court remodel project components.

- Threatened species:
  - Mucket (*Actinonaias ligamentina*) – a freshwater mussel found in the Minnesota River
  - Kitten-tails (*Besseya bullii*) – a dry prairie plant found on bluffs and terraces adjacent to the Minnesota River

- Special concern species:
  - Black sandshell (*Ligumia recta*) – a freshwater mussel found in the Minnesota River

Freight Building Remodel for DHL

Based on a review of the NHIS database (license agreement LA-843), one threatened and one special concern species (two records) were identified within one mile of the approximate location for the Freight Building Remodel for DHL project component.

- Threatened species:
  - Kitten-tails (*Besseya bullii*) – a dry prairie plant found on bluffs and terraces adjacent to the Minnesota River

- Special concern species:
  - Forster’s tern (*Sterna forsteri*) – a wetland bird with a nesting colony found northwest of the airport (Mother Lake)

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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

All of the area around the Concourse F Restroom Upgrade and Main Mall Food Court Expansion sites is impervious surface providing no habitat within these project sites. The identified habitats for threatened and special concern species as noted above are located approximately one mile from these project sites; therefore, no rare species are located within the project sites. No impacts are anticipated to any identified fish, wildlife, plant communities, rare features, or ecosystems as a result of these proposed project components.

Freight Building Remodel for DHL

Most of the area around the freight building is impervious surface or mowed turf, and the identified threatened and special concern species are located just under one mile from this project site. No habitat for the identified species is located within the project site. Therefore, no impacts are anticipated to any identified fish, wildlife, plant communities, rare features, or ecosystems as a result of the proposed project.
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) to conduct a search of the Minnesota Archaeological Inventory and Historic Structures Inventory, and MnHPO provided the database search results on April 10, 2017. There were no archaeological sites identified in the project vicinity. The database search identified one property that is listed on the National Register of Historic Places and seven properties that are Certified Eligible to the National Register; however, all these properties are outside of the anticipated limits of disturbance, and no direct or indirect impacts to these properties 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 project will not change the height of the existing buildings and will be consistent with the current architecture; therefore, it is anticipated that 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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

No stationary source emissions will result from project improvements; therefore, no mitigation is required. The existing heating and cooling system for the building has capacity for the restroom upgrade and food court expansion. No additional boilers or exhaust stacks are needed.
Freight Building Remodel for DHL

No stationary source emissions will result from project improvements; therefore, no mitigation is required. The existing heating and cooling system for the building has capacity for the facility expansion. No additional boilers or exhaust stacks are needed.

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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

The proposed project will not generate any additional vehicular traffic and, therefore, will have no effect on vehicle air emissions.

Freight Building Remodel for DHL

The proposed expansion will reduce additional traffic by eliminating trips between two existing facilities; therefore, the project will not significantly affect air quality.

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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

Dust: The proposed project will generate dust during construction. Construction equipment may create temporary fugitive dust emissions as a result of construction.

Odors: Construction equipment and materials may create some minor odors.

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

Freight Building Remodel for DHL

Dust: The proposed project will generate temporary dust during construction as the construction equipment will create temporary fugitive dust emissions. Temporary fugitive dust emissions from construction activities will be controlled by watering, sprinkling, or calcium chloride application, as appropriate or as prevailing weather and soil conditions dictate.

Odors: The exhaust from construction equipment will have gasoline and diesel engine emissions and may temporarily contribute a very small amount of the total pollutants generated by vehicular traffic in the area surrounding the airport.

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 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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

These proposed project components will generate noise during construction. 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.

Freight Building Remodel for DHL

This project component will generate temporary noise during construction. Short-term construction noise will be generated primarily by earth-moving equipment, trucks, generators, pumps, and hand tools, but will not be in excess of typical construction noise for a project of similar magnitude and duration, and will not exceed existing ambient airport noise. The construction site is located approximately 0.5 miles from the nearest noise-sensitive receptors (a residential community on the west side of TH 77 (Cedar Avenue)). As a result, noise is not anticipated to have an impact on human health, quality of life, or the environment.

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 project will not change the amount of parking spaces, increase traffic, or have an effect on 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.

