

Minnesota Multi-Purpose Stadium Implementation Committee Action

DRAFT

June 13, 2013

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" (Exhibit A).

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.

- 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.

- 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 2.7 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 only commercial use that has been planned for and shown on the plans is a team store. The team store will be located on the west side of the building facing the on-site plaza. It 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. 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 appropriate 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 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.

Action:

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

- A. 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 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.
 - f. Delegate final review and approval of curb cut locations to the City of Minneapolis.
 - g. Recommend that skyways have appropriate connections to the public streets which are visible and easily accessible from the public sidewalks.
 - h. 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.
 - i. Recommend that design considerations for skyways include height in relation to the street and transparency.
 - j. Delegate approval of the detailed signage plan for the exterior building and site to the City of Minneapolis.
 - k. Delegate final fire and life safety review to the City of Minneapolis and other applicable regulatory authorities.



Vikings Stadium Area

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Modified: September 17, 2012

Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

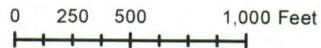


Exhibit A



OWNER
MINNESOTA SPORTS FACILITIES AUTHORITY
800 SOUTH 56TH STREET, MINNEAPOLIS, MN 55415

OWNER
MINNESOTA VIKINGS FOOTBALL, LLC
9500 VIKING DR., EDEN PRAIRIE, MN 55344

ARCHITECT / INTERIORS / BRANDING
HKS, INC.
1915 MARINNEY AVENUE, DALLAS, TX 75201

ASSOCIATE ARCHITECT - SKIN
STUDIO FIVE ARCHITECTS
322 FIRST AVE. N, SUITE 400, MINNEAPOLIS, MN 55401

MEP / TECHNOLOGY
M.E. ENGINEERS, INC.
10955 WEST 43RD AVE., WHEAT RIDGE, CO 80033

STRUCTURAL ENGINEER
THORNTON TOMASETTI
12750 MERIT DR., SUITE 750, LB-7, DALLAS, TX 75251

CIVIL ENGINEER
EVS, INC.
10250 VALLEY VIEW, SUITE 123, EDEN PRAIRIE, MN 55344

LANDSCAPE ARCHITECT
OSLUND AND ASSOCIATES
115 WASHINGTON AVE. N, MINNEAPOLIS, MN 55401

AUDIO VISUAL CONSULTANTS
ACOUSTIC DIMENSIONS
15508 WRIGHT BROTHERS DR., ADDISON, TX 75001

WJHM
4801 SPRING VALLEY RD., DALLAS, TX 75244

CODE / FIRE PROTECTION
FSC, INC.
9225 INDIAN CREEK, SUITE 300, OVERLAND PARK, KS 66210

FOOD SERVICE
RICCA NEWMARK
5328 SOUTH VALENTIA, GREENHOOD VLG, CO 80111

LIGHTING CONSULTANT
PH DC
1425 DUTCH VALLEY PL., C & D, ATLANTA, GA 30324

WAYFINDING
SELBERT PERSON DESIGN
432 CULVER BLVD., PLAYA DEL REY, CA 90293

VERTICAL TRANSPORTATION
ELEVATOR ADVISORY GROUP
14530 PENNOCK AVE., SAINT PAUL, MN 55124

ADA CONSULTANT
ED ROTHER CONSULTING, LLC
2090 MISSION BELLEVUE, LOUISBURG, KS 66003

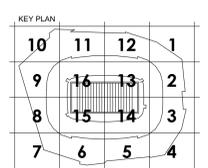
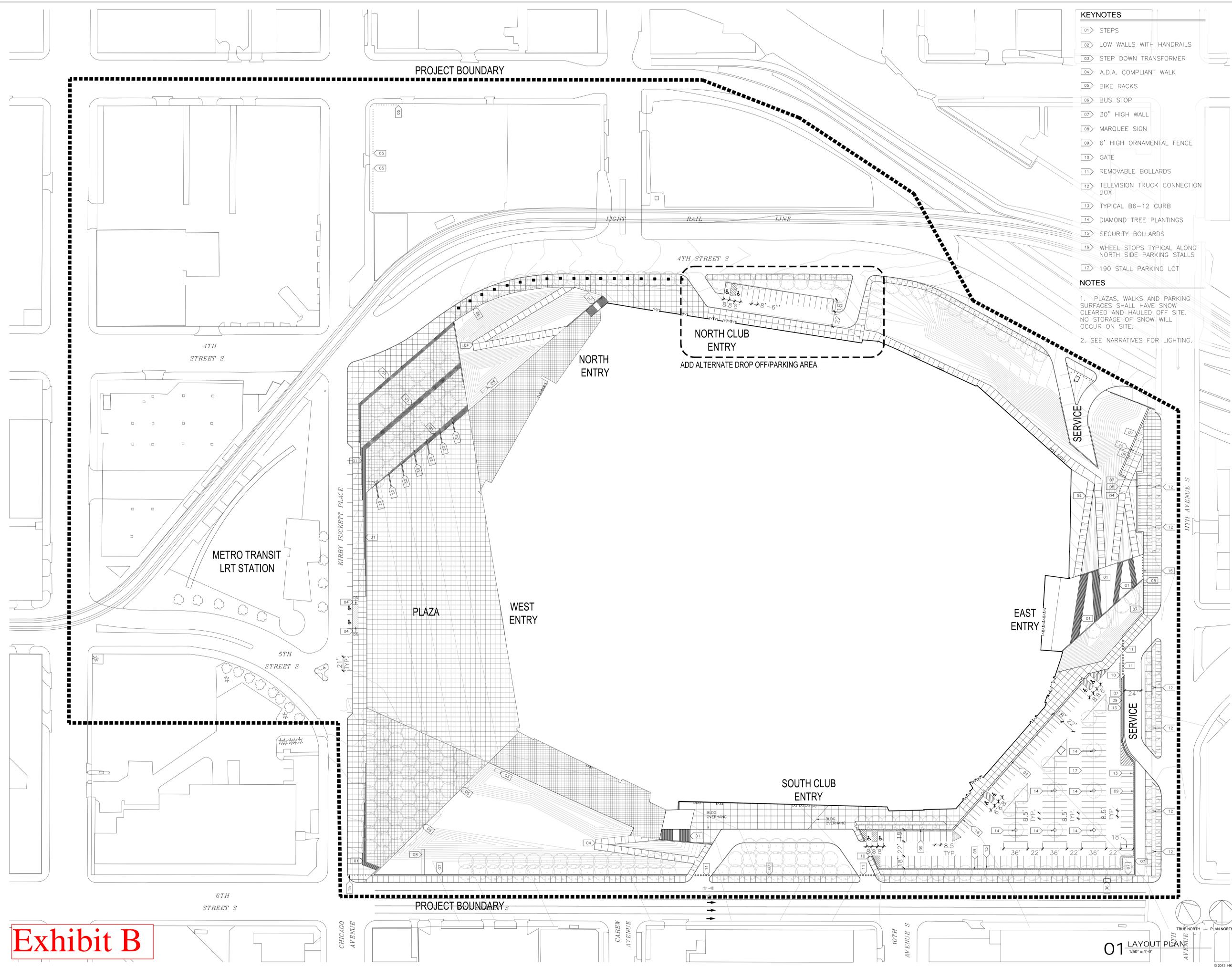
WIND / SNOW CONSULTANT
ROWAN, WILLIAMS, DAVIES, AND IRWIN, INC.
600 WOODLAWN RD. W., QUELPH, ON CANADA N1K 1B8

BUILDING ENVELOPE CONSULTANT
THORNTON TOMASETTI - BUILDING SKIN PRACTICE
330 N. WABASH AVE., SUITE 1500, CHICAGO, IL 60611

