Minnesota Multi-Purpose Stadium Implementation Committee Action

DRAFT

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Background

On May 14, 2012, Governor Dayton signed legislation related to the construction of a National Football League stadium in Minnesota. The legislation tasked the City of Minneapolis with establishing a Stadium Implementation Committee who was charged to make recommendations on the design plans submitted for the stadium, stadium infrastructure and related improvements. The Stadium Implementation Committee's recommendation is to be forwarded to the Minneapolis Planning Commission for an advisory recommendation and then to the City Council for final action in a single resolution. The review process established in the legislation supersedes Minnesota Statutes section 15.99.

The legislation defines the stadium site as "all or portions of the current site of the existing football stadium and adjacent areas, bounded generally by Park and Eleventh Avenues and Third and Sixth Streets in the City of Minneapolis, the definitive boundaries of which shall be determined by the authority and agreed to by the NFL team".

The stadium project includes construction of the stadium and stadium infrastructure. Stadium infrastructure is defined in the legislation as "plazas, parking structures, rights of way, connectors, skyways and tunnels, and other such property, facilities, and improvements, owned by the authority or determined by the authority to facilitate the use and development of the stadium".

On June 15, 2012, the Minneapolis City Council appointed the City of Minneapolis representatives to the Stadium Implementation Committee and on June 29, 2012, appointed the remaining representatives.

On August 6, 2012, the Stadium Implementation Committee held its first meeting. At this meeting an overview of the stadium legislation and policies was provided, a presentation of the stadium site and planning area was given, the purpose of the Metropolitan Stadium Facilities Authority (MSFA) was explained, and the Stadium Implementation Committee objectives and deliverables was discussed. At this meeting it was also decided that three sub-committees would be formed: the Design Subcommittee, the Planning Subcommittee and the Stakeholder Subcommittee.

On November 27, 2012, the Stadium Implementation Committee adopted a Stadium Implementation Committee vision and principles for purposes of establishing parameters for its review. The adopted vision for the Stadium Implementation Committee is "*The best urban football stadium in the county at the core of a vibrant place*". A total of 73 principles were adopted ranging from building design to regional influence.

DESIGN PRINCIPLES

A. Building Design

A.1 Be bold, iconic, sophisticated, and cosmopolitan.

Comments: The building is bold, iconic, sophisticated and cosmopolitan. The building is geometric in shape and has a large prow that rises approximately 272 feet on the west side of the structure. The prow is a defining element of the building.

A.2 Design the building exterior using climate-appropriate and local materials that reflect and incorporate the strength of Minnesota's natural resources.

Comments: The primary exterior materials of the building include glass and metal. The primary metal on the building is a 1-foot tall by 12-foot wide zinc panel which will be staggered when installed. In addition, there is a stainless steel ribbon that wraps around the building. The northern half of the roof will be made out of PVC and the southern half of the roof will be made out of Ethylene tetrafluoroethylene (ETFE), which is a fluorine based plastic. The ETFE will be installed using a three-layer system. Frit will be applied to one or more of the ETFE layers which will help reduce the amount of ultraviolet rays entering the building. While the sourcing of the materials is unknown they are climate appropriate for Minnesota.

A.3 Every view of the stadium is important in an urban environment – emphasize all sides by incorporating public entrances into all facades of the building, using similar materials and architectural continuity around the entire perimeter, and hiding loading areas and parking.

Comments: Each side of the building is impressive. The building is geometric in shape and the way that the glass and metal have been applied on each side of the structure emphasizes the various angles.

The west side of the building has been designed to be the true front of the structure. Five, 95-foot tall pivoting doors line the southerly half of this façade which can be opened 180 degrees during events. When you enter these doors you walk directly into the main concourse level. Also, along the west side of the building is the large prow that rises approximately 272 feet above grade. The majority of this side of the building is glass.

There are entrances on both the north and south sides of the building. Both of these sides of the building have entrances that allow one to access the main concourse level and the lower club level of the building. On the north side of the building the lower club level is accessed from 4th Street South and on the south side of the building the lower club level is accessed from 6th Street South. Lower club level is approximately 16 feet lower than the main concourse level. There are staircases and ramps on both sides of the building that allow movement between the two levels on the exterior of the building. While these two sides of the building have large expanses of metal on them there is an abundance of glass especially at street level.

The east side of the building is the least transparent. There is a 108-foot wide glass entrance that provides access to the main concourse level of the building. This expanse of glass tapers to 16 feet towards the top of the building. The remainder of this side of the building is metal. Given the grade change on the site the main concourse level of the building is situated 16 feet above 11th Avenue South. A series of steps and a switchback ramp have been designed to provide access to the entrance. At street level there are entrances leading into the building but they are for the players, media and for service purposes.

On the southeast corner of the site there is a 190-space surface parking lot. On Vikings game days the parking lot will be utilized by players and coaching staff. The parking lot will be enclosed with a fence and the driveways leading into it will be gated. The type of fence has not yet been decided. Between the parking lot and the east property line there will also be an off-street loading zone. The loading zone will be accessed off of 11th Avenue South. On Vikings game days the loading zone will also be utilized by media trucks.

Landscaping is proposed along the south and east sides of the parking lot and loading bay for screening purposes. There is also a 30-inch high wall located on these two sides of the parking lot. The wall provides screening for the parking lot but it also serves as a security barrier. Along the south side of the parking lot there will be a 10-foot wide landscaped area with a row of 20 Prairie Dream Paper Birch trees planted in it. This particular species of tree has the potential to grow to a height of 60 feet with a spread of 35 feet. The tree has a low canopy with a typical clearance of 3 feet. Along the east side of the parking lot and loading bay there will be 2, 6-foot wide landscaped areas with a total of 17 Bur Oak trees planted in them. This particular species of tree has the potential to grow to a height of 80 feet with a spread of 80 feet. The tree has a high canopy with a typical clearance of 8 feet. Underneath the tree canopy hundreds of Panicum virgatum (Switch grass) will be planted to screen the parking lot and loading bay from the public realm. Switch grass has the potential to grow to a height of 5 feet with a spread of 3 feet. This landscaped area is located in the right-of-way. Trees are also proposed to be located in the interior of the parking lot. Some of the trees are located in tree islands while others have been located within tree grates. To encourage the longevity of the proposed trees within the parking lot it is recommended that all tress be located within tree islands that have a minimum dimension of 7 feet in every direction.

A.4 Design a porous exterior that incorporates windows and retractable features to help break up the façade and allow views into and out of the building at all levels.

Comments: There are large expanses of glass on all four sides of the building. Where there isn't glass on the facades the primary material will be zinc. Scattered irregularly throughout the zinc areas are 1-foot tall by 12-foot wide windows that will be located behind a perforated zinc panel. On the west façade there will be 5, 95-foot tall pivoting doors which can be opened 180 degrees during events.

The design must comply with Minnesota Audubon guidelines for creating a bird safe structure. Forty percent of all North American waterfowl use the Mississippi River as a navigational aid so this is an important consideration in the selection of glazing reflectivity and transparency. In addition, site lighting and exterior building illumination must comply

with Minnesota Audubon guidelines for creating a bird safe environment and not contribute to increasing light pollution of the nighttime sky.

A.5 Design the stadium so its primary facade faces downtown and the plaza, and use landscape materials to soften the edge of the stadium and to help break up long expanses of wall.

Comments: The west side of the building has been designed to be the true front of the structure. The west side of the building faces downtown and the 2 acre on-site plaza. The site has been designed with green space all around the perimeter of the building with the exception of the on-site plaza, which is all hardscaped. The landscape materials that have been selected include turf grass, native grasses and 6 species of canopy trees.

