

## DRAFT UNTIL COUNCIL APPROVES

### **The City of Minneapolis detailed comments are as follows.**

1. Project Alternatives - The proposed parking to the southwest of the ballpark is now proposed as a surface lot. Given that this interim use could remain for a decade or more, the lot should be landscaped in a manner that reduces the urban heat island, contributes to the management of storm water, and mitigates negative visual impacts (including the parking lot's frontage along the Cedar Lake Trail).

#### 2. Traffic Analysis and Other Transportation Analysis

On page 4-3 - Mitigation measure #2 correctly identifies the need to provide information about events, among other methods, via a website. It does not explicitly identify, as mitigation measure #3 does, a specific website where all the pertinent information and links to other websites would be concentrated. The Minnesota Twins and/or the Minnesota Ballpark Authority websites would be the logical repository for those information dissemination functions.

On page 4-3 - The city does not agree that the feasibility of mitigation measure #29 (retro fitting Ramp C with reversible entrance/exist) is unlikely.

On page 4-3 & 5 - The city appreciates the recognition in the Final EIS of the importance of pursuing good connections between the Twins Ballpark and the A, B, C and HTC ramps as described in mitigation measures #33 (providing skyway access at 2<sup>nd</sup> Ave and 7<sup>th</sup> St), 34 (direct skyway connection to Ramp A) and 35 (provide connection from the pedestrian bridge to street and skyway levels).

On page 4-5 - The City of Minneapolis recommends that the six rejected mitigation measures listed in the FEIS be carried into the TMP development process to better determine their feasibility. The six rejected measures include retro fitting Ramp B to 2<sup>nd</sup> Ave N, use of remote park-and-ride lots using express bus service, express bus service from other large parking supply areas, use of Northstar Commuter Rail Service for events, improving lane continuity on the 3<sup>rd</sup> Ave Distributor and merging lanes on I-394 and relocating freeway on ramps near Ramp A.

In section 7, page 10 - The city disagrees that it is a City responsibility for periodically updating the TMP as suggested in page 10, item J of the MnDOT response to comments on the DEIS.

In section 7, page 29 - The City appreciates the efforts made by the Ballpark project to accommodate an extension of the Cedar Lake Trail as mentioned in page 29, item I of the response to the City of Minneapolis comments on the DEIS. The City would like to clarify that it is the City's intention to build this extension.

3. Noise - The City of Minneapolis requires appropriate Minneapolis Ordinances be followed. Specifically, City ordinance exempts athletic contests from outdoor amplified sound permits from 8 a.m. to 9 p.m. However, athletic events going past 9 p.m. would require an outdoor sound amplification permit as required in Minneapolis City Ordinance (MCO) 389.105 and all special events, unless an athletic event, would require a permit regardless. The City will need to determine if MCO 389.105 should be amended to allow for night ball games to occur without a permit.

4. Permits and Approvals – There are several additional permits that will be required. The following is a list of additional permits.

Under "State"

Minnesota Department of Labor and Industry/Electrical permits

Under "Local"

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Elevator permits  
Encroachment permits  
Fire Alarm permits  
Mechanical/HVAC permits  
Plumbing/RPZ permits  
Pollution control permits  
Sidewalk permits  
Street use permits  
Tower crane operator  
Tank installation and removal for above or underground storage tanks  
Well construction/sealing for any existing wells or wells that are damaged and to be repaired  
After hours work permits  
Contaminated site storage