

June 4, 2007

The Minnesota

URBAN BALLPARK

Final Environmental Impact Statement



Hennepin County, Minnesota



**FINAL ENVIRONMENTAL IMPACT STATEMENT
For
THE MINNESOTA URBAN BALLPARK**

**Downtown Minneapolis
Hennepin County, Minnesota**

RGU and Proposer: Hennepin County

**RGU Contact: Chuck Ballentine, Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange Building
301 4th Avenue South
Minneapolis, Minnesota 55415
612 543-7274
chuck.ballentine@co.hennepin.mn.us**

Abstract: Hennepin County has prepared a state Final Environmental Impact Statement (EIS) for the proposed construction of the Minnesota Urban Ballpark, a new 42,000 seat (maximum), open-air baseball stadium for use by the Minnesota Twins. The Project includes the Ballpark structure and associated infrastructure improvements surrounding the Ballpark Site. The Project Area is located one block northwest of the Target Center in Downtown Minneapolis, Hennepin County, Minnesota.

Final EIS Public Meeting Date: June 12, 2007

Final EIS Public Meeting Time: 1:30 P.M.

**Final EIS Public Meeting Location: Hennepin County Board Room
24th Floor
Hennepin County Government Center
300 South Sixth Street
Minneapolis, MN 55487**

Final EIS Comment Deadline: June 18, 2007

Approved for Issuance for Public Comment:

5/25/07
Date

Gail A. Doy
Hennepin County Board Vice Chair

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- Appendix B Technical Reports Available
- Appendix C List of Acronyms

Executive Summary

In accordance with Minnesota law, Hennepin County has prepared this Final Environmental Impact Statement (EIS) for the proposed construction of the Minnesota Urban Ballpark, a new 42,000-seat (maximum), open-air baseball stadium for use by the Minnesota Twins. The “Ballpark Project” or “Project” is defined as the new “Ballpark” structure located on the “Ballpark Site” and surrounding infrastructure improvements, which, along with the Ballpark Site, make up the “Project Area”. The new Ballpark includes Minnesota Twins office space and ticket offices, concession and restaurant services, a storage area located under the 5th Street North Bridge, an area up to 64,000 square feet for potential retail and/or office use and other facilities necessary to support a Major League Baseball game and the overall fan experience. In addition to the Ballpark, the Ballpark Project includes a Sixth Street North (6th Street N.) pedestrian bridge (width of 90-147 feet) over Interstate 394, improvements to the 7th Street North Bridge, a surface parking lot immediately to the southwest of the Ballpark (maximum of 400 parking spaces), a field-level access road with access from Third Avenue North (3rd Avenue N.), a public promenade along the northwest side of the Ballpark, realignment of a segment of the Burlington Northern Santa Fe (BNSF) railroad tracks and local roadway improvements. These roadway improvements consist of vacating 3rd Avenue N. from 5th Street N. to 7th Street N. while maintaining access to I-394 from 3rd Avenue N. in this location, and potentially reducing 6th Street N. between First Avenue North (1st Avenue N.) and Second Avenue North (2nd Avenue N.) from three to two lanes to accommodate the pedestrian bridge. The Project Area is located one block northwest of the Target Center in Downtown Minneapolis, Hennepin County, Minnesota.

Prior to preparation of the Final EIS, a Draft EIS, a Scoping Decision Document (SDD), a companion Scoping Environmental Assessment Worksheet (EAW) and an Amended SDD were prepared for the Ballpark Project. The purpose of the SDD was to identify the alternatives and subject areas to be examined in depth in the Draft EIS.

The alternatives evaluated in this Final EIS include the Build and No-Build condition. The subject areas analyzed for both alternatives include:

- Traffic (Parking, Local Roadway, Freeway, Parking and Roadway Interaction)
- Other Transportation Analysis (Transit, Freight Rail, Pedestrian Movement)
- Noise (Traffic, Ballpark)
- Air Quality (Vehicle Related, Stationary Source)
- Visual Impacts (Ballpark Lighting, Visual Compatibility)
- Cultural Resources Site Contamination
- Cover Types/Soil Condition
- Land Use Regulation
- Surface Water Quality
- Impacts on Utilities
- Impacts on Parks, Recreation Areas, Trails
- Ballpark Operations
- Construction Related Impacts
- Cumulative Impacts

Public and agency comments received during the Draft EIS comment period are included in the Final EIS along with responses to the substantive comments. In addition, the analysis in the Final EIS has been modified to reflect the substantive issues raised during the comment process.

Measures which the Minnesota Twins Baseball Club, Minnesota Ballpark Authority, City of Minneapolis and others will implement to mitigate the adverse impacts identified in the Final EIS analysis include:

- Traffic, Parking and Pedestrian Movement – A range of mitigation strategies have been agreed upon to address traffic, parking, transit, and pedestrian issues. The preferred combination of measures for implementing the agreed upon strategies will be determined by the Transportation Management Plan Committee.
- Freight Rail – Realign railroad tracks to run adjacent to Ballpark Site.
- Site Contamination – A Final Response Action Plan/Contingency Plan has been prepared and approved by the Minnesota Pollution Control Agency (MPCA).
- Trails – Ballpark design will allow the possible extension of the Cedar Lake Trail to pass under/alongside the Ballpark Site.
- Construction Related Impacts – A range of mitigation measures have been developed to address construction period issues related to noise, dust, erosion, transportation and parking.

List of Preparers

Agency/Organization	Final Environmental Impact Statement Responsibility
Hennepin County	
Chuck Ballentine	Deputy Coordinator, Review of Final EIS
Rick Johnson	Project Manager
Andrew Leith, Ph.D, P.G., CHMM	Site Contamination
Jake Smith	HERC Air Emissions and Odors
Carl Michaud	HERC Air Emissions and Odors
SRF Consulting Group, Inc.	
Beth Bartz, AICP	Consultant Project Manager/Coordinator
Kady Dadlez	Final EIS Preparation
Nancy Frick, AICP	Final EIS Preparation, Cumulative Impacts
Patrick Corkle, PE, PTOE	Traffic Operations Analysis
Renae Kuehl, PE	Traffic Operations Analysis
Jeremy Monahan, AICP	Parking Analysis
Brett Danner	Noise Modeling
Matt Meyer	Noise Monitoring, Final EIS Preparation
Jonathon Ehrlich, PE	Traffic Air Quality Analysis
Todd Polum, PE, PTOE	Freeway Analysis
Kimley Horn and Associates, Inc.	
Jeanne Witzig, AICP	KHA Project Coordinator/Transit Analysis
Mike Hermann, PE	Transit Analysis
Jill Capelli, PE	Pedestrian Analysis
Jeff Fuller, INCE, REHS	Ballpark Noise Analysis
Mike Miller, PE	Ballpark Lighting Analysis
HOK Sport Inc.	
Bruce Miller, AIA, NCARB, LEED AP	LEED Analysis, Visual Compatibility
City of Minneapolis	
Beth Grosen, CEcD	Cultural Resources and Economic Impacts
Hammel, Green and Abrahamson, Inc. (HGA)	
Kenneth Horns, PE, LEED AP	Cover Types/Soil Conditions, Surface Water Quality, Impact on Public Services/ Utilities
Bill Madden, AIA, LEED AP	Project Alternatives
Gray Plant Mooty	
Thomas Johnson, JD, LL.M	Review of Final EIS and Legal Compliance
American Engineering Testing, Inc.	
Jeffery Voyer, PE	Geotechnical Exploration and Review
Peer Engineering	
Todd Lantto, PG	Environmental Investigation
ENSR	
David Heinold, CCM	HERC Air Dispersion

Glossary

The terminology defined below is used throughout the document. The glossary is provided to assist the reader in better understanding the meaning of these key words and the overall context of the document.

Access Minneapolis - A project currently in the planning process that is aimed to identify specific actions that need to take place in the next ten years in order to implement the transportation policies articulated in “The Minneapolis Plan”.

AERMOD - The USEPA’s most advanced dispersion model that estimates air pollutant dispersion factors. This tool was used for analysis of impacts to the dispersion of HERC emissions.

Affected Environment - The social, natural, and economic character of the area potentially affected by a proposed action.

Air Toxics - Hazardous air pollutants that are known or suspected to cause serious health effects or adverse environmental effects.

ALPS - An integrated set of programs created by Kimley-Horn and Associates, Inc that incorporates the pedestrian, vehicle and transit environment in a comprehensive model used for pedestrian analysis.

Alternatives - A set of options to achieve a desired outcome.

Ballpark Legislation - On May 20, 2006 the Minnesota legislation passed a bill “providing for the financing, construction, operation, and maintenance of a ballpark for Major League Baseball and related facilities...” (H.F. 2480; S.F. 2290)

Ballpark Project (“the “Project”) – includes the Ballpark Site and the additional elements outside of the Ballpark Site that are part of the Project.

Ballpark Site - the new “Ballpark” structure itself which includes Minnesota Twins office space and ticket offices, concession and restaurant services, a storage area located under the 5th Street N. Bridge, an area up to 64,000 square feet within the Ballpark structure for potential retail and/or office use and other facilities necessary to support a Major League Baseball game and the overall fan experience. The Ballpark Site is currently a public parking lot, bounded by 3rd Avenue N. to the south, 5th Street N. to the west, 7th Street N. to the east, and the BNSF right of way to the north.

Bio-filtration - A stormwater filtration system that utilizes grass and woody or herbaceous plants, as well as a particular soil system, to treat runoff.

Biochemical Oxygen Demand (BOD) - A measure of the concentration of biodegradable organic matter present in a sample of water.

CadnaA - The Datakustick CadnaA Noise Prediction Model was used to estimate the Ballpark-generated sound levels and predict and assess noise levels for a variety of noise sources.

Carbon Monoxide - A gas composed of one carbon and one oxygen atom (CO). CO is a noxious by-product of internal combustion engines.

CAL3QHC - A versatile dispersion model for predicting carbon monoxide (CO) levels near transportation corridors.

Cumulative Effect - The impact on the environment which results from the incremental impact of a proposed action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

dBA - The symbol for a sound level measured on an A-weighted scale. The A-weighted scale gives more weight to those frequencies that are audible to the human ear and discounts those frequencies outside the band of frequencies audible by the human ear.

Development area - Legislatively-defined as the area in Minneapolis bound by I-394, vacated Holden Street, the Burlington Northern Santa Fe right of way, 7th Street N., and 5th Street N.

Environmental Assessment Worksheet (EAW) - A document providing basic information about a proposed project that may have potential for significant environmental effects. A Scoping EAW is prepared by the RGU to determine which alternatives will be carried forward into the Draft EIS and which social, economic, and environmental impact categories will be studied in the EIS.

Effects - Effects include direct and indirect effects. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.

Environmental Impact Statement (EIS) - A review process mandated in Minnesota law to assess the potential for significant environmental effects of a proposed action. The EIS provides information about the extent of the potential environmental impacts and how they may be avoided or minimized. An EIS is comprised of Draft and Final documents intended for government decision-makers who must approve the project, as well as the project proposer and the public.

U.S. Environmental Protection Agency (EPA) - The EPA leads the nation's environmental science, research, education, assessment, and regulation efforts.

Foot-candle (FC) - The standard measurement unit for illuminance/light intensity.

Groundwater - Subsurface water that fills available openings in rock or soil materials.

Hennepin Energy Recovery Center (HERC) - An industrial facility that converts waste to electricity. It is a mass-burn municipal waste combustor owned by Hennepin County and operated by a subsidiary of Covanta Energy.

High Occupancy Vehicle (HOV) - Any vehicle transporting two or more people.

L₁₀ Noise Level - A sound level that exceeds Minnesota State Noise Standards for 10 percent of the time for a one-hour period.

L₅₀ Noise Level - A sound level that exceeds Minnesota State Noise Standards for 50 percent of the time for a one-hour period.

Leadership in Energy and Environmental Design (LEED) Green Building Rating System- the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. It is a points based evaluation system based on categories including: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality and Innovation and Design Process.

Level of Service - A measure of delay and operating conditions defined by the Highway Capacity Manual and ranges from A (good operating conditions) to F (heavy congestion).

Minneapolis Warehouse Historic District (Warehouse District) - This area is comprised of late nineteenth and early twentieth century three- to ten-story brick and stone warehouse structures and is approximately bounded by 1st Avenue N. and 9th Avenue N between the Mississippi River and 5th Street N. It is on the National Register of Historic places (NRHP) and is also designated by the City of Minneapolis as a Heritage Preservation District.

MINNOISE - The MINNOISE model is a Mn/DOT modified version of the FHWA's Optima/Stamina model. The model is used to predict noise levels from road projects and to assist with the development of noise barriers.

Minnesota Environmental Review Program - The program is authorized by the Minnesota Environmental Policy Act (MEPA) and the rules promulgated pursuant to MEPA. Its purpose is to avoid and minimize damage to Minnesota's environmental resources caused by public and private actions. The program requires certain types of proposed projects to undergo special review procedures prior to obtaining approvals and permits otherwise needed.

Minnesota Environmental Quality Board (MEQB) - State agency that adopts environmental review rules, monitors their effectiveness, and revises rules/regulations as appropriate. The MEQB provides technical assistance to interpret and apply these rules.

Minnesota Pollution Control Agency (MPCA) - A State agency whose purpose is to protect Minnesota's environment through monitoring environmental quality and enforcing environmental regulations.

Mitigation - Mitigation includes: (a) avoiding the impacts altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impacts by repairing, rehabilitating, or restoring the affected environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources or environments.

MOBILE6 - A computer model used for predicting emissions of Hydrocarbons (HC), Carbon Monoxide (CO), Nitrogen Oxides (NO_x), Carbon Dioxide (CO₂), Particulate Matter (PM), and toxics from cars, trucks, and motorcycles under various conditions.

National Ambient Air Quality Standards (NAAQS) - As part of the Clean Air Act, amended 1990, the EPA is required to set NAAQSs for pollutants considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards: Primary standards set limits to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly; and secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

National Pollutant Discharge Elimination Systems (NPDES) - The NPDES is part of a national program for issuing, modifying, revoking, reissuing, terminating, monitoring and enforcing water discharge permits, and imposing and enforcing pretreatment requirements, in accordance with the Clean Water Act.

Nitrogen Dioxide - NO₂ is a reddish-brown gas with a pungent and irritating odor. It transforms in the air to form gaseous nitric acid and toxic organic nitrates. NO₂ plays a role in atmospheric reactions that produce ground-level ozone, a major component of smog.

Nitrogen Oxides - NO_x are a mixture of gases that are composed of nitrogen and oxygen. Two of the most toxicologically significant nitrogen oxides are nitric oxide and nitrogen dioxide; both are nonflammable and colorless. Nitrogen oxides are released to the air from the exhaust of motor vehicles, the burning of coal, oil, or natural gas.

No-Build Alternative - The option of taking no action. The No-Build serves as a baseline for assessing the relative effects of the Build Alternative(s).

Noise Sensitive Areas - Represents a potentially sensitive land use (residential property, park, school, hospital) where existing and/or forecast noise levels are monitored or modeled.

Noise Area Classification (NAC) - A classification system based on the land use activity at the location of a noise receptor and sets the noise standards applicable to that land use activity.

Noise Receptor - Represents a potentially sensitive land use (residential property, park, school, hospital) where existing and/or forecast noise levels are monitored or modeled.

Northstar Project - The project consists of a commuter rail that would begin in downtown Minneapolis and extend 40 miles northwest to Big Lake, Minnesota primarily along the Burlington Northern Santa Fe (BNSF) Chicago to Seattle transcontinental line. Additionally, the project includes a Light Rail Transit (LRT) line that would serve as a four-block connection from the Downtown Minneapolis commuter rail station to the existing Hiawatha LRT Warehouse District Station.

Ozone - Ozone is a bluish gas that is harmful to breathe. Ozone absorbs a band of ultraviolet radiation called UVB that is particularly harmful to living organisms. The ozone layer prevents most UVB from reaching the ground.

Particulate Matter - Particulate matter is composed of small solid and liquid particles suspended in the ambient air.

Peak Hour - One hour period of the day when traffic volumes are at their highest level.

Project Area – Consists of the Ballpark Site and a Sixth Street North (6th Street N.) pedestrian bridge (width of 50-80 feet) over Interstate 394, improvements to the 7th Street N. Bridge, a parking facility immediately to the southwest of the Ballpark (maximum of 825 parking spaces), a field-level access road with access from Third Avenue North (3rd Avenue N.), a public promenade along the northwest side of the Ballpark and local roadway improvements. These roadway improvements consist of vacating 3rd Avenue N. from 5th Street N. to 7th Street N. while maintaining access to I-394 from 3rd Avenue N. in this location and potentially reducing 6th Street N. between First Avenue North (1st Avenue N.) and Second Avenue North (2nd Avenue N.) from three to two lanes to accommodate the pedestrian bridge.

Record of Decision - A Record of Decision (ROD) is the federal environmental decision document, issued by FHWA, which explains the reasons for the project decision, summarizes any mitigation measures that will be incorporated in the project, and documents any required Section 4(f) approval (23 CFR 771.127(a))

Response Action Plan (RAP) - A document that discusses the environmental conditions at the project site and the plan for appropriate handling of contaminated soil excavated at the project site. The RAP will be submitted to the Minnesota Pollution Control Agency (MPCA) for approval.

Responsible Governmental Unit - The government unit responsible for conducting the environmental review process, usually the unit with the greatest authority over the project as a whole.

Runoff - The portion of the rainfall that is not absorbed by the ground, vegetation, or lost by evaporation, or that may find its way into receiving water bodies by surface flow.

Scoping - The process of identifying a full range of actions, alternatives, and impacts to be considered in an EIS.

Scoping Decision Document (SDD) - This document identifies the alternatives dismissed from further consideration and the alternatives to be carried forward in the EIS. The SDD also helps to clarify and focus on the potentially significant environmental issues which will be analyzed in the EIS.

STAMINA 2.0 - This federally accepted computer program is used for predicting highway traffic noise. It is utilized in project development to forecast the effect of traffic-generated noise on surrounding land uses and to assess mitigation measures such as noise barrier walls.

State of Minnesota Sustainable Building Guidelines(Building, Benchmarks & Beyond - “B3”) - A points based evaluation system to establish a level of compliance for categories including: Performance Management, Site and Water, Energy and Atmosphere, Indoor Environmental Quality and Material and Waste.

Synchro - Synchro/SimTraffic and Highway Capacity Software used to analyze and evaluate intersection Level of Service (LOS).

Traffic Analysis Area - Includes access to and from I-394, I-94 and TH 55 and the operation of the main roadways in the Project Area, including 6th Avenue N., 3rd Avenue N., 2nd Avenue N., 1st Avenue N., Hennepin Avenue, 7th Street N., 5th Street N. and Washington Avenue. 39 key intersections were analyzed to determine how traffic will operate near the Ballpark.

Volatile Organic Compounds - Volatile organic chemicals (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects.

1.0 Purpose and Need

This Final Environmental Impact Statement (Final EIS) incorporates by reference the Draft EIS published on January 29, 2007. Furthermore, this document incorporates the comments received during the 30-day public comment period that extended until March 6, 2007. Section 7.0 includes the comments received and the responses to each substantive comment.

1.1 *Proposed Action*

The Minnesota Twins Baseball Club (Minnesota Twins) is proposing to build the Minnesota Urban Ballpark, a new 42,000-seat maximum capacity, open-air baseball park at a site one block northwest of the Target Center between Fifth Street North (5th Street N.) and Seventh Street North (7th Street N.) on the edge of the Warehouse District in Downtown Minneapolis, Hennepin County, Minnesota (Project Site) (Figures 1-1 and 1-2).

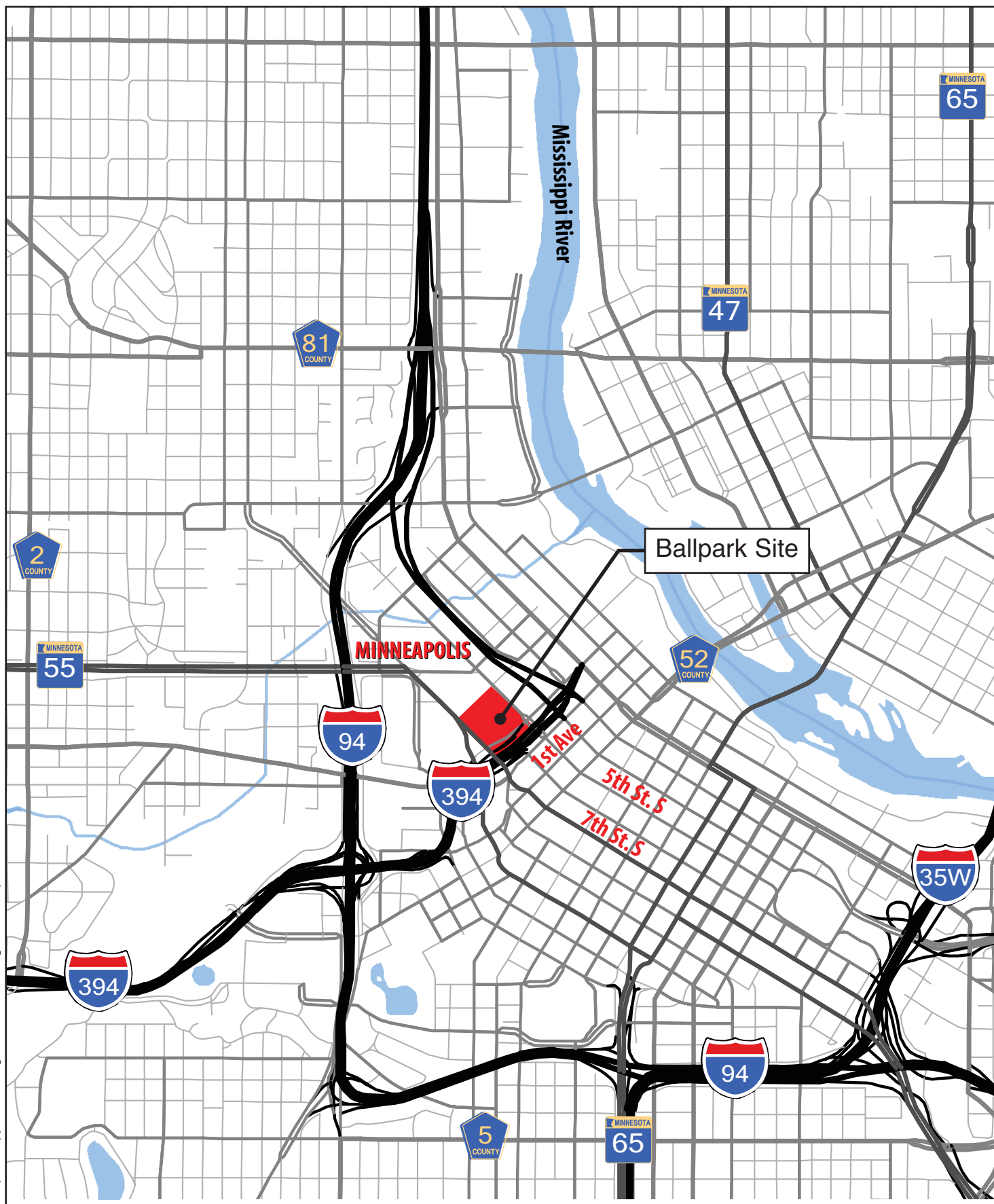
The “Ballpark Project” or “Project” is defined as the new “Ballpark” structure itself which includes Minnesota Twins office space and ticket offices, concession and restaurant services, a storage area located under the 5th Street N. Bridge, an area up to 64,000 square feet within the Ballpark structure for potential retail and/or office use and other facilities necessary to support a Major League Baseball game and the overall fan experience. In addition to the Ballpark structure, the Project includes a Sixth Street North (6th Street N.) pedestrian bridge (width of 90-147 feet) over Interstate 394, improvements to the 7th Street N. Bridge, a surface parking lot immediately to the southwest of the Ballpark (maximum of 400 parking spaces), a field-level access road with access from Third Avenue North (3rd Avenue N.), a public promenade along the northwest side of the Ballpark and local roadway improvements. These roadway improvements consist of vacating 3rd Avenue N. from 5th Street N. to 7th Street N. while maintaining access to I-394 from 3rd Avenue N. in this location and potentially reducing 6th Street N. between First Avenue North (1st Avenue N.) and Second Avenue North (2nd Avenue N.) from three to two lanes to accommodate an optional extension of the pedestrian bridge.

The Ballpark will be used by the Minnesota Twins for approximately 81 baseball games per year, occurring roughly between April and October. Based on current game schedules and information received from the Minnesota Twins regarding future schedules, approximately 14 percent of games will be played on weekday afternoons, beginning at noon and running to approximately 3:00 p.m.; approximately 62 percent of the games will be played on weekday evenings, beginning at 7:00 p.m. and running to approximately 10:00 p.m.; approximately 12 percent of games will be played on Saturdays with start times of 1:00 p.m., 4:00 p.m. or 7:00 p.m. and all will last approximately three hours; and 12 percent of games will be played on Sunday afternoons, beginning at 1:00 p.m. and running to approximately 4:00 p.m. There is also potential for special events including the Major League Baseball’s All-Star Game, playoff games and World Series games. The Ballpark could also be used for other large-scale entertainment events, such as a concert; however, this type of event is anticipated to occur on a very infrequent basis. Most other events in the Ballpark would be smaller in nature, utilizing club and suite spaces within the facility, rather than the sitting bowl and the field.



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1.2 Purpose of the EIS

Minnesota Rules Chapter 4410 (Minnesota Environmental Quality Board (MEQB) Rules) require completion of an EIS for stadium projects of this magnitude. Further, on May 20, 2006 the Minnesota legislature passed a bill “providing for the financing, construction, operation, and maintenance of a ballpark for Major League Baseball and related facilities...” (H.F. 2480; S.F. 2290; hereafter referred to as the “Ballpark Legislation”). This bill included language specifically addressing the environmental review process as follows:

Sec. 13. [473.758] IMPLEMENTATION.

Subdivision 1. Environmental Review. The county shall be the responsible governmental unit for any environmental impact statements for the ballpark and public infrastructure prepared under section 116D.04. Notwithstanding section 116D.04, subdivision 2b, and implementing rules:

- (1) the environmental impact statement shall not be required to consider alternative ballpark sites; and
- (2) the environmental impact statement must be determined to be adequate before commencing work on the foundation of the ballpark, but the ballpark and public infrastructure may otherwise be started and all preliminary and final government decisions and actions may be made and taken, including but not limited to acquiring land, obtaining financing, imposing the tax under section 473.757, granting permits or other land use approvals, entering into grant, lease or use agreements, or preparing the site or related public infrastructure prior to a determination of the adequacy of the environmental impact statement.

As the Responsible Governmental Unit (RGU) under Minnesota Rules and the above cited legislation, Hennepin County has prepared this EIS in accordance with the requirements of Minnesota Rules 4410.0200 to 4410.6500 (MEQB rules), which govern the Minnesota Environmental Review Program, and the provisions of Ballpark Legislation, as discussed above.

As set forth in the MEQB Rules, the purpose of the EIS is to provide information about the extent of the potential environmental impacts from a proposed project and how they may be avoided or minimized. The EIS is not a means to approve or disapprove a project, but is simply a source of information to the project proposer, governmental decision makers and the public concerning the primary environmental effects of a proposed project.

Mitigation measures in response to the potential environmental impacts from a proposed project are also considered as part of the EIS. Mitigation is a tool that uses all practicable means and measures to restore and enhance the quality of the environment through avoiding or minimizing adverse environmental effects. The mitigation measures addressed in this Final EIS are mitigation measures identified through the EIS process, including measures identified through public comments to the Draft EIS.

Prior to the preparation of the Final EIS, a Draft EIS, a Scoping Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document (SDD) were prepared to identify the issues and alternatives to be examined in depth in this EIS. A Draft SDD was published and circulated with a Scoping EAW on October 24, 2005. Public comments on both documents were accepted throughout the Public Scoping Period which ended December 9, 2005. The Public Scoping Period also included a Public Scoping Meeting held on December 1, 2005. There was additional opportunity for public input at a meeting of the Hennepin County Board on November 15, 2005. Comments received during the Scoping Period were included, along with a response to each comment, in Appendix 4 of the Final SDD and were reflected in the Final SDD where appropriate. The Final SDD was published on December 13, 2005 and is hereafter referred to as the 2005 Final SDD.

Following approval of the 2005 Final SDD, changes were made to the baseline Project Description as well as to the alternatives to be addressed in the EIS. The changes to the Project Description included additional infrastructure and Ballpark design improvements as well as modification of the proposed parking area to be constructed as part of the Project. Additionally, two Project Alternatives that were to be addressed in this EIS were eliminated due to changes in the Project Description. An Amended Scoping Decision Document (2006 Amended SDD) was published on November 20, 2006 to provide an accurate statement of the current Project Description and the alternatives to be analyzed in the EIS. The 2006 Amended SDD also provided the rationale for changes in the alternatives to be addressed in the EIS. Except for the revisions to the Project Description and Project Alternatives, all of the information in the 2005 Final SDD remains the same.

A Draft EIS was then prepared that analyzed the potential social, economic and environmental impacts associated with the Build and No-Build Alternatives to determine how they may be avoided or minimized. The EIS is not a means to approve or disapprove a project, but is simply a source of information to guide approval decisions. The Draft EIS was published in the Minnesota EQB Monitor and circulated on January 29, 2007, which also marked the beginning of the 30-day comment period. A public hearing was held for the Draft EIS on February 20, 2007 and the official comment period closed on March 6, 2007.

1.3 *Need for the Proposed Action*

As set out in the 2005 Final SDD, the Project is needed to provide a new Major League Baseball Ballpark for the Minnesota Twins with a seating capacity of approximately 42,000 persons and associated facilities on a site that is close to the center of the Twin Cities Metropolitan area fan base, maximizes the use of existing parking facilities, is in close proximity to existing transit services including light rail transit, uses underdeveloped land, leverages existing public infrastructure investments, minimizes additional public investment and infrastructure improvements, and is located near a concentration of establishments that could serve fans and benefit from new customers.

The Ballpark Legislation previously referenced “found and declared that the expenditure of public money for this purpose (construction of a Major League Baseball Ballpark as described above) is necessary and serves a public purpose.” (Sec. 5). (Copy of the legislation can be found in Appendix A). The Legislation further stated that the Ballpark must be located within the City of Minneapolis in an area bounded by I-394, vacated Holden Street, the Burlington Northern Santa Fe Railway right of way, 7th Street N. and 5th Street N. This description identifies the Ballpark Site. The legislation further stated that the intent of the Legislature was, “that the Ballpark be constructed to be operational for the team (Minnesota Twins) and the public no later than the opening of the 2010 season.” (Sec. 10, subd. 2, f).

2.0 Project Alternatives

2.1 *Range of Alternatives*

The MEQB rules require EIS studies to include at least one alternative in each of the following categories or provide a description of why no alternative is included in the EIS (Part 4410.2300(G) of the Minnesota Environmental Review Rules):

- Alternative sites
- Alternative technologies
- Modified designs or layouts
- Modified scale or magnitude
- Alternatives that incorporate reasonable mitigation measures identified through comments received during the scoping process

An alternative may be excluded from the EIS when it does not meet the underlying purpose or need for the project, it would likely not have any significant environmental benefit compared to the proposed project, or another alternative, of any type, that will be analyzed in the EIS would likely have similar environmental benefits, but substantially less adverse economic, employment, or sociological impacts (Minnesota Rules part 4410.2300, subpart G).

As noted in Section 1.2, the 2005 Scoping EAW and Draft SDD outlined a range of alternatives to be studied in the EIS. As a result of further analysis and comments received during the Public Scoping Period, the 2005 Final SDD presented a refined list of alternatives that were to be addressed in the EIS. Through additional planning and analysis following the 2005 Final SDD, the alternatives were further refined and set out in the 2006 Amended SDD. Section 2.2 of this Final EIS discusses the alternatives that will not be addressed in this document and provides the rationale as to why these alternatives were not studied. Section 2.3 provides an overview of the Project alternatives that were subjected to an in-depth analysis for purpose of this EIS.

2.2 *Alternatives Not Addressed In the EIS*

2.2.1 Alternative Sites

The Ballpark Legislation states that, “the environmental impact statement shall not be required to consider alternative ballpark sites.” (Sec. 13, Subdivision 1, 1) Furthermore, the Legislature determined that the Ballpark must be located in the City of Minneapolis at a site within the legislatively-defined “development area.” “Development area” was defined as the area in Minneapolis bound by I-394, vacated Holden Street, the Burlington Northern Santa Fe right of way, 7th Street N., and 5th Street N. This description identifies the Ballpark Site. Thus, no alternative sites are addressed in this document.

2.2.2 Alternative Technologies

Technology alternatives will also not be addressed in this document. The proposed Project does not involve opportunities for defining alternatives based solely on alternative technology. Alternative sources for hot water and/or steam from the neighboring Hennepin Energy Recovery Center (HERC) facility will be further investigated during the design development phase.

2.2.3 Modified Designs or Layouts

In the 2005 Final SDD, a Modified Design or Layout Alternative was identified for further study in the EIS. This alternative was similar to the baseline Project proposal as described in the Scoping EAW, with an additional parking deck over the Media Plaza Parking Lot, increasing parking capacity by 86 spaces. Additional planning and analysis led to this alternative being eliminated from further study because a parking structure to the southwest of the Ballpark was proposed in the baseline Project analyzed in the Draft EIS, eliminating the need for the additional parking alternative analysis. This revision was noted in the 2006 Amended SDD. A parking facility including an approximately 750-space, two-story parking structure and approximately 75-space player's parking lot (approximately 825 total parking spaces) was assumed for purposes of the Draft EIS. However, this element of the project has been revised since the Draft EIS. What is proposed and assumed for purposes of this Final EIS is a surface parking lot immediately to the southwest of the Ballpark (maximum of 400 parking spaces).

2.2.4 Modified Scale or Magnitude

The 2005 Final SDD identified a Modified Scale or Magnitude Alternative for further study. This alternative provided for an expansion of the Ballpark's seating capacity to 43,000 seats. Additional planning and analysis led to this alternative being eliminated from further study because the current design of the Ballpark cannot accommodate an additional 1,000 seats. For purposes of the EIS, the capacity of the ballpark is set at a maximum of 42,000 seats in the baseline Project Description.

2.2.5 Draft SDD/Scoping EAW Alternatives

Two additional alternatives identified in the Draft SDD will not be addressed in this document. These alternatives were eliminated from consideration during the scoping process and include:

Alternative 3 – Alternative Stormwater Management Technologies

Upon further consideration of Project data during the scoping process, it was determined that the review of alternative stormwater management technologies is not a Project alternative but is instead a method for reviewing stormwater mitigation measures for the Project Area.

Alternative 4 – Light Rail Transit Extension

After further consultation between the Northstar Project Office (NPO) and Hennepin County, it was determined that the Ballpark is an independent project from the potential future extension of Light Rail Transit (LRT) to a location adjacent to the Ballpark and therefore the LRT extension is outside the scope of the Ballpark Project. The relationship of the Ballpark Project to the LRT extension is discussed in Chapter 3, Section 3.2.1.