A.6 Incorporate sports, fitness, recreation, and other commercial uses such as meeting rooms, restaurants, cafés, and a team store, that can all be accessed and viewed from the surrounding streets and plaza and that will be used by nearby neighbors and residents every day of the year, day and night, including during the winter months.

Comments: The commercial uses that have been planned for and shown on the plans include a team store and a restaurant. The team store and restaurant will be located on the west side of the building facing the on-site plaza. There are other rooms within the stadium that can be used for meetings, community events, etc. The team store and the restaurant can be accessed from both the exterior and interior of the building. The store will be open to the public on non-Vikings game days.

A truly urban site design should accommodate additional complimentary on-site uses that benefit the wider community. If any other commercial uses are included in the building they should be designed with exterior access so they can be used on non-Vikings game days.

A.7 Design the stadium so that the locations of entries, facades, commercial uses, and other major exterior features reflect the existing context surrounding the stadium including street grid, traffic patterns, pedestrian and bicycle routes, and future plans for the neighborhood.

Comments: The City of Minneapolis has concerns with the number and location of curb cuts and drop off bays on all four sides of the site. Each curb cut adds conflict points for potential vehicle and pedestrian accidents. In the interest of public safety, the number of curb cuts should be minimized. These concerns need to be discussed in more detail with City of Minneapolis staff.

The location and design of the skyways connecting the building to either existing or proposed parking structures is still being discussed. Skyways should have direct connections to the public streets which are visible and easily accessible from the public sidewalks. The design and operation of skyways should be consistent with the Minneapolis Skyway System Standards and Procedures Manual, which was approved by the Downtown Council's Skyway Advisory Committee in 2006.

A skyway over Chicago Avenue could impede views looking north of significant structures and landscapes in the St. Anthony Falls Historic District, including the Pillsbury A Mill on

the east bank, and the Mississippi River if not designed with this consideration in mind. Design considerations should include height in relation to the street and transparency.

A.8 Integrate convenient and generous bicycle amenities within the stadium itself, in the plaza, and throughout the site and coordinate the location of these amenities with stadium entrances, streets, and the bicycle route system in the area.

Comments: There will be 300 bicycle parking spaces located on the site. The bicycle parking spaces are located on the southwest, northwest and northeast sides of the site. Given the City's bicycle path system and the location of the entrances to the building the placement of the bicycle parking is adequate.

The site should embrace bicycle traffic and act as a connector to bicycle lanes on surrounding streets and the Hiawatha Trail. This will add vitality to the site at all times of the day and night.

B. The Place

Site Design

B.1 Site the building so that no street closures are required, to allow for the reopening of closed streets where practical, and to allow for the creation and strengthening of pedestrian connections to Elliot Park, Cedar-Riverside and Downtown East.

Comments: The vacation of 5th Street, between 11th Avenue South and Chicago Avenue, is recognized by the City of Minneapolis as a key to the stadium design. The existing Jersey barrier between 5th Street and 6th Street will be removed which will allow pedestrians to access the stadium more readily from the south. No streets are being reopened as part of the stadium development.

There are entrances leading into the stadium on all fours sides of the structure. During major events every entrance will be open. However, the west side of the building has been designed to be the true front of the structure which is where the 5, 95-foot tall pivoting doors are located. The on-site plaza is also located on the west side of the site. It is anticipated that the majority of those attending an event at the stadium will enter from the west.

Accessing the stadium from the intersection of 4th Street and Chicago Avenue is a concern of the City of Minneapolis because of the frequency of trains arriving and departing from the Downtown East Light Rail Transit Station and the conflict that arises with the large number of stadium-event pedestrians crossing through the intersection. Improvements need to be incorporated into the design to reduce the size of the crowds and to safely accommodate and control the remaining significant crowds of pedestrians crossing through this intersection. Features which could reduce the size of the crowds should include skyway or tunnel connections which are designed such that they will be the preferred route for the maximum number of pedestrians feasible. Design considerations should include ample route width, ample vertical circulation, visual cues which promote the route, and wayfinding signage.

There are a number of uncontrolled intersections that will be created along 6th Street once the Jersey barrier has been removed. Connections to the Elliot Park neighborhood rely on safe and convenient crossing of 6th Street. Improvements need to be made to the site design in order to safely accommodate the number of people entering and exiting the stadium on game days as well as those using the site throughout the year. A full signal system should be installed at the intersections of 6th Street and both 9th Avenue (Carew Drive) and 10th Avenue.

There will be public sidewalks on all four sides of the stadium site. The public sidewalks should be of an appropriate width and should be separated from traffic by streetscape elements to protect pedestrians from activity in the street. Minimum pedestrian zones adjacent to public roadways in downtown Minneapolis should generally be 15 to 20 feet (recommended) to include adequate space for a zone for landscaping, signage, light poles, clearances, snow banks, etc. These concerns need to be discussed in more detail with City of Minneapolis staff.

B.2 Create dramatic approaches, vistas, and archways that take advantage of existing and create new view corridors of the stadium site.

Comments: The building is geometric in shape and has a large prow that rises approximately 272 feet on the west side of the structure. The prow is a defining element of the building. The unique shape of the building provides for interesting views from every approach. In particular, the view looking east on both 4th Street and 5th Street will be dramatic given the stadium design and large on-site plaza and the view looking west from the Cedar Riverside neighborhood will be dramatic given the change in grade and the large staircase leading to the wide glass entrance.

As noted above, the location and design of the skyways connecting the building to either existing or proposed parking structures is still being discussed. All skyways should be designed to be as transparent as possible in order to minimize the blocking of views of the stadium. In addition, any proposed structure on the east side of Chicago Avenue north of 4th Street should adhere to setbacks as outlined in the Update to the Historic Mills District Master Plan. The goals for this setback are to better pull the river into Downtown, highlight Chicago Avenue as a major pedestrian spine, and preserve views of the historic Pillsbury A-Mill and the Guthrie Theater.

B.3 Allow visitors coming from all directions to walk around the entire circumference of the facility on their way from one place to another without being impeded.

Comments: One can walk around the entire facility using the on-site walkways which incorporate longitudinal slopes of up to five percent in some locations and which include a staircase alternative at three locations. The stadium site should be a connector through the neighborhood, not merely an end point. Access to the on-site walking path should be made at as many locations as possible from the neighborhood, including all major intersections.

There will be public sidewalks on all four sides of the stadium site. The public sidewalk on 4th Street has been designed to end at the loading dock entrance in the northeast corner of the site. Building a sidewalk that ends brings pedestrians out of their way. The public

sidewalk on 4th Street should connect to the on-site walkway which will lead pedestrians to 11th Avenue. If an exterior walkway to the loading dock is needed for stadium maintenance purposes, it should be designed so the general public knows that the sidewalk ends at a private walkway.

B.4 Be friendly and inviting for all by ensuring access and easy movement for people of all abilities and by all modes of transport.

Comments: The building has been designed with entrances on all fours sides of the building. Each entrance is ADA accessible. In addition, the walking path around the facility is ADA accessible too. The on-site plaza details are still being worked out. To ensure that the plaza is ADA accessible design considerations including site grades, location and configuration of stairways and walkway widths and alignments should be coordinated with the City of Minneapolis before detailed designs are finalized.

The stadium has also been designed to be accessible from all modes of traffic. The Downtown East Light Rail Transit Station is located directly across Chicago Avenue from the main entrance into the stadium, there are bicycle parking spaces located on the southwest, northwest and northeast sides of the site, public sidewalks connect to the on-site walkways leading directly to the building entrances and new skyways will connect new and existing structured parking ramps to the stadium.

B.5 Create direct and seamless connections to the Downtown East LRT Station from the stadium structure.