Concourse F Restroom Upgrade and Main Mall Food Court Expansion

These project components will have no effect on traffic congestion on adjacent roadways.

Freight Building Remodel for DHL

The proposed expansion will not generate additional traffic, but will eliminate trips between two existing facilities that will be consolidated as part of this project; therefore, the existing roadway
network has capacity to accommodate the vehicles and truck traffic generated from the consolidated facility.

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 result 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 - Lindberg 2017 – 2021 Capital Improvement Program includes projects recently completed 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, other projects planned in the next two years as identified in the MAC’s 2017 – 2021 Capital Improvement Program, and projects currently under construction include:

- **Projects under construction from 2015 – 2017**
  - 2015 Checkpoint Consolidation
  - 2016 Vertical Circulation Improvements and Wayfinding
  - 2016 Mezzanine NVAC/AHU Replacement and Penthouse
  - 2017 East Curbside Check-In
  - 2017 Baggage Handling System
  - Terminal 1 - Lindbergh parking expansion (currently under construction)
  - MSP Hotel (currently under construction)

- **Projects planned from 2017 – 2019**
  - 2017 Vertical Circulation Improvements and Wayfinding
  - 2018 Mezzanine NVAC/AHU Replacement and Penthouse (north)
  - 2018 East Curbside Check-in
  - 2018 South Security Exit and Façade Expansion
Past completed projects and projects currently under construction have been evaluated for potential impacts within this document or in previous environmental review documents, with no substantial environmental impacts identified. For the future projects listed, improvements are essentially limited to within the existing terminal footprint and, therefore, will not have a measurable 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 MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements project and the regulatory requirements in place for MSP operations and operational improvements, the potential for adverse cumulative effects of these projects in conjunction with past, present, and future projects is negligible.

### 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.**

*Concourse F Restroom Upgrade*

The Concourse F restroom is adjacent to a jet bridge in the terminal. Coordination will occur with airside operations and airlines prior to the setup of construction staging to ensure that airside operations are not impacted during construction.

*Main Mall Food Court Expansion*

The main mall food court faces a terminal roadway to the northwest. If any external construction staging is needed on the roadway area, coordination will occur with airside operations to ensure that operations are not impacted. Mitigation could include a detour or increasing the lane width to accommodate traffic around the construction staging area.

*Freight Building Remodel for DHL*

Coordination with DHL will occur to ensure operations are not significantly impacted during construction. Because of the location of the facility, airport activities will not be affected by construction.
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 this EAW are being sent to the entire EQB distribution list.

Signature __________________________ Date 6/1/17

Title Director of Environment
ATTACHMENT A: FIGURES
Figure 1: Project Location
MSP Terminal 1 2018 Improvements
Environmental Assessment Worksheet

Legend
- Project Locations
- MSP Airport

Minneapolis-Saint Paul International Airport

Concourse F Restroom Upgrade
Main Food Court Expansion
DHL-Air Cargo Facility Expansion/Relocation

Hennepin County
Project Location

Legend
- Project Locations
- MSP Airport

0 800 1,600 Feet
Legend
- Project Location
- Existing DHL Facility
- MSP Airport

Figure 3: DHL Facility Location
MSP Terminal 1 2018 Improvements
Environmental Assessment Worksheet
ATTACHMENT B: SITE PLANS
**2018 Food Court Expansion**

**Comm. No. 2017054**

2 March 2017

Metropolitan Airports Commission

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- **Tenant space**
  - 760 SF
  - 1,210 SF
  - 1,985 SF
  - 1,970 SF
  - 1,190 SF
  - 2,190 SF
  - 3,905 SF

- **Patio seating area**

- **Total food court seating**
  - 6,080 SF

- **Service area**
  - 2,150 SF

- **Raised platform**

---

**Main Level Floor Plan**

- **NEW Food Court Seating = 6,080 SF**
  - *NEW Tenant = 8,115 SF*
  - 1 SF Tenant : .75 SF Seating

- **EXIST Food Court Seating = 4,647 SF**
  - EXIST Tenant = 4,867 SF
  - 1 SF Tenant : 1.05 SF Seating

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**ALLiANCE**