2.3 Alternatives Considered in the EIS

Two alternatives are considered and addressed in the EIS. The first is the Preferred Alternative (“Ballpark Project”) which includes all the elements as described in Section 2.3.1 below. It should be noted that the Preferred Alternative includes mitigation measures as discussed in Section 4.0. The second alternative is the No-Build Alternative and assumes the Ballpark Project is not constructed and the Hubert H. Humphrey Metrodome (Metrodome) continues to be used as the baseball stadium for the Minnesota Twins.

2.3.1 Preferred Alternative

The Ballpark Site is bordered by 5th Street N., 3rd Avenue N., 7th Street N. and approximately the Burlington-Northern-Santa Fe (BNSF) rail line abutting the HERC property. Elements of the Ballpark consist of:

- A maximum capacity of 42,000 seats, open air-baseball park
- Executive and administrative office space and ticket office for the Minnesota Twins
- Concession and restaurant services including restaurants open on non-game days
- Storage area located under the 5th Street N. Bridge
- An area up to 64,000 square feet for potential retail and/or office use
- Loading dock located under the 7th Avenue N. Bridge
- Other facilities necessary to support a Major League Baseball game and the overall fan experience

Elements outside of the Ballpark Site are also included as part of the Ballpark Project. These elements include:

- A 6th Street N. pedestrian connection over I-394. This pedestrian bridge (width of 90 - 147 feet) will link the Ballpark to the sidewalk network on the opposite side of I-394 at 2nd Avenue N. The pedestrian bridge alignment will follow a projected alignment of 6th Avenue N. across I-394.
- Improvements will be made to the 7th Street N. Bridge to allow for wider pedestrian areas and two pull-off areas to unload pedestrians and disabled persons.

- A surface parking lot (maximum of 400 parking spaces) located under the 7th Street N. and 10th Street N. bridges will be located immediately to the southwest of the Ballpark. This area will include the player parking lot consisting of approximately 75 parking spaces and spaces for electronic news gathering organizations, Minnesota Twins employees and select patrons. Access would be from 3rd Avenue N., just north of Glenwood Avenue N.
- A field-level access road about two blocks long with access from 3rd Avenue N. and the MTC Turnaround drive. The access road will travel under the 3rd Street, 4th Street and 5th Street N. bridges, running parallel to an alley located behind the buildings that face 3rd Avenue N. and enter the Ballpark under the 5th Avenue N. bridge.
- A public promenade located along the northwest side of the Ballpark between the Ballpark and the Hennepin Energy Recovery Center (HERC) facility.
- Realignment of the BNSF rail line. A portion of the third base side of the Ballpark will be constructed over the existing BNSF rail line. There currently is a mainline and siding track in this location. The line carries 14 to 20 trains per day with no regular schedule and trains clear the area in about six minutes. The BNSF rail line realignment will accommodate a possible future extension of the Cedar Lake Trail to run under/alongside the Ballpark.
- Roadway geometric changes, including:
 - 3rd Avenue N. will be vacated from 5th Street N. to 7th Street N. Access to I-394 will remain intact from the intersection of 5th Street N. and 3rd Avenue N.
 - 6th Street N. between 2nd Avenue N. and 1st Avenue N. will potentially be reduced from three lanes of traffic to two in order to account for the increased pedestrian capacity to and from the Ballpark during events.
- Mitigation elements as discussed in Section 4.0 of this Final EIS.

The following elements are additional items that may be incorporated into the Ballpark Project, depending upon their financial feasibility:

- Two towers with decorative lighting may be located on the outside edge of the Ballpark in line with the foul lines, one adjacent to the 6th Street N. bridge entrance and one near the LRT station at 5th Street N. They would measure 25 feet by 25 feet by 300 feet.
- 6th Street Pedestrian Bridge Extension to 1st Avenue N.
Provide an extension of the 6th Street pedestrian bridge from the west side of 2nd Avenue N. to 1st Avenue N. located adjacent and attaching to the Target Center. The proposed bridge would be approximately 18 feet wide. The level of the bridge would align with the NBA restaurant located in the Target Center.
- Skyway Stair Connection to the 6th Street Pedestrian Bridge
Provide approximately a 12-foot wide exterior stair connection to the Skyway adjacent to Ramp B.

- 7th Street Enclosed Walkway Connection to Ramp A

Provide a pedestrian connection from the Skyway Level of Ramp A to the Club Level of the Ballpark and an exterior stair connection to 7th Street N.

- Skyway Tower Stair and Elevator Connection to 7th Street Bridge

Provide a pedestrian connection from the Skyway Level of Ramp A to the Club Level of the Ballpark and an exterior stair connection to 7th Street N.

The area containing the above elements and the Ballpark Site make up the “Project Area”. Figure 2-1 shows the boundaries of the entire Project Area. Figures 2-2, 2-3, and 2-4 show the exterior elevations of the Ballpark.

Schematic Design

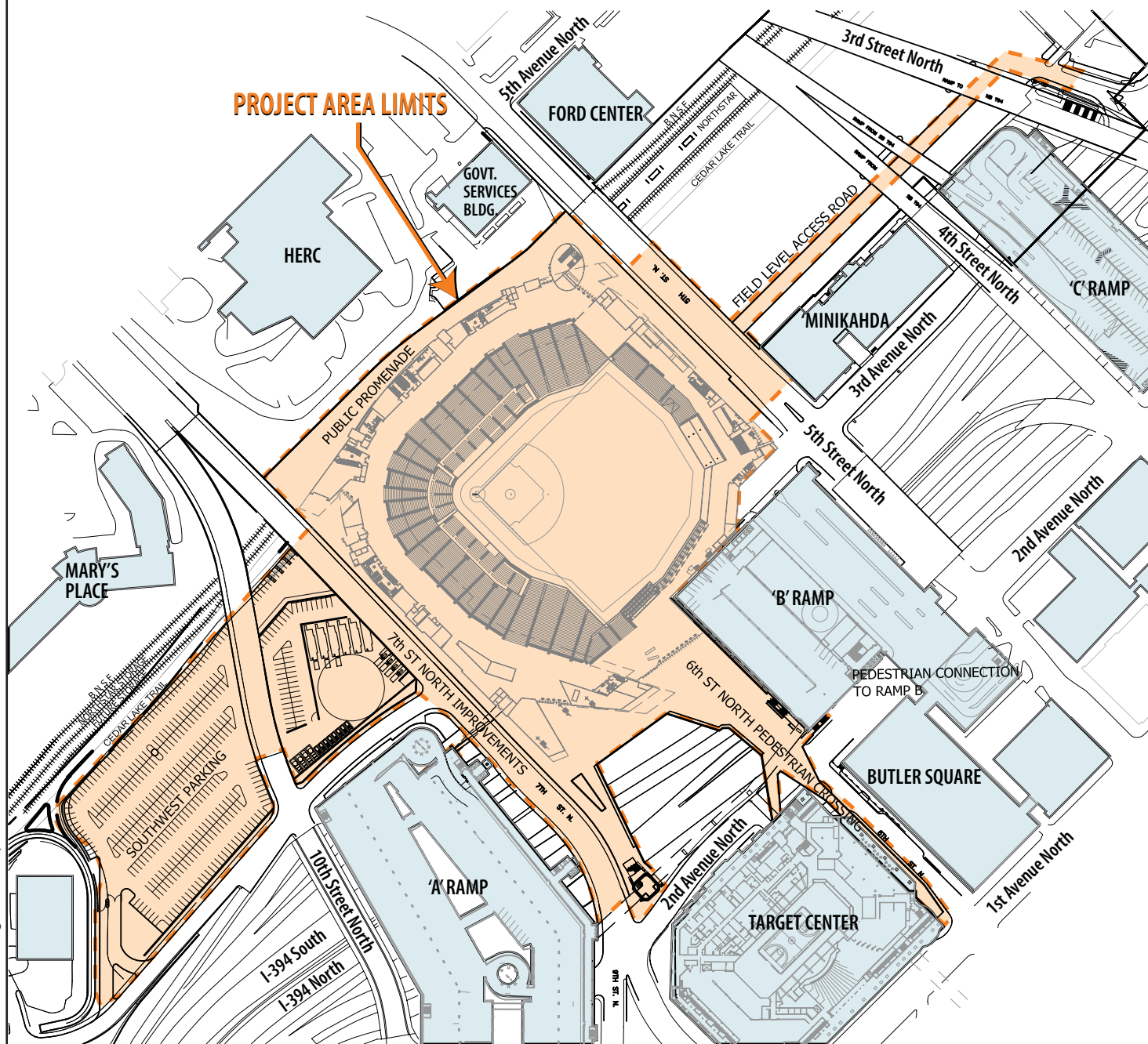
The analysis presented in this Final EIS reflects schematic-level design plans available for the Minnesota Urban Ballpark on February 2, 2007. These plans include site plans, floor plans, structural cross sections, elevations of the exterior of the Ballpark, streetscaping and other urban design elements. The Minnesota Twins are continuing with design work as this Final EIS is published. The schematic-level plans are available for viewing on the Minnesota Ballpark Authority website (www.ballparkauthority.com). The website provides an opportunity for the public to comment on the plans.

Leadership in Energy and Environmental Design (LEED)

Hennepin County has established a goal of designing and building an environmentally responsible Ballpark. There are two programs under which attainment of this project goal will be measured: the State of Minnesota Sustainable Building Guidelines (Building, Benchmarks & Beyond - "B3") and the LEED-NC Green Building Rating System sponsored by the U.S. Green Building Council.

Both of these programs use a points-based evaluation system to establish a level of compliance across different categories. The B3 system categories are Performance Management, Site and Water, Energy and Atmosphere, Indoor Environmental Quality and Material and Waste. The LEED system categories are similar but somewhat different in terms of evaluation: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality and Innovation and Design Process.

Compliance with these programs will be monitored through the design and construction process and documentation of the efforts toward creating an environmentally responsible Ballpark will be provided.



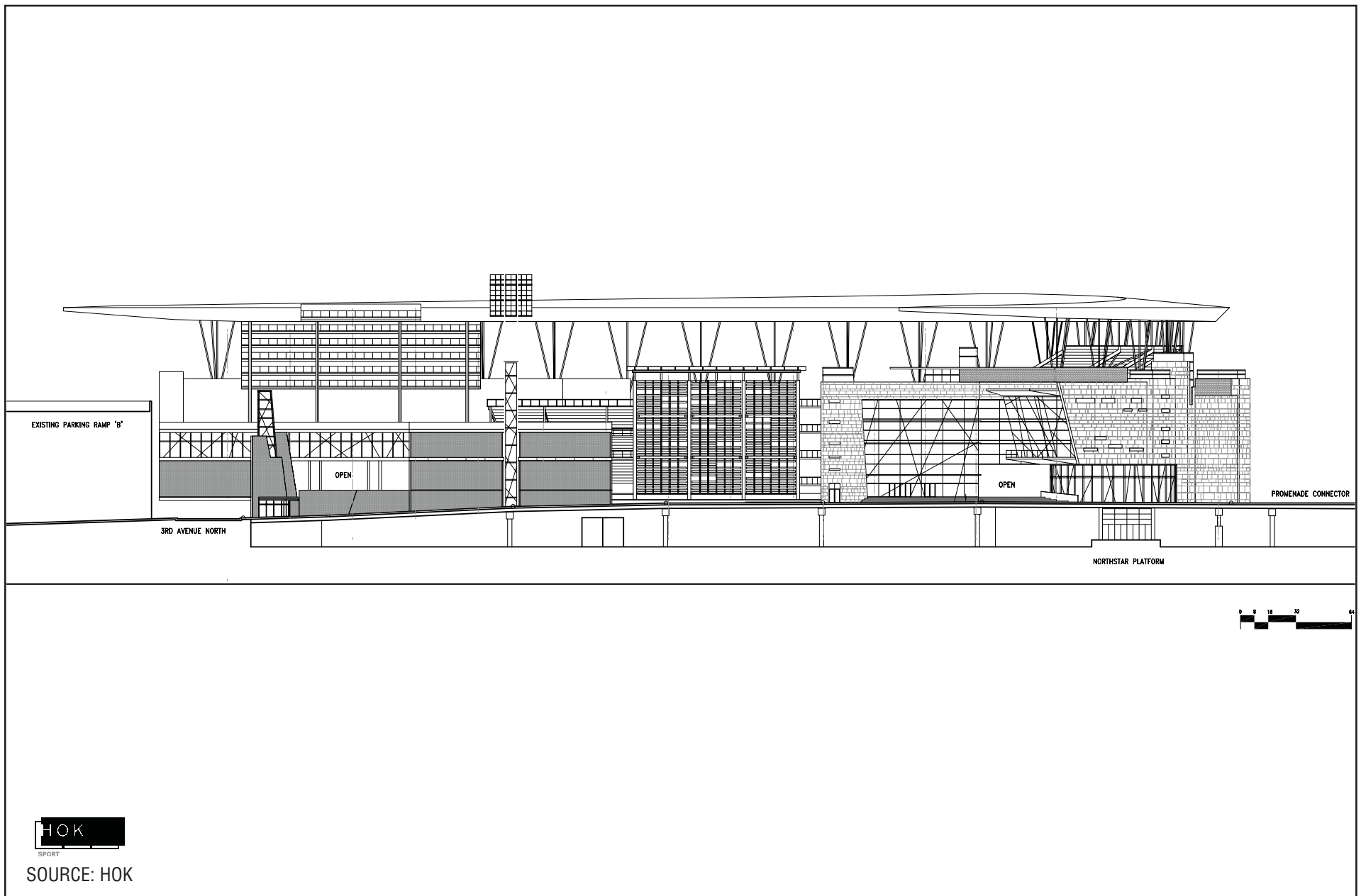
SOURCE: HOK

PROJECT DESCRIPTION MAP

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Figure 2-1

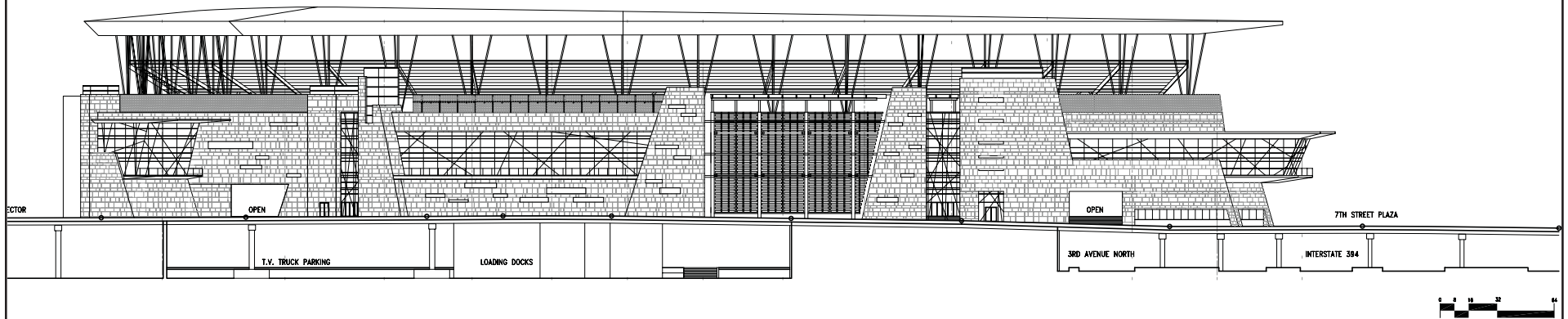
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EXTERIOR BALLPARK DESIGN – 5TH STREET NORTH ELEVATION

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Figure 2-2

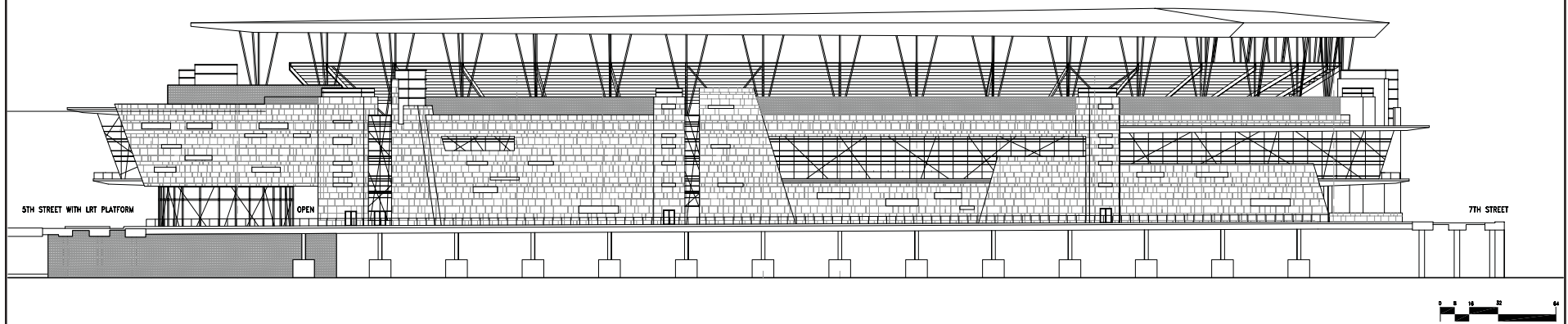


SOURCE:HOK

EXTERIOR BALLPARK DESIGN – 7TH STREET NORTH ELEVATION

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Figure 2-3



SOURCE:HOK

EXTERIOR BALLPARK DESIGN – PROMENADE ELEVATION

THE MINNESOTA URBAN BALLPARK FINAL EIS
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Figure 2-4

2.3.2 No-Build Alternative

As required by Minnesota Rules 4410.2300, Subpart G, an analysis will be conducted of the alternative of no-action being taken. This alternative assumes continued use of the Hubert H. Humphrey Metrodome as the baseball stadium for the Minnesota Twins. It is hereafter referred to as the No-Build Alternative.

2.3.3 Alternatives That Incorporate Reasonable Mitigation Measures

The Preferred Alternative as defined above incorporates the reasonable mitigation measures identified through the EIS process, including measures identified through the public comments to the Draft EIS, to address the adverse effects from the Ballpark Project.

3.0 Affected Environment and Environmental Consequences

The subject areas presented and analyzed in Chapter 3 were identified in the 2005 Final Scoping Decision Document and 2006 Amended Scoping Decision Document for inclusion in the EIS. This chapter describes the potential environmental consequences of the Preferred Alternative, as outlined in Section 2.3.1.

In addition, several technical analyses were undertaken to support the findings of this document. These analyses are referenced periodically throughout this chapter. A full list of technical analyses is located in Appendix B and can be accessed at all document public review locations and via the Hennepin County web site (www.hennepin.us, click on the “On Deck” section).

For the purposes of the following analysis, “Baseball game” “Baseball event” and “event” should be considered equivalent terms because the environmental impacts associated with any capacity event at the Ballpark are essentially equivalent (e.g., for traffic and parking). Possible exceptions to this statement are event lighting or event noise related to a concert or other similar type of large-scale use. The Minnesota Twins and the Minnesota Ballpark Authority have agreed that this type of large-scale event will to occur on a very infrequent basis (once per year) and will operate in compliance with all applicable ordinances.

3.1 Traffic Analysis

As part of the Minnesota Urban Ballpark Final EIS, a study of the traffic-related issues determined to be reasonably associated with the proposed Ballpark was completed. In order to determine the impacts that the proposed Ballpark would have on the local roadway network, a traffic operations analysis was conducted for a number of scenarios. The traffic analysis included traffic operations for intersections and parking facilities within the vicinity of the proposed Ballpark Site. In addition, a freeway operations analysis was completed to determine the impacts that event traffic would have on the regional freeway network. For a complete technical analysis of the traffic issues associated with this Project, please refer to the *Minnesota Urban Ballpark EIS Study Traffic and Parking Technical Memorandum, SRF Consulting Group, Inc., June 2007*.

The time-frames for the future event scenarios were developed based on information received from the Minnesota Twins. Based on the existing Twins schedule and preliminary information obtained from the Twins regarding start times for games at the proposed Ballpark, it is anticipated that the starting time breakdown will be as follows:

- Weekday game with noon start time – 10 games
- Weekday game with 7:00 p.m. start time – 50 games
- Saturday game with 1:00 p.m., 4:00 p.m. or 7:00 p.m. start time – 11 games
- Sunday game with 1:00 p.m. start time – 10 games

The traffic operations analysis includes ten scenarios for varying starting times and event occurrences. The analysis also includes the proposed modifications to the street grid that will be necessary to accommodate use of the Ballpark. The analysis includes:

- Existing and proposed roadway configurations during weekday p.m. peak hour (4:30-5:30 p.m.) without a baseball game
- Weekday afternoon baseball game (noon start) arrival (11:00 a.m.-noon) and departure (3:00-4:00 p.m.)
- Weekday evening baseball game (7:00 p.m. start) arrival (6:00-7:00 p.m.) and departure (10:00-11:00 p.m.)
- Saturday evening baseball game (7:00 p.m. start) departure (10:00-11:00 p.m.)
- Dual-event scenario, weekday evening; baseball game and Target Center event (7:00 p.m. start) arrival (6:00-7:00 p.m.)
- Access Minneapolis roadway modifications; weekday afternoon baseball game (noon start) departure (3:00-4:00 p.m.) and weekday evening baseball game (7:00 p.m. start) arrival (6:00-7:00 p.m.)

The scenarios were evaluated for the year the Ballpark is slated to open (2010) in order to assess the traffic impacts of Ballpark events as well as to assess impacts of changes in the roadway network needed for the Project. The proposed roadways were first analyzed to determine how they will operate during typical weekday p.m. peak hour (4:30-5:30 p.m.) conditions without a baseball game taking place. Weekday afternoon (noon start time), weekday evening (7:00 p.m. start time) and Saturday evening (7:00 p.m. start time) departure conditions were then analyzed with the proposed roadway configurations and a full capacity baseball game. The time period analyzed was for one hour prior to the start time for arriving traffic and one hour after the game for departing traffic. While baseball games are not dependent on a time clock, the assumption for this analysis was that the games would last three hours. The weekday evening arrival time period was also analyzed assuming that a baseball game and a full capacity event at the Target Center will take place at the same time.

Access Minneapolis is a project currently in process that seeks to identify specific actions that need to take place in the next ten years in order to implement the transportation policies articulated in “The Minneapolis Plan,” the City Of Minneapolis Comprehensive Plan. One of the proposed modifications, as it concerns the roadway system, is the conversion of Hennepin Avenue and 1st Avenue N. from a one-way pair to two-way roadways. Hennepin Avenue and 1st Avenue N. are currently three-lane roadways, which would be converted to four-lane roadways, with Hennepin Avenue having left-turn lanes on all approaches from which left-turns could be made. In addition, conversion would include making 8th Street S. a two-way street with a dedicated bus lane in each direction. These roadway modifications were assumed for purposes of the Ballpark event analysis scenarios; however, Access Minneapolis is currently in the study process and no decisions for future roadway modifications, if any, have been approved. Under the Access Minneapolis scenario, the impact of Ballpark traffic on the roadway network was analyzed for the weekday afternoon departure and weekday evening arrival time periods.

3.1.1 Parking Supply

Affected Environment

Utilization data were gathered for a number of downtown ramps to determine current usage trends during different time periods and in different locations throughout downtown. Utilization data were also gathered for select on-street parking areas throughout downtown that represent on-street parking near the Metrodome (existing Minnesota Twins game location) and the proposed Ballpark Site.

On-street parking surveys were conducted in September and October 2006 to determine parking availability. Survey times included afternoons and evenings, weekdays and weekends, and time periods when Twins games were occurring as well as when the Metrodome had no event.

Off-street parking data was assembled from March, August, and September 2006. Parking ramps that were surveyed included the A, B, and C Ramps, the Hawthorne Transportation Center Ramp (HTC) and other municipal ramps within one-half mile of the proposed Ballpark. Also surveyed were municipal ramps near the Metrodome along 5th Avenue S. While data that were gathered included week long usage data by hour, key times were extracted that would represent the amount of available parking at the beginning of Twins games, in particular 11:00 a.m. - noon and 6:00-7:00 p.m.

Boundaries for the Parking Analysis Area were developed in consultation with the City of Minneapolis and are shown in Figure 3-1. Parking Analysis Zones were then formed within these boundaries. These zones were identified as parking locations most likely utilized for Ballpark events. The following is a description of each Parking Analysis Zone. The boundaries of each zone are also illustrated in Figure 3-1.

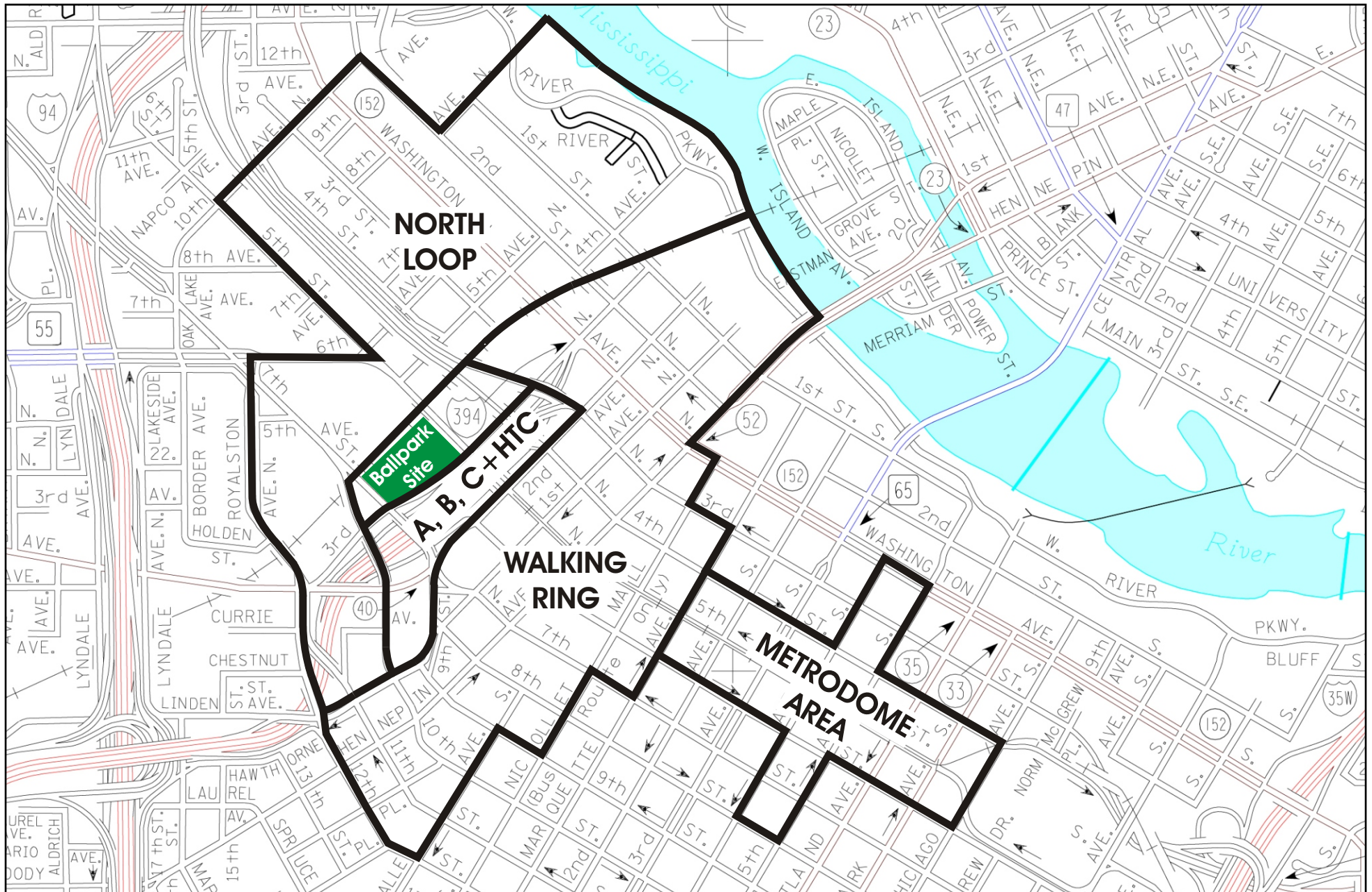
Parking Analysis Zones

A, B, C and HTC Parking Ramps

The A, B and C Ramps, along with the HTC Ramp, are expected to be heavily used during Ballpark events due to their proximity to the Ballpark Site. They contain a dense amount of parking supply and have good access to I-394 as well as to the City street network, with the exception of Ramp B, which only has one street network access to 5th Street N. and now provides poor access due to the extension of the Hiawatha LRT.

Walking Ring

A walking ring was determined based on a one-half mile radius from the Ballpark Site towards downtown. This distance is assumed to be a reasonable walking distance for this type of venue. The average person could cover this distance in about ten minutes. However, many of the facilities are small, private lots and were not assumed to be used for the purpose of this analysis. This analysis focused on larger, more recognizable structures and surface facilities within the walking ring as the areas where Ballpark patrons would be most likely to park.



North Loop Neighborhood

The North Loop Neighborhood (North Loop) area, which is located to the northeast of the Ballpark Site, is a redeveloping part of the downtown area. It is also located primarily within a one-half mile radius of the Ballpark. Many residential, retail and office spaces have been developed recently or are planned to be opened in a similar timeframe as the Ballpark. This area will likely better utilize its on-street parking capacity by installing meters along many of the streets in the North Loop that currently have no parking or time restricted parking without meters. Municipal parking is available underneath the I-94 entrance/exit ramp along 4th Street N.

Metrodome Area

Numerous surface lots and parking structures currently supply event parking for the Metrodome and would be accessible to the Ballpark via LRT, bus or walking.

The A, B, and C Ramps experience an increase in usage during current Twins games, with attendees riding the LRT from the ramps to the Metrodome. It was assumed that to a degree, the same effect will happen for a game at the proposed Ballpark. Essentially, this will cause a flip of the downtown area parking patterns with the parking ramps that are along 5th Avenue S. and heavily used for current Twins games at the Metrodome.

For the purposes of this analysis, it was assumed that the Metrodome would remain in place and that parking surrounding the Metrodome will continue to be used for Metrodome events. Accordingly, a small enough portion of the parking in the Metrodome area is assumed to be used for the Ballpark that no effect to Metrodome patrons parking availability is expected.

External Area: Convention Center, Farmers Market, St. Anthony Main, Mill District

During weekday afternoon games that start at noon, much less supply is available due to daily workers using the majority of available spaces in the previously discussed Parking Analysis Zones. Weekday afternoon game patrons will need to utilize areas external to the normal parking analysis zones. These external areas include areas such as the Convention Center area and St. Anthony Main. The availabilities in the external areas are assumed to be the same as the Walking Ring (15%). These external areas are also possible parking supplies for evening and weekend games, but for this analysis, it was assumed that few Ballpark attendees would use these areas.

On-Street Parking

On-street parking is available throughout Downtown Minneapolis. For this analysis, it was assumed that between five and ten percent of the attendees would park on-street, based on the large amount of on-street parking that was observed to be utilized during current Twins games at the Metrodome. On-street spaces used for this study were assumed to be located primarily in the North Loop parking area but are also located in the Metrodome parking area. Minimal usage of on-street parking was assumed in the downtown core area because of the high use of these spaces for local businesses.

The percent of available spaces for all Zones within the Parking Analysis Area were determined from parking surveys completed in the Fall of 2006. For weekday evening or weekend evening games at the Ballpark, an ample amount of parking supply is available within a reasonable walking distance of the Ballpark (one-half mile). During weekday afternoon games, it is assumed that many of the 1,400 vehicles currently using the Rapid Park Lot will transfer to the A, B, and C parking ramps thereby reducing their projected availability. Table 3-1 illustrates the percent of available parking per zone for different game time periods as determined by the surveys.

Table 3-1
Percent of Parking Available by Zone and Event

Zone	Weekday Afternoon	Weekday Evening	Weekend
A, B, C & HTC	30%	86%	90%
Walking Ring	15%	86%	90%
North Loop	40%	50%	60%
Dome Area	40%	80%	90%
On-Street	40%	50%	60%
External	15%	N/A	N/A

Environmental Consequences

A parking analysis was completed to determine where Ballpark attendees would likely park for an event. These parking data help provide the basis for the routes that event traffic will travel to access parking locations near the Ballpark and serve as the base for the traffic analysis.

These percents of available parking spaces were applied universally to all facilities within a Parking Analysis Zone. Available capacity in each Zone was assumed to be used, starting with areas near the Ballpark first, until the event parking demand was satisfied. Table 3-2 illustrates the amount of parking assumed to be used in each Zone for each event as well as the percent of total vehicles parked for the event.

Table 3-2
Estimated Parking Spaces Used by Zone and Event

Zone	Weekday Afternoon	Weekday Evening	Saturday Evening
A, B, C & HTC	2,100 (18%)	5,425 (40%)	5,700 (42%)
Walking Ring	1,500 (13%)	6,100 (45%)	5,500 (40%)
North Loop	1,600 (14%)	1,330 (10%)	1,300 (10%)
Metrodome Area	2,400 (22%)	475 (3%)	550 (4%)
On-Street ⁽¹⁾	200 (2%)	270 (2%)	550 (4%)
External	3,500 (31%)	0 (0%)	0 (0%)
Total⁽²⁾	11,300 (100%)	13,600 (100%)	13,600 (100%)

⁽¹⁾ Excluding areas within the North Loop neighborhood.

⁽²⁾ Total number of parking spaces required is based on vehicle occupancy and mode split assumptions. These assumptions differ by scenario and are described in Section 3.1.2.