Comments: One can walk directly from the stadium to the Downtown East Light Rail Transit Station. With this said it has been identified in the Draft Environmental Impact Statement (DEIS) that the amount of queuing space at the LRT station during events is inadequate now and that event transit ridership will continue to increase, as additional LRT lines become operational. Therefore, the LRT station will be even more inadequate to accommodate queuing and loading of event LRT riders in the future. For these reasons it will be important to modify the LRT station area to accommodate these large increases in LRT ridership. The stadium design team should address connections from the stadium to the LRT station in order to provide safe and orderly passage to accommodate event day crowds. An adequate design needs to be coordinated with City of Minneapolis staff and Metro Transit staff.

Plaza Design

B.6 Create a bold, iconic, urban plaza and world-class outdoor destination that stands up to and complements the stadium design.

Comments: The plaza located on the stadium site is 2 acres in size which complements the size of the stadium building. On average, the dimensions of the plaza are 198 feet deep and 425 feet wide. The prow on the west side of the building is approximately 272 feet high. The plaza is located on the west side of the building which has been designed to be the true front of the structure. The 5, 95-foot tall pivoting doors line the southerly half of the west façade which can be opened 180 degrees during events. When these doors are open the plaza

becomes an extension of the building's interior. The shape of the plaza is geometric which also complements the building.

At this time, the plaza is proposed to be made out of gray concrete with a decorative scoring pattern that will be applied during construction. The scoring should be compatible with accessibility considerations. No other details about the plaza design, such as pervious materials, lighting, seating, trash receptacles, etc. have been provided.

There is a large area of trees located on both the north and south ends of the plaza. Combined, the two areas of trees total 40,000 square feet. The edges of both tree areas are flanked with deep stairs that rise between one foot and 10 feet depending on the site grades. The trees have been arranged so people can walk between them and an appropriate surfacing material will be used in these areas for accessibility purposes.

B.7 Make the plaza a cherished community destination that is flexible, multi-functional and beautiful to look at, walk by, and pass through every day, day and night, year round, and through the winter, even when it is not in use.

Comments: The size of the plaza allows it to be flexible and multi-functional. Although the plaza has not yet been fully designed a 2 acre area of gray concrete that is void of any other features will not be beautiful to look at, walk by or pass through on days when there is not an event occurring at the stadium. A detailed plaza design that incorporates pervious materials, lighting, seating, trash receptacles, etc. needs to be coordinated with City of Minneapolis staff. Additionally, more information is needed on how the design will be friendly during the winter.

B.8 Implement a landscape design that is lush and green to attract people to the plaza from the neighborhoods to the north, south, and east, the downtown core to the west, and the Mississippi River.

Comments: There is landscaping located on each side of the stadium site so as one looks towards the stadium from any direction they will see greenery. The landscape materials that have been selected to be used throughout the stadium site include turf grass, native grasses and 6 species of canopy trees.

B.9 Make the plaza a safe place by using principles of crime prevention through environmental design. Incorporate physical features designed for people and activities that maximize visibility and natural surveillance to foster positive social interactions.

Comments: Crime Prevention Through Environmental Design (CPTED) has been considered at a high level but more information is needed to confirm that the site details are designed with safety in mind. The plaza has been located adjacent to the main doors of the stadium. The majority of the west wall of the stadium is glass. The ticket office, team store, a restaurant and stadium offices are located on the west side of the building. All on-site walkways lead to the plaza. Triumph Elm trees are proposed to be located on each end of the plaza which have the potential to grow to a height of 60 feet with a spread of 40 feet and has a high canopy with a typical clearance of 8 feet. More details are needed about lighting and other CPTED considerations.

B.10 Use daylight and sun angles to inform the design and minimize shade and shadow in the plaza and on features and at the entrances, particularly in the winter months.

Comments: The plaza is located on the west side of the stadium. Throughout the year the building itself will shadow the plaza during the morning hours. However, until development occurs on adjacent blocks to the west the plaza will not be shaded or in shadow for the remainder of the day.

B.11 Prioritize quality over quantity in the sizing, design, and materials selection for the plaza.

Comments: At this time, the plaza is proposed to be made out of gray concrete with a decorative scoring pattern that will be applied during construction. No other details about the plaza design, such as pervious materials, lighting, seating, trash receptacles, etc. have been provided.

B.12 Plan the site, plaza, and related design features to reflect the existing context, street grid, the needs of pedestrians, and future plans for the neighborhood and the city.

Comments: The plaza is located between Chicago Avenue – a significant pedestrian corridor - and the stadium. The depth of the plaza along Chicago Avenue will help to preserve a significant view shed toward the Mississippi River and prominent buildings in the St. Anthony Falls Historic District.

B.13 Design the plaza as a 21st Century urban landscape with an ecological ethic rooted in natural and cultural processes that integrate storm water management, native plants and regional materials.

Comments: The stadium project will be required to meet Chapter 54 City requirements for stormwater. Based on the plans submitted, which include the plaza, the stadium will likely meet the City requirements for stormwater management. Additional investigation is being done to see what other stormwater management practices could be incorporated into the site.

B.14 Use high-quality materials - ranging from paving and trees to lights and street furniture– to create a memorable urban experience.

Comments: At this time, the plaza is proposed to be made out of gray concrete with a decorative scoring pattern that will be applied during construction. No other details about the plaza design, such as pervious materials, lighting, seating, trash receptacles, etc. have been provided. A variety of seating options will be particularly important if the plaza is to be usable on non-game days by residents, visitors, and nearby employees.

B.15 Include a generous tree canopy to provide shade, wind protection, and reduce heat- island effects.

Comments: There is a large area of trees located on both the north and south ends of the 2 acre plaza that is on the stadium site. The Triumph Elm tree is proposed to be planted in

these two areas. This particular species has the potential to grow to a height of 60 feet with a canopy spread of 40 feet. When the trees have grown to a substantial size they will help to provide shade, wind protection and reduce heat island effects. Given the size of the plaza and the placement of the trees the majority of the plaza will be in full sun for the majority of the day.

B.16 Integrate family-friendly features for use on game days and for neighbors year round.

Comments: At this time, the plaza is proposed to be made out of gray concrete with a decorative scoring pattern that will be applied during construction. No other details about the plaza design, such as pervious materials, lighting, seating, water features, trash receptacles, etc. have been provided.

B.17 Integrate public art into the infrastructure of the plaza space.

Comments: It appears from the plans that there is a place holder for a piece of public art in the plaza that is located on the stadium site. No details other than noting the placeholder have been provided. A public art process should occur as early in the design as possible in order to integrate public art into the building and site design. If public dollars are used for public art, the selection process should include an open call for artists.

B.18 Design to allow active programming and use on game days and every day.

Comments: The size of the plaza allows for active programming on game days and every other day of the year.

B.19 Design to enhance the visitor experience by including exterior video screens and historical memorabilia.

Comments: On the southwesterly side of the prow of the building there is a 50-foot by 50-foot LED screen that can be used to display different images. The LED screen could not be used to display what is happening within the stadium.

No details about public art or the inclusion of historical memorabilia on the site have been provided.

C. Sustainability

Design and Construction

C.1 Given the City of Minneapolis' commitment to the operating and maintenance costs, design a stadium that meets the City, State, community, and team needs while also producing the lowest total cost of ownership. This includes ongoing energy, maintenance and materials costs.

Comments: According to the stadium design team, any and all avenues are being pursued to make sure the facility operates to the level the City would like. Through the design, they are trying to reduce as much energy demand as possible. The mechanical, electrical and

plumbing (MEP) systems are being designed to reduce maintenance costs. The building is being designed to last more than 30 years. Materials selected are low maintenance, durable materials.