FAÇADE ACCESS CONSULTANT
LEIGH BATES, INC.
8089 LINCOLN ST., SUITE 105, LITTLETON, CO 80122

NOT FOR CONSTRUCTION

- KEYNOTES**
- 01 STEPS
 - 02 LOW WALLS WITH HANDRAILS
 - 03 STEP DOWN TRANSFORMER
 - 04 A.D.A. COMPLIANT WALK
 - 05 BIKE RACKS
 - 06 BUS STOP
 - 07 30" HIGH WALL
 - 08 MARQUEE SIGN
 - 09 6' HIGH ORNAMENTAL FENCE
 - 10 GATE
 - 11 REMOVABLE BOLLARDS
 - 12 TELEVISION TRUCK CONNECTION BOX
 - 13 TYPICAL B6-12 CURB
 - 14 DIAMOND TREE PLANTINGS
 - 15 SECURITY BOLLARDS
 - 16 WHEEL STOPS TYPICAL ALONG NORTH SIDE PARKING STALLS
 - 17 190 STALL PARKING LOT
- NOTES**
1. PLAZAS, WALKS AND PARKING SURFACES SHALL HAVE SNOW CLEARED AND HAULED OFF SITE. NO STORAGE OF SNOW WILL OCCUR ON SITE.
 2. SEE NARRATIVES FOR LIGHTING.



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
16246.000

DATE
MAY 20, 2013

ISSUE
50% DESIGN DEVELOPMENT

SHEET TITLE
SITE LAYOUT PLAN

SHEET NO.
L1.0

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Exhibit B

01 LAYOUT PLAN
1/50" = 1'-0"

PLOT DATE: TEMPLATE VERSION:

OWNER
MINNESOTA SPORTS FACILITIES AUTHORITY
900 SOUTH 5th STREET, MINNEAPOLIS, MN 55415

OWNER
MINNESOTA WINGS FOOTBALL, LLC
6500 VIKING DR., EDEN PRAIRIE, MN 55344

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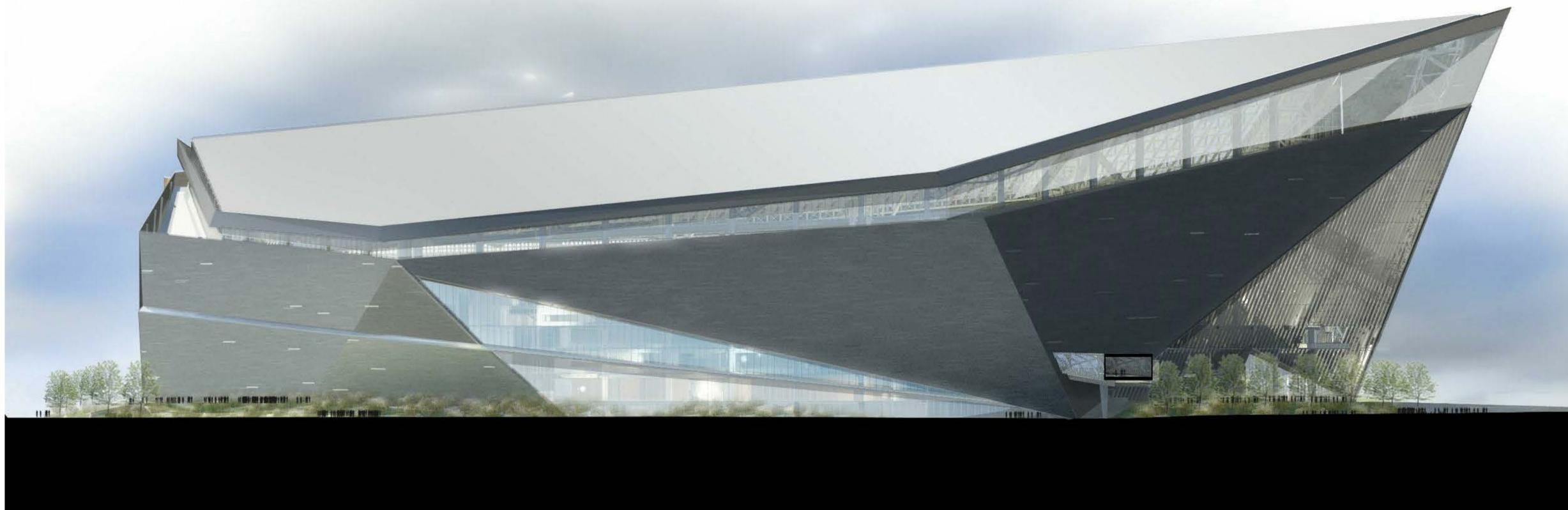
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ED ROTHER CONSULTING, LLC
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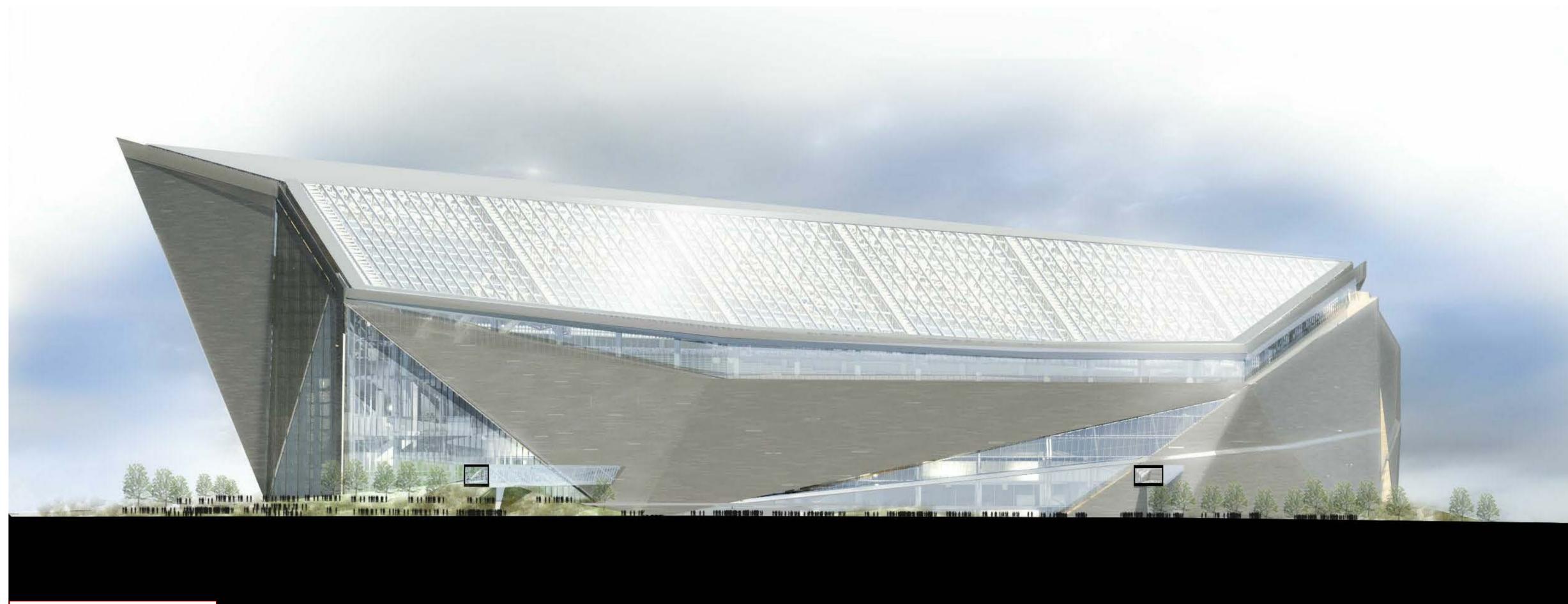
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NOT FOR CONSTRUCTION



02 RENDERED NORTH ELEVATION



01 RENDERED SOUTH ELEVATION



INTERIM REVIEW ONLY
These documents are incomplete, and are released for interim review only and are not intended for regulatory approval, permit, or construction purposes.
Architect: Daniel Jenkins
Arch. Reg. No.: 44411
Date: 03/04/2013

KEY PLAN

REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
16246.000
DATE
MAY 14, 2013
ISSUE
SCHEMATIC DESIGN
SHEET TITLE
RENDERED BUILDING ELEVATIONS
SHEET NO.
A5.05

Exhibit C3