3.1.2 Local Roadway Options

Affected Environment

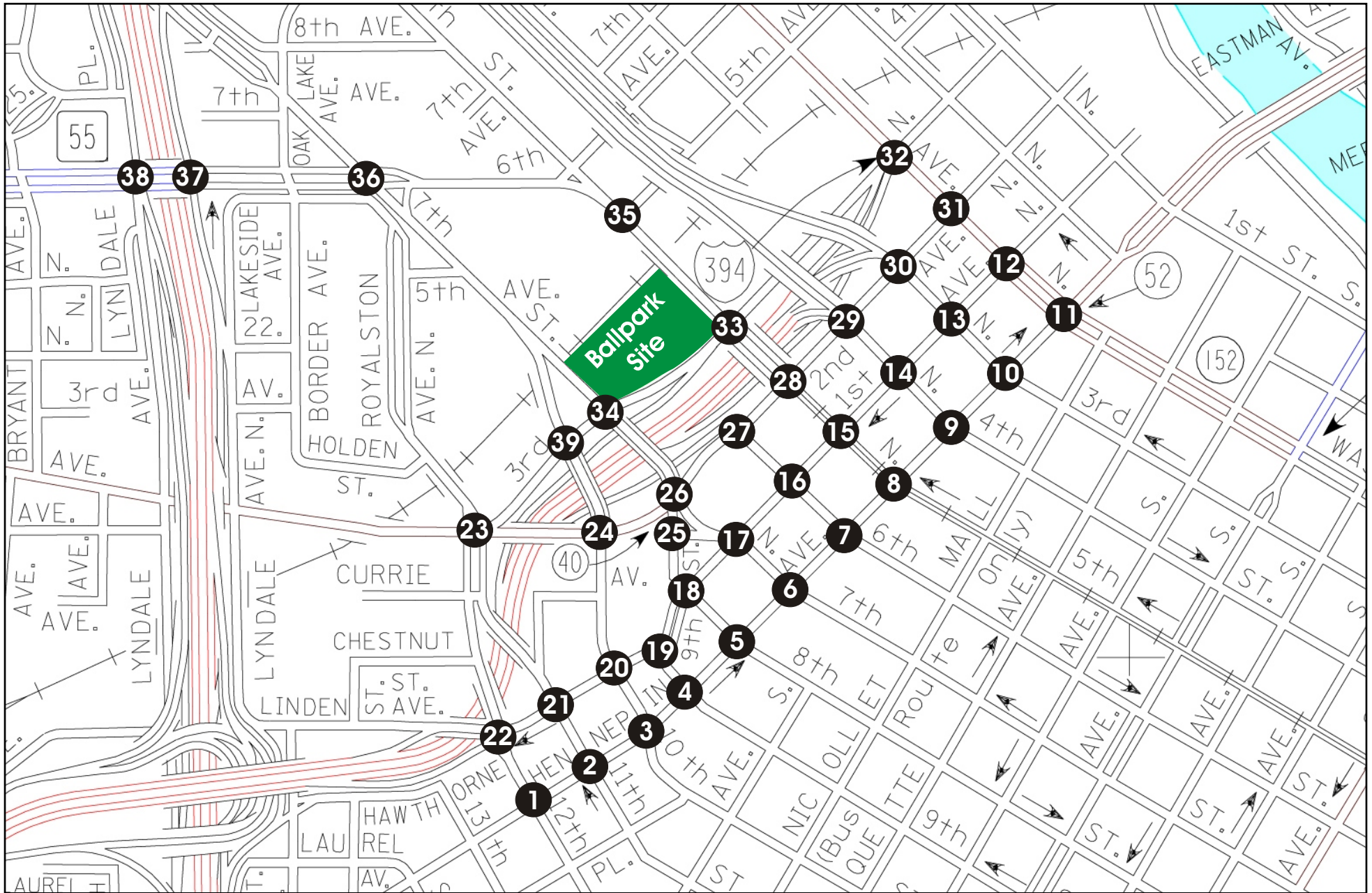
An analysis of the existing p.m. peak hour (4:30-5:30 p.m.) weekday conditions was conducted by Short Elliott Hendrickson Inc. (SEH), as part of the Downtown Signal Optimization study for the City of Minneapolis. Results from the analysis indicate that two of the key intersections within the study area operate poorly (LOS E or F) during the p.m. peak hour. These two intersections are at Washington Avenue N./Hennepin Avenue and 7th Street N./1st Avenue N.

As previously discussed, the Ballpark Site is bounded by 7th Street N. on the southwest, 5th Street N. on the northeast, 3rd Avenue N. on the southeast, and the BNSF railroad tracks on the northwest. The area of potential traffic impacts was determined by examining the most likely routes Ballpark traffic would use to access available parking locations for a Ballpark event. The Traffic Analysis Area includes access to and from I-394, I-94 and Trunk Highway (TH) 55 and the operation of the main roadways in the area, including 6th Avenue N., 3rd Avenue N., 2nd Avenue N., 1st Avenue N., Hennepin Avenue, 7th Street N., 5th Street N. and Washington Avenue. Figure 3-2 displays the 39 key intersections that were analyzed for each scenario to determine how traffic will operate near the Ballpark Site.

The Ballpark Site currently lies within a fully developed urban roadway network. I-394 provides a spur to those who are heading to a downtown destination from the west. I-394 provides access to 12th Street N., 6th Street N., 4th Street N. and Washington Avenue within the Traffic Analysis Area. 5th and 7th Streets N. provide access to TH 55 from Downtown Minneapolis. 1st Avenue N. and Hennepin Ave to the southeast of the Ballpark provide significant one-way access across the downtown for those coming in to or leaving downtown across the Hennepin Avenue Bridge from the east. 4th Street N. and 3rd Street N., located to the east of the proposed Ballpark, provide significant one-way ingress or egress to downtown from I-94 to the north of downtown.

There are some proposed modifications to the street grid that may be necessary to accommodate the Ballpark at the proposed location. The following is a list of the proposed modifications:

- 3rd Avenue N. will be vacated from 5th Street N. to 7th Street N. The existing access to I-394 from 3rd Avenue N. will remain and be accessible from the intersection of 5th Street N. and 3rd Avenue N.
- 6th Street North between 2nd Avenue North and 1st Avenue North could be reduced from three lanes to two lanes to accommodate an extension of the I-394 pedestrian bridge, from 2nd Avenue North to 1st Avenue North. The extension of this bridge from 2nd Avenue North to 1st Avenue North was assumed for purposes of the traffic analysis. However, at this time the extension is considered an element that may or may not be constructed as part of the Ballpark project.



- The intersection of 7th Street N. and 3rd Avenue N. will be reconstructed to accommodate the Ballpark entry plaza at that corner.
- 5th Street N. will be reduced to one lane in each direction to accommodate the new LRT extension that will be running from 1st Avenue N. (the current end of the Hiawatha Line) to the Northstar Corridor, providing LRT connections to this commuter rail line. This LRT extension is not part of the Ballpark Project. The terminus of the LRT tracks will be at the Ballpark, but could be extended in the future as part of the Southwest corridor project.

Environmental Consequences

As previously noted, impacts resulting from the Ballpark Project were assessed for potential impacts to roadway network operations for a variety of scenarios. Table 3-3 provides a review of the various scenarios that were analyzed for this Final EIS. The following sections provide an overview of how the base assumptions for the traffic analysis were arrived at and provide additional background information explaining how the analysis was completed.

Base assumptions for Operations Analysis

In order to conduct an operations analysis for each scenario, several base assumptions were needed. The scenarios were evaluated for the year that the Ballpark is projected to open (year 2010) and assumed a capacity event of 42,000 persons at the Ballpark. The area of potential traffic impacts was determined by examining the most likely routes event traffic would use to access parking locations near the Ballpark, in Downtown Minneapolis.

To determine how traffic will operate near the Ballpark, 39 key intersections were analyzed for each scenario (see Figure 3-2: Intersections Analyzed). Several intersection turning movement counts for the p.m. peak hour that were evaluated for the Ballpark Project were collected by SEH for the City of Minneapolis as part of the Downtown Signal Optimization project conducted in 2004. For this Final EIS, SRF Consulting Group, Inc. (SRF) conducted turning movement counts in 2006 at additional intersections that were not covered in the SEH model. Additionally, SRF conducted turning movement counts for some intersections that were collected by SEH in 2004 in order to determine if the 2004 volumes were representative of 2006 volumes. The difference in volumes was found to be minimal and it was confirmed that the 2004 turning movement volumes were representative of 2006 volumes.

Current traffic control includes signalization at all of the key intersections analyzed for this study. As directed by the City of Minneapolis, it was assumed that no special event signal timing plans would be in place during event traffic arrival and departure time periods, therefore, the existing signal timing plans were used. This analysis does not assume any mitigation measures are in place (traffic control officers, wayfinding, capacity improvements, etc.). Mitigation measures are discussed in Section 3.1.5

Table 3-3
Traffic Impact Analysis Scenarios

Scenario*	Hour	Time Period Analyzed	Volume Set
Existing Conditions			
Existing p.m. peak hour with existing geometrics	p.m. Peak Hour	4:30-5:30 p.m.	Background traffic only
Existing p.m. peak hour with proposed geometrics	p.m. Peak Hour	4:30-5:30 p.m.	Background traffic only
Event Conditions (includes proposed roadway geometric modifications)			
Weekday Afternoon – Baseball game (noon start)	Arrival Hour	11:00 a.m.-noon	Background and baseball event traffic
Weekday Afternoon – Baseball game (noon start)	Departure Hour	3:00-4:00 p.m.	Background and baseball event traffic
Weekday Evening – Baseball game (7:00 p.m. start)	Arrival Hour	6:00-7:00 p.m.	Background and baseball event traffic
Weekday Evening – Baseball game (7:00 p.m. start)	Departure Hour	10:00-11:00 p.m.	Background and baseball event traffic
Saturday Evening – Baseball game (7:00 p.m. start)	Departure Hour	10:00-11:00 p.m.	Background and baseball event traffic
Weekday Evening – Dual Event – Baseball game and Target Center event (7:00 p.m. start)	Arrival Hour	6:00-7:00 p.m.	Background, baseball event traffic and Target Center event traffic
Assumed Access Minneapolis Roadway with Event Conditions			
Weekday Afternoon – Baseball game (noon start)	Departure Hour	3:00-4:00 p.m.	Background and baseball event traffic
Weekday Evening – Baseball game (7:00 p.m. start)	Arrival Hour	6:00-7:00 p.m.	Background and baseball event traffic

* All scenarios except for “Existing p.m. peak hour with existing geometrics” assume the proposed geometric changes noted in Section 3.1.2.

Additional Traffic Analysis Background Information

The following provides background information regarding the traffic analysis. For a more detailed technical description of the background and assumptions for the traffic analysis, please refer to the *Minnesota Urban Ballpark EIS: Traffic and Parking Technical Memorandum*.

- **Background Traffic** – The existing vehicular background traffic for each scenario was determined by using the p.m. peak hour turning movement counts at all 39 intersections and by utilizing daily traffic profiles at various locations within the Traffic Analysis Area and factoring the volumes to represent the analysis hour.

In addition, historic traffic volumes indicate that general background traffic is expected to grow at a rate of a half a percent per year between the collected traffic counts and the analysis year 2010.

- **Origin/Destination** – An analysis of current Minnesota Twins’ season ticket holders by zip code was used to estimate the direction of approach of Ballpark patrons. This allowed determination of the main arterial roadways fans would utilize to travel to the downtown area for a Ballpark event. The season ticket information is generally a good representation of the general population in the metro area who attend Twins games. The information the Twins provided was plotted by zip code and ticket holders. The number of season ticket holders is approximately 5,100 and the season ticket holders typically have two to four tickets each. Each zip code was assigned a different direction of approach based on the nearest major roadway and it was assumed that fans would utilize the most direct approach to downtown. These numbers were then tallied by roadway and the percent of total for each roadway was determined.
- **Mode Split** – Based on data collected during current Twins games, the study team devised a modal split between seven transportation options for arriving at the Ballpark for the three main ballgame scenarios (weekday afternoon, weekday evening and weekend). The possible transportation options included driving, LRT, charter buses, Metro Transit bus, walking or biking from home, walking or biking from work or using the Northstar commuter rail. It should be noted that currently, there are no plans for the Northstar commuter rail service to be available for Ballpark events. Northstar commuter rail could become a great resource for transporting people to the game and reducing parking and traffic levels. However, for purposes of this analysis, zero percent of the Ballpark patrons were assumed to utilize the Northstar commuter rail. It should be noted that there is a sizeable difference in the modal split between the weekday afternoon scenario and the other scenarios. For a weekday afternoon game, approximately 74 percent of the fans will drive to the game, however for the other scenarios, approximately 89 percent of the fans are driving to the game. That 15 percent difference is made up mostly of those who will be walking or biking to the game from work on a weekday afternoon.
- **Auto Occupancy** - Based on prior experience with travel behavior characteristics for Ballparks across the country, while also considering travel behavior for the Twin Cities Metropolitan area, it was determined that 2.75 people per vehicle would be used as an average auto occupancy for all analysis time periods.
- **Ballgame Traffic** - The traffic operations analysis for each scenario was conducted for a one-hour time frame, either before the start or after the end of a game. It is unrealistic to assume that 100 percent of the traffic would arrive or depart during the analysis hour. A certain percentage of people would arrive or depart outside of this hour, depending on the day of the week and the time of day for the analysis (refer to *Minnesota Urban Ballpark EIS Study Traffic and Parking Technical Memorandum* for more information). Based on other Ballpark EIS

studies (New York Yankees, Oakland A's) recently conducted in the United States, a percentage of vehicles arriving/departing during the analysis hour for each scenario was devised. The assumptions made for this Final EIS are consistent with or slightly more conservative than the other studies that were reviewed.

Traffic Operations Results

An operations analysis was conducted at the 39 key intersections for each of the ten scenarios to determine how traffic is expected to operate within the Traffic Analysis Area. All intersections were analyzed using the Synchro/SimTraffic and Highway Capacity Software. Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation and LOS F indicates an intersection that has failed to operate effectively. LOS A through D are generally considered acceptable by drivers under peak hour conditions. Please refer to the *Minnesota Urban Ballpark EIS: Traffic and Parking Technical Memorandum* for figures that correspond with the LOS results presented in the tables within this section.

Analysis assumptions and results for each of the ten scenarios are summarized in the following sections. As noted above, analysis results do not include any mitigation measures, including wayfinding or attempts to change patron behavior. In addition, the analysis assumes the vehicles and pedestrians obey the traffic signal control. However, based on current event departure observations, it is unlikely that pedestrians will obey the traffic signals, which could negatively impact the level of service results. Mitigation measures discussed later in this document will be necessary to minimize pedestrian and vehicle conflict.

Proposed Conditions – No Event

Additional analysis was conducted to determine potential transportation impacts due to the proposed geometric roadway changes, during the p.m. peak hour (4:30-5:30 p.m.), assuming no Ballpark event traffic. As previously noted, the proposed roadway geometric changes are as follows:

- 6th Street North between 2nd Avenue North and 1st Avenue North may be reduced from three lanes to two lanes if the new I-394 pedestrian bridge is extended in this same block. The extension of this bridge from 2nd Avenue North to 1st Avenue North was assumed for purposes of the traffic analysis. However, at this time the extension is considered an element that may or may not be constructed as part of the Ballpark project.
- 5th Street N. between 2nd Avenue N. and 5th Avenue N. reduced to one lane in each direction, due to the extension of the LRT line.
- 3rd Avenue N. between 5th Street N. and 7th Street N. closed due to the Ballpark. All existing traffic that was on this roadway would be rerouted to other roadways. The 3rd Avenue N. on-ramp to I-394 would remain open.

Based on the p.m. peak hour (4:30-5:30 p.m.) turning movement volumes, approximately 375 vehicles travel on 3rd Avenue N. between 5th Street N. and 7th Street N. during the p.m. peak hour (not including vehicles accessing the Rapid Park Parking Lot or the I-394 on-ramp). The through-traffic and the vehicles accessing the Rapid Park Parking lot were rerouted to the adjacent roadways, with the majority being rerouted to 1st Avenue N. Results of the analysis indicate that the proposed geometrics and rerouting of vehicles does not significantly impact the operations of any intersections within the Traffic Analysis Area. However, there is concern with the loss of a segment of the downtown grid. As part of a separate migration study that is currently in process, continued efforts will be made to find an alternative connection to replace the removal of 3rd Avenue N. between *5th Street N. and 7th Street N.* One concept being analyzed is to convert the direction of flow on 2nd Avenue N. between Washington Avenue and Royalston Avenue. It is currently a one-way segment and could be converted to a two-way segment.

Sixth Street N. is one of the main connections from I-394 to the downtown area. During the p.m. peak hour, approximately 400 vehicles drive on 6th Street N. between 2nd Avenue N. and 1st Avenue N., however, this is not the peak hour for traffic traveling on this segment. Based on turning movement counts conducted in June 2004, the a.m. peak hour traffic for this segment was approximately 1,250 vehicles. A traffic operations analysis was completed for the a.m. peak hour for this segment, to determine the impacts due to the potential loss of one through lane on 6th Street N. if the pedestrian bridge extension is added to the project. Based on the analysis, the reduction from three to two lanes on this segment is not anticipated to be a problem during the a.m. peak hour. However, the removal of this lane will likely require modification to the signal timing at 6th Street N. and 1st/2nd Avenue N. intersections. Also review of the alignment of lanes on the 6th Street N. off-ramp from I-394 is needed to determine necessary changes to signing, striping or geometrics. Truck delivery that currently takes place for local businesses on 6th Street N. will need to be prohibited during peak periods. During the off-peak it should only be allowed on one side of the street, or at least, not adjacent to each other. If the extension of the pedestrian bridge is decided to be constructed, a more in-depth evaluation of the loss of one lane should be conducted prior to construction.

Event Conditions

Weekday afternoon (noon start time), weekday evening (7:00 p.m. start time) and Saturday evening (7:00 p.m. start time) arrival and departure conditions were analyzed with the proposed changed roadway configuration and a full capacity baseball game to determine potential transportation impacts due to the increase in pedestrian and vehicular traffic. The weekday evening arrival time period was also analyzed assuming that a baseball game (7:00 p.m. start) and a full capacity event (19,000 attendees) at the Target Center will take place at the same time.

For a more detailed discussion regarding all assumptions for the following scenarios and detailed methodology and background data used to determine these assumptions, please refer to the *Minnesota Urban Ballpark EIS Study Traffic and Parking Technical Memorandum*.

Weekday Afternoon Event

The weekday afternoon ballgame scenario assumes a start time at noon and an end time at 3:00 p.m. Arrival and departure traffic operations analysis were conducted for the hour before and after the game, respectively. Numerous assumptions were used to estimate the number of vehicle, pedestrian and transit trips for a baseball game at the proposed Ballpark for a weekday afternoon ballgame. Key assumptions included:

- 26 percent of the attendees (approximately 10,900) walk from home/work, bike or ride transit/LRT to/from the Ballpark. The remaining 74 percent (approximately 31,100) will travel via automobile.
- Using the previously noted vehicle occupancy rate of 2.75 persons per vehicle, 11,300 new vehicles are assumed for a weekday afternoon event.
- It is estimated that 80 percent (9,040) of the event vehicle traffic arrives prior to the game during the “peak” hour being analyzed and 90 percent (10,170) of the event vehicle traffic departs after the game during the “peak” hour being analyzed.

The traffic operations analysis results for the weekday afternoon ballgame event arrival and departure conditions are summarized below in Table 3-4.

Weekday Afternoon Event Arrival – Traffic Operations Analysis Results

Results of the weekday afternoon ballgame event analysis indicate that five of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the arrival time period. Reasons for the poor traffic operations at each intersection are as follows:

- 7th Street N./Hennepin Avenue – High volume of northbound and westbound vehicles that conflict with the event pedestrians.
- Washington Avenue/Hennepin Avenue – High volume of westbound through and eastbound left-turning traffic. Eastbound traffic queues to 1st Avenue N.
- Washington Avenue/1st Avenue N. - High volume of southbound traffic and eastbound queuing from Hennepin Avenue.
- 5th Street N./1st Avenue N. – High southbound traffic, the loss of roadway capacity on 5th Street N. due to LRT line and conflict between vehicles, LRT and pedestrians.
- Washington Avenue/3rd Avenue N. – Increase in northbound traffic from I-394 and high volume of westbound vehicles accessing parking in the North Loop area.
- It is anticipated that an additional two to three intersections along 7th Street South and Washington Avenue South to the east of Hennepin Avenue will operate poorly under this scenario.

Table 3-4
Weekday Afternoon Event (Noon Start Time)
Level of Service Results

Int #	Intersection	Arrival 11:00 a.m.-noon	Departure 3:00-4:00 p.m.
1	12th Street/Hennepin Avenue	C or better	C or better
2	11th Street/Hennepin Avenue	C or better	D
3	10th Street/Hennepin Avenue	C or better	C or better
4	9th Street/Hennepin Avenue	C or better	D
5	8th Street/Hennepin Avenue	C or better	C or better
6	7th Street/Hennepin Avenue	E	D
7	6th Street/Hennepin Avenue	C or better	C or better
8	5th Street/Hennepin Avenue	D	D
9	4th Street/Hennepin Avenue	C or better	D
10	3rd Street/Hennepin Avenue	C or better	F
11	Washington Avenue/Hennepin Avenue	F	F
12	Washington Avenue N./1st Avenue N.	E	F
13	3rd Street N./1st Avenue N.	C or better	F
14	4th Street N./1st Avenue N.	C or better	D
15	5th Street N./1st Avenue N.	F	D
16	6th Street N./1st Avenue N.	D	D
17	7th Street N./1st Avenue N.	D	E
18	8th Street N./1st Avenue N.	C or better	F
19	9th Street N./1st Avenue N.	C or better	F
20	10th Street N./1st Avenue N.	C or better	F
21	11th Street N./1st Avenue N.	C or better	F
22	12th Street N./1st Avenue N.	C or better	F
23	12th Street N./Glenwood Avenue	D	C or better
24	10th Street N./Glenwood Avenue	C or better	D
25	9th Street N./Ramp A Entrance/Exit	D	F
26	7th Street N./2nd Avenue N.	D	F
27	6th Street N./2nd Avenue N.	C or better	D
28	5th Street N./2nd Avenue N.	D	F
29	4th Street N./2nd Avenue N.	C or better	D
30	3rd Street N./2nd Avenue N.	C or better	F
31	Washington Avenue N./2nd Avenue N.	D	F
32	Washington Avenue N./3rd Avenue N.	F	F
33	5th Street N./3rd Avenue N.	D	F
34	7th Street N./3rd Avenue N.	C or better	C or better
35	5th Street N./5th Avenue N.	D	D
36	TH 55/6th Street N.	D	D
37	TH 55/I-94/Lyndale Avenue East Ramp	C or better	D
38	TH 55/I-94/Lyndale Avenue West Ramp	C or better	D
39	10th Street N./3rd Avenue N.	C or better	C or better
Total number of intersections operating at each Level of Service:			
	Level of Service C or Better	23	7
	Level of Service D	11	15
	Level of Service E	2	1
	Level of Service F	3	16

Bold items indicate unacceptable levels of service.

Note: Level of Service results assume that all pedestrians obey the traffic signal control. If pedestrians take over any of the intersections, level of service results could be negatively impacted.

Weekday Afternoon Event Departure – Traffic Operations Analysis Results

Results of the weekday afternoon ballgame event analysis indicate that 17 of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the departure time period. It should be noted that during this time period, the background commuter traffic leaving the downtown area is high which increases the number of vehicles competing to access the freeway system. Reasons for the poor traffic operations at each intersection are as follows:

- Washington Avenue from 3rd Avenue N. to Hennepin Avenue – High volume of event and background traffic leaving the downtown area via Washington Avenue to the east, Hennepin to the north and I-394 to the south via 3rd Avenue N. This causes queuing in both directions along Washington.
- 3rd Street N. from 2nd Avenue N. to Hennepin Avenue – High volume of vehicles destined for I-394 entrance at 3rd Street N./2nd Avenue N. that queues along 3rd Street N. to Hennepin Avenue.
- 5th Street N. at 3rd Avenue N. and 2nd Avenue N. – The loss of roadway capacity on 5th Street N. due to LRT line and conflict between vehicles, LRT and high pedestrian volume.
- 7th Street N./2nd Avenue N. – High volume of vehicles exiting Ramp A, destined northbound on 2nd Avenue N. competing with a high volume of pedestrians.
- 1st Avenue N. from 12th Street N. to 7th Street N. – High volume of southbound vehicles destined for I-394 via 1st Avenue N. at 12th Street N. Traffic queues back on 1st Avenue N. from 12th Street N. to 7th Street N.
- 7th Street N./1st Avenue N. – High volume of westbound through and left-turning vehicles competing with a high volume of pedestrians. In addition, traffic on southbound 1st Avenue N. queues back into 7th Street N.
- It is anticipated that additional two to three intersections along 3rd Street South and Washington Avenue South to the east of Hennepin Avenue will operate poorly under this scenario.

Weekday Evening Event

This weekday evening ballgame scenario assumes a start time at 7:00 p.m. and an end time at 10:00 p.m. Arrival and departure traffic operations analysis were conducted for the hour before and after the game, respectively. Numerous assumptions were used to estimate the number of vehicle, pedestrian and transit trips for a baseball game at the proposed Ballpark for a weekday evening event. Key assumptions included:

- 11 percent of the attendees (approximately 4,620) walk from home/work, bike or ride transit/LRT to/from the Ballpark. The remaining 89 percent (approximately 37,380) will travel via automobile.
- Using the previously noted vehicle occupancy rate of 2.75 persons per vehicle, 13,600 new vehicles are assumed for a weekday evening event.

- It is estimated that 65 percent (8,840) of the event vehicle traffic arrives prior to the game during the “peak” hour being analyzed and 90 percent (15,110) of the event vehicle traffic departs after the game during the “peak” hour being analyzed.

The traffic operations analysis results for the weekday evening ballgame event arrival and departure conditions are summarized below in Table 3-5.

Weekday Evening Event Arrival – Traffic Operations Analysis Results

Results of the weekday evening event analysis indicate that twelve of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the arrival time period. Reasons for the poor traffic operations at each intersection are as follows:

- 1st Avenue N. from 5th Street N. to Washington Avenue – High volume of traffic traveling southbound on 1st Avenue N. destined for various parking locations. Traffic queues to the north due to vehicular traffic conflicting with pedestrian and LRT traffic at 5th Street N.
- 7th Street N./1st Avenue N. - High volume of traffic traveling southbound on 1st Avenue N. destined for Ramp A and HTC. Traffic queues to the north due to vehicular traffic conflicting with pedestrians.
- Hennepin Avenue from 7th Street N. to 11th Street N. - High volume of northbound left-turning and westbound thru traffic at the intersection of Hennepin Avenue/7th Street N. destined for Ramp A and HTC conflicting with pedestrians. Traffic queues to the south on Hennepin Avenue to 11th Street N. due to high vehicular traffic.
- Washington Avenue/Hennepin Avenue – High volume of northbound and westbound traffic.
- It is anticipated that an additional two to three intersections along 7th Street S. and Washington Avenue S. to the east of Hennepin Avenue will operate poorly under this scenario.

Weekday Evening Event Departure – Traffic Operations Analysis Results

Results of the weekday afternoon event analysis indicate that six of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the departure time period. Reasons for the poor traffic operations at each intersection are as follows:

- Washington Avenue/3rd Avenue N. – High volume of event traffic departing via I-394 to the south via 3rd Avenue N. This causes queuing to the east along Washington Avenue into 2nd Avenue N.

Table 3-5
Weekday Evening Event (7 p.m. Start Time)
Level of Service Results

Int #	Intersection	Arrival 6:00-7:00 p.m.	Departure 10:00-11:00 p.m.
1	12th Street/Hennepin Avenue	D	C or better
2	11th Street/Hennepin Avenue	F	C or better
3	10th Street/Hennepin Avenue	F	C or better
4	9th Street/Hennepin Avenue	F	C or better
5	8th Street/Hennepin Avenue	F	C or better
6	7th Street/Hennepin Avenue	F	D
7	6th Street/Hennepin Avenue	C or better	C or better
8	5th Street/Hennepin Avenue	D	C or better
9	4th Street/Hennepin Avenue	C or better	C or better
10	3rd Street/Hennepin Avenue	C or better	C or better
11	Washington Avenue/Hennepin Avenue	F	D
12	Washington Avenue N./1st Avenue N.	F	D
13	3rd Street N./1st Avenue N.	E	D
14	4th Street N./1st Avenue N.	E	C or better
15	5th Street N./1st Avenue N.	F	D
16	6th Street N./1st Avenue N.	D	D
17	7th Street N./1st Avenue N.	F	E
18	8th Street N./1st Avenue N.	C or better	C or better
19	9th Street N./1st Avenue N.	C or better	C or better
20	10th Street N./1st Avenue N.	C or better	C or better
21	11th Street N./1st Avenue N.	C or better	C or better
22	12th Street N./1st Avenue N.	C or better	C or better
23	12th Street N./Glenwood Avenue	D	D
24	10th Street N./Glenwood Avenue	C or better	C or better
25	9th Street N./Ramp A Entrance/Exit	E	F
26	7th Street N./2nd Avenue N.	D	F
27	6th Street N./2nd Avenue N.	C or better	C or better
28	5th Street N./2nd Avenue N.	D	D
29	4th Street N./2nd Avenue N.	C or better	C or better
30	3rd Street N./2nd Avenue N.	C or better	F
31	Washington Avenue N./2nd Avenue N.	D	F
32	Washington Avenue N./3rd Avenue N.	D	F
33	5th Street N./3rd Avenue N.	D	D
34	7th Street N./3rd Avenue N.	C or better	C or better
35	5th Street N./5th Avenue N.	D	D
36	TH 55/6th Street N.	D	D
37	TH 55/I-94/Lyndale Avenue East Ramp	C or better	C or better
38	TH 55/I-94/Lyndale Avenue West Ramp	C or better	C or better
39	10th Street N./3rd Avenue N.	C or better	C or better
Total number of intersections operating at each Level of Service:			
	Level of Service C or Better	16	22
	Level of Service D	11	11
	Level of Service E	3	1
	Level of Service F	9	5

Bold items indicate unacceptable levels of service.

Note: Level of Service results assumes that all pedestrians obey the traffic signal control. If pedestrians take over any of the intersections, level of service results could be negatively impacted.

- Washington Avenue/2nd Avenue N. - High volume of northbound right-turning traffic on 2nd Avenue N. that queues to the south as well as eastbound traffic at 3rd Avenue N. that queues back into 2nd Avenue N.
- 3rd Street N./2nd Avenue N. – High volume of vehicles destined for I-394 entrance at that queues to the east.
- 7th Street N./2nd Avenue N. – High volume of vehicles exiting Ramp A, destined northbound on 2nd Avenue N. competing with a high volume of pedestrians.
- 1st Avenue N./7th Street N. – High volume of westbound through and left-turning vehicles competing with a high volume of pedestrians.

Saturday Evening Event

This Saturday evening ballgame scenario assumes an event start time at 7:00 p.m. and an end time at 10:00 p.m. A departure traffic operations analysis was conducted for the hour after the game. Numerous assumptions were used to estimate the number of vehicle, pedestrian and transit trips for a baseball game at the proposed Ballpark for a Saturday evening event. Key assumptions included:

- 11 percent of the attendees (approximately 4,620) walk from home, bike or ride transit/LRT to/from the Ballpark. The remaining 89 percent (approximately 37,380) will travel via automobile.
- Using the previously noted vehicle occupancy rate of 2.75 persons per vehicle, 13,600 new vehicles are assumed for a Saturday Evening event.
- It is estimated that 80 percent (10,880) of the event vehicle traffic departs after the game during the “peak” hour being analyzed.

The traffic operations analysis results for the Saturday evening ballgame event arrival and departure conditions are summarized below in Table 3-6.

Saturday Evening Event Departure – Traffic Operations Analysis Results

Results of the Saturday evening event analysis indicate that six of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the departure time period. Reasons for the poor traffic operations at each intersection are as follows:

- Washington Avenue/3rd Avenue N. – High volume of event traffic departing via I-394 to the south via 3rd Avenue N. This causes queuing to the east along Washington Avenue into 2nd Avenue N.
- Washington Avenue/2nd Avenue N. - High volume of northbound right-turning traffic on 2nd Avenue N. that queues to the south as well as eastbound traffic at 3rd Avenue N. that queues back into 2nd Avenue N.
- 3rd Street N./2nd Avenue N. – High volume of vehicles destined for I-394 entrance at that queues to the east.

Table 3-6
Saturday Evening Event (7:00 p.m. Start Time)
Level of Service Results

Int #	Intersection	Departure (10:00-11:00 p.m.)
1	12th Street/Hennepin Avenue	C or better
2	11th Street/Hennepin Avenue	C or better
3	10th Street/Hennepin Avenue	C or better
4	9th Street/Hennepin Avenue	C or better
5	8th Street/Hennepin Avenue	C or better
6	7th Street/Hennepin Avenue	D
7	6th Street/Hennepin Avenue	C or better
8	5th Street/Hennepin Avenue	C or better
9	4th Street/Hennepin Avenue	C or better
10	3rd Street/Hennepin Avenue	C or better
11	Washington Avenue/Hennepin Avenue	D
12	Washington Avenue N./1st Avenue N.	D
13	3rd Street N./1st Avenue N.	D
14	4th Street N./1st Avenue N.	C or better
15	5th Street N./1st Avenue N.	D
16	6th Street N./1st Avenue N.	D
17	7th Street N./1st Avenue N.	E
18	8th Street N./1st Avenue N.	C or better
19	9th Street N./1st Avenue N.	C or better
20	10th Street N./1st Avenue N.	C or better
21	11th Street N./1st Avenue N.	C or better
22	12th Street N./1st Avenue N.	C or better
23	12th Street N./Glenwood Avenue	D
24	10th Street N./Glenwood Avenue	C or better
25	9th Street N./Ramp A Entrance/Exit	F
26	7th Street N./2nd Avenue N.	F
27	6th Street N./2nd Avenue N.	C or better
28	5th Street N./2nd Avenue N.	D
29	4th Street N./2nd Avenue N.	C or better
30	3rd Street N./2nd Avenue N.	F
31	Washington Avenue N./2nd Avenue N.	F
32	Washington Avenue N./3rd Avenue N.	F
33	5th Street N./3rd Avenue N.	D
34	7th Street N./3rd Avenue N.	C or better
35	5th Street N./5th Avenue N.	D
36	TH 55/6th Street N.	D
37	TH 55/I-94/Lyndale Avenue East Ramp	C or better
38	TH 55/I-94/Lyndale Avenue West Ramp	C or better
39	10th Street N./3rd Avenue N.	C or better
Total number of intersections operating at each Level of Service:		
	Level of Service C or Better	22
	Level of Service D	11
	Level of Service E	1
	Level of Service F	5

Bold items indicate unacceptable levels of service.

Note: Level of Service results assumes that all pedestrians obey the traffic signal control. If pedestrians take over any of the intersections, level of service results could be negatively impacted.

- 7th Street N./2nd Avenue N. – High volume of vehicles exiting Ramp A, destined northbound on 2nd Avenue N. competing with a high volume of pedestrians.
- 7th Street N./1st Avenue N. – High volume of westbound through and left-turning vehicles competing with a high volume of pedestrians.
- 7th Street N./Hennepin Avenue – Westbound traffic at 7th Street N./1st Avenue N. queues back to Hennepin, causing queuing for westbound through and northbound left-turning vehicles.

Weekday Evening Event Arrival – Dual Event Scenario

This scenario assumes that the Ballpark and the Target Center both are hosting full capacity events at the same time on a weekday evening. This scenario assumes a start time at 7:00 p.m. and an end time at 10:00 p.m. Arrival and departure traffic operations analysis were conducted for the hour before and after the events, respectively. Based on the 2006 event scheduled for both venues, this scenario is anticipated to occur at most a couple times a year (full capacity events at both facilities at the same time). Numerous assumptions were used to estimate the number of vehicle, pedestrian and transit trips for a baseball game at the proposed Ballpark for a weekday evening, dual event scenario. Key assumptions included:

- This analysis assumes a capacity event of 42,000 persons at the Ballpark and 19,000 persons at the Target Center. The total attendance would be 61,000 or nearly the equivalent of a Vikings football game (capacity 64,000).
- 9 percent of the attendees (approximately 5,590) walk from home/work, bike or ride transit/LRT to/from the Ballpark and Target Center. The remaining 91 percent (approximately 55,410) will travel via automobile.
- Using the previously noted vehicle occupancy rate of 2.75 persons per vehicle, 20,150 vehicles are assumed for a dual event.
- It is estimated that 65 percent (13,100) of the event vehicle traffic arrives prior to the game during the “peak” hour being analyzed.
- An analysis for current baseball season ticket holders by zip code was used to estimate the direction of approach of Ballpark and Target Center event patrons.