Before the energy modeling and B3 design process is complete, City of Minneapolis staff can't make an independent judgment about the energy and operating costs of the building. The stadium design team should continue to work with the City of Minneapolis staff to share the results of the energy modeling to understand long-term costs.

C.2 Meet B3 Minnesota Sustainable Building Guidelines, including the SB 2030 Energy Standard as required of other state-financed projects. Use the Xcel Enhanced Energy Design Assistance program. Document the payback period for the investment in energy efficiency and renewable energy. Source as many energy efficiency products from Minnesota sources as possible.

Comments: The stadium design team is working on B3 compliance with the Weidt Group. The team has had conversations with the Weidt Group, Xcel Energy, and Centerpoint to review any and all strategies to reduce energy demand. The Weidt Group is currently building an energy model for the building which will allow B3 compliance to be estimated. Since it is a stadium, it doesn't fit nicely into the B3 standard, which requires comparable properties. Preliminary numbers from the energy modeling and status of compliance with B3 will be available in August.

Some features may automatically reduce energy demand, for example, the clear roof lowers lighting use and heating load in the winter. These features may have tradeoffs however, as a clear roof may mean more cooling load in the summer.

No information has been provided about the sourcing of energy efficiency products included in the design.

Before the energy modeling and B3 design process is complete, City of Minneapolis staff can't make an independent judgment about whether B3 compliance has been met. The stadium design team should continue to work with the City of Minneapolis staff to share the results of the energy modeling and compliance work.

C.3 Provide a minimum of 20%, up to the amount that can feasibly be provided based on a 30 year payback, of the facilities on-site energy use through on-site renewable energy production. Document how many years the investment renewable energy provided will take to payback. Document how many years the investment in renewable energy provided will take to payback using systems manufactured in Minnesota.

Comments: On-site energy production is not being pursued at this time. The stadium design team mentioned that it could be an option to install solar PV on parking garage roofs, but the MSFA would need to determine whether the costs are within the budget.

No information has been provided on the pay-back period for on-site energy generation facilities.

Staff recommends that the stadium design team complete an analysis to be reviewed by staff of the costs and payback period of providing on-site renewable energy generation on the stadium or associated structures like parking ramps. This analysis should include the costs and payback period for systems that could accommodate up to and including 20% of the facilities energy use in a 30-year payback period, but should also include detail on what size system can be accommodated in that payback period if the 20% goal is not achievable for cost or design reasons.

Staff also recommends that the stadium design team complete an analysis of the marginal cost of designing the stadium and associated structures like parking ramps to be "renewable energy" ready. For example, simple changes to the parking ramp design may make it easier or not cost-prohibitive to add solar energy generation to the roof of the building at a later date.

C.4 Pursue LEED ND certification to the highest level possible (minimum of LEED Silver) for the stadium and surrounding site development.

The Stadium and the neighborhood would be certified separately. The intent of this principle was to ensure that the building is LEED certified at some level and to ensure that the design of the building and its LEED certification level does not preclude the opportunity for seeking and obtaining LEED ND for the neighborhood as a part of the project or at a future date.

The stadium legislation requires the design and construction of the stadium building and related infrastructure to be LEED certified at the "Certified" level. The certification level of the building does not impact the certification level of the neighborhood if LEED ND is pursued in the future. It is not necessary for the building to be LEED Certified at the Silver level (or at any level) in order to achieve LEED ND for the larger neighborhood at a future date, as long as at least one project in the neighborhoods is LEED Certified.

Comments: The stadium design team is pursuing LEED for New Construction certification at the "Certified" level, which is lower than Silver. Given that the site in question primarily includes only the stadium, the LEED ND requirements for block size, intersection density, and employment/residential density would likely not be met. Staff recommends that as design details of the neighborhood around the stadium continue to be developed by the stadium design team, other developers, or the City, careful attention be paid to how changes could make the neighborhood more or less likely to eventually achieve LEED ND certification, with the goal of having a certified neighborhood in the future. Specific design elements that could be important include street design, walkability, transportation options, and minimum development densities.

Any decisions about certifying the stadium for Operations & Maintenance would have to be made by the MSFA and after the stadium began operations.

C.5 Evaluate the possibility of a district heat and power system for heating and cooling all the facilities part of the stadium complex during the Energy Design Assistance (EDA) process.

Comments: Evaluation of district heating and cooling for facilities is currently ongoing via the energy modeling process with The Weidt Group. The stadium design team has expressed a desire to not need to include on-site boilers and chillers in the design.

The stadium design team should continue to work with the City of Minneapolis staff to share the results of the energy modeling.

C.6 Achieve compliance with the City's Chapter 54 ordinance dealing with stormwater, removing at least 70% of Total Suspended Solids (TSS) from the site and implement other stormwater best management practices on site.

Comments: The stadium project will be required to meet Chapter 54 City requirements for stormwater. Based on the plans submitted the stadium will likely meet the City requirements for stormwater management. Additional investigation is being done to see what other stormwater best management practices could be incorporated into the site.

C.7 Coordinate with Minneapolis Department of Health and their proposed health guidelines for the design and operation of the stadium and surrounding site.

Comments: The stadium design team has noted that they are in communication with the Minneapolis Health Department and has had initial dialogue as it pertains to food service design requirements and guidelines. This discussion included a review of what local code requires for flooring types, paints and other items primarily as it relates to food safety.

The choice of food vendor and how concessions are laid out, which will impact healthy food choices, has not yet been made. This may be a decision that is made by the MSFA, rather than the stadium design team.

Other Health Department guidelines – such as secure employment, opportunities for physical activity, access to open space, improving community cohesion and ensuring a tobacco-free campus may not yet have been discussed by the stadium design team and Health Department.

Because few details are available on how the design and operations will incorporate all health guidelines, the stadium design team and MSFA should continue discussions with City of Minneapolis staff to understand how these principles will be incorporated.

C.8 Design the stadium and surrounding site to encourage a wide choice of transportation modes – transit, bike, pedestrian and car – for game-day and non-game day visitors.

Comments: The stadium has been designed to be accessible from a wide choice of transportation modes. The Downtown East Light Rail Transit Station is located directly across Chicago Avenue from the main entrance into the stadium. The plans show bicycle facilities including 300 bicycle parking spaces located on the southwest, northwest and northeast sides of the site and a two-way bike lane on 6th Street. The City of Minneapolis has been discussing options with the stadium design team to revise the design of 6th Street and the site to include an off-street bike path instead of the on-street bike lane. Public sidewalks

connect to the on-site walkways leading directly to the building entrances and new skyways will connect new and existing structured parking ramps to the stadium.

C.9 Design for material efficiency to reduce materials, promote durability, and facilitate maintenance using materials that are appropriate to Minneapolis's climate and weather.

Comments: The primary exterior materials of the building include glass and metal. The primary metal on the building is a 1-foot tall by 12-foot wide zinc panel which will be staggered when installed. In addition, there is a stainless steel ribbon that wraps around the building. The northern half of the roof will be made out of PVC and the southern half of the roof will be made out of Ethylene tetrafluoroethylene (ETFE), which is a fluorine based plastic. The ETFE will be installed using a three-layer system. Frit will be applied to one or more of the ETFE layers which will help reduce the amount of ultraviolet rays entering the building. While the sourcing of the materials is unknowing they are climate appropriate for Minnesota.

Operations

C.10 On an ongoing basis, use the B3 Benchmarking system to report the stadium's energy performance to the City and State.

Comments: The stadium design team has indicated that benchmarking information will be provided to the City and State. As noted earlier, the energy modeling process has begun, and initial results are anticipated in August.

C.11 Pursue LEED Operations and Maintenance (O&M) certification to the highest level possible.

Comments: The decision to pursue LEED O&M certification will have to be made by the MSFA after a period of occupancy and operation. The MSFA should continue discussions of LEED O&M with City of Minneapolis staff, and pursue LEED O&M certification when it becomes possible.

C.12 Implement a facility and site wide coordinated waste reduction and recycling program that includes reduced packaging, convenient recycling and organics collection.

Comments: The stadium design team has planned for adequate space for recycling and compost collection in the loading dock areas, as well as space for collection in concourse and vendor areas. However, the decision to implement any recycling or organics collection program rests with the MSFA. Implementation of recycling and organics programs may need to be coordinated with the selection of the food service and waste management companies that are selected by the MSFA.

The MSFA should continue discussions with the City of Minneapolis staff and the Minnesota Pollution Control Agency to implement successful recycling and organics programs.

C.13 Allow and encourage the use of local, fresh foods that reflect the cultural diversity of the state through the vendor choice process and the sourcing of products and the design of food preparation facilities.

Comments: It is unclear whether the design of the food preparation facilities includes space for local preparation of food. The selection of food vendors is a decision that will be made by the MSFA.

PLANNING PRINCIPLES

D. Neighborhood

D.1 With the best urban stadium in the country at its core that attracts residents, business, and investment, and becomes a true, mixed use urban community.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area. If the proposed adjacent 5-block redevelopment by Ryan Companies is realized the stadium development will have fostered more development than the existing Metrodome has done during its entire existence.

D.2 That engages with the stadium and plaza by supporting commercial activity and flexible formal and informal programming and use at the stadium, on the plaza, and in the surrounding areas on game days and every day, day and night, and all year round including the winter months.

Comments: The stadium plays host to a wide variety of activities throughout the year and will continue to do so in the future. There will be spaces within and surrounding the stadium that can be used for formal and informal programming events on game days and every day, day and night, and all year round including the winter months.

D.3 That will benefit from a stadium design that reflects the existing context, street grid, the needs of pedestrians, and future plans for the neighborhood and the city.

Comments: The stadium will be constructed on the same property as the existing Metrodome. While 5th Street will be vacated the surrounding street grid will not be disrupted as 6th Street will accommodate two-way operations for that portion of roadway between Park Avenue and 11th Avenue. Pedestrian improvements near the intersection of 4th and Chicago and along 6th Street, appropriate sidewalk designs and queuing space at the Downtown East Light Rail Transit Station all need to be discussed in more detail with City of Minneapolis staff.

D.4 That is sustainable, integrated with the stadium development, and that meets the criteria for LEED ND (Neighborhood Development).

Comments: LEED ND is not being pursued at this time.

D.5 That integrates the best principles of transit oriented development in a dense, mixed-use community.

Comments: The stadium design team should study LRT, bicycle and pedestrian connections with a commitment to providing a truly multi-modal transit oriented site development.

City adopted policies perpetuate strong transit oriented development principles in this area in order to promote a dense, mixed-use community including a mixture of transit stations, commercial, office, retail, housing, and parks/plazas. Additionally, all development in the City of Minneapolis is required to meet the Zoning Code standards including Chapter 530, Site Plan Review. The purpose of the site plan review chapter is to "promote development that is compatible with nearby properties, neighborhood character, natural features and plans adopted by the city council, to minimize pedestrian and vehicular conflict, to reinforce public spaces, to promote public safety, and to visually enhance development. The regulations recognize the unique character of land and development throughout the city and the need for flexibility in site plan review".

D.6 That encourages commercial uses on the ground floor of buildings that promote extended hours of operation in pursuit of city streets that are lively at appropriate hours of the day and night.

Comments: The stadium development alone cannot realize this principle; however, it can be a catalyst for new development. The proposed ground level team store, restaurant and adjacent 2 acre on-site plaza will help activate the surrounding streets on non-event days. The stadium should animate the streets and surrounding area by providing visual connections to the neighborhood.

D.7 That encourages activities and uses for people of all ages, including the growing number of families living in and visiting Downtown.

Comments: The on-site plaza is 2 acres in size. With this amount of useable space a wide variety of activities could be accommodated for people of all ages, including families living and visiting downtown. The outdoor public spaces should be designed for active uses.

D.8 Where large public facilities are woven into the rest of the Downtown fabric by creating more humane public spaces and streetscapes surrounding these buildings to provide a greater sense of comfort for pedestrians.

Comments: The plaza located on the stadium site is 2 acres in size which complements the size of the stadium building. On average, the dimensions of the plaza are 198 feet deep and 425 feet wide. There is a large area of trees located on both the north and south ends of the plaza. Combined, the two areas of trees total 40,000 square feet. The edges of both tree areas are flanked with deep stairs that rise between one foot and 10 feet depending on the site grades. The trees have been arranged so people can walk between them and an appropriate surfacing material will be used in these areas for accessibility purposes.

There is landscaping located on the other three sides of the stadium site as well. These landscaped areas are designed to help soften the edge of the building or the parking lot. The landscape materials that have been selected to be used throughout the stadium site include turf grass, native grasses and 6 species of canopy trees.

There will be public sidewalks on all four sides of the stadium site. The public sidewalks should be of an appropriate width and should be separated from traffic by streetscape elements to protect pedestrians from activity in the street. Minimum pedestrian zones adjacent to public roadways in downtown Minneapolis should generally be 15 to 20 feet (recommended) to include adequate space for a zone for landscaping, signage, light poles, clearances, snow banks, etc. These concerns need to be discussed in more detail with City of Minneapolis staff.

D.9 That endeavors to strengthen and re-establish the original street grid in the area by not closing any streets and to re-establish the area's street grid, where practical.

Comments: The vacation of 5th Street, between 11th Avenue South and Chicago Avenue, is recognized by the City of Minneapolis as a key to the stadium design. The existing Jersey barrier between 5th Street and 6th Street will be removed which will allow pedestrians to access the stadium more readily from the south. No streets are being reopened as part of the stadium development.

D.10 Where skyways, tunnels, and dedicated walkways are required, design them to support the stadium and serve as an asset to the surrounding neighborhood by providing visible entries to stairs and elevators at street level, supporting ground-floor uses, and tying into parking systems.

Comments: The location and design of the skyways, tunnels and dedicated walkways connecting the building to either existing or proposed parking structures is still being discussed. Skyways should have direct connections to the public streets which are visible and easily accessible from the public sidewalks. The design and operation of skyways should be consistent with the Minneapolis Skyway System Standards and Procedures Manual, which was approved by the Downtown Council's Skyway Advisory Committee in 2006.

D.11 That creates green corridors by integrating strong streetscape design features such as continuous street tree canopy, pedestrian and bicycle systems, public art, seating opportunities, rain gardens, "sensory" gardens, and storm water management systems.

Comments: A generous amount of trees are proposed to be planted on the stadium site and in the right-of-way along portions of the stadium-side of surrounding streets.

The proposed stadium design includes pedestrian and bicycle facilities. One can walk around the entire facility using the on-site walkways which incorporate longitudinal slopes of up to five percent in some locations and which include a staircase alternative at three locations. The on-site walkways are connected to the public sidewalks. The plans show bicycle facilities including 300 bicycle parking spaces located on the southwest, northwest and northeast sides of the site and a two-way bike lane on 6th Street. The City of Minneapolis has been discussing options with the stadium design team to revise the design of 6th Street and the site to include an off-street bike path instead of the on-street bike lane.

No details about public art, seating opportunities, rain gardens or sensory gardens have been provided.

Based on the plans submitted the stadium will likely meet the City requirements for stormwater management. The submitted stormwater plan includes an underground, large diameter, perforated pipe gallery infiltration system. Additional investigation is being done to see what other stormwater management practices could be incorporated into the site.