The traffic operations analysis results for the dual event weekday evening event arrival conditions are summarized below in Table 3-7.

Weekday Evening Dual Event Arrival – Traffic Operations Analysis Results

Results of the weekday evening dual event analysis indicate that 13 of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the arrival time period. Reasons for the poor traffic operations at each intersection are as follows:

- 1st Avenue N. from 7th Street N. to Washington Avenue – High volume of traffic traveling southbound on 1st Avenue N. destined for various parking locations. Traffic queues to the north due to vehicular traffic conflicting with pedestrian at 7th Street N.

Table 3-7
Weekday Evening Event Conditions – Dual Event Scenario
Level of Service Results

Int #	Intersection	Arrival (6:00-7:00 p.m.)
1	12th Street/Hennepin Avenue	D
2	11th Street/Hennepin Avenue	F
3	10th Street/Hennepin Avenue	F
4	9th Street/Hennepin Avenue	F
5	8th Street/Hennepin Avenue	F
6	7th Street/Hennepin Avenue	F
7	6th Street/Hennepin Avenue	D
8	5th Street/Hennepin Avenue	D
9	4th Street/Hennepin Avenue	D
10	3rd Street/Hennepin Avenue	D
11	Washington Avenue/Hennepin Avenue	F
12	Washington Avenue N./1st Avenue N.	F
13	3rd Street N./1st Avenue N.	F
14	4th Street N./1st Avenue N.	F
15	5th Street N./1st Avenue N.	F
16	6th Street N./1st Avenue N.	F
17	7th Street N./1st Avenue N.	F
18	8th Street N./1st Avenue N.	C or better
19	9th Street N./1st Avenue N.	C or better
20	10th Street N./1st Avenue N.	C or better
21	11th Street N./1st Avenue N.	C or better
22	12th Street N./1st Avenue N.	C or better
23	12th Street N./Glenwood Avenue	D
24	10th Street N./Glenwood Avenue	C or better
25	9th Street N./Ramp A Entrance/Exit	F
26	7th Street N./2nd Avenue N.	D
27	6th Street N./2nd Avenue N.	C or better
28	5th Street N./2nd Avenue N.	D
29	4th Street N./2nd Avenue N.	D
30	3rd Street N./2nd Avenue N.	C or better
31	Washington Avenue N./2nd Avenue N.	D
32	Washington Avenue N./3rd Avenue N.	D
33	5th Street N./3rd Avenue N.	D
34	7th Street N./3rd Avenue N.	C or better
35	5th Street N./5th Avenue N.	D
36	TH 55/6th Street N.	D
37	TH 55/I-94/Lyndale Avenue East Ramp	C or better
38	TH 55/I-94/Lyndale Avenue West Ramp	C or better
39	10th Street N./3rd Avenue N.	C or better
Total number of intersections operating at each Level of Service:		
	Level of Service C or Better	12
	Level of Service D	14
	Level of Service E	0
	Level of Service F	13

Bold items indicate unacceptable levels of service.

Note: Level of Service results assumes that all pedestrians obey the traffic signal control. If pedestrians take over any of the intersections, level of service results could be negatively impacted.

- Hennepin Avenue from 7th Street N. to 11th Street N. - High volume of northbound left-turning and westbound thru traffic at the intersection of Hennepin Avenue/7th Street N. destined for Ramp A and HTC conflicting with pedestrians. Traffic queues to the south on Hennepin to 11th Street N. due to high vehicular traffic.
- Washington Avenue/Hennepin Avenue – High volume of northbound and westbound traffic.
- It is anticipated that an additional two to three intersections along 7th Street S. and Washington Avenue S. to the east of Hennepin Avenue will operate poorly under this scenario.

Level of service results for this scenario are similar to the weekday evening arrival results, with the dual event scenario only experiencing one additional intersection that operates poorly. However, on average, the vehicles under the dual event scenario experience more delay than those for the weekday evening scenario. In addition, the majority of the additional parking used for the dual event scenario is located outside the analysis study area.

Assumed Access Minneapolis Roadway with Event Traffic

Access Minneapolis is a project currently in the planning process that is aimed at identifying specific actions that need to take place in the next 10 years in order to implement the transportation policies articulated in “The Minneapolis Plan”. As part of the study, one of the proposed modifications, as it concerns the roadway system, is the conversion of Hennepin Avenue and 1st Avenue N. from a one-way pair to two-way roadways. Hennepin Avenue and 1st Avenue N. are currently three-lane roadways which would be converted to four-lane roadways, with Hennepin Avenue having left-turn lanes on all approaches. In addition, the project would include the conversion of 8th Street S. to a two-way street with a dedicated bus lane in each direction. These roadway modifications were assumed for purposes of the Ballpark event analysis scenarios; however, the Access Minneapolis project is currently in process and no decisions for future roadway modifications have been approved. The impacts of the Ballpark event traffic on the roadway network assumed as part of the Access Minneapolis project was analyzed for the weekday afternoon departure and weekday evening arrival time periods.

Mode split/choice, origin/destination, parking, pedestrian and routing assumptions for both Access Minneapolis scenarios are the same as the weekday afternoon departure (3:00 - 4:00 p.m.) and weekday evening arrival (6:00-7:00 p.m.) scenario that assumes the existing roadway configuration.

A Synchro model with Year 2030 p.m. peak hour volumes (4:30-5:30 p.m.) for the Access Minneapolis roadway configuration was provided by the City of Minneapolis. As informed by the City, these volumes were reduced to 88 percent of the 2030 volumes to represent existing volumes. To be consistent with past scenarios,

vehicular volumes for 3:00-4:00 p.m. and 6:00-7:00 p.m. were assumed to be approximately 90 percent and 65 percent of the p.m. peak hour (4:30-5:30 p.m.) volumes, respectively. The estimation was based on using daily volume profiles near the Ballpark.

The traffic operations analysis results for the weekday afternoon departure and weekday evening arrival conditions are summarized below in Table 3-8.

Weekday Afternoon Event Departure – Access Minneapolis Roadway Traffic Operations Analysis Results

Results of the weekday afternoon event departure analysis (3:00-4:00 p.m.) on the Access Minneapolis roadway network indicate that 16 of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the arrival time period. Reasons for the poor traffic operations at each intersection are as follows:

- 1st Avenue N. from 12th Street N. to 10th Street N. – High volume of southbound vehicles on 1st Avenue N. destined for I-394. Traffic queues back to 10th Street N.
- 11th Street N./Hennepin Avenue – High volume of westbound through and southbound right-turning vehicles destined to I-394 via 1st Avenue N. Traffic queues from 1st Avenue N. spill back onto 11th Street N. to the east of Hennepin Avenue.
- 10th Street N. from 1st Avenue N. to Glenwood Avenue – High volume of eastbound vehicles on 10th Street N. turning right destined for I-394. Queuing along 10th Street N. is due to queuing along 1st Avenue N. from 12th Street N.
- 8th Street N./Hennepin Avenue – 8th Street N. is reduced to one lane in each direction as part of the Access Minneapolis Roadway network, which causes queuing for westbound vehicles on 8th Street N., due to the reduced capacity.
- 7th Street N./Hennepin Avenue – High volume of westbound left-turning vehicles at 1st Avenue N. that queue on 7th Street S. to the east.
- Washington Avenue/Hennepin Avenue – High volume of traffic in all directions.
- 7th Street N./2nd Avenue N. – High volume of vehicles exiting Ramp A, destined northbound on 2nd Avenue N. competing with a high volume of pedestrians.
- 5th Street N. from 3rd Avenue N. to Hennepin Avenue – High volume of westbound vehicles conflicting with LRT and pedestrian traffic.
- Washington Avenue/3rd Avenue N. – High volume of event traffic departing via I-394 to the south via 3rd Avenue N.
- 3rd Street N./2nd Avenue N. – High volume of westbound vehicles destined for I-394 entrance that queues to the east.

It is anticipated that two to three additional intersections along 5th Street S., 8th Street S., 11th Street S. and Washington Avenue S. to the east of Hennepin Avenue will operate poorly under this scenario.

Table 3-8
Assumed Access Minneapolis Roadway with Event Conditions
Level of Service Results

Int #	Intersection	Afternoon Departure 3:00-4:00 p.m.	Evening Arrival 6:00-7:00 p.m.
1	12th Street/Hennepin Avenue	C or better	C or better
2	11th Street/Hennepin Avenue	F	F
3	10th Street/Hennepin Avenue	C or better	D
4	9th Street/Hennepin Avenue	C or better	D
5	8th Street/Hennepin Avenue	E	D
6	7th Street/Hennepin Avenue	E	D
7	6th Street/Hennepin Avenue	C or better	C or better
8	5th Street/Hennepin Avenue	F	E
9	4th Street/Hennepin Avenue	D	C or better
10	3rd Street/Hennepin Avenue	C or better	C or better
11	Washington Avenue/Hennepin Avenue	F	F
12	Washington Avenue N./1st Avenue N.	D	D
13	3rd Street N./1st Avenue N.	D	D
14	4th Street N./1st Avenue N.	D	D
15	5th Street N./1st Avenue N.	F	F
16	6th Street N./1st Avenue N.	C or better	D
17	7th Street N./1st Avenue N.	D	D
18	8th Street N./1st Avenue N.	C or better	C or better
19	9th Street N./1st Avenue N.	D	D
20	10th Street N./1st Avenue N.	F	C or better
21	11th Street N./1st Avenue N.	F	C or better
22	12th Street N./1st Avenue N.	F	C or better
23	12th Street N./Glenwood Avenue	C or better	D
24	10th Street N./Glenwood Avenue	F	C or better
25	9th Street N./Ramp A Entrance/Exit	F	E
26	7th Street N./2nd Avenue N.	F	D
27	6th Street N./2nd Avenue N.	D	C or better
28	5th Street N./2nd Avenue N.	F	D
29	4th Street N./2nd Avenue N.	C or better	C or better
30	3rd Street N./2nd Avenue N.	E	C or better
31	Washington Avenue N./2nd Avenue N.	D	D
32	Washington Avenue N./3rd Avenue N.	F	D
33	5th Street N./3rd Avenue N.	F	D
34	7th Street N./3rd Avenue N.	C or better	C or better
35	5th Street N./5th Avenue N.	D	D
36	TH 55/6th Street N.	D	D
37	TH 55/I-94/Lyndale Avenue East Ramp	D	C or better
38	TH 55/I-94/Lyndale Avenue West Ramp	D	C or better
39	10th Street N./3rd Avenue N.	C or better	C or better
Total number of intersections operating at each Level of Service:			
	Level of Service C or Better	11	16
	Level of Service D	12	18
	Level of Service E	3	2
	Level of Service F	13	3

Bold items indicate unacceptable levels of service.

Note: Level of Service results assume that all pedestrians obey the traffic signal control. If pedestrians take over any of the intersections, level of service results could be negatively impacted.

Weekday Evening Event Arrival - Access Minneapolis Roadway Traffic Operations Analysis Results

Results of the weekday evening event arrival analysis (6:00-7:00 p.m.) on the Access Minneapolis roadway network indicate that five of the key intersections in the Traffic Analysis Area are expected to operate poorly (LOS E or F) during the arrival time period. Reasons for the poor traffic operations at each intersection are as follows:

- 11th Street N./Hennepin Avenue – High volume of westbound through and right-turning vehicles on 11th Street N. destined for parking around the Ballpark.
- 5th Street N. at 1st Avenue N. and Hennepin Avenue - High volume of westbound vehicles conflicting with LRT and pedestrian traffic.
- Washington Avenue/Hennepin Avenue – High volume of southbound and westbound vehicles.
- It is anticipated that two to three additional intersections along 5th Street S. and Washington Avenue S. to the east of Hennepin Avenue will operate poorly under this scenario.

This scenario has fewer intersections that operate poorly than the scenario with the existing roadway network since the Access Minneapolis scenario has more roadway capacity on 1st Avenue N. and Hennepin Avenue and the two-way lane configuration allows event traffic to be distributed between the two roads. Please note the model is not able to model bus stops, parking maneuvers, etc. that may negatively impact traffic operations and safety.

3.1.3 Freeway Operations

A freeway capacity operations analysis was completed to determine the impacts that event traffic would have on the regional freeway network. The time periods chosen for this analysis were the weekday afternoon game departure (3:00-4:00 p.m.), weekday evening game arrival (6:00-7:00 p.m.) and weekday evening game departure (10:00-11:00 p.m.) as these are anticipated to be the worst-case scenarios for traffic. The weekday afternoon scenario would have the largest amount of background traffic traveling in the same direction as the event traffic, the weekday evening game arrival scenario would be the most frequent event and the weekday evening game would have the highest number of vehicles departing from Parking Ramps A, B, C and HTC.

Affected Environment

Hourly background traffic was determined for freeway mainline and ramp segments directly surrounding the downtown area using daily detector data provided by Minnesota Department of Transportation (Mn/DOT) for a typical day in October 2006. Existing volumes are documented as “Background” in Tables 3-9, 3-10 and 3-11 below.

Environmental Consequences

The event traffic generated for each scenario was distributed throughout the freeway network using the origin/destination assumptions used for the intersection analysis. The sum of the background and event traffic was calculated for each segment and used to determine the anticipated hourly traffic volumes for each scenario.

The purpose of this analysis is to identify potential problem locations on the regional freeway network due to event traffic. It is not intended to be a detailed operational analysis. Based on closely spaced intersections, low free flow speeds and information from the Highway Capacity Manual 2000, the following ranges were selected as adequate thresholds to determine if a segment is near or over capacity, based on volume of vehicles per lane per hour (vplph).

- Under Capacity: under 2,000 vplph
- Near Capacity: 2,000-2,200 vplph
- Over Capacity: 2,200 vplph or greater

It should be noted that the total volume for each location assumes that all the traffic can get to that location during the hour (i.e. there are no bottlenecks upstream). Also, if one bottleneck location is fixed, it is likely that the problem will move downstream to the next problem location.

Weekday Afternoon Departure (3:00-4:00 p.m.)

The sum of the hourly background and event traffic was determined for each freeway and ramp segment directly surrounding the downtown area for the weekday afternoon departure scenario. Table 3-9 contains a list of locations where the total volume is near or over capacity. The location numbers listed correspond with those illustrated in Figure 3-3.

Weekday Evening Arrival (6:00-7:00 p.m.)

The sum of the hourly background and event traffic was determined for each freeway and ramp segment directly surrounding the downtown area for the weekday evening arrival scenario. Table 3-10 contains a list of locations where the total volume is near or over capacity. The location numbers listed correspond with those illustrated in Figure 3-3.

Weekday Evening Departure (10:00-11:00 p.m.)

The sum of the hourly background and event traffic was determined for each I-394 mainline and ramp segment for the weekday evening departure scenario. This scenario only looked at I-394 since the background traffic on the freeway system is low throughout the network, however there is a substantial number of vehicles that park in Ramps A and B that have direct access to I-394. Table 3-11 contains a list of locations where the total volume is near or over capacity. The location numbers listed correspond with those illustrated in Figure 3-3.

Table 3-9
Weekday Afternoon Departure (3:00-4:00 p.m.)
Freeway Analysis - Capacity Results

Location*	Number of lanes	Capacity (vph)	Traffic Volumes (vph)		
			Back-ground	Event	Total (Near or Over Capacity)
<u>I-394 Westbound</u>					
1. 12th Street N. Entrance Ramp	1	2,000-2,200	1,200	1,000	2,200 (over)
2. West of HOV Access	1	2,000-2,200	2,000	1,900	3,900 (over)
3. West of Dunwoody Blvd. Exit	3	6,000-6,600	5,800	1,600	7,400 (over)
<u>TH 65 Southbound</u>					
4. North of I-35W SB merge	2	4,000-4,400	3,100	1,800	4,900 (over)
<u>I-35W Southbound</u>					
5. South of TH 65 SB merge	4	8,000-8,800	6,400	1,800	8,200 (near)
<u>I-35W Northbound</u>					
6. Washington Avenue on-ramp	1	2,000-2,200	1,250	1,050	2,300 (over)
7. Under University Ave. Bridge	3	6,000-6,600	4,500	2,100	6,600 (over)
<u>I-94 Eastbound</u>					
8. 6th Street S. Entrance	1	2,000-2,200	1,000	2,000	3,000 (over)
<u>I-94 Westbound</u>					
9. 3rd Street S. Entrance	1	2,000-2,200	2,400	1,200	3,600 (over)

* Location numbers correspond to locations noted in Figure 3-3

Table 3-10
Weekday Evening Arrival (6:00-7:00 p.m.)
Freeway Analysis - Capacity Results

Location*	Number of lanes	Capacity (vph)	Traffic Volumes (vph)		
			Back-ground	Event	Total (Near or Over Capacity)
<u>I-394 Eastbound</u>					
10. West of Dunwoody Blvd.	4	8,000-8,800	4,800	3,300	8,100 (near)
11. East of I-94 Ramps	2	4,000-4,400	1,500	3,300	4,800 (over)

* Location numbers correspond to locations noted in Figure 3-3



Table 3-11
Weekday Evening Departure (10:00-11:00 p.m.)
Freeway Analysis - Capacity Results

Location*	Number of lanes	Capacity (vph)	Traffic Volumes (vph)		
			Back-ground	Event	Total (Near or Over Capacity)
<u>I-394 Westbound</u>					
12. Parking Ramp A/B and 3rd Avenue N. entrance ramp	1	2,000-2,200	200	2,500	2,700 (over)
13 .West of HOV Access	1	2,000-2,200	800	2,000	2,800 (over)

* Location numbers correspond to locations noted in Figure 3-3

3.1.4 Parking and Roadway Interaction Concerns

Truck/Bus Parking

Target Center does not have space on-site to accommodate many large trucks and buses. With large events, trucks and charter buses park on nearby streets. The construction of the Ballpark will remove seven truck/bus spaces on 3rd Avenue N. between 5th and 7th Streets N. The 7th Street N. roadway segment from 2nd Avenue N. and 3rd Avenue N. will be reconstructed with wider sidewalks and possible vehicle pull-out areas for ticket pick-up, etc. The reconfiguration could remove an additional nine truck/bus spaces.

Truck parking for the Ballpark is anticipated to be located in the southwest side of the Ballpark at the location of the new surface parking lot. The location for Target Center bus/truck parking will be determined as part of the Transportation Management Plan (TMP) discussed in Section 3.1.5. During construction, trucks will park further down 7th Street N. near the Hennepin Energy Recovery Company.

Charter Buses

Charter bus drop-off location and storage areas will be identified. The current plan is to use the I-394 level of Parking Ramps A and B as the drop-off area and potential storage depending on the number of charter buses. These facilities were designed for transit service with their own High Occupancy Vehicle¹ (HOV) roadway and bus pull-out areas. It is anticipated that the charter bus and Metro Mobility pick-up/drop-off locations will be separate, with the charter busses located on the lower level of Parking Ramps A and B, and Metro Mobility located at the home plate entry on 7th Street N.

An operations bus routing plan will need to be developed to show the bus circulation, drop-off area and storage areas. Signing will need to be provided from the drop-off area to the Ballpark. Other planning, operations and approvals will need to be coordinated with the City of Minneapolis, the Mn/DOT and the Federal Highway Administration (FHWA) through the TMP process.

¹ Roadway or lanes specifically designated for vehicles with two or more passengers, or transit.

Parking Ramps A, B, C and Hawthorne: Entry/Exit Capacity

Parking structures A, B, C and Hawthorne (HTH) will provide spaces for many of the Ballpark attendees. Therefore, many pedestrians will be walking to and from these parking facilities, as well as by them to other parking locations. The egress location from these ramps will be points of conflict for vehicles and pedestrians. Traffic control agents should be used at these locations to maintain order and flow.

Also, these parking facilities were not necessarily designed for events, complicating ramp entry and exiting during an event. Analysis of ramp entry/exiting capacity was performed at these facilities. Event traffic is concentrated in a shorter period of time than the typical commuter traffic. The analysis assumes that parking fee transactions will be collected upon entry and the exit gates will be open after the event. The analysis also assumes that pedestrians obey traffic signals and laws. This analysis reviews the capacity flow rate of the parking control service compared to the peak hourly flow generated by the event. Additional issues could be caused at the entry or exit points of the ramp, including signal timing, egress control and pedestrian conflicts.

Weekday Afternoon Scenario

Table 3-12 shows the analysis of the traffic exiting the parking ramps onto I-394 or the local roadway system for the weekday afternoon game during the departure period from 3:00 – 4:00 p.m.

Table 3-12
Weekday Afternoon Game – Departure 3:00 – 4:00 p.m.

Parking Ramp	To	Event Volume	Non-Event Volume	Total Volume	Control Type	Number of Type	Estimated Capacity per hour	Comment
A	I-394	500	80	580	Double Helix	2	1,500	Adequate Capacity
	10th St.	210	15	225	Helix	1	750	Adequate Capacity
	7th St.	200	25	225	Helix	1	750	Adequate Capacity
B	I-394	410	70	460	Helix	1	900	Adequate Capacity
	5th St.	75	30	105	Ramp	1	700	Adequate Capacity
C	I-94	-	-	-	-	-	-	-
	2nd Ave.	400	60	460	Helix	1	750	Adequate Capacity
	3rd Ave.	20	20	40	Helix	1	750	Adequate Capacity
HTH	1st Ave.	-	-	-	-	-	-	-
	10th St.	300	50	350	Helix	1	700	Adequate Capacity

For the weekday afternoon game departure, no problems are shown with the parking ramp exit capacities. This is mainly due to the limited number of event attendees who can park in these facilities.

Weekday Evening Scenario

Table 3-13 shows the analysis of the traffic demand entering the parking ramps A, B, C and Hawthorne for the weekday evening during the arrival from 6:00-7:00 p.m.

Parking Ramps A, B, C and Hawthorne entrances would be assumed to be controlled by a gate and a transaction made with cash. This type of operation typically can only accommodate around 200 vehicles per hour per gate. This type of operation will not be able to accommodate the peak hour demand from I-394 or I-94, nor at some of the street level entrances. The capacities will need to nearly double, and the traffic demand from I-394 to Ramp A maybe difficult to accommodate. To accommodate the demand, entry flow rates into the parking facilities need to increase and/or the arrival of event traffic needs to be dispersed over a longer period of time.

TABLE 3-13
Weekday Evening Game – Arrival 6:00 – 7:00 p.m.

Parking Ramp	To	Event Volume	Non-Event Volume	Total Volume	Control Type	Number of Type	Estimated Capacity per hour	Comment
A	I-394	1500	40	1540	Booth - Cashier	3	600	Major Problem Area
	10th St.	420	10	430	Booth - Cashier	3	600	Adequate Capacity
	7th St.	420	30	450	Booth - Cashier	2	400	Slight Problem
B	I-394	1000	20	1020	Booth - Cashier	3	600	Major Problem Area
	5th St.	250	20	270	Booth - Cashier	2	400	Adequate Capacity
C	I-94	685	10	695	Booth - Cashier	2	400	Problem Area
	2nd Ave.	35	10	45	Booth - Cashier	2	400	Adequate Capacity
	3rd Ave.	365	5	370	Booth - Cashier	2	400	Adequate Capacity
HTH	1st Ave.	765	20	785	Booth - Cashier	3	600	Problem Area
	10th St.	-	-	-	-	-	-	-

The previous analysis of the departure of a weekday afternoon game noted that the number of vehicles which can park in these structures is limited. A better test for the operation of the parking ramps is when these parking structures are nearly full of Ballpark attendees. Table 3-14 summarizes a Saturday evening game for departure 10:00 – 11:00 p.m.

Table 3-14
Weekday Evening Game – Departure 10:00 – 11:00 p.m.

Parking Ramp	To	Event Volume	Non - Event Volume	Total Volume	Control Type	Number of Type	Estimated Capacity per hour	Comment
A	I-394	1550	75	1625	Double Helix	2	1,500	Problem Area
	10th St.	440	30	470	Helix	1	750	Adequate Capacity
	7th St.	465	70	535	Helix	1	750	Adequate Capacity
B	I-394	1040	100	1140	Helix	1	900	Problem Area
	5th St.	260	65	325	Ramp	1	700	Adequate Capacity
C	I-94	-	-	-	-	-	-	
	2nd Ave.	1100	20	1120	Helix	1	750	Problem Area
	3rd Ave.	35	10	45	Helix	1	750	Adequate Capacity
HTH	1st Ave.	-	-	-	-	-	-	-
	10th St.	805	85	890	Helix	1	700	Problem Area

From the analysis, vehicle exiting time from Parking Ramps A and B onto I-394 would exceed an hour. The exits will need to be better controlled to balance flows. Also the egress locations will need to operate efficiently and traffic control agents will be needed to keep traffic and pedestrian flow under control.

3.1.5 Mitigation Measures

Traffic mitigation measures identified in the Draft EIS were evaluated in response to comments received on the Draft EIS as well as current understandings of desirability, cost and implementation feasibility. The following sections outline a Transportation Management Plan process, which will determine specific mitigation measures to implement those strategies committed to as part of this EIS, and continue to evaluate the feasibility of additional mitigation measures.

Transportation Management Plan

A Transportation Management Plan (TMP) will be prepared to mitigate the traffic impacts resulting from the Ballpark Project. The TMP will indicate how traffic, parking, transit and pedestrian operations will be managed on the day/night of the ballgame. The plan will contain specific measures and tactics for mitigating the travel impacts identified in the Final EIS. In order to understand what will be included in the TMP, the following framework is provided:

Timeframe: Development of the TMP will start shortly after the completion of the Final EIS and finish by December 2008. Some elements of the TMP will likely need refinement in the months leading up to opening day, and then, further refinement once there is actual experience with the proposed mitigation plan.

TMP Committee: The TMP Committee will be comprised of representatives from the Twins, Ballpark Authority, Hennepin County, City of Minneapolis, Mn/DOT, FHWA, Metro Transit and local law enforcement, along with designated advisory members of the local neighborhoods and business groups. The Twins, Ballpark Authority, Hennepin County, City of Minneapolis will convene the committee. The Committee will elect its Chair.

Determine Implementation of Mitigation Measures: The Committee will develop an implementation plan for the mitigation strategies and measures committed to as part of this EIS addressing required approvals, funding sources, responsible lead agency and various other details regarding the construction of capital improvements or management of educational and traffic management activities. If mitigation strategies and/or measures committed to as part of this EIS are later determined to be infeasible, substitute measures will be identified by the committee through the TMP. Likewise, additional mitigation measures not anticipated by this EIS may also be implemented through this process.

Elements of the Transportation Management Plan: The TMP will address the following mitigation strategies for implementation, with the Committee determining the appropriate set of specific measures necessary to implement each strategy taking into account the inter-relationship between the strategies:

- Travel Demand Management Initiatives
- Transportation Information Plan
- Site Access and Parking Plan
- Traffic Flow Plan
- Pedestrian Access Plan
- Transit and Charter Bus Plan
- Ballpark and Target Center Truck Parking Plan
- Traffic Control Plan
- Incident Management and Safety Plan
- Traffic Surveillance During Event Plan
- Coordination and Mechanism for Updates to the TMP
- Evaluation of the best way to provide Event Transportation Management services

Mitigation Measure Commitments

A number of mitigation measures will be implemented as a part of the Ballpark project. The TMP process will determine funding strategies, lead agency responsibilities, and approvals or permit requirements necessary to implement these measures. These measures are listed in the Mitigation Matrix under the heading “Mitigation Measure Commitments.”

Item No.	Mitigation Measure Matrix	Cost	Feasibility
	MITIGATION MEASURE COMMITMENTS		
1	A Transportation Management Plan (TMP) will be prepared by a committee consisting of members from Mn/DOT, City of Minneapolis, Metro Transit, FHWA, Hennepin County, Twins, Ballpark Authority, local law enforcement, Consultants and neighborhood and business representatives. The TMP Committee will determine the desirability, feasibility, funding and lead agency responsibilities for mitigation items. The TMP will be developed with the understanding that updates and changes will be needed based on actual event experience and will maintained on a regular basis.	Low-Moderate	Commitment
2	Information will be provided about events at the Ballpark or adjacent facilities such as event schedules, parking locations, directions to parking based on origin, transit connections, transit routes and schedules, directions for pedestrians, links to other adjacent venues, etc. via a website, e-mails, with ticket purchases, mailings and/or media. This information will be shared with other organizations and agencies to assist in distributing the information.	Low-Moderate	Commitment
3	To assist with wayfinding, a Ballpark Authority and Minnesota Twins website will have a link connecting to Metro Transit’s trip planning feature. The website will also have links to Target Center, Convention Center, City of Minneapolis and Mn/DOT, etc.	Very Low	Commitment
4	At each parking location, locator cards will be distributed to event patrons to assist with finding the parking facility.	Low	Commitment
5	Clear and easy to read signage will be installed to direct/encourage fans to use desirable routes in/out of the Ballpark and to/from parking facilities, LRT stations and the skyway system.	Very Low	Commitment
6	Clear signage directing patrons to each transit facility (LRT, Metro Bus, Express Bus, Shuttle, Charter Bus, Northstar, etc.) will be installed on the Ballpark Site and nearby sidewalks.	Very Low	Commitment
7	Use of discount coupons to local businesses or Ballpark activities after the event will be promoted to spread the departure period and reduce congestion internal to the parking ramps and roadway system.	Low	Commitment
8	Other parking areas around downtown (including the Convention Center area, Metrodome area, etc.) will be promoted by informing Ballpark attendees of high frequency transit routes on 4th Street South, 8th Street South and Nicollet Avenue to less congested parking facilities. Discounted fares on game day for these transit routes will be considered.	Low-Moderate	Commitment
9	The LRT station platforms and surrounding area will have sufficient room for large crowds.	na	Commitment
10	If additional LRT vehicles are acquired by Metro Transit, consideration will be given as to how to use these vehicles to expand the capacity of the Hiawatha LRT line on event days.	Low	Commitment
11	In the future, higher LRT usage will be promoted once the Central and Southwest LRT lines become operational.	Low	Commitment
12	Transit passes and route information will be made available through Twins Ticket Offices and/or concession stand(s).	Very Low	Commitment
13	Transit usage to Ballpark events will be promoted by providing an event ticket/transit fare package to be negotiated by the Ballpark Authority and Metro Transit (similar to the ‘Wild Ride’ currently offered for hockey home games).	Low-Moderate	Commitment
14	Charter buses will be used to attend Ballpark events. The current plan is to use the transit lower level area beneath Parking Ramps A and B on I-394. The Ballpark Authority will work with the City of Minneapolis, Minnesota Department of Transportation and FHWA to develop a drop-off and staging operations plan. Current issues which will need further discussion include current function, additional widening of pull-out area, pedestrian management, creating a transit station environment, maintenance agreements, approvals, etc. Greater clarity on these issues will be obtained during the Transportation Management Plan process.	Moderate-High	Commitment
15	Direct access from Parking Ramp B to the proposed 6th Street North Pedestrian Bridge will be provided through the Ramp B vertical circulation core.	Very High	Commitment
16	Sidewalks will be maximized in width and unnecessary obstacles will be cleared in order to maximize capacity.	Moderate-High	Commitment
17	The Ballpark Site will provide bicycle facilities with secure bicycle lockers. A bicycle area attendant will be considered depending on the intensity of use.	Moderate	Commitment
18	Easy and convenient connections to the ballpark from key bicycle routes (i.e. Cedar Lake Trail) will be provided where feasible.	Moderate	Commitment
19	The proposed 6th Street North Pedestrian Bridge, expansion of the 7th Street North sidewalk, and Ballpark plaza and concourse work may have impacts to the freeway below. Additional street lighting underneath the structures will be provided along with review of additional lighting at the freeway entrance and exit ramps. Existing signs may need to be relocated. The design and relocation of these items will be reviewed by Mn/DOT.	Moderate	Commitment
20	Vehicular turning movement restrictions, partial lane closures and street pattern modifications will be implemented where feasible and shown to improve traffic flow.	Moderate	Commitment
21	Traffic control agents will be provided at critical intersections and main parking ramp access points to control pedestrian and vehicle flow.	High	Commitment
22	An event traffic signal timing plan, in conjunction with an event traffic control plan, will be developed to more efficiently move vehicles and pedestrians and monitored as needed to determine further adjustments.	Low-Moderate	Commitment
	ADDITIONAL MITIGATION MEASURES TO BE CONSIDERED		
23	Use of changeable message signs or other wayfinding signing such as VMS/Parking Information Systems to direct parkers to available parking (potential similar to that currently used around the Convention Center). These signs could be located on roadways used by event traffic.	Very High	Possible
24	Increase entry flow rate into Ramp A and B from I-394 and surface roads by upgrading revenue collection points by allowing for non-cash payment.	Moderate	Likely - Possible
25	Increase entry flow rate into Ramp C from I-94 and surface roads by upgrading revenue collection points by allowing for non-cash payment.	Low- Moderate	Likely - Possible
26	Increase exiting flow rate from Ramp A by reducing vehicular and pedestrian conflicts. Ramp A could have a temporary left-turn lane at the 7th Street North exit onto Glenwood Avenue and a temporary right-turn lane could be provided onto 9th Street North.	Moderate	Possible
27	Ramp A and Hawthorne Ramp could be retro-fitted to allow parkers to cross-over between the two ramps to use all entrances and exits of both facilities.	Low	Likely-Possible
28	Ramp C could be retro-fitted to accommodate three reversible entrance/exit lanes from 2nd Avenue North.	Moderate-High	Possible-Unlikely
29	Season ticket holders or carpools (4 or more) could receive discounted parking prices or preferential locations.	Moderate	Likely
30	“Early” bird arrival or later departure parking rates or discount promotions with the ballpark and local businesses (perhaps only for weekend events) should be available on game days.	Moderate	Possible
31	A circulating trolley or transit vehicle could also be considered to connect the Ballpark to parking facilities, hotel and entertainment venues.	Moderate-High	Possible-Unlikely
32	Provide access to the existing skyway at the corner of 2nd Avenue North and 7th Street North for connections to Parking Ramps A, B, C, Hawthorne and those southeast of 1st Avenue North.	Very High	Possible

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Item No.	Mitigation Measure Matrix	Cost	Feasibility
	ADDITIONAL MITIGATION MEASURES TO BE CONSIDERED continued		
33	A direct skyway or bridge over 7th Street North from Parking Ramp A to a structure adjacent the Ballpark.	Very High	Possible
34	Provide a connection from the proposed 6th Street North Pedestrian Bridge to the street and skyway level. The connection would be used to access Parking Ramps A, B, C, Hawthorne and southeast of 1st Avenue North.	Very High	Likely - Possible
35	Increase I-394 carrying capacity near the downtown area by maximizing the usage of the reversible HOV lanes.	Low	Very Likely
36	Signage on major freeways near downtown Minneapolis should be clear, strategically located and permanent to direct traffic to the Ballpark and the adjacent parking facilities.	High	Possible
37	Mn/DOT instrumentation does not include I-394 from I-94 to Washington Avenue. Installation of cameras and loop detectors are recommended to observe and monitor traffic conditions for this section of roadway. This includes cameras to monitor Parking Ramps A and B.	Moderate-High	Possible
38	The proposed 6th Street North Pedestrian Bridge will require the closure of one lane on 6th Street North between 1st Avenue North and 2nd Avenue North. Therefore, two lanes in one direction would remain. The traffic signal timing for 6th Street North at 1st Avenue North and 2nd Avenue North will need to be reviewed and probably adjusted for the a.m. peak period. Also, no deliveries should be allowed on that segment of roadway during peak hour traffic periods. The freeway ramp geometrics will need to be reviewed for lane continuity and the two lanes will function.	Low	Possible
39	3rd Avenue North between 5th Street North and 7th Street North is being removed to construct the Ballpark. The current concept to replace this segment of roadway converts 2nd Avenue North into a two way street. The concept needs to work with other construction of the Northstar Commuter Rail as well as City budget plans.	Very High	Very Unlikely
	REJECTED MITIGATION MEASURES		
40	Ramp B could be retro-fitted to allow a reversible entrance or exit from 2nd Avenue North. Currently, the only local street exit is at 5th Street North which will be in conflict with LRT and heavy pedestrian volumes.	High	Very Unlikely
41	Consideration of using remote Metro Transit park-and-ride lots using supplementary express bus services. The key locations for these park-and-ride lots with an express bus service would be: - From along the Hiawatha corridor to supplement the LRT service - From I-394 lots (using the ABC ramps transit stations along the 3rd Ave distributor) - From other locations with large parking supply available (i.e. State Fairgrounds, shopping centers and large regional park-and-ride lots)	High	Unlikely
42	Express bus service from park and ride lots or other large parking supply areas.	High	Unlikely
43	The North Star Commuter rail service should be explored as another supplementary transit option. Currently, commuter rail would only operate during a.m. and p.m. peak hours to accommodate those working in downtown Minneapolis or transfer to LRT. This option might be dependant on the availability of commuter trains and available rail time.	Moderate	Unlikely
44	The lane continuity should be improved along the 3rd Avenue distributor and a second merging lane onto I-394 should be provided to reduce vehicle queues. A detailed analysis would likely be required to determine impacts of this change on all traffic.	Extremely High	Unlikely
45	The amount of vehicles exiting Parking Ramps A and B onto I-394 after a Ballpark event may cause a breakdown at the merge point of the Ramp A egress. Consideration should be given to bringing the 3rd venue ramp and Parking Ramp B onto the “mainline” prior to the Parking Ramp A egress. Detail analysis would be needed to determine any operational impacts to the roadway system.	High	Unlikely

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Additional Mitigation Measures to be considered through the TMP process

Additional mitigation measures have been identified that will continue to be evaluated through the TMP process to determine their desirability and the feasibility of their implementation. These measures are listed in the Mitigation Matrix under the heading “Additional Mitigation Measures to be Considered.”