D.12 That uses green corridors and view corridors to connect the site and area to the Mississippi River, enhance Chicago Avenue, 5th Street and 11th Avenue, and strengthens connections between the riverfront, Cedar Riverside, Elliot Park and the Central Business District.

Comments: There is landscaping located on each side of the stadium site so as one looks towards the stadium from any direction they will see greenery. The landscape materials that have been selected to be used throughout the stadium site include turf grass, native grasses and 6 species of canopy trees.

The unique shape of the building provides for interesting views from every approach. In particular, the view looking east on both 4th Street and 5th Street will be dramatic given the stadium design and large on-site plaza and the view looking west from the Cedar Riverside neighborhood will be dramatic given the change in grade and the large staircase leading to the wide glass entrance.

The location and design of the skyways connecting the building to either existing or proposed parking structures is still being discussed. All skyways should be designed to be as transparent as possible in order to minimize the blocking of views of the stadium. A skyway over Chicago Avenue could impede views looking north of significant structures and landscapes in the St. Anthony Falls Historic District, including the Pillsbury A Mill on the east bank, and the Mississippi River if not designed with this consideration in mind. Design considerations should include height in relation to the street and transparency.

In addition, any proposed structure on the east side of Chicago Avenue north of 4th Street should adhere to setbacks as outlined in the Update to the Historic Mills District Master Plan. The goals for this setback are to better pull the river into Downtown, highlight Chicago Avenue as a major pedestrian spine, and preserve views of the historic Pillsbury A-Mill and the Guthrie Theater.

D.13 Coordinates with planned infrastructure improvement projects in the surrounding area to eliminate barriers and enhance connections between the neighborhoods and to the Mississippi River.

Comments: The proposed plans do not appear to preclude any planned infrastructure improvement projects. The existing Jersey barrier between 5th Street and 6th Street will be removed which will allow pedestrians to access the stadium more readily from the south. In addition, the stadium plans include bicycle facilities consistent with the Minneapolis Bicycle Master Plan.

D.14 That stimulates and enables the growth of existing corridors including the Chicago Avenue commercial corridor and the Washington Avenue arts corridor and that strengthens connections to existing cultural and community assets in the surrounding neighborhoods.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area. If the proposed adjacent 5-block redevelopment by Ryan Companies is realized the stadium development will have fostered more development than the existing Metrodome has done during its entire existence.

A transparent skyway design over Chicago Avenue and setting buildings back on the east side of the street will be critical in perpetuating Chicago Avenue as a strong connection to the river and advancing City goals for more commercial amenities along Chicago itself.

D.15 Where surface parking lots are replaced by development over time and tail-gating and game day parking is accommodated increasingly on closed-off public streets, plazas, and parks.

Comments: The stadium development is substantially limited to the existing Metrodome site between 4th and 6th Streets and between Chicago and 11th Avenues. However, it should be noted that Ryan Companies is proposing to redevelop 5 adjacent blocks to the west of the stadium development that are primarily occupied by surface parking lots.

D.16 That highlights the history of the area, values its historic resources, and places a priority on preserving and reusing important buildings.

Comments: Developments that involve changes to historically designated buildings or buildings located in historically designated districts or new buildings in historically designated districts are subject to review by the City's Heritage Preservation Commission.

D.17 That is safe and utilizes the principles of crime prevention through environmental design (CPETD) to maximize visibility and natural surveillance and foster positive social interactions.

Comments: Crime Prevention Through Environmental Design (CPTED) has been considered at a high level but more information is needed to confirm that the site details are designed with safety in mind. The plaza has been located adjacent to the main doors of the stadium. The majority of the west wall of the stadium is glass. The ticket office, team store, a restaurant and stadium offices are located on the west side of the building. All on-site walkways lead to the plaza. Triumph Elm trees are proposed to be located on each end of the plaza which have the potential to grow to a height of 60 feet with a spread of 40 feet and has a high canopy with a typical clearance of 8 feet. More details are needed about lighting and other CPTED considerations.

All development in the City of Minneapolis is required to meet the Zoning Code standards including Chapter 530, Site Plan Review. As part of this review development is required to employ best practices to include crime prevention through environmental design standards.

D.18 Encourages sustainable, long-range economic growth and development that benefits the larger region and increases regional equity by supporting city and county policies related to the attraction and retention of women- and minority-owned businesses and the creation of a diversified workforce through the use of inclusionary hiring practices in the creation of permanent jobs.

Comments: The MSFA has enacted an Equity Plan that calls for the inclusion of 19 percent women and minority owned businesses in the design services phase. In the construction phase, the Equity Plan calls for 20 percent of women and minority owned businesses be utilized. The Equity Plan also lays our workforce goals of including 6 percent women and 32 percent minority in the workforce building the stadium.

E. Transportation System

E.1 Integrates the new station into the stadium development as much as is feasibly possible.

Comments: The Downtown East Light Rail Transit Station is located directly across Chicago Avenue from the 2 acre plaza and the main entrance into the stadium. No changes are being proposed to the station as part of the stadium design. It has been identified in the Draft Environmental Impact Statement (DEIS) that the amount of queuing space at the LRT station during events is inadequate now and that event transit ridership will continue to increase, as additional LRT lines become operational. Therefore, the LRT station will be even more inadequate to accommodate queuing and loading of event LRT riders in the future. For these reasons it will be important to modify the LRT station area to accommodate these large increases in LRT ridership. The stadium design team should address connections from the stadium to the LRT station in order to provide safe and orderly passage to accommodate event day crowds. An adequate design needs to be coordinated with City of Minneapolis staff and Metro Transit staff.

E.2 Supports growth and reinvestment in Downtown East, Elliot Park, and Cedar Riverside by improving walking, biking, and transit connections between them and placing people, pedestrians, and cyclists first over vehicles.

Comments: The proposed stadium design includes pedestrian and bicycle facilities. One can walk around the entire facility using the on-site walkways which incorporate longitudinal slopes of up to five percent in some locations and which include a staircase alternative at three locations. The on-site walkways are connected to the public sidewalks. The plans show bicycle facilities including 300 bicycle parking spaces located on the southwest, northwest and northeast sides of the site and a two-way bike lane on 6th Street. The City of Minneapolis has been discussing options with the stadium design team to revise the design of 6th Street and the site to include an off-street bike path instead of the on-street bike lane.

E.3 Ensures safe, enjoyable, and accessible pedestrian routes to the stadium and other nearby destinations through strategies such as wider sidewalks, trees, landscaping, and street furniture.

Comments: There will be public sidewalks on all four sides of the stadium site. The public sidewalks should be of an appropriate width and should be separated from traffic by streetscape elements to protect pedestrians from activity in the street. Minimum pedestrian zones adjacent to public roadways in downtown Minneapolis should generally be 15 to 20 feet (recommended) to include adequate space for a zone for landscaping, signage, light poles, clearances, snow banks, etc. These concerns need to be discussed in more detail with City of Minneapolis staff.

E.4 Integrates bicycle connections and amenities within the stadium site and throughout the surrounding area.

Comments: The plans show bicycle facilities including 300 bicycle parking spaces located on the southwest, northwest and northeast sides of the site and a two-way bike lane on 6th Street. The City of Minneapolis has been discussing options with the stadium design team to revise the design of 6th Street and the site to include an off-street bike path instead of the on-street bike lane.

E.5 Improves the experience for transit users at the Downtown East LRT station during peak times – such as after Vikings games – through consideration of queuing space, loading times, and overall safety and comfort.

Comments: No changes are being proposed to the station as part of the stadium design. However, it has been identified in the Draft Environmental Impact Statement (DEIS) that the amount of queuing space at the LRT station during events is inadequate now and that event transit ridership will continue to increase, as additional LRT lines become operational. Therefore, the LRT station will be even more inadequate to accommodate queuing and loading of event LRT riders in the future. For these reasons it will be important to modify the LRT station area to accommodate these large increases in LRT ridership. An adequate design needs to be coordinated with City of Minneapolis staff and Metro Transit staff.

E.6 Manages the role and impact of automobiles in a multi-modal transportation system.

Comments: A traffic management plan will be required to be completed by the stadium design team prior to the opening of the stadium.

E.7 Guarantees that parking serves as a resource to the entire area and not just the stadium development, by prioritizing below grade and structured above grade parking that incorporates active ground floor uses, that stimulates development, and leads to the reduction of surface parking lots in the area over time.

Comments: On the southeast corner of the site there is a 190-space surface parking lot. On Vikings game days the parking lot will be utilized by players and coaching staff. The MSFA is also proposing to construct two new parking garages on the north side of the stadium site. The parking garages would be connected to the stadium via a series of skyways. The design of the parking garages and the skyways is still being discussed.

All development in the City of Minneapolis is required to meet the Zoning Code standards including Chapter 530, Site Plan Review. There are specific building design standards in the site plan review chapter. Specifically, building walls shall provide architectural detail in order to create visual interest. In larger buildings, architectural elements, including recesses or projections, windows and entries, shall be emphasized to divide the building into smaller identifiable sections. Blank, uninterrupted walls that do not include windows, entries, recesses or projections, or other architectural elements, shall not exceed 25 feet in length. Exterior materials shall be durable, including but not limited to masonry, brick, stone, stucco, wood, metal, and glass. The exterior materials and appearance of the rear and side walls of any building shall be similar to and compatible with the front of the building. The

use of plain face concrete block as an exterior material shall be prohibited where fronting along a public street, public sidewalk, or public pathway.

In addition, there are specific design standards for parking garages in the site plan review chapter. Specifically, the exterior design of parking garages shall ensure that sloped floors do not dominate the appearance of the walls and that vehicles are screened from view. And in the downtown districts, the ground floor of principal parking garages shall have commercial, residential, office, or hotel uses located between the parking garage and any public sidewalk except where frontage is needed to provide vehicular and pedestrian access to the facility. And principal parking garages shall have all parking spaces located entirely below grade except where the garage includes integrated transit facilities within the structure.

While the stadium and stadium infrastructure are not subject to the zoning code regulations, the City of Minneapolis is concerned that without any standards in place to help influence the design of the parking structures that they will be visually unappealing. Therefore, the City of Minneapolis is recommending that the stadium design team continue to work with the City of Minneapolis staff to meet the above design standards for the building design and parking garages with the exception that the parking garages be allowed to be constructed above ground. In addition, the City of Minneapolis is recommending that the design of the parking garages and skyways be compatible with the design of the stadium and the surrounding environment.

E.8 Improves connections to the regional freeway system.

Comments: The stadium development has an impact on a connection from the freeway system by removing a portion of 5th Street. While 5th Street will be vacated the surrounding street grid will not be disrupted as 6th Street will accommodate two-way operations for that portion of roadway between Park Avenue and 11th Avenue.

An unrelated freeway project has recently been partially funded which would replace the existing I-94 ramp to 5th Street with a new I-94 ramp to 7th Street. Conversion of 6th Street to two-way operation remains important to mitigating the impact to local access and the redundancy of the transportation network.

F. Region

F.1 Encourages sustainable, long-range economic growth and development in the Downtown East/Elliot Park neighborhood that benefits the larger region and increases regional equity by supporting city and county policies related to the attraction and retention of women- and minority-owned businesses and the creation of a diversified workforce through the use of inclusionary hiring practices in the creation of permanent jobs.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area.

F.2 Supports diversity in our local workforce through high inclusionary goals in all aspects of the stadium design, construction, vendor contracting, and operations processes as reflected in Resolution 2012R-456 of the City of Minneapolis.

Comments: The MSFA has enacted an Equity Plan that calls for the inclusion of 19 percent women and minority owned businesses in the design services phase. In the construction phase, the Equity Plan calls for 20 percent of women and minority owned businesses be utilized. The Equity Plan also lays our workforce goals of including 6 percent women and 32 percent minority in the workforce building the stadium.

F.3 Encourages business retention and expansion in and around the stadium site.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area.

F.4 Enhances and maintains transportation, wastewater, green space, and other physical infrastructure to serve the needs of businesses.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area.

F.5 Promotes sustainability practices in the redevelopment of areas, including access to mass transit and the use of green technology.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area that would support access to mass transit and the use of green technology.

F.6 Forges connections with higher education institutions such as the University of Minnesota in research, service, teaching, and development activities.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area.

F.7 Provides opportunities for current and future residents at all income levels to work in close proximity to where they live.

Comments: The stadium development alone cannot realize this principle; however, it can and possibly already is acting as a catalyst for new development in the area.

Action:

Based upon its review of the Schematic Design Documents, the Stadium Implementation Committee recommends the following:

1. Building Design

a. Approve the location and layout of the stadium, primary entrances, on-site plaza and on-site parking area as shown in Exhibit B.

b. Approve the stadium elevations as shown in Exhibits C, C1, C2 and C3.

c. Approve the landscape plan for the stadium site as shown in Exhibits D and D1.

d. Recommend that the fencing around the on-site parking area be made out of decorative metal and be ornamental in design**.**

e. Recommend that all trees within the parking lot be located within tree islands that have a minimum dimension of 7 feet in every direction.

f. Recommend that if any other commercial uses are included in the building that they be designed with exterior access so they can be used on non-Vikings game days.

g. Recommend that the MSFA consider locating a daycare facility within the stadium.

h. Delegate final review and approval of curb cut locations to the City of Minneapolis Public Works Director**.**

i. Recommend that skyways have direct connections to the public streets which are visible and easily accessible from the public sidewalks.

j. Recommend that the design and operation of skyways be consistent with the *Minneapolis Skyway System Standards and Procedures Manual*, which was approved by the Downtown Council's Skyway Advisory Committee in 2006.

k. Recommend that design considerations for skyways include height in relation to the street and transparency.

l. Delegate approval of the detailed signage plan for the exterior building and site to the City of Minneapolis Community Planning and Economic Development Director.

m. Delegate final fire and life safety review to the City of Minneapolis Community Planning and Economic Development Director and other applicable regulatory authorities.

n. Delegate final review and approval of the lighting plan to the City of Minneapolis Community Planning and Economic Development Director and Public Works Director. The lighting plan shall include location and type of lighting and photometric detail regarding the impact of light spillover on the surrounding area.

2. The Place

Site Design

a. Recommend that improvements be incorporated into the design to safely accommodate and control significant crowds of pedestrians crossing through the 4th Street and Chicago Avenue intersection.

b. Recommend that improvements be made to the site design in order to safely accommodate the number of people entering and exiting the stadium on game days as well as those using the site throughout the year from 6th Street.

c. Recommend that a full signal system be installed at the intersections of 6th Street and both 9th Avenue (Carew Drive) and 10th Avenue.

c. Delegate final review and approval of public sidewalks to the City of Minneapolis Public Works Director.

d. Recommend that all skyways be designed to be as transparent as possible.

e. Recommend that any proposed structure on the east side of Chicago Avenue north of 4th Street reasonably adhere to the setbacks as outlined in the *Update to the Historic Mills District Master Plan*.

f. Recommend that the public sidewalk on 4th Street connect to the on-site walkway which will lead pedestrians to 11th Avenue.

g. Recommend that if an exterior walkway to the loading dock is needed for stadium maintenance purposes, that it be designed so the general public knows that the sidewalk ends at a private walkway.

h. Recommend that the site grades, location and configuration of stairways and walkway widths and alignments be coordinated with the City of Minneapolis staff before detailed designs are finalized.

i. Recommend that the stadium design team address connections from the stadium to the LRT station in order to provide safe and orderly passage to accommodate event day crowds.

j. Recommend that an adequate design of the Downtown East Light Rail Transit Station be coordinated with the City of Minneapolis Public Works Director and the Director of Metro Transit.