Mitigation Measures no longer considered feasible

Mitigation measures identified in the Draft EIS but no longer considered feasible at the time of this Final EIS are listed in the Mitigation Matrix under the heading “Rejected Mitigation Measures.” These items will continue to be monitored through the TMP process should their desirability or feasibility potential improve.

3.2 Other Transportation Analysis

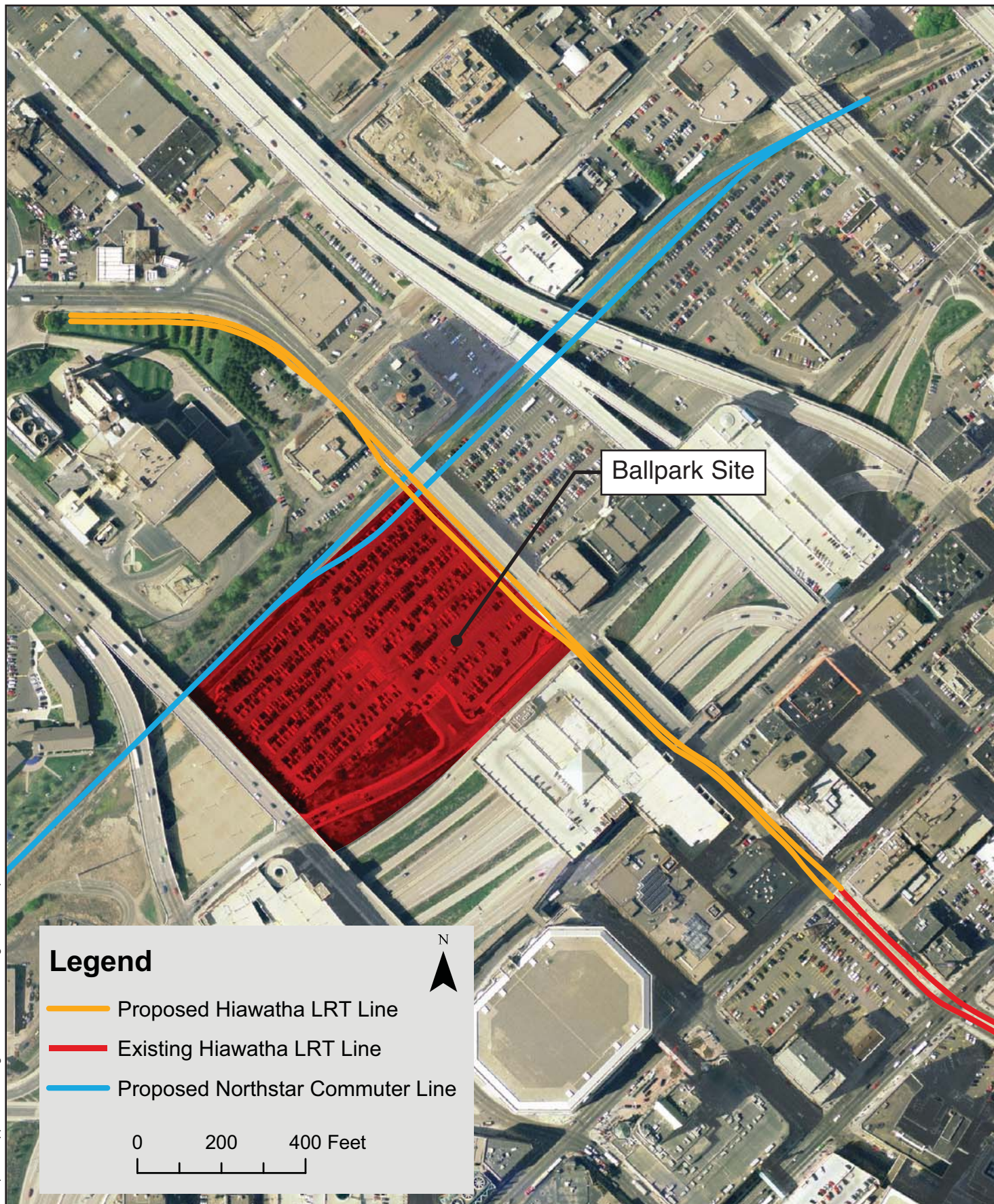
3.2.1 Transit Analysis

Affected Environment

The Project Area is located in proximity to the proposed Northstar Corridor Rail Project (Northstar Project) that includes construction of a commuter rail line between Minneapolis and Big Lake, Minnesota and an extension of the Hiawatha LRT line. (Figure 3-4) The Northstar commuter line and Hiawatha LRT extension would be operated by Metro Transit. Project funding has been provided by the Federal Transit Administration (FTA) through the Mn/DOT along with local funding support from the State of Minnesota and Anoka and Hennepin Counties.

Environmental analysis prepared under the National Environmental Protection Act (NEPA) as well as Minnesota State Rules Section 4410.2300 for the Northstar Corridor has included the following:

- Northstar Corridor Project Draft and Final Environmental Impact Statement, October 2000 and March, 2002, respectively;
- Northstar Corridor Rail Project Record of Decision (ROD), December 2002;
- Northstar Corridor Rail Project Environmental Assessment/Draft Section 4(f) Evaluation, December 2005;
- Finding of No Significant Impact (FONSI) /Negative Declaration/Final Section 4(f), March 2006 (Reevaluation of project).



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The Northstar Project consists of two transit elements: commuter rail and LRT. The commuter rail component would begin in downtown Minneapolis and extend northwest through Hennepin, Anoka and Sherburne counties to Big Lake, Minnesota, a total distance of 40 miles. The majority of the route is on the Burlington Northern Santa Fe (BNSF) Chicago to Seattle transcontinental line. A downtown Minneapolis station is proposed on and adjacent to the BNSF right of way (ROW) between 5th and 7th Streets N. (grade level). Northstar will be storing two train-sets at the station north of 5th Street N. and two train-sets south of the Ballpark between 7th Street N. and Royalston.

The LRT component includes a four-block extension from the Downtown Minneapolis Warehouse District Station to the new Ballpark Station. This connection will link the existing Hiawatha LRT line to the Northstar commuter rail corridor. The LRT track will be located on the south side of 5th Street N. at the bridge level. Northstar will be connected to LRT via the “Core” building. Bus service will be via the 5th Street Garage. The Core building will also include power supplies and employee break rooms for transit services.

Environmental Consequences

Design concepts for construction of the Ballpark resulted in several design changes to the Northstar Project as documented in the Northstar Project 2002 Record of Decision. These changes included:

- Shifting of the Downtown Minneapolis commuter rail station to the north.
- Shift in the LRT alignment from the north to the south side of 5th Street N.

These changes were evaluated in the 2005 Northstar Corridor Rail Project Environmental Assessment which resulted in a Finding of no Significant Impact by the FTA and a Negative Declaration on the need for an EIS by Mn/DOT in March 2006. A Programmatic Agreement among several parties, including FTA, Mn/DOT, the State Historic Preservation Office (SHPO) and the City of Minneapolis addressed concerns related to the federal review under Section 106 of the National Historic Preservation Act and set forth procedures for continuing consultation of design of the project around the downtown station due to the Northstar Project’s proximity to the Warehouse Historic District (See Section 3.6).

As the design of the Ballpark progressed, modifications to the Northstar Corridor system were developed to utilize the former BNSF mainline and to minimize the impact to adjacent properties. The following is a summary of these modifications:

- Conversion of existing BNSF mainline track from Washington Avenue to Royalston Avenue to serve the Northstar commuter rail platform as a yard track.
- Relocation of the Downtown Minneapolis commuter rail platform west so it is adjacent to the existing BNSF mainline track.

- Addition of a new track alignment along the east side of the platform that provides a storage location for a train-set and allows the commuter rail platform to be used as a double-side platform.
- Shifting of the Core building to the south side of 5th Street N. within the Ballpark structure.

Operations of LRT services would be adjusted to accommodate Ballpark events. At the time this analysis was completed, Metro Transit had indicated that for one hour after ballgames, LRT service would operate at five minute headways to accommodate an increase in demand. After one hour, LRT headways would return to seven and one-half minute headways. Current Northstar operating plans do not include a mid-day round trip. Because inbound Northstar service does not exist within several hours of the start of an afternoon game, it is not anticipated that a significant number of ballpark patrons will use Northstar service to arrive at afternoon games. No modifications to the usual Northstar schedule are currently planned by Metro Transit for a typical ballgame.

Representatives of the Minnesota Twins, Hennepin County, the Ballpark Authority, and the Northstar Project Office (NPO) have been, and will continue to be, in coordination regarding the most efficient way to design and construct both projects.

Additional coordination has taken place, and will continue to occur, between Hennepin County, the Minnesota Twins, the NPO, Metro Transit and the Ballpark Authority regarding the staging of construction to minimize impacts to the bus service and routes in the vicinity of the Ballpark Site. In terms of operations, Metro Transit is in the process of evaluating and refining operating schedules specific to Ballpark events, to best accommodate LRT and bus patrons.

Mitigation

The extension of the LRT on 5th Street N. will improve transit accessibility for patrons and employees at the proposed Ballpark. Through coordination efforts, the Northstar and Ballpark projects have been designed to most effectively meet the unique requirements of both facilities and to provide a unique and valuable transit connection opportunity immediately surrounding the Ballpark. As no significant adverse effects to transit services have been identified, no mitigation is necessary. However, on-going coordination will need to take place with representatives of the NPO, Metro Transit, Hennepin County and the Ballpark Authority regarding construction staging and traffic management to minimize impacts to transit service in the area as well as effective planning for bus stops on streets surrounding the facility (e.g. 7th and 10th Streets N.).

No-Build Alternative

Under the No-Build Alternative, the Northstar Project that includes an extension of the Hiawatha LRT line would still be undertaken. No Ballpark impacts to the Northstar Project would occur.

3.2.2 Freight Rail Analysis

Affected Environment

A Burlington Northern Santa Fe (BNSF) transcontinental rail line runs along the northwest edge of the proposed Ballpark Site, adjacent to the HERC facility. As stated previously, approximately 16 to 20 trains per day run on this segment. The specific number of trains per day could increase or decrease in the future, depending upon contracts for use of the line.

Environmental Consequences

As discussed in Section 3.2.2, the BNSF line has been altered in this segment to accommodate the Ballpark, including a shift of mainline tracks closer to the HERC facility to allow commuter rail access to the Downtown Minneapolis commuter rail station, the Intermodal facility and the Core building.

Initial design concepts for the proposed Ballpark Project located the BNSF main line tracks beneath the Pedestrian Promenade area on the northwest side of the Ballpark. While BNSF has indicated concern about this location due to potential safety issues, these are balanced by concerns of having the rail immediately below the edge of the promenade and the potential for people to throw things down onto the active tracks. The revised Ballpark design moves the tracks away from the Ballpark. This provides protection for the rail, yet keeps the entire west side of the Ballpark Site open to the outside and as far as possible from the Ballpark.

Mitigation

The current Ballpark design takes into account the concerns of the BNSF and Ballpark designers outlined above and in the previous section. Additional coordination with the BNSF, the NPO, Hennepin County and the Minnesota Ballpark Authority will continue throughout the design and construction process.

No-Build Alternative

Under the No-Build Alternative, the BNSF line would remain on the alignment as determined under agreements for the Northstar Project.

3.2.3 Pedestrian Analysis

Affected Environment

The pedestrian analysis was completed utilizing the ALPS software, an integrated set of programs created by Kimley-Horn and Associates, Inc. (KHA). This software consists of a suite of modeling and analysis programs that incorporate the pedestrian, vehicle and transit environment in a comprehensive model. This approach to modeling is called a “systems” approach where the pedestrian environment is viewed as a system, with many subsystem parts (i.e., LRT, vehicles, skyway bridges). The

subsystems work together, and if one subsystem is overloaded, the entire system is affected. With this approach the cascading congestion that occurs when areas are overloaded can be simulated and the effect on travel times and associated queuing throughout the network can be studied.

The pedestrian model analyzed three alternative game conditions for the Ballpark. The model will capture the estimated effects of fans departing from the Ballpark. These following time periods are captured:

- Weekday Day game (3:00 – 4:00 p.m.)
- Weekday Evening game (10:00 – 11:00 p.m.)
- Weekend Evening game (10:00 – 11:00 p.m.)

The weekend evening game will be a dual event scenario, assuming that the Ballpark and the Target Center both have full capacity events occurring at the same time on a weekend evening.

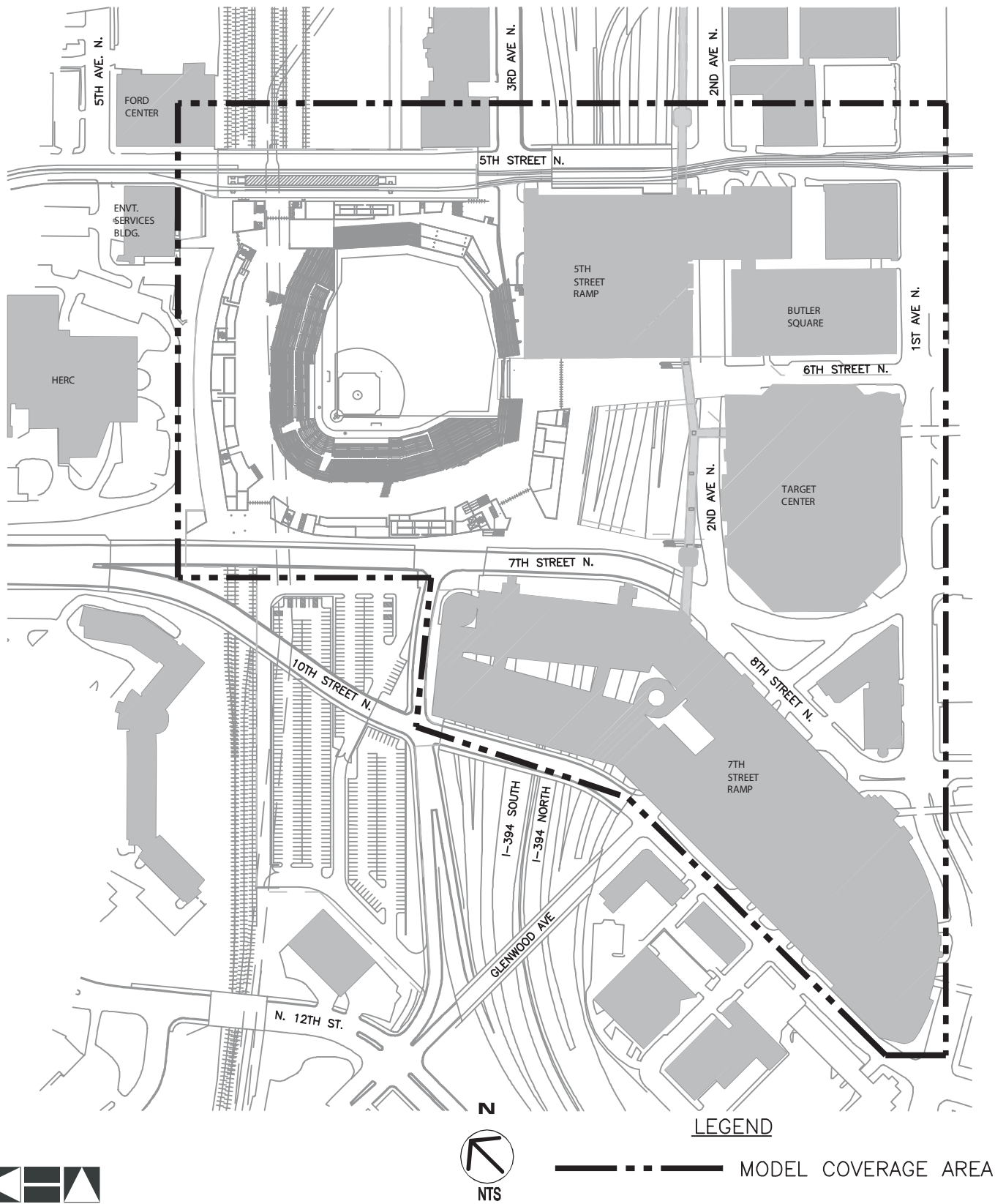
The Pedestrian Model Coverage Area (Figure 3-5) encompasses the pedestrian and roadway network in the vicinity of the Ballpark along the following corridors:

- 5th Street N. from 1st Avenue N. to Ballpark
- 6th Street N. from 1st Avenue N. to Ballpark
- 7th Street N. from 1st Avenue N. to Ballpark
- Additional Ballpark egress points as currently defined by the project schematic design (five egress points identified)

Although the Pedestrian Model Coverage Area stops at 1st Avenue N., the pedestrians have the ability to exit the network at a variety of intersections, eventually traveling onto other roadways such as Hennepin Avenue.

To obtain the data required for the pedestrian analysis, KHA coordinated with a number of agencies and consultants. Primary coordination occurred between Hennepin County, the City of Minneapolis and their respective consultants.

Due to the number of land uses in the vicinity of the Ballpark, the pedestrian environment is unique and is modeled in great detail. The major land uses in the pedestrian model coverage area consist of the proposed Ballpark, the Target Center, and several bars, restaurants and storefronts. The Target Center is located on the northwest side of downtown on 1st Avenue N., between 6th and 7th Streets N. The Target Center is home to the professional basketball teams, the Minnesota Timberwolves and Lynx. In addition to hosting basketball games, the Target Center hosts concert events, sports events, and other shows. There are 18,467 theater-style permanent seats but the final configuration varies based on the type of event. The Target Center can be accessed using the skyway system.



SOURCE: Kimley-Horn and Associates, Inc.

PEDESTRIAN MODEL COVERAGE AREA

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
June 2007

Figure 3-5

In addition to the specific land uses previously mentioned, the pedestrian environment consists of other public area components such as sidewalks, crosswalks and the skyways. The Pedestrian Model Coverage Area sidewalk widths were based on drawings received from the City of Minneapolis on November 9, 2006. The sidewalks within the pedestrian model coverage area vary from approximately 9 feet to 11 feet in width, depending on location. An effective minimum sidewalk width allowed by Minneapolis policy is 4 feet. Also, due to the high volume of pedestrians in the area, most of the intersections in the Pedestrian Model Coverage Area have pedestrian crosswalks. The following intersections were modeled with cross-walks at their approaches:

- 5th Street N. and 1st Avenue N.
- 5th Street N. and 2nd Avenue N.
- 5th Street N. and 3rd Avenue N.
- 6th Street N. and 1st Avenue N.
- 6th Street N. and 2nd Avenue N.
- 7th Street N. and 1st Avenue N.
- 7th Street N. and 2nd Avenue N.
- 7th Street N. and 3rd Avenue N.
- 8th Street N. and Glenwood Avenue

The cross-walks were typically modeled with a standard width of approximately 15 feet. The “walk” times associated with the cross-walks is based on the signal timing used for the traffic operations existing conditions analysis.

The City of Minneapolis also has a unique network of skyways that operate within the downtown area. Within the Pedestrian Model Coverage Area, skyways operate between the parking ramps and the proposed 6th Street N. pedestrian bridge. The skyways within the Pedestrian Model Coverage Area were incorporated into the pedestrian model. The pedestrian analysis does not assume any new skyways will be constructed as part of the project.

Pedestrian modeling was based on a number of key inputs related to pedestrian trips generated by the proposed Ballpark and adjacent uses, direction of departure, pedestrian destinations, Ballpark departure timing and mode of departure (e.g. auto, bus, LRT, walk/bike).

Environmental Consequences

The following section summarizes the general findings for each alternative.

Weekday Day Game (3:00 – 4:00 p.m.)

The weekday day game scenario corresponds to the departure of an afternoon game that coincides with a high level of commuter/background traffic. Because of the time period, this scenario has the least parking availability in the immediate parking ramps

(Ramps A, B, C and HTC). Therefore, a large percentage of the pedestrian population exits the stadium onto the surface street network. The general findings by location for the weekday day game scenario are summarized below:

- **LRT Platform:** The LRT platform experiences congestion following the ballgame for an extended period of time. Based on the provided frequency of the vehicles it takes approximately 1 hour and 45 minutes after the end of the game to clear the patrons from the LRT platform.
- **North Loop:** The current configuration of the egress point at the north end of the Ballpark experiences congestion due both from the nearby LRT platform and the patrons destined to the North Loop neighborhood. The current configuration of the LRT platform and the northern egress point from the Ballpark requires that all patrons destined to the North Loop area use the cross-walks associated with the LRT station. In addition, pedestrians are only routed to the sidewalk on the south side of 5th Street N., as there is no crosswalk north of the LRT station to access the north side sidewalk of 5th Street N. Sidewalk congestion occurs at the Ballpark exit, along the crosswalks, and along the south sidewalk of 5th Street N. For this scenario it takes approximately 50 minutes after the end of the game for the sidewalk adjacent to the LRT to clear.
- **5th Street N./ 3rd Avenue N.:** This intersection is immediately adjacent to the east egress point of the Ballpark. Vehicular congestion occurs along south bound 3rd Avenue N., as vehicles turning right must continually yield to the pedestrians crossing 5th Street N. In addition, since 3rd Avenue N. is closed between 5th Street N. and 7th Street N., the majority of traffic is rerouted to make this right turn movement from 3rd Avenue N. In addition to the vehicle/pedestrian conflicts, the sidewalk at the Ballpark egress point experiences congestion as pedestrians wait to cross the street.
- **5th Street N./ 1st Avenue N.:** Pedestrian congestion occurs at this intersection, in particular at the northwest corner due to the high number of pedestrians traveling through this intersection. The intersection is congested with pedestrians for approximately 1 hour after the end of the game. Vehicular congestion also occurs along southbound 1st Avenue N., due to right-turning vehicles yielding to pedestrians crossing 5th Street N. In addition, the high volume of background commuter vehicles cannot clear the intersection in the available green time, and thus there is continual congestion at the intersection, even after the pedestrians clear.
- **6th Street Pedestrian Bridge:** The intersection of 6th Street N. and 1st Avenue N. experiences pedestrian congestion, as this is where the 6th Street Pedestrian Bridge accesses the surface street network (design assumed for pedestrian analysis). For the weekday day game scenario, there is a high volume of patrons who park vehicles outside the Pedestrian Model Coverage Area, since the parking availability within the A, B, C and HTC Ramps is limited due to commuter traffic. This results in a very large volume of pedestrians exiting the Ballpark through the 6th Street Pedestrian Bridge and creates additional sidewalk congestion along 1st Avenue N. For this alternative it takes approximately

40 minutes following the end of the game for the pedestrians to exit the 6th Street Pedestrian Bridge and heavy pedestrian volumes continue along 1st Avenue N. for 1 hour following the end of the game.

- **6th Street N. /2nd Avenue N.:** Due to the narrow sidewalks at the corners of 6th Street N. /2nd Avenue N., pedestrian congestion occurs at this intersection. However due to the proximity of this location to the Ballpark, the pedestrians arrive quickly to this location and clear the intersection approximately 30 minutes after the end of the game.
- **Ramp A Exit to 7th Street N.:** There is insufficient timing for the vehicles exiting Ramp A onto 7th Street N. In addition, the high levels of background vehicle activity along 7th Street N. due to commuters prohibit vehicles from exiting Ramp A even with a green signal.
- **7th Street N. /1st Avenue N.:** The westbound left-turning vehicles traveling along 7th Street N. are frequently blocked by pedestrians traveling along the western crosswalk. This creates congestion for the vehicles along westbound 7th Street N.

Figure 3-6 provides a graphical representation of the general findings for the weekday day game scenario.

Weekday Evening Game (10:00 – 11:00 p.m.)

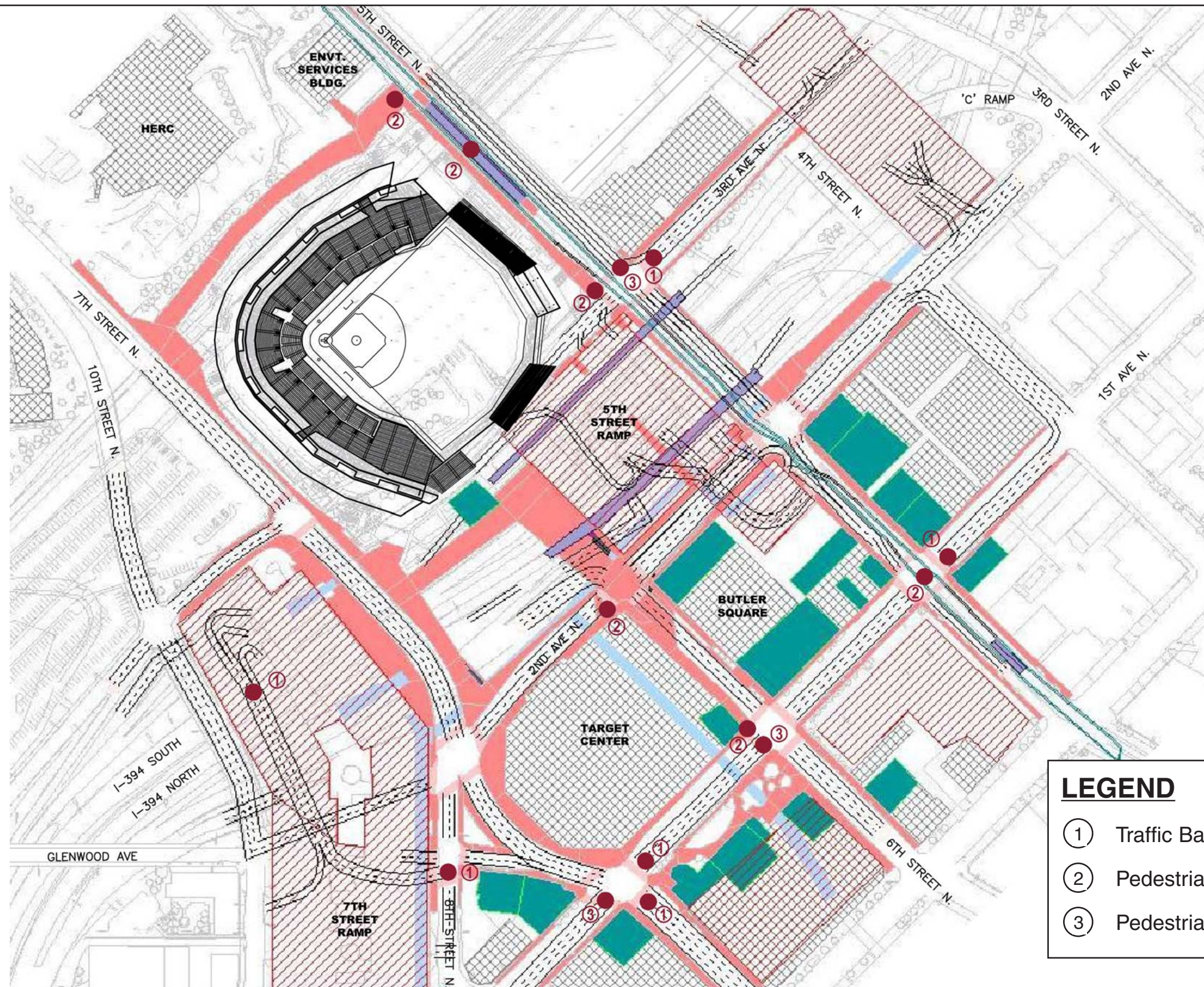
This scenario corresponds to a typical weekday evening game. During this timeframe, the parking availability in the immediate parking ramps is increased, resulting in less pedestrians exiting onto the surface street network. In addition, since the time period is later in the day, the background vehicular traffic has less of an impact on the pedestrian environment. The general findings by location for the weekday evening game scenario are summarized below:

- **LRT Platform:** The LRT platform experiences congestion following the ballgame for an extended period of time. Based on the provided frequency of the vehicles it takes approximately 1 hour and 30 minutes following the end of the game to clear the patrons from the LRT platform.
- **North Loop:** Similar to the weekday day game results, the North Loop neighborhood experiences congestion due to the cross-walk configuration and the routing of pedestrians through the LRT platforms.
- **5th Street N. / 3rd Avenue N.:** Vehicular congestion continues to occur along southbound 3rd Avenue N., as vehicles turning right must continually yield to the pedestrians crossing 5th Street N. However, since there is less background activity for the weekday evening games, the congestion is not as severe as seen for the weekday day games.

Graphic Support/6547/Figures/Final/5547 Figures 1x17.qxd



SOURCE: Kimley-Horn and Associates, Inc.



PEDESTRIAN MODEL COVERAGE AREA-WEEKDAY DAY GAME

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
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Figure 3-6

- **6th Street Pedestrian Bridge:** The touchdown of the 6th Street Pedestrian Bridge, and the corresponding intersection of 6th Street N. and 1st Avenue N. (design assumed for pedestrian analysis) experiences congestion, although the congestion is less than experienced for weekday day games. There also remains some congestion along 1st Avenue N., but again the congestion is less than observed for the weekday day games. For this scenario it takes approximately 20 minutes following the end of the game for the pedestrians to exit the 6th Street Pedestrian Bridge and heavy pedestrian volumes continue along 1st Avenue N. for 30 minutes following the end of the game.
- **Ramp A Exit to 7th Street N.:** There is insufficient timing for the vehicles exiting Ramp A onto 7th Street N. The background vehicular activity is reduced from the weekday day game scenario, so vehicles are not blocked from exiting the Ramp; however due to the provided green time, the vehicles do not exit timely. Under the current signal timing operations, it takes approximately 2 hours to empty the Ramp A garage after the end of the game in this scenario.
- **7th Street N. /1st Avenue N.:** The westbound left-turning vehicles traveling along 7th Street N. are frequently blocked by pedestrians traveling along the western crosswalk. This creates congestion for the vehicles along westbound 7th Street N.
- **Skyway Escalators:** Two escalator/stair combinations are provided near the Ballpark. The first vertical circulation core is provided along the 6th Street Pedestrian Bridge. The second is provided at the intersection of 7th Street N. and 2nd Avenue N. For the weekday evening games, more patrons utilize the adjacent parking ramps (Ramps A, B, C, and HTC) and therefore use the skyways. With only one escalator provided at each vertical circulation core, intermittent congestion begins to occur at the escalators in this scenario.

Figure 3-7 provides a graphical representation of the general findings for the weekday evening game scenario.

Weekend Evening Game (10:00 – 11:00 p.m.)