Plaza Design

a. Recommend that the detailed plaza design incorporate pervious materials, lighting, seating, trash receptacles, etc. and be coordinated with City of Minneapolis staff.

b. A public art process should occur as early in the design as possible in order to integrate public art into the building and site design. If public dollars are used for public art, the selection process should include an open call for artists.

3. Sustainability

Design and Construction

a. Recommend that the stadium design team continue to work with City of Minneapolis staff to share the results of the energy modeling to understand long-term costs.

b. Recommend that the stadium design team continue to work with City of Minneapolis staff to share the results of the energy modeling and compliance work.

c. Recommend that the stadium design team continue to work with City of Minneapolis staff to share the results of the analysis for the use of district heating and cooling in the building.

d. Acknowledge that the stadium design team is pursuing LEED for New Construction certification at the "Certified" level rather than at the "Silver" level.

e. Acknowledge that given the small size of the stadium development site, that it is unlikely to be able to achieve LEED for Neighborhood Development on its own.

f. Recommend that as design details of the neighborhood around the stadium continue to be developed by the stadium design team, other developers, or the City, careful attention be paid to how changes could make the neighborhood more or less likely to eventually achieve LEED ND certification, with the goal of having a certified neighborhood in the future. Specific design elements that could be important include street design, walkability, transportation options, and minimum development densities.

g. Recommend that the stadium design team complete an analysis to be reviewed by staff of the costs and payback period of providing on-site renewable energy generation on the stadium or associated structures like parking ramps. This analysis should include the costs and payback period for systems that could accommodate up to and including 20% of the facilities energy use in a 30-year payback period, but should also include detail on what size system can be accommodated in that payback period if the 20% goal is not achievable for cost or design reasons.

h. Recommend that the stadium design team complete an analysis of the marginal cost of designing the stadium and associated structures like parking ramps to be "renewable energy" ready. For example, simple changes to the parking ramp design may make it easier or not cost-prohibitive to add solar energy generation to the roof of the building at a later date.

i. Recommend that the stadium design team and MSFA continue discussions with City of Minneapolis staff to understand how the Minneapolis Department of Health guidelines will be incorporated into the stadium.

Operations

a. Recommend that the MSFA continue discussions of LEED Operations & Maintenance with City of Minneapolis staff and pursue LEED Operations & Maintenance certification when it becomes possible.

b. Recommend that the MSFA continue discussions of incorporating fresh, local food options into the vending and operations of the stadium with City of Minneapolis staff.

c. Recommend that the MSFA continue discussions with City of Minneapolis staff and the Minnesota Pollution Control Agency to implement successful recycling and organics programs.

4. Neighborhood

a. Approve the conceptual roadway changes to 6th Street between Park Avenue and 11th Avenue, including the west-bound automobile lane and off-street bicycle path as shown in Exhibit E.

b. Recommend the stadium design team study LRT, bicycle and pedestrian connections with a commitment to providing a truly multi-modal transit-oriented site development.

5. Transportation System

a. Recommend that the exterior design of all new parking garages ensure that sloped floors do not dominate the appearance of the walls and that vehicles are screened from view.

b. Recommend that the ground floor of all new parking garages have commercial, residential, office, or hotel uses located between the parking garage and any public sidewalk except where frontage is needed to provide vehicular and pedestrian access to the facility.

c. Recommend that the parking garages meet the following building design standards: provide architectural detail in order to create visual interest; in larger buildings, architectural elements, including recesses or projections, windows and entries, shall be emphasized to divide the building into smaller identifiable sections; blank, uninterrupted walls that do not include windows, entries, recesses or projections, or other architectural elements, shall not exceed 25 feet in length; exterior materials shall be durable, including but not limited to masonry, brick, stone, stucco, wood, metal, and glass; the exterior materials and appearance of the rear and side walls of any building shall be similar to and compatible with the front of the building; and the use of plain face concrete block as an exterior material shall be prohibited where fronting along a public street, public sidewalk, or public pathway.

d. Recommend that the design of the parking garages and skyways be compatible with the design of the stadium and the surrounding environment.

e. Recommend that the parking garages be designed so that they could be converted to another use in the future.

f. Delegate final review and approval of a traffic management plan to the City of Minneapolis Director of Public Works and where applicable, the Hennepin County Engineer and Mn/DOT.

6. Region

a. Recommend that the MSFA continue to work with the City of Minneapolis Civil Rights Department to achieve the Equity Plan for both stadium related construction jobs and for permanent jobs after the opening of the stadium and on-going operations.

7. Other

a. Delegate final review and approval of public infrastructure and related improvements, including, but not limited to, public utility relocations and directional/way finding signage to the City of Minneapolis Public Works Director, and when applicable the Hennepin County Engineer and Mn/DOT.

b. Delegate review and approval of public utilities and appropriate easements to the City of Minneapolis Public Works Director, Minnesota Sports Facilities Authority, and when applicable, the Hennepin County Engineer and Mn/DOT.

c. Delegate review and approval of storm water drainage to the City of Minneapolis Public Works Director, Mn/DOT and other organizations as it relates to ownership and permitting requirements.

d. Environmental remediation shall meet all applicable requirements of the Minnesota Pollution Control Agency and the City of Minneapolis.

e. Recommend that the stadium design team continue to work with City of Minneapolis staff to obtain required permits for the construction of the Minnesota Multi-Purpose Stadium. The City will facilitate the project through a modified Preliminary Development Review process.

f. Recommend that the stadium design team, the MSFA and/or the Minnesota Vikings obtain all required City right-of-way encroachment permits.

8. Plan Changes After Stadium Implementation Committee Action

The Minnesota State Statute establishing the Stadium Implementation Committee and alternative process for municipal land use and development review does not provide a process for reviewing and approving changes to the project design plans after the Stadium Implementation Committee forwards its action on the final design. The standard process in the City's zoning code does not apply.

Changes to the stadium development that are proposed following the issuance of the recommendations of the Stadium Implementation Committee and consideration by the Minneapolis City Planning Commission and City Council shall be forwarded to the City of Minneapolis Community Planning and Economic Development Director and Public Works Director.

The Directors shall meet and mutually agree that:

1) The change does not materially impact the project design plans as recommended by the Stadium Implementation Committee, or

2) The change does materially impact the project design plans and request that the MSFA take appropriate action to ensure that the change conforms with the project design plans approved by the Stadium Implementation Committee, or

3) The change materially impacts the project design plans and requires review by the Stadium Implementation Committee, in which case the City shall reconvene the Committee for the limited purpose of reviewing the specific change(s) and recommending appropriate action to the MSFA.

Current development plans shall be kept on-file with the Minneapolis Department of Community Planning and Economic Development and Minneapolis Public Works.

Next Steps:

Per Statute, the recommendations of the Stadium Implementation Committee shall be forwarded to the Minneapolis Planning Commission for an advisory recommendation and then to the City Council for final action in a single resolution. The Stadium Implementation Committee recommends that the City Planning Commission hold a public hearing. The final City Council action must be taken within 45 days of the receipt of the Stadium Implementation Committee recommendation to the Minneapolis Planning Commission.