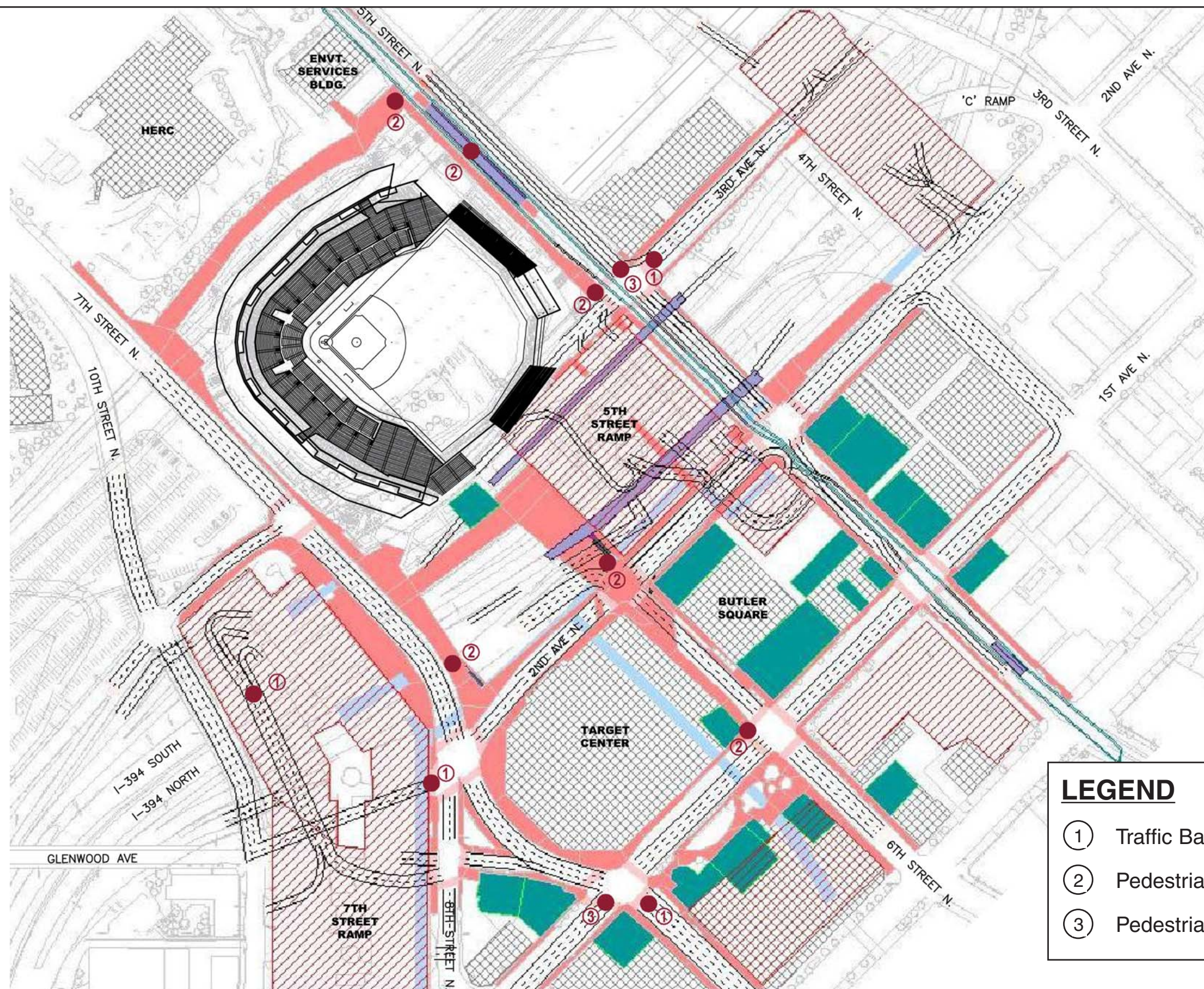
The weekend evening game scenario corresponds to a weekend evening game when both a ballgame and a Target Center event end at the same time (10:00 p.m.). This alternative adds the largest volume of “new” pedestrians onto the surface street network. The general findings for the weekend evening games are summarized below:

- **LRT Platform:** The LRT platform experiences congestion following the ballgame for an extended period of time. Based on the provided frequency of the vehicles it takes approximately two hours after the end of the events to clear the patrons from the LRT platform.
- **North Loop:** Similar to the previous scenarios, the North Loop neighborhood experiences congestion due to the cross-walk configuration and the routing of pedestrians through the LRT platforms. For this scenario it takes approximately one hour after the end of the events for the sidewalk adjacent to the LRT to clear.

Graphic Support/5547/Figures/Final/5547 Figures 1x17.qxd



SOURCE: Kimley-Horn and Associates, Inc.



PEDESTRIAN MODEL COVERAGE AREA-WEEKDAY EVENING GAME

THE MINNESOTA URBAN BALLPARK FINAL EIS
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Figure 3-7

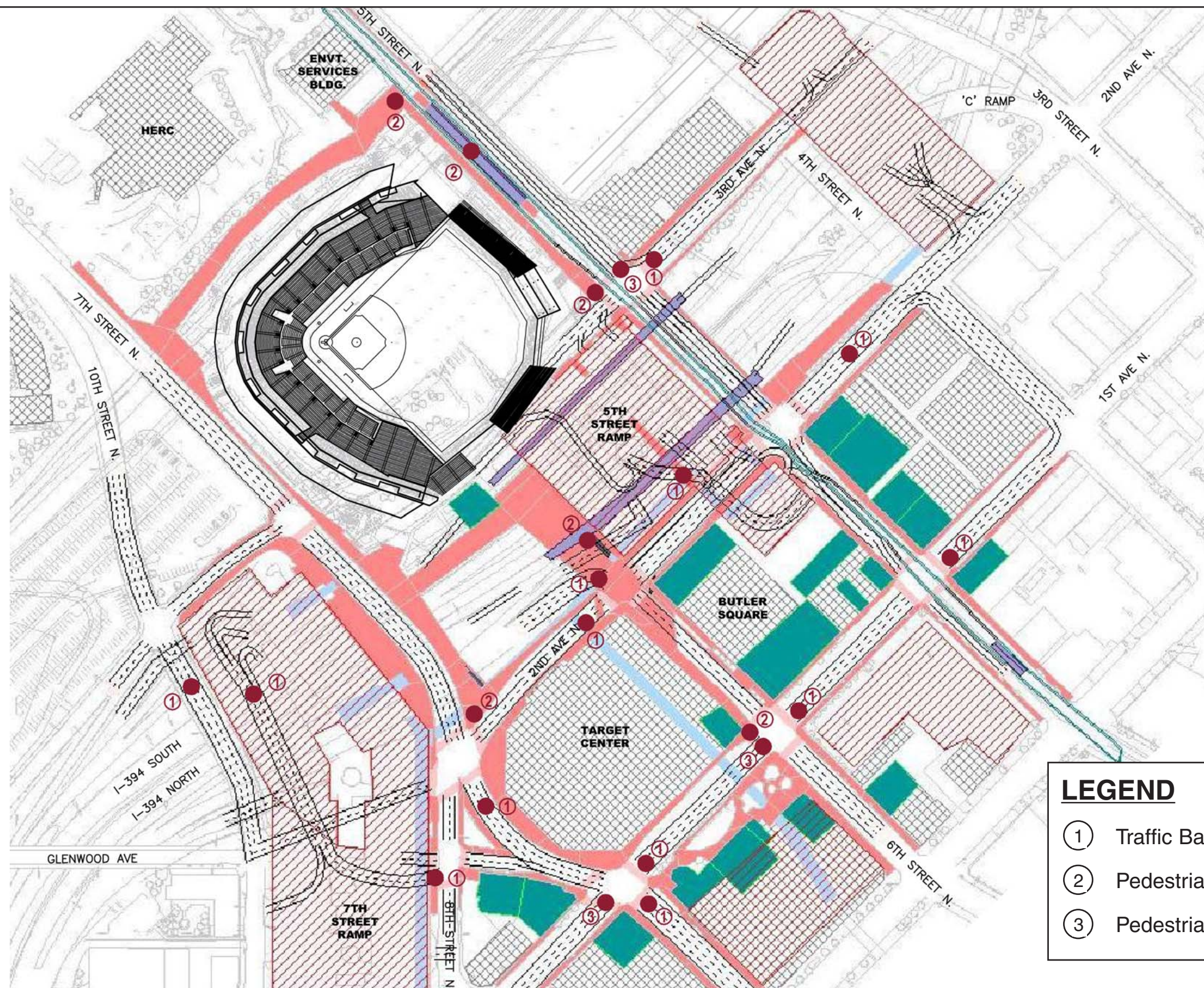
- **5th Street N. /3rd Avenue N.:** Vehicular congestion continues to occur along southbound 3rd Avenue N., as vehicles turning right must continually yield to the pedestrians crossing 5th Street N. In addition to the vehicle/pedestrian conflicts, the sidewalk at the Ballpark egress point experiences congestion as pedestrians wait to cross the street.
- **6th Street Pedestrian Bridge:** The touchdown of the 6th Street Pedestrian Bridge and the corresponding intersection of 6th Street N. and 1st Avenue N. (design assumed for pedestrian analysis) experiences congestion. Due to the time period of these events many patrons are able to park in the adjacent parking ramps (Ramp A, B, C and HTC). In addition, the majority of the Target Center patrons directly access the skyway system. For this alternative it takes approximately 30 minutes after the end of the events for the pedestrians to exit the 6th Street Pedestrian Bridge.
- **Ramp A Exit to 7th Street N.:** There is insufficient signal timing for the vehicles exiting Ramp A onto 7th Street N. Similar to the weekday evening scenario, the background vehicular activity is reduced from the weekday day scenario, so vehicles are not blocked from exiting the Ramp. However due to the provided green time, the vehicles do not exit in a timely manner.
- **7th Street N. /1st Avenue N.:** The westbound left-turning vehicles traveling along 7th Street N. are frequently blocked by pedestrians traveling along the western crosswalk. This creates congestion for the vehicles along westbound 7th Street N.
- **Skyway Escalators:** For the weekend evening games, more patrons utilize the adjacent parking ramps (Ramps A, B, C, and HTC) and therefore use the skyways. In addition, the skyway system is the primary means of egress for Target Center Patrons. This results in a large volume of pedestrians in the skyway system, often creating conflicts with pedestrians traveling up the available escalators. With only one escalator provided at each vertical circulation core, congestion occurs at the escalators in this alternative.
- **6th Street N./1st Avenue N.:** During Target Center events, 6th Street N. is closed west of 1st Avenue N. This results in vehicles being forced to recirculate to the north. Therefore, vehicles that originally traveled through on 6th Street N. now must travel to the north, travel south on 1st Avenue N. and then make a right turn onto 6th Street N. Since there are also large volumes of pedestrians traveling through this intersection, there are vehicle/pedestrian conflicts that occur and block traffic at this intersection. In addition the residual effects of this congestion also impact the intersections of 5th Street N./1st Avenue N., 5th Street N./2nd Avenue N., and the Ramp B exit. Congestion also occurs along 7th Street N. between 2nd Avenue N. and 1st Avenue N., along 2nd Avenue N. from 5th Street N. to the Ramp A Garage, including the I-394 off-ramp, and along 10th Street N. The congestion that occurs continues even after the intersection of 6th Street N./1st Avenue N. clears.

Figure 3-8 provides a graphical representation of the general findings for the weekend evening game scenario.

Graphic Support/6547/Figures/Final/5547 Figures 1x17.qxd



SOURCE: Kimley-Horn and Associates, Inc.



PEDESTRIAN MODEL COVERAGE AREA-WEEKEND EVENING GAME

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
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Figure 3-8

Mitigation

As presented in Section 3.1.5 of the Final EIS (Traffic Mitigation), a Transportation Management Plan (TMP) will be prepared for this Project. The Project TMP will outline how traffic, parking, transit and pedestrian operations will be managed. The Plan will contain the specific mitigation strategies and measures for mitigating the travel impacts (including pedestrian impacts) presented in the Final EIS. This section will focus on the specific pedestrian mitigation measures that have been proposed and assessed by Hennepin County since the publication of the Draft EIS. Mitigation measures that most effectively improve pedestrian flow from the Ballpark, while taking into account cost constraints, will be a part of the referenced TMP. The TMP will also identify required funding strategies for the mitigation measures, lead agency responsibilities and approvals or permit requirements necessary to implement these measures.

Mitigation Measure Commitments

A number of mitigation measure commitments identified in Section 3.1.5 will have considerable benefits to pedestrian as well as vehicular traffic. The TMP process will determine funding strategies, lead agency responsibilities, and approvals or permit requirements necessary to implement these measures. These measures are listed in the Mitigation Matrix in Section 3.1.5 under the heading “Mitigation Measure Commitments.”

Additional comments regarding mitigation measures assessed through pedestrian modeling are provided below:

- **LRT Platform (Pedestrian Congestion)**

Pedestrian mitigation measures for the LRT platform area include increasing the frequency of LRT trains and increasing the number of cars per train. The LRT platform is currently designed to accommodate three car trains. Additionally, the pedestrian model already assumes LRT train frequencies at 5 minutes for one hour after the conclusion of each game. An increase in train frequencies and/or cars per train will require changes to the overall LRT operations. Additional coordination will take place with Metro Transit regarding the feasibility of these measures.

To mitigate congestion on the LRT platform, serpentine waiting lines (similar to those used at amusement parks) could also be implemented, as needed, on the platform and the sidewalk outside the Ballpark to accommodate the patrons accessing the LRT. This measure would separate the patrons waiting for the LRT trains from the pedestrians desiring to travel to the North Loop area.

- **6th Street Pedestrian Bridge and 6th Street N./ 2nd Avenue N. (Pedestrian Congestion)**

The first mitigation measure proposed at this location includes improved signage to facilitate improved wayfinding. As indicated in the Mitigation Matrix, wayfinding signage will be used to facilitate vehicular, bicycle and pedestrian movement in a manner to be determined through the TMP process. In addition to

the improved wayfinding (directing pedestrians to the skyway), a walkway connection to Ramp B East Lobby to provide a new route for pedestrians to access Ramp B, and inclusion of stairs down to 2nd Avenue N. were assessed. The walkway connection to Ramp B would be used by a percentage of pedestrians destined to Ramp B, and would therefore improve circulation. A smaller percentage is assumed to continue to use the vertical circulation to access Ramp B. The proposed new stairway outside Ramp B would provide an additional means for pedestrians to access 5th Street N. and 1st Avenue N. locations.

Additional Mitigation Measures to be considered through the TMP process

Additional mitigation measures have been identified that will continue to be evaluated through the TMP process to determine their desirability and the feasibility of their implementation. These measures are listed in the Mitigation Matrix under the heading “Additional Mitigation Measures to be Considered.” Additional comments regarding mitigation measures assessed through pedestrian modeling are provided below:

- **5th Street N./3rd Avenue N. (Pedestrian/Vehicle Conflict)**

The pedestrian model assessed the benefits associated with including an exclusive pedestrian cross-walk phase and a traffic control officer at this intersection. It also assessed the potential to direct pedestrians traveling through the intersection, who are not destined for 3rd Avenue N., to use only the eastern crosswalk to travel across 5th Street N.

Implementation of these proposed mitigation measures are anticipated to improve the vehicular congestion that could occur along southbound 3rd Avenue N. Additionally, the queues along 3rd Avenue N. would be able to clear more readily.

- **5th Street N./ 1st Avenue N. (Pedestrian/Vehicle Conflict; Vehicle Congestion)**

The pedestrian model assessed the benefits associated with including an exclusive pedestrian cross-walk phase and a traffic control officer at this intersection. The additional cycle length time for an exclusive pedestrian phase and additional green time for vehicular movements would improve the vehicular and pedestrian congestion at this intersection. Additionally, the potential queuing on the southbound approach of 1st Avenue would clear more readily.

- **Ramp A Exit to 7th Street N. (Vehicular Congestion)**

To accommodate the number of vehicles existing Ramp A and the volume of pedestrians at the intersection, a traffic control officer, exclusive pedestrian crosswalk phase, and improved green time at 7th Street N./2nd Avenue N. and 8th Street N./Glenwood Avenue/Ramp A Exit have been proposed and assessed. With the improved signal timings, the majority of vehicles exiting Ramp A are able to turn left out of the Ramp, and proceed through the signal at 7th Street N. /2nd Avenue N. without significant delay. With the proposed mitigation, traffic on the westbound approach of 7th Street N. at 2nd Avenue N. could experience delay as a result of increased green time on the 8th Street N. approach.

- **7th Street N./1st Avenue N. (Pedestrian/Vehicle Conflict)**

A traffic control officer, an exclusive pedestrian crosswalk phase, and additional green time for the southbound and westbound movements at the intersection were evaluated. The exclusive pedestrian phase and additional green time to vehicular movements improves the vehicular congestion that could occur on westbound turning movements on 7th Street N.

- **Skyway Escalators (Escalator Congestion)**

The pedestrian model assessed the impact of providing two escalators at each vertical circulation core (connection to 6th Street N. pedestrian bridge and near the intersection of 7th Street N. /2nd Avenue N.). With the addition of one escalator at each location, the intermittent congestion on street level is reduced, but still present. The western circulation core on 7th Street N. shows a more pronounced reduction in congestion. Additional congestion could however occur within the skyway system near the vertical circulation cores due to the increased arrivals from the escalators. The increased pedestrian flow into the skyway system would be the most apparent near the entrance to Ramp A.

No-Build Alternative

Under the No-Build Alternative, pedestrian movements within the pedestrian model coverage would remain at a stable level with what is currently experienced. The 6th Street Pedestrian Bridge would not be constructed and the pedestrian network would look similar to the network that is currently in place, with the exception of the Northstar commuter rail and Hiawatha LRT extension improvements put in place. Under the No-Build Alternative, pedestrian congestion would still be experienced during Target Center events, at busy times in the Warehouse District and during other special events in Downtown Minneapolis.

3.3 Noise

This section presents noise impacts associated with vehicular traffic and baseball games. Following the description of the Affected Environment, the environmental consequences and mitigation measures sections are presented separately for the traffic noise and Ballpark noise conditions.

3.3.1 Applicable Noise Standards

Noise is defined as any unwanted sound. Sound travels in a wave motion and produces a sound pressure level. This sound pressure level is commonly measured in decibels. Decibels (dB) represent the logarithmic increase in sound energy relative to a reference energy level. To approximate the way that an average person hears sound, an adjustment, or weighting, of the high- and low- pitched sounds is made. The adjusted sound levels are stated in units of “A-weighted decibels” (dBA). A sound increase of 3 dBA is barely perceptible to the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound

energy is doubled (i.e., in the case of traffic noise, the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases 10 times the sound energy level over a reference level, then there is a 10 dB increase and it is heard as twice as loud.

Noise is variable and it is therefore best measured and regulated using statistical descriptors. These descriptors are denoted as L_x , with the x indicating a percentage of a time period that a noise level is exceeded. In Minnesota, noise impacts are evaluated by measuring and/or modeling the noise levels that are exceeded 10 percent and 50 percent of the time for a one hour survey. These noise levels are identified as the L_{10} and L_{50} levels. In the case of traffic noise, the L_{10} and L_{50} levels are the noise levels that are exceeded 10 percent and 50 percent of the time, respectively, during the hours of the day and/or night that have the heaviest traffic. Thus, an L_{10} value of 65 dBA means that the noise level was at or greater than 65 dBA during 10 percent of the measurement period (i.e., more than 6 minutes per hour).

Common noise levels from various indoor and outdoor sources are listed in Table 3-15.

Table 3-15
Common Sound Pressure Levels

Sound Pressure Level (dBA)	Noise Source
140	Jet Engine (at 75 feet)
130	Jet Aircraft (at 300 feet)
120	Rock and Roll Concert
110	Pneumatic Chipper
100	Jointer/Planer
90	Chainsaw
80	Heavy Truck Traffic
70	Business Office
60	Conversational Speech
50	Library
40	Bedroom
30	Secluded Woods
20	Whisper

Source: "A Guide to Noise Control in Minnesota," Minnesota Pollution Control Agency, <http://www.pca.state.mn.us/programs/pubs/noise.pdf> and "Highway Traffic Noise," FHWA, <http://www.fhwa.dot.gov/environment/htnoise.htm>.

Minnesota State Noise Regulations

The Minnesota Pollution Control Agency (MPCA) is the governmental regulatory agency responsible for implementing regulations controlling noise in Minnesota. Minnesota Statute 116.07, Subd. 2a. states that municipal and county roads, except for roadways for which full control of access has been acquired and for roads in the cities of Minneapolis and St. Paul, are exempt from state noise standards. Because the proposed Ballpark Site is located within the City of Minneapolis, roads within the Project Area are not exempt from State noise standards.

Minnesota state noise standards have been established for daytime and nighttime periods. For residential land uses (identified as Noise Area Classification 1 or NAC-1), the Minnesota state standards for L_{10} are 65 dBA for daytime and 55 dBA for nighttime; the standards for L_{50} are 60 dBA for daytime and 50 dBA for nighttime. For commercial and recreational land uses (identified as Noise Area Classification 2 or NAC-2), the Minnesota state standards for L_{10} is 70 dBA for both daytime and nighttime; the standards for L_{50} is 65 dBA for both daytime and nighttime. The MPCA defines daytime as 7:00 a.m. to 10:00 p.m. and nighttime from 10:00 p.m. to 7:00 a.m. Project sound level limits are applicable at the property line of the receiving land use. State noise standards are shown in Table 3-16.

Table 3-16
Minnesota State Noise Standards

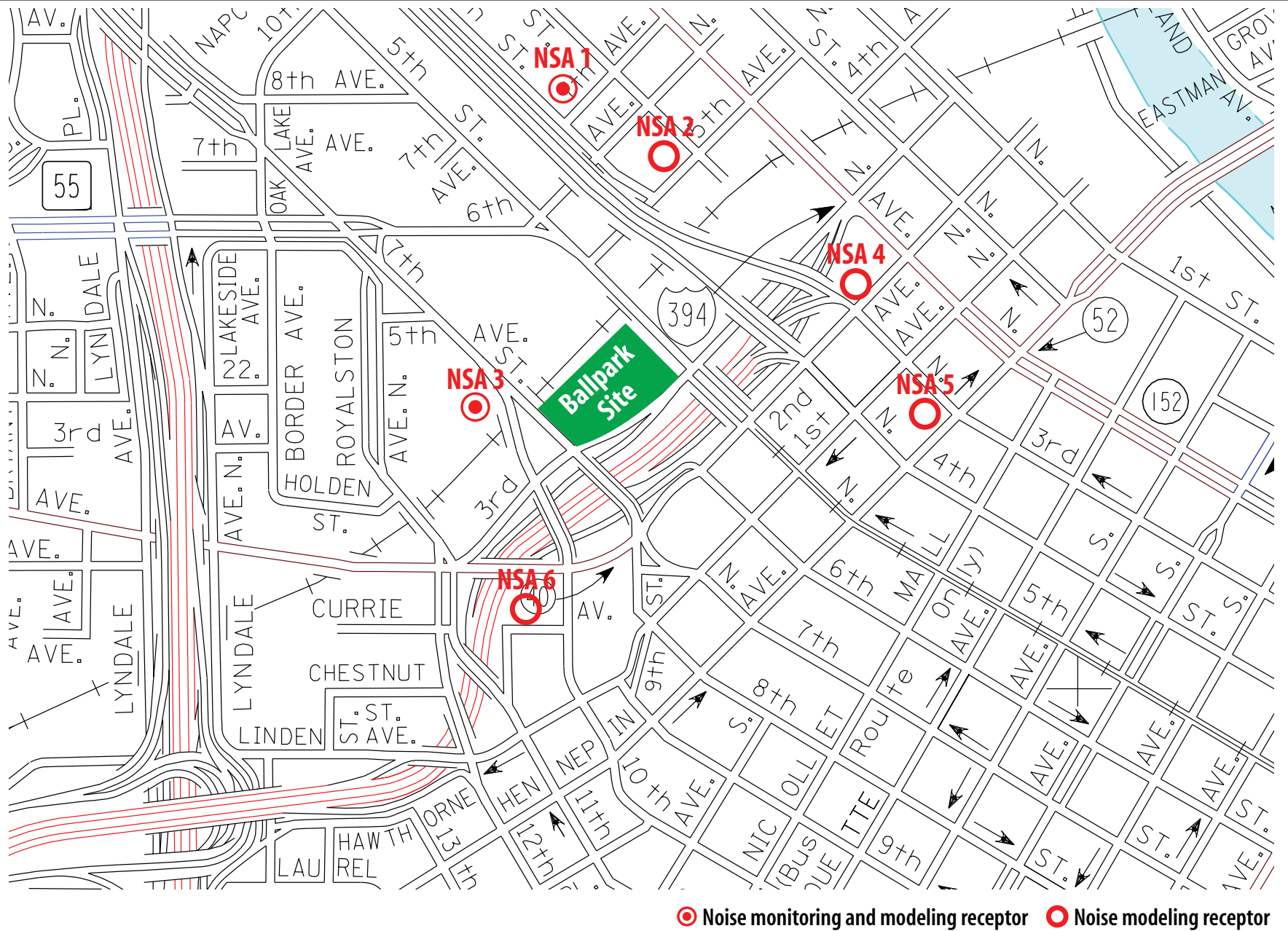
MPCA State Noise Standards					
Land Use	Code	Daytime (7:00 a.m. – 10:00 p.m.) dBA		Nighttime (10:00 p.m. – 7:00 a.m.) dBA	
Residential	NAC-1	L_{10} of 65	L_{50} of 60	L_{10} of 55	L_{50} of 50
Commercial	NAC-2	L_{10} of 70	L_{50} of 65	L_{10} of 70	L_{50} of 65
Industrial	NAC-3	L_{10} of 80	L_{50} of 75	L_{10} of 80	L_{50} of 75

Minnesota Rules 7030.0050 Subp. 3 identifies exceptions to the noise area classifications and the land uses included in each classification. Minnesota Rules 7030.0050 Subp. 3.B states that for buildings in noise area classification 1 (NAC-1), the standards for noise area classification 2 (NAC-2) shall be applied if the following conditions are met:

1. The building is constructed in such a way that the exterior to interior sound level attenuation is at least 30 dBA;
2. The building has year-round climate control (i.e., air conditioning); and
3. The building does not have areas or accommodations that are intended for outdoor activities.

Residential land use activities classified under NAC-1 are located near the proposed Ballpark Site. For the purposes of the traffic noise analysis, it was assumed that the exception described above would apply to a majority of the residential areas near the proposed Ballpark Site, and the noise standards for NAC-2 could be applied to these locations.

As described in Section 3.3.2 below, traffic noise was modeled at six receptor locations near the Ballpark Site. Four of the six receptor locations were determined to meet the conditions to be classified under NAC-2. These four locations are shown in Figure 3-9 as noise sensitive area (NSA) 1, NSA 2, NSA 4, and NSA 5. These four receptor locations are also noted in Tables 3-17 and 3-18 with an asterisk. For these locations, the daytime and nighttime State noise standards are 70 dBA (L_{10}) and 65 dBA (L_{50}).



3.3.2 Traffic Noise

Affected Environment

Traffic is a common source of noise near high-volume roadways and is regulated in Minnesota by the MPCA under Minnesota Statute 116.07 Subdivisions 2 and 4. Traffic noise analyses are typically conducted for the peak noise hour during both daytime and nighttime. For this project, free flow traffic conditions create the highest daytime noise levels (generally between 9:00 a.m. to 4:00 p.m.), while the nighttime peak traffic time period is generally from 6:00 a.m. to 7:00 a.m.

The purpose of this noise analysis is to determine the effect of the proposed Project on traffic-generated noise levels. However, it is also important to note the Project setting, including other noise sources in the Project Area.

The Project Area is located in a highly urbanized area where both traffic and other noise sources are currently present. Traffic noise is generated by a high number of vehicles traveling both on city streets as well as on Interstate entrances, exits and roadways nearby the Project Area. Other sources include noise generated by freight trains traveling on the BNSF Railway line, which is located parallel to I-394 through the Project Area. The BNSF Railway line carries approximately 14 to 20 trains per day, some of which are unit trains of substantial length. Northwest of the Ballpark Site is the Hennepin Energy Recovery Center (HERC), an industrial facility that converts waste to electricity and has a high volume of trucks entering and exiting the facility on a continual basis. The mechanical equipment (e.g., air conditioners, ventilation equipment) associated with the many buildings in and surrounding the Project Area also produces substantial noise when in operation.

Traffic Noise Monitoring

Noise level monitoring is commonly performed during a noise study to document existing noise levels. Existing noise levels can be used as a “baseline” against which future scenarios are compared. In addition, when studying future noise levels projected with computer models, monitored noise levels for existing conditions are compared to modeled results for existing conditions to validate the computer modeling techniques and results.

Existing noise levels were monitored at two sites, NSA 1 and NSA 3, near the Project Area, chosen to represent areas of residential land uses. Although receptor site NSA 1 is currently not used for residential uses, this is the site of a future residential loft/condominium development. These two monitoring locations are depicted in Figure 3-9.

Daytime and nighttime noise levels were monitored during the fall of 2006. Daytime noise levels were monitored from 2:00 p.m. to 4:00 p.m. Nighttime noise levels were measured during the nighttime peak traffic time period (generally from 6:00 to 7:00 a.m.), when free-flow traffic conditions create the highest noise levels just prior to the morning rush hour. While this does not directly correspond to the modeled nighttime (10:00 p.m. to 11:00 p.m.) period (see Traffic Noise Modeling

section below), it does allow for a comparison between the peak nighttime traffic noise levels during a normal weekday versus those anticipated as a result of traffic departing from an evening Ballpark event.

A trained noise monitoring technician was present at each session for the entire monitoring session to ensure correct operation of the instrumentation. Noise monitoring results are presented in Tables 3-17 and 3-18. The monitored L_{10} daytime noise levels ranged from 62 to 68 dBA (L_{10}), whereas the monitored L_{10} nighttime noise levels ranged from 64 to 66 dBA (L_{10}). Monitored daytime noise levels were within 2 dBA of modeled daytime levels for year 2010 conditions with background traffic volumes only (No-Build conditions). Monitored nighttime traffic noise levels at receptor site NSA 1 were within 2 dBA of modeled nighttime levels for year 2010 conditions with background traffic volumes only (No-Build conditions).

It should also be noted that receptor site NSA 3 is located directly south of the HERC site along 7th Street N. During nighttime (6:00 a.m. to 7:00 a.m.) noise monitoring at receptor site NSA 3, the HERC site was in operation and sound from the HERC site was noticeable. Therefore, the nighttime noise level measured at receptor site NSA 3 likely includes both traffic- and HERC-generated noise, which explains the 7 dBA (L_{10}) difference between the monitored noise level and the year 2010 No-Build modeled noise levels which accounted for only vehicle noise.

Environmental Consequences

Traffic Noise Modeling

Noise levels were modeled at six representative receptor sites (NSAs) near the Project Area. These six sites represent residential land uses within the vicinity of the proposed Project Area. As noted above, receptor location NSA 1 is currently not in residential land uses, but is the site of a future residential development. The standards for NAC-2 were applied to four of the six modeled receptor sites; it was assumed that the exception described in Section 3.3.1 would apply to these locations. The more stringent NAC-1 standards were applied to two of the six modeled receptor sites. The traffic noise modeling locations are illustrated in Figure 3-9.

Noise modeling was done using the noise prediction program “MINNOISE”, a version of the FHWA “STAMINA” model adapted by Mn/DOT. This model uses vehicle numbers, speed, class of vehicle, and the typical characteristics (e.g., roadway alignment) of the roadway being analyzed. Roadway and receptor locations were programmed into the noise models. Noise models assumed no changes in vertical profiles as a worst-case scenario, with two exceptions: I-394 was assumed to be depressed relative to ground level, and the 4th Street/I-94 ramps were assumed to be elevated relative to ground level. Because the Project Area is located within an urban environment consisting of predominantly impervious surfaces (e.g., pavement or other constructed features), hard ground roll off ($\alpha=0$) was assumed for all modeled receptors. Where appropriate, buildings were programmed into the noise models to account for the shielding effect when a building is located between a receptor and a

roadway. The vehicle class percentages used for all roads for daytime and nighttime models were as follows: automobiles and light trucks, 96 percent; medium trucks, 2 percent; and heavy trucks, 2 percent. Posted speed limits were used to model all roadways.

Traffic data input into the MINNOISE noise model included future volumes anticipated within one year of the Ballpark opening (year 2010) with and without Ballpark events. Year 2010 traffic noise models without Ballpark events represent the No-Build condition. Both the 3:00 p.m. – 4:00 p.m. departure period and 10:00 p.m. – 11:00 p.m. departure period were evaluated to represent a daytime and nighttime analysis, respectively. The 3:00 p.m. – 4:00 p.m. departure period represents a period of high background traffic volumes during the afternoon rush hour period, whereas the 10:00 p.m. – 11:00 p.m. represents a period of lower background traffic volumes. Other scenarios (e.g., Ballpark event combined with a Target center event) were considered as part of the traffic operations analysis; however, under these scenarios, anticipated traffic volumes are expected to create congested conditions, which do not correspond to peak traffic noise conditions.

Traffic noise for existing (year 2006) conditions was not specifically modeled as part of this traffic noise analysis. Because of the low rate of background traffic growth in downtown Minneapolis (approximately 0.5 percent per year), it was assumed that the existing (year 2006) and future (year 2010) background traffic without Ballpark events were similar. As noted above, a doubling of traffic volumes is required to obtain a 3 dBA increase in sound, which is barely perceptible to the human ear. Over a four year period from year 2006 to 2010, a traffic growth rate of 0.5 percent would not increase traffic volumes to a level that would result in a perceptible increase in traffic noise.

Peak noise levels also do not always correspond to peak traffic hours. This is the case when increased congestion causes reduced speeds. To account for this phenomenon, a default traffic volume of 700 vehicles per lane per hour was used in the noise model for City of Minneapolis streets when traffic models indicated that operational level of service (LOS) on particular roadway was LOS D or worse.

Traffic Noise Model Results

Noise modeling results for receptors under year 2010 background conditions (No-Build conditions) and year 2010 with a Ballpark event are shown in Tables 3-17 and 3-18. Daytime noise levels are shown in Table 3-17; nighttime noise levels are shown in Table 3-18. The modeled traffic noise levels presented in Tables 3-17 and 3-18 are representative noise levels given the model assumptions described above.

Daytime Noise Models

Under year 2010 No-Build conditions, daytime modeled noise levels range from 62 to 72 dBA (L₁₀). One of the six modeled receptor locations exceeds State daytime standards, whereas the other five receptors are below State daytime standards. This

one receptor site that exceeds State Standards is site NSA 4, which is located near the westbound I-94 and westbound I-394 on-ramps at 3rd Street N. The higher traffic volumes that are leaving downtown Minneapolis at the end of the work day contribute to the anticipated noise levels at this location.

Table 3-17
Minnesota Twins Urban Ballpark Traffic Noise Analysis –
3:00 P.M. Departure (Daytime)

Receptor	Monitored (Year 2006)		Modeled No-Build Condition ⁽¹⁾ (Year 2010)		Modeled Build Condition ⁽²⁾ (Year 2010)		Difference between No-Build (Year 2010) and Build (Year 2010)	
	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀
NAC-1 Receptors								
NSA 3	62	60	63	58	64	58	1	0
NSA 6			62	56	63	58	1	2
NAC-2 Receptors								
NSA 1 *	68	62	70	64	70	66	0	2
NSA 2 *			68	62	69	64	1	2
NSA 4 *			72	66	73	67	1	1
NSA 5 *			69	64	70	65	1	1
State Standards								
NAC-1	65	60	65	60	65	60	-	-
NAC-2	70	65	70	65	70	65	-	-

Bold numbers represent receptors that are above State Standards.

* These receptors are residential receptors in noise area classification 1 (NAC-1) that are assumed to meet the criteria outlined in Minnesota Rules 7030.0050 Subp. 3.B. The standards for noise area classification 2 (NAC-2) are applied to these receptors.

⁽¹⁾ No-Build condition includes background traffic only.

⁽²⁾ Build condition includes background traffic plus Ballpark-related traffic.

Under year 2010 Build conditions during a 3:00 p.m. – 4:00 p.m. Ballpark departure period, daytime modeled noise levels range from 63 to 73 dBA (L₁₀). Two of the six modeled receptor locations are anticipated to exceed State daytime L₅₀ noise standards. As noted above, receptor site NSA 4 is anticipated to exceed State standards because of traffic exiting downtown Minneapolis using I-94 and I-394. Receptor site NSA 1 is anticipated to exceed State L₅₀ standards primarily as a result of traffic exiting downtown Minneapolis using I-94. The westbound ramp to I-94 is located to the south of receptor site NSA 1.

The difference between modeled daytime year 2010 No- and Build conditions ranges from 0 to 1 dBA for L₁₀ levels and 0 to 2 dBA for L₅₀ levels. As described above, a 3 dBA change is barely perceptible to the human ear. Under No-Build conditions, the background traffic volume is already high as a result of people leaving downtown Minneapolis at the end of a work day. The amount of traffic departing a Ballpark event, added to the background traffic volumes, does not increase traffic volumes to a

level that would result in a substantive change in traffic noise levels. Therefore, only a small difference is observed in daytime traffic noise levels between No-Build and Build conditions.

Nighttime Noise Models

Under year 2010 No-Build conditions, nighttime modeled noise levels range from 58 to 69 dBA (L₁₀). Two of the six modeled receptor locations are anticipated to exceed State nighttime L₁₀ standards, whereas the other four receptors are below State nighttime standards. Under year 2010 Build conditions during a 10:00 p.m. – 11:00 p.m. Ballpark departure period, nighttime modeled noise levels range from 61 to 72 dBA (L₁₀). Three of the six modeled receptor locations are anticipated to exceed State nighttime L₁₀ and L₅₀ noise standards.

Table 3-18
Minnesota Twins Urban Ballpark Traffic Noise Analysis –
10:00 P.M. Departure (Nighttime)

Receptor	Monitored (Year 2006)		Modeled No-Build Condition ⁽¹⁾ (Year 2010)		Modeled Build Condition ⁽²⁾ (Year 2010)		Difference between No-Build (Year 2010) and Build (Year 2010)	
	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀
NAC-1 Receptors								
NSA 3	66	64	59	52	62	56	3	4
NSA 6			58	49	61	56	3	7
NAC-2 Receptors								
NSA 1 *	64	61	66	59	70	64	4	5
NSA 2 *			64	57	68	63	4	6
NSA 4 *			69	62	72	66	3	4
NSA 5 *			65	59	68	62	3	3
State Standards								
NAC-1	55	50	55	50	55	50	-	-
NAC-2	70	65	70	65	70	65	-	-

Bold numbers represent receptors that are above State Standards.

* These receptors are residential receptors in noise area classification 1 (NAC-1) that are assumed to meet the criteria outlined in Minnesota Rules 7030.0050 Subp. 3.B. The standards for noise area classification 2 (NAC-2) are applied to these receptors.

⁽¹⁾ No-Build condition includes background traffic only.

⁽²⁾ Build condition includes background traffic plus Ballpark-related traffic.

The difference between modeled nighttime year 2010 No-Build and Build conditions ranges from 3 to 4 dBA for L₁₀ levels and 3 to 7 dBA for L₅₀ levels. The increase in traffic noise levels with a 10:00 p.m. – 11:00 p.m. departure period is greater than levels observed during the daytime because background traffic volumes are lower during the 10:00 p.m. – 11:00 p.m. period. Consequently, in order to observe an increase in nighttime traffic noise levels, the absolute number of vehicles departing a Ballpark event that must be added to the background nighttime traffic volumes is lower relative to the daytime period.

As noted in Section 3.3.1, a 3 dBA change in sound level is barely perceptible to most individuals, whereas a 5 dBA change in sound level is noticeable. Increases in nighttime traffic noise range from 3 to 4 dBA for L_{10} levels; these traffic noise increases are likely to be barely perceptible to most individuals at these locations. Increases in nighttime traffic noise range from 3 to 7 dBA for L_{50} levels; increases of 5 to 7 dBA (L_{50}) would be clearly noticeable. The 5 to 7 dBA increase in nighttime traffic noise levels is anticipated at modeled receptor locations near the 4th Street/I-94 ramps and I-394, and are a result of the departing traffic accessing I-394 and I-94 following evening Ballpark events.

Mitigation

As previously noted, roads within the City of Minneapolis are not exempt from State noise standards. Minnesota Rules 7030.0050 Subp. 3.B states that for buildings in NAC-1 (i.e., residential land uses), the standards for NAC-2 shall be applied if three conditions are met: the building is constructed in such a way that the exterior to interior sound level attenuation is at least 30 dBA; the building has year-round climate control (i.e., air conditioning); and the building does not have areas or accommodations that are intended for outdoor activities. Many of the residential receptors in the project area are consistent with these conditions, and therefore do not exceed State daytime or nighttime noise standards when Ballpark traffic is present. Construction of the project will also not result in increases in daytime traffic noise compared to future (year 2010) weekday traffic noise.

However, two modeled receptor locations (NSA 3 and NSA 6) that fall within the NAC-1 category, and one modeled receptor location (NSA 2) where the higher NAC-2 standards were assumed to apply, are anticipated to exceed State nighttime standards. Construction of the project is also anticipated to result in increases in traffic noise by 3 to 4 dBA (L_{10}) and 3 to 7 dBA (L_{50}) during the evening departure period (10:00 p.m. to 11:00 p.m.). As described below, traffic noise increases of 5 to 7 dBA would be noticeable at three of the six modeled locations along I-394 and the 4th Street/I-94 ramps near the Ballpark site. Based on existing schedules, the evening departure scenario represents about 50 of the 81 home baseball games per year. This increase would only be noticeable as departing traffic volumes increase, and would return to background traffic noise levels as departing traffic volumes decrease.

Opportunities to provide traffic noise mitigation through the construction of noise barriers are limited. Construction of noise barriers along City of Minneapolis streets is not feasible or reasonable because of the proximity of the roadway, sidewalks, and buildings to one another, as well as other social and visual impacts.

Travel demand strategies that reduce Ballpark related traffic volumes could also reduce Ballpark related traffic noise levels. However, the reduction in traffic volume would have to be substantial for any decrease in traffic noise levels to be perceptible.

No-Build Alternative

As previously discussed, the changes in daytime traffic noise levels for the No-Build Alternative in the modeled year (2010) as compared to the traffic noise with the new Ballpark would be barely perceptible to the human ear. The difference between modeled daytime year 2010 No-Build and Build conditions ranges from 0 to 1 dBA for L₁₀ levels and 0 to 2 dBA for L₅₀ levels. One receptor showed a noise standard exceedance for the No-Build condition, the same as for the Build condition.

The changes in nighttime traffic noise levels between the No-Build Alternative and the Build condition in 2010 would be greater than the daytime change. This is because background traffic volumes are lower during the 10:00 p.m. – 11:00 p.m. ballgame departure period. Thus, in order to observe an increase in traffic noise, the absolute number of vehicles that must be added to the background traffic is lower relative to the high background traffic volumes during the daytime period.

3.3.3 Event Noise

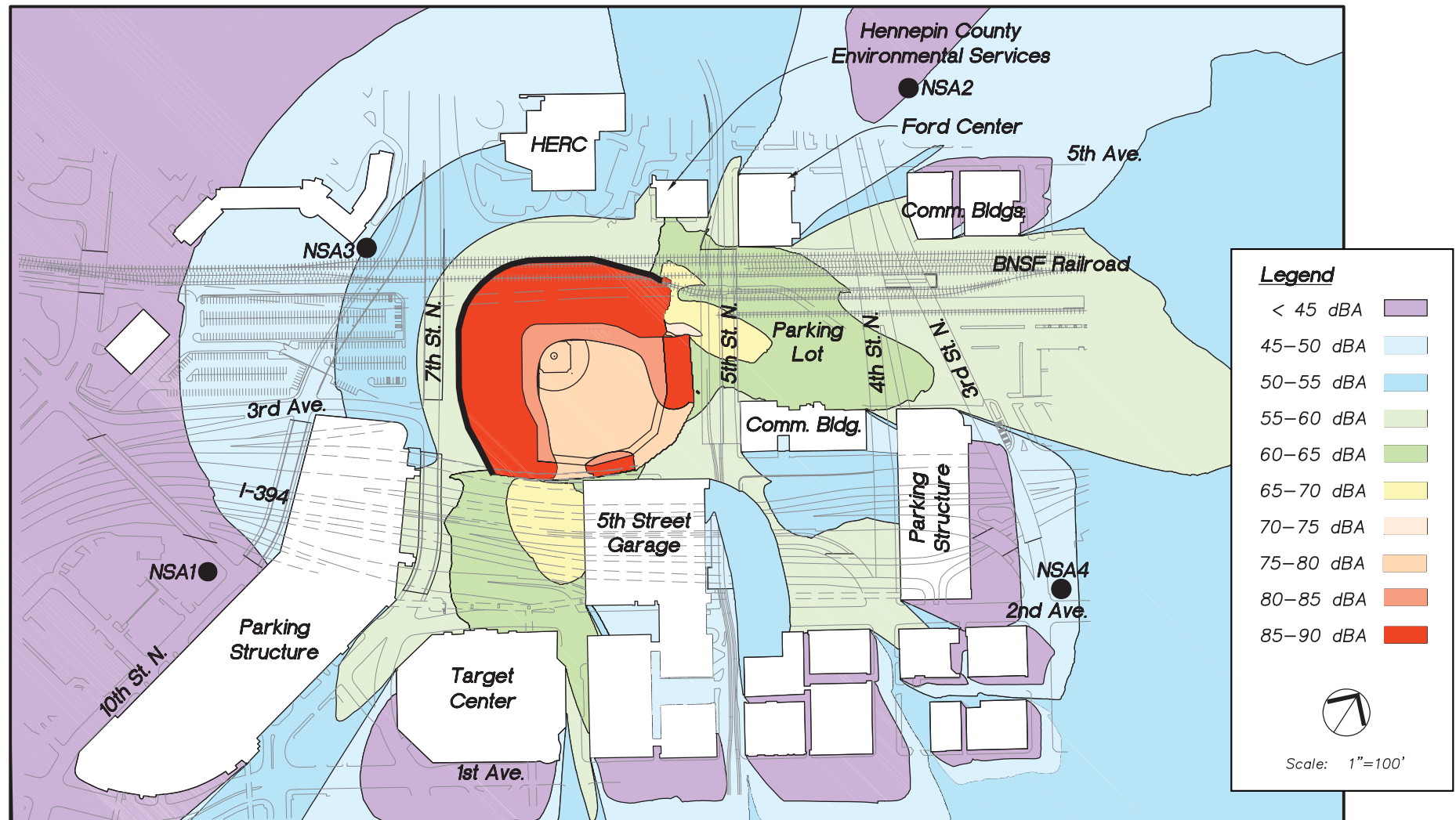
Affected Environment

The Ballpark Site is currently a public parking lot, bounded by 3rd Avenue N. to the south, 5th Street N. to the west, 7th Street N. to the east, and the BNSF right of way to the north. The existing noise environment in the Project Area is dominated by vehicular traffic on these roadways and on the entrances and exits to I-94 and I-394. NSF railroad operations and the many commercial and industrial facilities, including the HERC facility, also contribute to the noise environment. Noise levels in the Project Area vary, and are generally relative to proximity to these sources.

The area surrounding the Ballpark Site is predominately commercial. The four closest NSAs to the proposed Ballpark were identified during the field reconnaissance; the locations of these NSAs, all of which are multifamily residential buildings, are shown on Figure 3-10.

Sound Level Measurements

One 1-hour sound level measurement was conducted at NSA 2, a multifamily residential building north of the Project Area, to quantify the ambient noise environment in the Project Area. The measurement was performed on Wednesday, September 6, 2006. A Larson Davis Model 720 American National Standards Institute (ANSI) Type 2 Integrating Sound Level Meter was used as the data-collection device. The meter was mounted on a tripod roughly 5 feet above ground to simulate the average height of the human ear. The sound level meter was calibrated before and after the measurement period. The measured sound level was 69.1 dBA L₁₀ / 67.0 dBA L₅₀. Sources contributing to the noise environment during the measurement period included vehicular traffic on surrounding roadways and parking lots. The traffic noise analysis conducted for this project reports a measured daytime sound level of 62 dBA L₁₀ / 60 dBA L₅₀ at NSA 3 (SRF 2006).



SOURCE: Kimley-Horn and Associates, Inc.

BALLPARK EVENT NOISE LEVEL CONTOURS (L10)

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
June 2007

Figure 3-10

Environmental Consequences

The Ballpark is oriented as follows: the vector from home plate to the pitcher's mound points due east. The Ballpark structure is approximately 146 feet at the highest point of the roof. There are five general seating levels in the Ballpark: main concourse, club level, suite level, upper concourse, and upper deck. All five seating levels are represented in the main structure; there are main concourse and upper deck seats in the right and left outfield sections as well.

Ballpark noise is characterized by noise levels associated with conversational speech and movement among the crowd, punctuated by sporadic high noise levels associated with PA announcements, introductory or celebratory music, and crowd reactions. Because of the intermittent nature of this noise source, the appropriate metric for determination of compliance is the L_{10} . In addition, baseball games would normally occur during daytime hours (7:00 a.m. to 10:00 p.m.) only; therefore, the noise level at two of the four NSAs potentially impacted by the Ballpark will be evaluated with respect to the daytime noise level limit of 65 dBA L_{10} (NAC-1), whereas the other two NSAs potentially impacted by the Ballpark will be evaluated with respect to the daytime noise level limit of 70 dBA L_{10} (NAC-2). However, games could occasionally extend into the nighttime period (10:00 p.m. to 7:00 a.m.).

To appropriately model the L_{10} generated by the Ballpark, the average sound level in the stands during high noise generation periods was assumed to be approximately 85-90 dBA, a level consistent with measurements conducted in similar ballparks (i.e., Oriole Park at Camden Yards [Baltimore, MD], Jacobs Field [Cleveland, OH], and Amerquest Field [Arlington, TX] (WJHW 2006)). This noise level includes fan noise and PA speaker noise. The noise analysis completed for the EIS assumed approximately 200 PA speakers distributed evenly through the Ballpark.

The Datakustik CadnaA Noise Prediction Model was used to estimate the Ballpark-generated sound levels from within the Ballpark. CadnaA predicts and assesses noise levels for a variety of noise sources. The model uses industry-accepted propagation algorithms and accepts sound power levels (in decibels re: 1 picoWatt) based on ISO 9613-2 standards. ISO 9613-2 is an internationally recognized standard that establishes a method for calculating the attenuation of sound during propagation outdoors, in order to predict the levels of environmental noise at a distance from a variety of sources.

The calculations account for classical sound wave divergence, plus attenuation factors resulting from air absorption, basic ground effects, and building/barrier shielding. The height of intervening buildings was estimated based on a site reconnaissance. Air absorption was determined using "standard day" conditions (59°F, 70% relative humidity, no wind effects).

The Ballpark configuration was imported into Cadna/A from the project computer-aided design (CAD) files. The noise attenuating effects from the Ballpark walls, decks and other structures were modeled. Ballpark patrons were modeled in seats according to the seating reference plan. To accomplish the in-stand average noise level of

85-90 dBA, the seating areas were modeled as area sources comprised of the appropriate number of individual fans with a sound power level of 88 dBA each. This is a composite level that includes the sound level generated by one patron and the PA sound level generated for one patron. The calculated noise contours produced by the Ballpark are shown in five-decibel increments on Figure 3-10. The contours represent the L₁₀ sound pressure level in dBA at a height of five feet above ground. The sound level inside the Ballpark seating area is shown at a height of five feet above the main concourse floor level.

Ballpark noise levels were evaluated at the four NSAs closest to the Ballpark Site. These buildings are multi-story structures; due to the open-air nature of the Ballpark, noise attenuation from the Ballpark structure would be less effective at further distances from the ground. Therefore, the noise level at each NSA was predicted at the assumed top floor elevation of the building. The Ballpark-generated L₁₀ would range from approximately 45 dBA at NSA 1 to 52 dBA at NSA 4. This noise level is from the Ballpark only, and is not a composite sound level including the ambient noise in the area. Refer to Figure 3-10 and Table 3-19 for further details. A review of Table 3-19 indicates that the ballgame noise would not increase the ambient noise level at NSA 2 or NSA 3.

When viewing Table 3-19, it should be noted that when combining the energy level (dBA) of two noise sources, the resulting noise cannot be expressed as the direct sum of the two-decibel levels due to the logarithmic nature of the decibel measurement. For example, two noise sources of equal decibel measure, say 50 dBA each, introduced into the same environment result in a doubling of the sound energy, which is measured as 3 dBA resulting in an overall noise level of 53 dBA. When the second noise source is 10 dBA less than the first noise source, the resultant overall noise level does not change from that originally measured, as the 10 dBA difference represents an extremely large difference in the sound energy due to the logarithmic scale of measurement.

Table 3-19
Event-Generated Sound Levels (dBA L₁₀)

Noise-Sensitive Area	Measured Ambient Sound Level	Event-Generated Sound Level	Event + Ambient Sound Level	Event-Generated Sound Level Increase
NSA 1 *	-	45	-	-
NSA 2	69	49	69	0
NSA 3 *	62	50	62	0
NSA 4	-	52	-	-

* These receptors are residential receptors in noise area classification 1 (NAC-1) that are assumed to meet the criteria outlined in Minnesota Rules 7030.0050 Subp. 3.B. The standards for noise area classification 2 (NAC-2) are applied to these receptors.

Findings

Sound levels from the Ballpark would be less than the applicable daytime and nighttime sound level limits at the four closest NSAs and would comply with the requirements of the Minnesota Rules.

Mitigation

As a result of the event noise analysis, no adverse effects are anticipated for Baseball games, thus no mitigation is proposed. No mitigation is proposed for non-baseball events at the Ballpark as they will be operated in compliance with existing noise standards.

No-Build Alternative

With the No-Build Alternative, baseball games and other events would not occur at the Project Site. As a result, there are no adverse noise impacts associated with the No-Build conditions.

3.4 Air Quality

3.4.1 Vehicle Related Air Emissions

The scope and methods of the air quality analysis performed for this Project were developed during a meeting with air quality staff from the Minnesota Pollution Control Agency (MPCA) on October 2, 2006.

Motorized vehicles affect air quality by emitting airborne pollutants. Changes in traffic volumes, traffic patterns, and roadway locations affect air quality by changing the number of vehicles in an area, changing traffic congestion conditions, and changing where vehicles travel. The Environmental Protection Agency (EPA) uses six "criteria pollutants" as indicators of air quality and has established National Ambient Air Quality Standards (NAAQS) for each of them. The NAAQS represent maximum concentrations above which adverse effects on human health may occur. The criteria pollutants are ozone, particulate matter, nitrogen dioxide, lead, sulfur dioxide, and carbon monoxide.

Affected Environment

The air quality impacts from this Project are analyzed by addressing criteria pollutants, a group of six common air pollutants regulated by EPA on the basis of information on human health and/or environmental effects of pollution. Potential impacts resulting from these pollutants are assessed by comparing projected concentrations to NAAQS. A discussion of each of the six criteria pollutants is presented below.

Ozone

Ozone is not emitted directly from vehicles but is formed through the reaction of volatile organic compounds (VOC) and nitrogen oxides (NO_x) (which can be emitted from transportation sources), and its formation is influenced by a complex relationship of chemical precursor concentrations, meteorological conditions and regional influences on background concentrations.

The EPA has classified the Project Area as an attainment area (i.e., an area determined to be within acceptable levels) in regard to ozone levels and, therefore does not require a quantitative ozone analysis for this Project.

Particulate Matter

Fine particles with very small diameters can move like gases and can be transported hundreds of miles from their source. Larger particles do not remain suspended and tend to settle out of the air relatively near their source.

Motor vehicles can influence particulate matter concentrations on a local scale by directly emitting fine particles and from wind turbulence that causes particles to be mixed into the air. On a regional scale, vehicular traffic can influence particle concentrations through emission of precursor compounds (nitrogen oxides, sulfur oxides and VOCs) as well as direct emissions.

Vehicle related particulate matter tends to be smaller than 2.5 microns. Widespread PM_{2.5} monitoring began in Minnesota in 1999. The state of Minnesota is currently in attainment of recently enacted PM_{2.5} standards.

Based on the relatively low ambient concentrations observed in Minnesota and the lack of accepted analysis methodology, EPA and MPCA do not require project level modeling for particulate matter.

Nitrogen dioxide (Nitrogen oxides)

Nitrogen oxides, or NO_x, are the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Nitrogen dioxide (NO₂) levels in the Twin Cities metropolitan area currently meet state and federal standards.

Based on the relatively low ambient concentrations of NO_x in Minnesota and the long-term trend of reduction in NO_x emissions, it is unlikely that NO_x standards will be approached or exceeded in and around the Project Area. Because of these factors, a specific analysis of nitrogen dioxide was not required for this Project.

Lead

Due to the phase out of leaded gasoline, lead is no longer a pollutant associated with vehicular emissions.

Sulfur Dioxide

Emissions of sulfur dioxide result largely from stationary sources (i.e., refineries, power plants, mills). Vehicular emissions are not a significant source of ambient sulfur dioxide.

Carbon Monoxide

Carbon monoxide (CO) is the traffic-related pollutant that is of most concern on a project level scale. The MPCA has established state standards (or maximum permissible concentrations) for CO of 30 parts per million (ppm) for a 1-hour period (average concentration), and 9 ppm for an 8-hour period (average concentration). The MPCA 1-hour standard is more stringent than the federal standard of 35 ppm.

The Project Area is currently in a maintenance area for CO. The attainment status in the Twin Cities metropolitan area is contingent upon the implementation of measures to assure that CO concentrations remain below standards. The contingency stipulates that future CO concentrations be modeled for proposed transportation projects. In compliance with this stipulation, for this study, air quality analyses of worst-case conditions were performed to estimate the effect of the Project on future CO concentrations at nearby key intersections (or “hot spots”) in the Traffic Analysis Area (localized intersection CO analyses).

Environmental Consequences

The effect of the Ballpark Project on air quality was examined through analysis of the predicted impacts on CO concentrations. As discussed previously in this section, a valid means of relating the effect of individual projects to the atmospheric ozone or particulate concentrations does not exist. Impacts from sulfur dioxide, nitrogen dioxide and lead from vehicular traffic are limited in distribution and magnitude. Therefore, CO analysis provides the most relevant measure of traffic-related impacts to air quality on a local scale. The following three sections discuss the CO analysis modeling methods and results.

To assess CO concentration changes, background concentrations were measured and adjusted for future background traffic growth and changes in vehicle emissions. Potential CO impacts on air quality were analyzed with respect to intersection conditions for the Build Alternative. Forecast 2010 traffic data was used to model future CO concentrations. The analysis year methods and procedures and the scope of this analysis were chosen based on guidance from the MPCA.

Air quality modeling was performed using the most current versions of EPA CO emission (MOBILE 6) and dispersion modeling (CAL3QHC) software. All methods and procedures used in the air quality analyses are accepted by the EPA and MPCA as approved for industry standard analytical methods.

The modeling assumptions used in this analysis included the following:

- | | |
|----------------------------|---|
| • Cold Start Percentage | 20.6 percent for all traffic ² |
| • Hot Start Percentage | 27.3 percent for all traffic |
| • Speed Class | Arterial, posted speed limits |
| • Traffic Mix | National default |
| • Traffic Age Distribution | MPCA data |
| • Wind Speed | 1 meter/second |

² Mobile 6 Default Parameter

- Temperature -8.8 degrees Celsius
- Wind Direction 36 directions at 10 degree increments
- Surface Roughness 108 centimeters
- Atmospheric Stability Class D
- 8-Hour Persistence Factor 0.7
- Fuel Program Conventional Gasoline East
- Fuel Reid Vapor Pressure 9.0 lbs/square inch
- Oxygenated Fuels Ethanol with 2.7 percent oxygen content

Background Carbon Monoxide Concentrations

Background CO concentrations are needed for air quality analysis purposes to represent conditions without the influence of nearby vehicles. By definition, the background CO concentration in any particular area is that concentration which exists independently of direct contributions from nearby traffic. The background concentrations are added to intersection-scale modeled results to yield predicted CO levels.

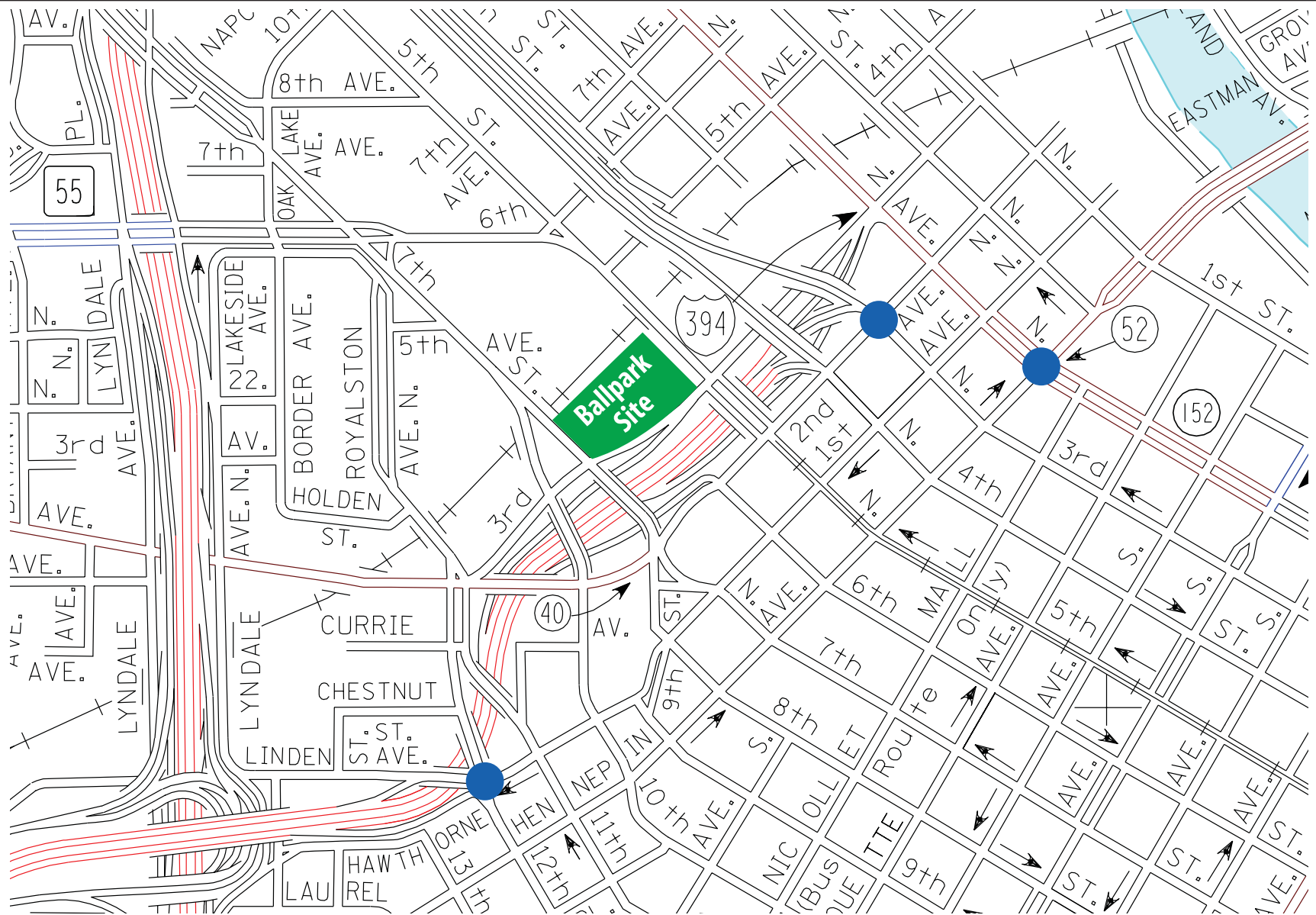
Background CO concentrations for the analysis documented in this study were determined from CO monitoring conducted by MPCA at permanent monitor 954 from October 1, 2005 to October 31, 2006. The monitor is located at 528 Hennepin Avenue in Minneapolis. The measured background concentrations were adjusted for year 2010 to account for traffic growth. To represent worst-case conditions, no background reduction factor to account for future emissions control improvements was used; this will overestimate ambient background CO concentrations. Results of background CO monitoring and the adjustment calculations are presented in Table 3-20.

Table 3-20
Background Carbon Monoxide Concentrations

	1-Hour	8-Hour
MPCA Monitor, 528 Hennepin Avenue, Minneapolis, MN		
2006 background CO concentration (ppm)	5.5	2.2
Background traffic growth	1.13	1.13
Emissions factor reduction	1.0	1.0
Adjusted background CO concentration (ppm)	6.2	2.5

Intersection Carbon Monoxide Analysis

Carbon monoxide concentrations were calculated for year 2010 for the Build Alternative under one worst-case scenario and at three worst-case intersections in the Traffic Analysis Area with the highest levels of congestion under each scenario. The scenario selected was Weekday Afternoon Game Departure (3:00 p.m.-4:00 p.m.). Intersections for the analysis were selected based on input and concurrence from MPCA. The air quality analysis stations are depicted in Figure 3-11. Intersections were selected for analysis by determining which intersections operated at lowest levels of service under the selected scenario. The three worst operating intersections were identified in each analysis. Intersections showing a better level of service for a particular scenario typically have less of an air quality impact.



AIR QUALITY ANALYSIS STATIONS

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
June 2007

Figure 3-11

Carbon monoxide concentrations near the intersections were projected using forecasted traffic volumes, current intersection geometrics, optimized signal timing, emission levels from the EPA MOBILE 6 model, and dispersion modeling using the EPA model CAL3QHC.

The sidewalk averaging technique was used to calculate intersection worst-case CO concentrations at all intersections. The modeling “sidewalks” are located adjacent to each approach leg and departure leg at the location closest to the vehicles stopped at the traffic signal. Each sidewalk location is represented by two receptors: one receptor 10 meters (33 feet) from the intersection and one receptor 50 meters (164 feet) from the intersection. In this method, the CO concentrations from the two receptors are averaged. The worst case wind direction (of the 36 directions modeled) for each pair of sidewalk receptors was used to determine the maximum concentration for each pair of sidewalk receptors. The reported result is the maximum concentration for all of the sidewalks.

The intersection CO modeling results are shown in Table 3-21. The CO concentrations provided represent background CO concentrations plus modeled intersection CO concentrations.

Table 3-21
Carbon Monoxide Modeling Results (Listed in parts-per-million (ppm))

Intersection	1-Hour Average Concentration	8-Hour Average Concentration	Wind Direction
2nd Avenue N. at 3rd Street N.	7.3	3.3	280
Hennepin Avenue at Washington Avenue	8.4	4.0	290
12th Street N. at Hawthorne Avenue	8.3	4.0	100
State Standards	30	9	

Discussion and Conclusions

Intersection-level CO modeling was performed for the three worst operating intersections under the worst-case scenario. Modeling results predicted one hour average CO concentrations ranging from 7.3 to 8.4 ppm in 2010. Predicted eight-hour CO concentrations range from 3.3 to 4.0 ppm in 2010. Based on these results, concentrations of CO will meet the state one-hour standard of 30 ppm and the state eight-hour standard of 9 ppm.

Results of CO modeling performed for this Project show that the Project would not cause an exceedance of CO standards. Based on the qualitative assessment presented at the beginning of this section, the Project will not cause exceedances of the other criteria pollutants.

Mitigation

As a result of the traffic air quality analysis, no adverse effects are anticipated, thus no mitigation is proposed.

No-Build Alternative

Carbon monoxide emissions increase during congested conditions due to more idling vehicles. As previously noted, traffic operations under a No-Build scenario are less congested than under a Build scenario. Therefore, CO emissions under a No-Build scenario are anticipated to be less than under a Build scenario. As concentrations of CO for the Build scenario will be below the state one-hour and eight-hour standards, concentrations of CO for the No-Build scenario are also anticipated to be below the State standards

3.4.2 Stationary Source Air Emissions

Affected Environment

The proposed Ballpark will be located directly adjacent to the Hennepin Energy Recovery Center (HERC), a mass-burn municipal waste combustor owned by Hennepin County and operated by a subsidiary of Covanta Energy. Previous modeling for HERC, which formed the basis of the Title V permit, has established that the facility is designed and operated such that resultant ground level concentrations are well below concentration levels that protect public health and welfare. Due to the proximity of the Ballpark to HERC, the Hennepin County Department of Environmental Services (HCDES) retained ENSR Corporation (ENSR) to conduct a separate air quality modeling and risk assessment study. The study described in detail in the report *Revised Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota* (ENSR Corporation, May, 2007) was conducted to answer two basic questions: 1) Will the Ballpark adversely affect dispersion of HERC emissions at surrounding locations?; and 2) Will exposure of Ballpark patrons, staff and players to emissions from HERC be at levels of concern from a health perspective? This report is herein referred to as the “ENSR Technical Report”.

Environmental Consequences

Potential Impact of the Ballpark Structure on HERC Stack Dispersion

The first part of the dispersion modeling analysis addressed the effect of the Ballpark structure on local turbulence and the corresponding effect on the dispersion of pollutants emitted from the two HERC stacks. At its highest, the height of the Ballpark structure is approximately 200 feet above the surface, and portions of the Ballpark will be within 1,000 feet of the HERC stacks. It is possible, therefore, that the new structure could alter the local turbulence patterns that affect dispersion of HERC emissions. The towers that may also be constructed on the Ballpark Site are taller than this, but they will be narrow enough and located far enough away from the HERC stacks so as to have no effect, on HERC dispersion patterns.

The analysis was accomplished by following standard dispersion modeling methods developed by U.S. EPA to develop dispersion factors. Dispersion factors quantify the degree to which any constituent of stack emissions is diluted before it reaches the ground. This was done by applying EPA's guideline air dispersion model, AERMOD, to estimate dispersion factors for two configurations, one without the proposed Ballpark and one with the Ballpark. To determine the effect of nearby buildings and structures on dispersion, AERMOD uses a file of wind-direction specific building dimensions generated by the EPA's Building Profile Input Program (BPIP-Prime). In addition to the Ballpark, the buildings included in the BPIP-Prime assessment (shown in Figure 2-1 of the ENSR Technical Report) include HERC structures and large off-site city buildings which are located to the south and east. AERMOD was applied at an array of ground-level receptor locations out to 10 kilometers from the HERC stacks, using five years of meteorological data (1986-1990) provided by the MPCA. The highest 1-hour dispersion factor and the 5-year average dispersion factor at each receptor were computed for the present day (without the Ballpark) and for the future case (with the Ballpark) and are shown in Figures 2-2 (a through d) of the ENSR Technical Report. As discussed in Section 2.2 of the ENSR Technical Report, although the patterns of dispersion change slightly at a few locations, the presence of the Ballpark will not affect either the location or the magnitude of the maximum dispersion factors. This means that the highest short-term and long-term ground-level concentrations associated with HERC emissions will not be affected. .

Potential Health Impacts of HERC Emissions on Ballpark Users

The second part of the analysis addressed whether there could be any exposure to Ballpark users, which includes the players, staff and ticket holders, above Levels of Concern. Levels of Concern in the context of health effects assessment are established benchmarks, or risk calculation thresholds defined as a cancer risk range of 1 in 10,000 to 1 in a million and a noncancer Hazard Index (HI) of 1.

As discussed in Section 3.1 of the ENSR Technical Report, compounds evaluated as Compounds of Potential Concern (COPC) included those for which HERC has specific limits and others which MPCA has identified as being important in evaluating the potential health risk of resource recovery facilities. These include 1) compounds for which EPA and MPCA have established ambient air quality standards, 2) compounds which are potential carcinogens, and 3) compounds that could be associated with short-term or other long-term health effects. The resultant list of COPCs are listed below:

- Carbon monoxide
- Sulfur dioxide
- Nitrogen dioxide
- Lead
- TSP
- PM-10
- PM-2.5
- Sulfuric acid mist
- Hydrochloric acid
- Cadmium
- Mercury
- Polychlorinated dibenzo-p-dioxins/
polychlorinated dibenzo-p-furans (dioxins)
- Arsenic
- Chromium
- Nickel

Two sets of COPC emission rates were applied in the assessment; one set corresponding to actual HERC emissions based on the average of the three most recent stack testing reports (2003-2005) and another corresponding to the MPCA permit limits. For COPCs that are not subject to permit limits, emission rates recommended by MPCA were used for both sets of emissions. For COPCs that were measured, the actual HERC emissions are much lower than the permit limits. Measured emission rates are provided in Table 3-3 and permitted emission rates are provided in Table 3-5 of the ENSR Technical Report.

The assessment was done by applying AERMOD to estimate the air concentrations of specific toxic air pollutants emitted from HERC that would occur during periods when players, fans, and staff would be at the Ballpark. AERMOD requires specification of receptor locations, within a defined study area, at which the model computes air concentrations and deposition rates. Model receptors were placed throughout the proposed Ballpark and segregated into two groups representing the playing field and the grandstands as shown in Figure 3-1 of the ENSR Technical Report and in Figure 3-12 of this Final EIS. The set MPCA meteorological data (1986-1990) was used but, to more accurately simulate inhalation exposure, only the days on which the Minnesota Twins had scheduled home games were modeled to estimate air concentration. As an upper limit, the regular season schedule was extended to 11 games in October, simulating Division, League Championship and World Series. Fans were assumed to spend six hours at the Ballpark and players and staff were assumed to spend nine hours at the Ballpark. The highest and average modeled concentration of COPCs for each class of receptors is provided in Table 3-7 of the ENSR Technical Report.

AERMOD was also applied to estimate the deposition of particulate-bound contaminants onto the open Ballpark surfaces where 1) fans could inadvertently ingest dust accumulated from deposition of particles in the air, 2) fans could eat food that has been exposed to the open air, and 3) players could ingest soil from the playing field. Details of how AERMOD deposition modeling results were used to estimate COPC concentrations in dust, soil and open-air food are provided in Section 2.3.4 of the ENSR Technical Report.

The next step in the assessment was the Exposure Assessment where the modeled COPC concentrations are used to estimate how much is inhaled and ingested for each type of receptor, i.e., player, staff and season ticket holder. Table 3-12 of the ENSR Technical Report summarizes the exposure assumptions and further details are provided in Section 3.3 of the ENSR Technical Report.

- Ballpark staff includes full time staff, such as groundskeepers, food service vendors and maintenance workers. They could be exposed to COPCs emitted from HERC through inhalation of COPCs present in air. They could also be exposed through incidental ingestion of soil. It is assumed that Ballpark staff work for 225 days per year (95th percentile for an outdoor worker according to U.S. Census), 8 hours per day and are employed at the Ballpark for 25 years. To evaluate the soil ingestion exposure pathway, it was assumed that the Ballpark staff has a soil ingestion rate of 100 mg/day. This rate is recommended in the EPA's Soil Screening Levels for an outdoor worker.

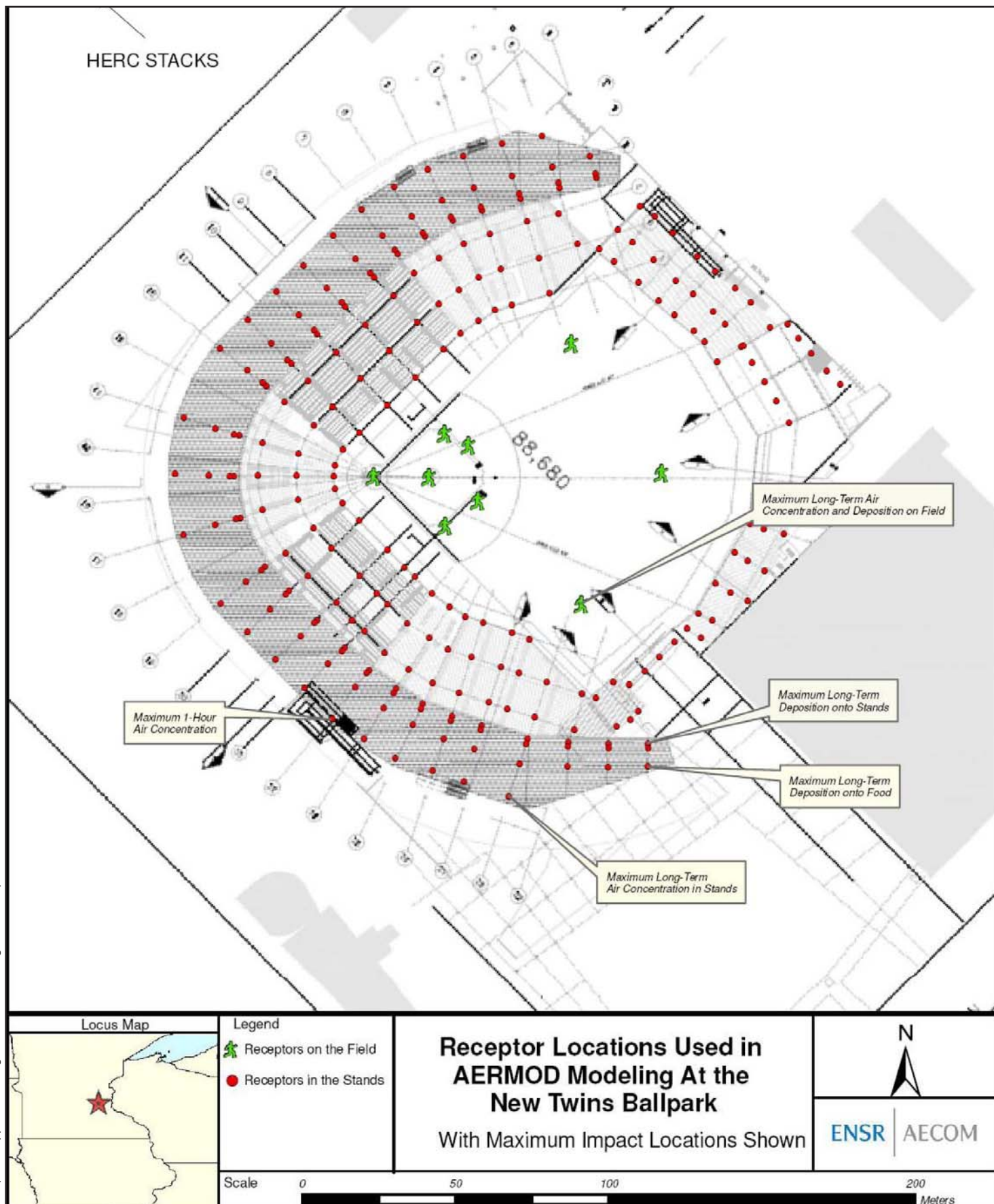


Figure 3-12

- As an upper limit, it was assumed that a ballplayer is with the Twins for 20 years and present at the Ballpark for 8 hours per day for 92 days out of the year (81 days during the season and 11 days post-season). The player is assumed to ingest soil at the same rate as the staff.
- The season ticket holders (adult for 24 years and child for 6 years) were assumed to attend every game and be there for 4 hours. In addition to inhalation they ingest dust and eat a cafeteria's tray worth of food and drink that is exposed to the open air. To evaluate the dust ingestion exposure pathway, the EPA default soil ingestion rates for children and adults of 200 mg/day and 100 mg/day, respectively, were used.

The Toxicity Assessment, described in Section 3.4 of the ENSR Technical Report, identified the dose-response values that relate the modeled exposures to health effects. These factors, developed by EPA and state agencies, include ambient air quality standards for criteria pollutants, Inhalation Unit Risk Factors for cancer risk, Reference Concentrations for chronic non-cancer health effects and acute toxicity values for peak short-term exposures. These factors are applied to the modeled exposure levels to estimate cancer risk and, for non-cancer effects, hazard indices.

The Risk Characterization, the computation of risk values for each type of receptor, is described in Section 3.5 of the ENSR Technical Report. For conservatism, it is assumed that all of the long-term health effects (both cancer and non-cancer) are additive among COPCs. The EPA and MPCA have established risk levels in reviewing the modeled risk associated with individual facilities, which are generally deemed to be below Levels of Concern. For criteria pollutants the impacts are below Levels of Concern if modeled concentrations, when added to background concentrations, do not exceed ambient air quality standards. For non-criteria pollutants, the effects of COPCs are typically not viewed individually but the combined effects are considered. For COPC carcinogens, this is 1×10^{-5} lifetime cancer risk and for COPC non-carcinogens a Hazard Index of 1.0. The result of the Risk Characterization is that modeled exposure from HERC emissions are well below these Levels of Concern for all three types of receptors; i.e., staff, ballplayers and season ticket holders.

Tables 3-22 through 3-25 of the ENSR Technical Report provide the risk calculations for permitted HERC emissions for staff, ballplayers, child season ticket holders and adult season ticket holders. The maximum modeled cancer risk is about 3×10^{-6} and the maximum Hazard Index is about 0.02. For the measured emissions (Tables 3-26 through 3-29 of the ENSR Technical Report) the actual maximum cancer risk is about 4×10^{-7} and the maximum Hazard Index is 0.005.

As shown in Table 3-30 and 3-31 of the ENSR Technical Report, all criteria pollutants are well below ambient standards and Tables 3-32 and 3-33 of the ENSR Technical Report indicate that the acute Hazard Index is much less than 1.0.

In summary, the analysis establishes that the Ballpark will not adversely or significantly affect dispersion of pollutants from HERC stacks. Also, the health risks associated with HERC emissions are below EPA levels of concern. For a more detailed discussion of the dispersion modeling analysis of emissions from HERC, please refer to the *Revised Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota* Technical Memorandum (ENSR Corporation, May, 2007).

Mitigation

As a result of the HERC air quality analysis, no adverse effects are anticipated, thus no mitigation is proposed.

No-Build Alternative

The No-Alternative would not have any impacts on the current HERC dispersion patterns.

3.4.3 HERC Odors

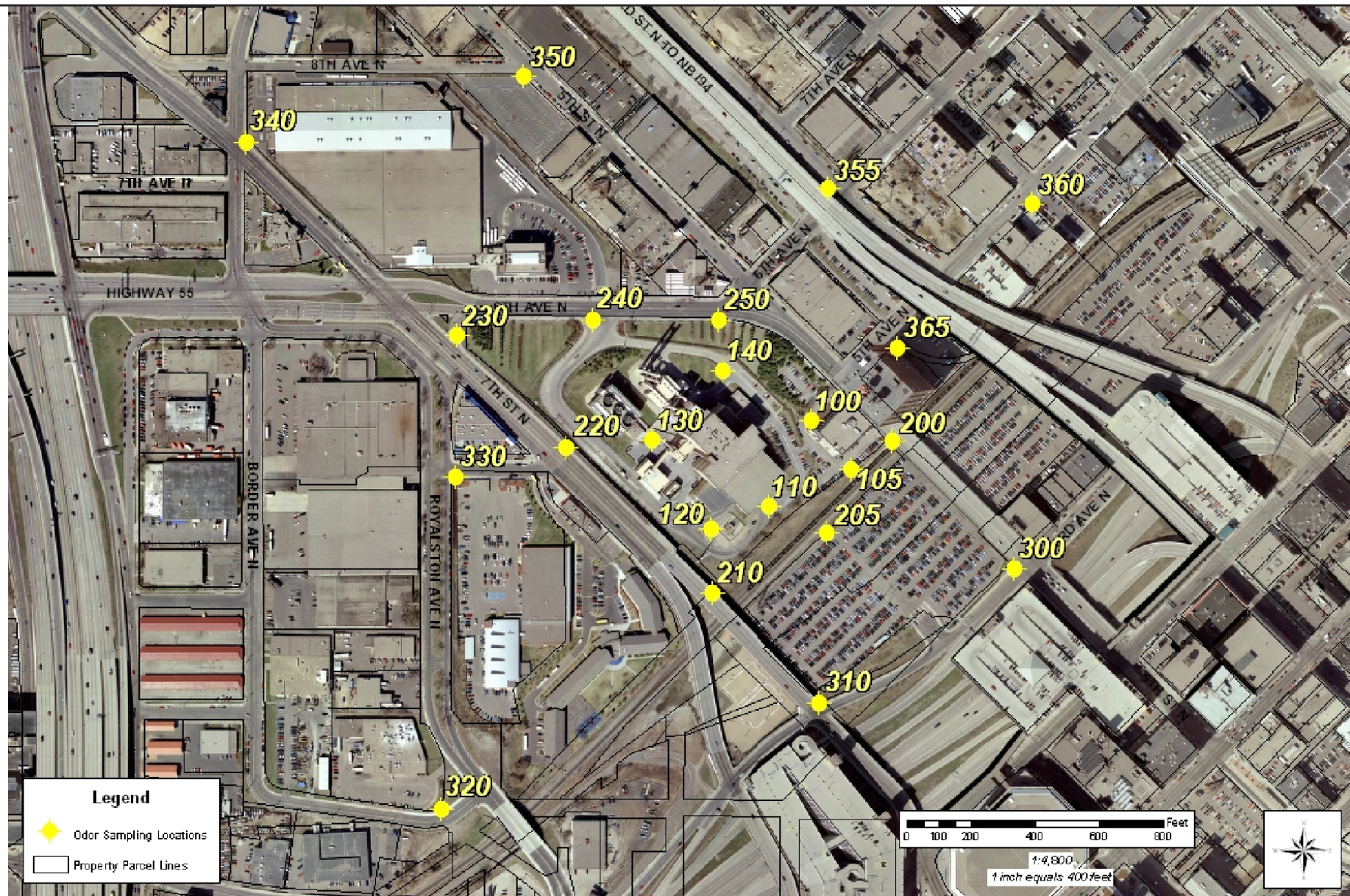
Affected Environment

HCDES began daily odor monitoring on the HERC property and in the surrounding neighborhood in March 2004, in order to determine the potential impact of any odors from HERC on the proposed Ballpark Site. Other odors from the neighborhood were also identified and evaluated. St. Croix Sensory, Inc., an odor testing and training company, was hired to train the monitoring team in recognized procedures for conducting field evaluations of ambient odors.

A monitoring route of 22 points was established (see Figure 3-13). All 22 points were monitored daily from April to November of 2004 through 2006. During the winter months only points located on the HERC property were monitored. The data collected included the type of odor detected and the strength of the odor, which was determined using an olfactometer, a portable odor measuring device designed to provide a universal standard for quantifying odors. Figure 3-13 displays the 22 HERC odor monitoring point locations. For the purpose of this analysis, only data collected from April 26 to November 30 (a period of 219 days) of each year at the five monitoring points 200, 205, 210, 300, and 310 located around the perimeter of the Ballpark Site were reviewed.

Environmental Consequences

Garbage odors from HERC were detected on at least one of the five points around the perimeter of the Ballpark Site on 36 out of 219 days during the April to November 2004 monitoring period. During that period the HERC tipping hall doors were open at all times during business hours. After the 2004 monitoring period, high-speed doors with motion sensors were installed. The new doors are kept closed at all times, except when trucks are entering or exiting the building. New waste management practices were also instituted to control waste deliveries and pit volumes in order to process waste more quickly. Odor control blankets were also hung over one set of ventilation louvers in the tipping hall.



SOURCE: Hennepin County Department of Environmental Services

HERC ODOR ANALYSIS–SAMPLING SITE LOCATIONS

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Figure 3-13

HERC Odor Analysis-Sampling Site Locations

During the April to November 2005 monitoring period, after the new doors were installed and waste deliveries were controlled, the number of days that garbage odors were detected on at least one of the five points dropped to 19. From April to November 2006 garbage odors were detected on at least one of the points on 23 days. The strength of the detected odors decreased after the 2004 monitoring period and in 2005 and 2006 were barely detectable using the field olfactometer.

In comparison, neighborhood odors such as sewer smells and car and diesel exhaust were more prevalent and intense than odors from HERC. In 2004 these odors were detected 112 times, in 2005 100 times, and in 2006 53 times, with sewer smells being the strongest odors detected.

Based on this analysis, it was concluded that odors from HERC should not have an impact on Ballpark users. Two reports completed by HCDES, *Odor Surveying and Monitoring Study for HERC and Adjacent Neighborhood (January 2005)* and *Comparison of 2004 and 2005 Odor Monitoring Data for HERC and Adjacent Neighborhood (March 2006)* contain more detailed descriptions of the monitoring procedures, the data collected, and odor mitigation efforts.

Mitigation

As no significant odor impacts were identified, no mitigation for odors is needed specific to the Ballpark project. The lack of significant odor is due to recent County efforts to reduce odors through improvements to the HERC facility and operations. To ensure that these conditions continue, the County will continue to monitor HERC odors, and if necessary, take further measures to reduce odors.

No-Build Alternative

Under the No-Build Alternative, observed odors would continue as described above as they are not dependent on Ballpark construction.

3.5 Visual Impacts/Scenic Views

3.5.1 Ballpark Lighting

Affected Environment

The intent of the Ballpark lighting analysis is to determine the possible levels of spillover light from the proposed Ballpark to areas surrounding the Site. The analysis assesses the possible intensity of final light levels, based upon the sum of existing light levels and projected light spillover levels from the proposed Ballpark lighting, as provided by typical lighting calculations for a stadium of this geometry and lighting requirements. This study is based upon foot-candle measurements of existing light levels that were recorded on a typical night and in various documented locations around the proposed Ballpark Site. The measurements were then added to the “worst-case” model of spillover light from the proposed Ballpark

The playing field will be illuminated by metal halide focused-beam lighting to meet the standards set by the American League and Major League Baseball. The field lighting system provides illumination for color television coverage of Major League Baseball. The photometric calculations are based on an analysis grid that includes the primary playing area consisting of the playing field within the foul lines and an area up to 30 feet parallel to the foul line in foul territory. The maintained illuminance levels for baseball at a 3-foot working plane above the field elevation are 125-foot candle average maintained vertically from analysis point to designated camera locations, 250-foot candle average maintained horizontally at the infield, and 200-foot candle average maintained horizontally at the outfield.

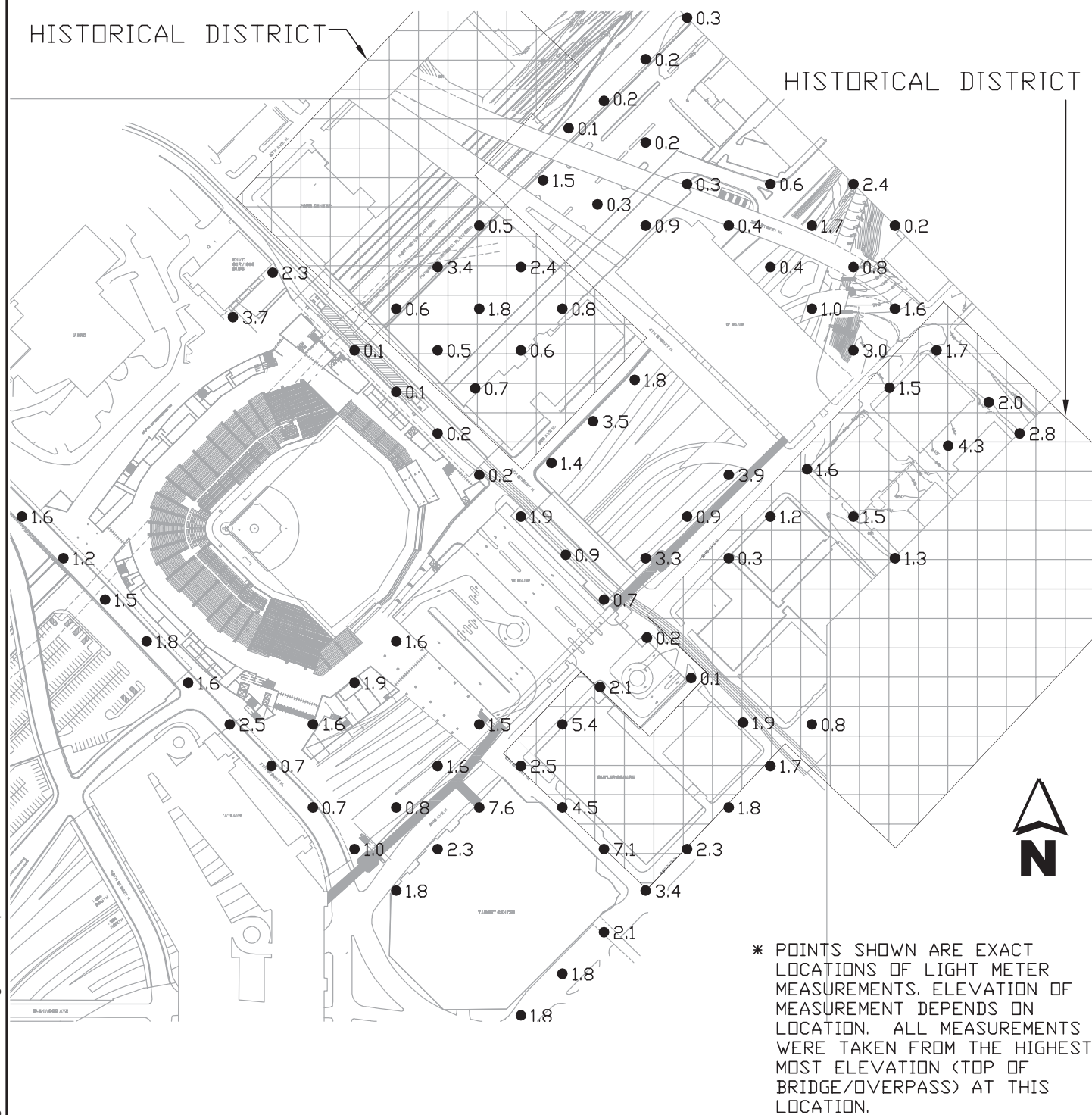
Due to the open outfield design of the Ballpark, the area most affected by spillover light will be behind the outfield. The area defined by extending the first and third baselines will be the area most affected by spillover light. The first and third baseline Ballpark seating is proposed to be as tall as the light fixtures and therefore spillover light will have minimal effect on the surrounding areas behind these walls. These criteria determined the focus area for modeling the light trespass around the Ballpark Site. The Ballpark Lighting Analysis Area consists of a rectangular area enclosed by the following roads:

- South West Side: 7th Avenue N.
- South East Side: 1st Avenue N.
- North West Side: 5th Avenue N.
- North East Side: Washington Avenue N.

Lighting measurements were taken on a clear night in various documented points around the proposed Ballpark Site. These points and their values are depicted in Figure 3-14 “Existing Light Levels.” The existing light levels depicted here are the base values to which projected light levels will be added in order to model the potential effect of spillover light from the proposed Ballpark. Table 3-22 summarizes the average foot-candle (FC) values at each distance from the Ballpark Site, within the Warehouse Historic District, and within the Ballpark Lighting Analysis Area.

Table 3-22
Existing Light Levels (Average Foot-Candles)

Distance Behind Baselines	Distance Behind Open Back Outfield								
	0 ft	125 ft	250 ft	375 ft	500 ft	625 ft	750 ft	875 ft	1000 ft
1.9FC	0.9FC	0.8FC	1.7FC	2.3FC	1.6FC	2.3FC	1.6FC	1.4FC	1.0FC
Average of Analysis Area					1.6FC				
Average of Historic District					2.1FC				



SOURCE: Kimley-Horn and Associates, Inc.

BALLPARK LIGHTING ANALYSIS-EXISTING LIGHT LEVELS

Figure 3-14

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Measurements within the Lighting Analysis Area were taken along a roadway or within a parking area. A point of reference for roadway design is the Illuminating Engineering Society of North America (IESNA) RP-8 document, “*American National Standard Practice for Roadway Lighting*”. This document states that average light levels for roadway design should be between 0.6-1.2FC, depending on the type of roadway. IESNA RP-20 document, regarding lighting for parking facilities, recommends values for uncovered open parking areas between 2.0-5.0FC, depending on the type of security needed in the parking area. Existing average light levels along roadways within the Ballpark Light Analysis Area appear to be slightly greater than lighting values recommended in the IESNA RP-8. However, the high average can mostly be attributed to areas around the Target Center and along 7th Street N. All other roadway areas are within the range of the recommendations from the IESNA RP-8 document referenced above. Existing average lighting levels within parking areas appear less than the recommended values of the IESNA RP-20 document referenced above

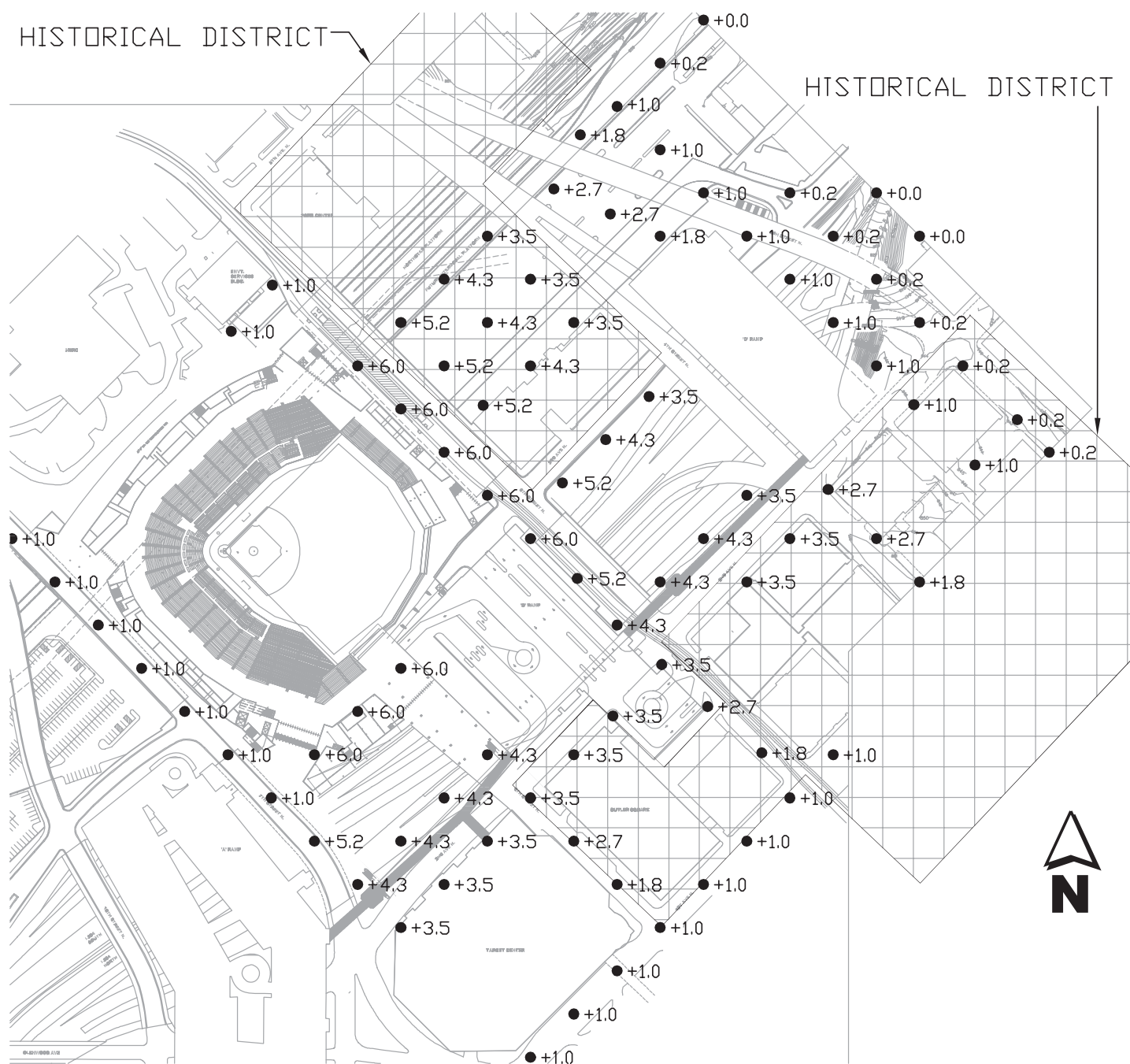
Based on discussions with the Ballpark designer, limitation on spillover light from the rear of the Ballpark will be set to a 3.5 foot-candle maximum increase at a one block distance and a 1.0 foot-candle maximum increase at a two block distance. For this design, one block is described as approximately 375 feet.

Environmental Consequences

Using the existing light levels in Table 3-22 as a basis, estimations can be made of the worst case lighting effect on the area surrounding the Ballpark Site. The light levels will decrease linearly with distance from the rear of the Ballpark. The equation below describes the relationship between the increase in light levels and the distance behind the outfield of the Ballpark. The effect on light levels behind the first and third baselines will be minimal (less than 1.0 foot-candle) due to the height of the Ballpark. This linear equation was derived from the Ballpark light spillover limitations described above. Please note “FC” is the increase in foot-candles and “D” is the distance from the rear of the Ballpark.

$$FC = \frac{-D}{150} + 6$$

The potential increases in light levels at each point are depicted in Figure 3-15 “Spillover Light Levels.” Table 3-23 summarizes the potential increases in light levels at each distance from the Ballpark and within the Ballpark Lighting Analysis Area.



BALLPARK LIGHTING ANALYSIS–SPILLOVER LIGHT LEVELS

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Figure 3-15

Table 3-23
Spillover Light Levels (Average Foot-Candles)

Distance Behind Baselines	Distance Behind Open Back Outfield								
	0 ft	125 ft	250 ft	375 ft	500 ft	625 ft	750 ft	875 ft	1000 ft
+1.0FC	+6.0FC	+5.2FC	+4.3FC	+3.5FC	+2.7FC	+1.8FC	+1.0FC	+0.2FC	+0.0FC
Average of Analysis Area					2.6FC				

Applying these increases from spillover light to the existing measurements yield the estimated worst case light levels due to light spill-over from the Ballpark. These are shown in Figure 3-16 “Potential Light Levels” and in Table 3-24.

Table 3-24
Potential Light Levels (Average Foot-Candles)

Distance Behind Baselines	Distance Behind Open Back Outfield								
	0 ft	125 ft	250 ft	375 ft	500 ft	625 ft	750 ft	875 ft	1000 ft
2.9FC	6.9FC	6.0FC	6.0FC	5.8FC	4.3FC	4.1FC	2.6FC	1.6FC	1.0FC
Average of Analysis Area					4.1FC				
Average of Historic District					4.8FC				

In general, the light levels within the Ballpark Lighting Analysis Area may increase an average of 2.6FC at each point based upon the provided data. This is higher than the recommended IESNA average values for the type of roadway and parking. However, IESNA design recommendations do not take into account a light source such as a Major League Baseball Ballpark and do not have a recommendation for this type of area.

The Minneapolis lighting code provides an exception from lighting requirements for athletic fields and outdoor recreation facilities. This exception is valid for the time between 7:00 a.m. to 10:00 p.m. and does not provide a requirement for maximum light trespass from athletic fields during these hours. However, the design of the Ballpark shall take every effort to minimize the impact of light trespass at any hour.

As stated previously, the most impact to existing light levels will occur within the first block from the rear of the Ballpark. After the first block, the spillover light will begin to dissipate due to obstacles including buildings that may partially or totally block all trespass light from the Ballpark.

It is important to note there are other variables that will affect the real measured value of light trespass from the Ballpark once built and operational. Existing light levels taken around the Ballpark Site take into account light sources that could change following the construction of the Ballpark. Light levels directly around the Ballpark, once built, may be less than those values estimated by this study due to the loss of these light sources. Actual as-built light levels in the Ballpark Lighting Analysis Area will be dependent upon other roadway and parking lighting installed with this Project and others. Additionally, buildings with large amounts of glass coverage have the potential for reflecting light, not only from the proposed Ballpark, but also from other light sources, and can create bright spots which are not accounted for in this study. Finally, large buildings in general will block spillover light and decrease the spillover effect on the back side of these buildings.

Mitigation

As noted previously, the lighting design for the Ballpark will include requirements that limit spillover light from the rear of the Ballpark to a 3.5-foot-candle maximum increase at a one block distance and a 1.0-foot-candle maximum increase at a two block distance. Features such as aiming lighting fixtures directly onto the field, as well as the use of lighting fixture shields to help prevent glare and light trespass will be incorporated into the Ballpark design.

No-Build Analysis

There would be no changes to the existing lighting levels in the area under the No-Build Alternative.

3.5.2 Visual Compatibility

Affected Environment

As noted in Section 2.3.1, the analysis presented in this Final EIS reflects schematic-level design plans available for the Minnesota Urban Ballpark on February 2, 2007. These include plans for the design of the exterior of the Ballpark (elevations) and streetscape or other urban design elements. The Minnesota Twins are proceeding with “design development”-level plans and, ultimately, construction documents for the Ballpark and related infrastructure.

The physical setting of the Project Area is on the edge of the downtown core in an area known as the North Loop Neighborhood. The Ballpark Site is also located immediately south and west of national and locally designated Historic Districts (Warehouse Historic District). The surrounding area predominantly consists of mostly low-rise structures ranging from one to five stories on average, with high rise buildings to the east.

Environmental Consequences

The schematic-level primary Ballpark facades are a combination of native Minnesota limestone, large expanses of glass, exposed structural steel and ironwork and some areas of a permeable enclosure at the internal building ramps along 5th Street N. and 7th Street N. The facades are not intended to replicate the neighboring structures and those in the nearby Warehouse Historic District, but complement these structures with a contemporary design that lends itself to the heritage of the surrounding buildings. Figure 3-17 depicts the Ballpark in context with Downtown Minneapolis. Figure 3-17b shows the 5th Street N. elevation.

The primary facades of the building occur above the bridge deck/main concourse levels along 5th Street N., 7th Street N., the abandoned 3rd Avenue N. and the promenade running along the HERC. The primary facades vary, but rise on the order of 50-feet to 70-feet above the bridge sidewalks along 5th Street N. and 7th Street N. The upper seating levels, roof canopy and scoreboard structures step back from these primary façade heights and rise to a height on the order of 90-feet to 110-feet above the bridge sidewalks. An outfield light tower structure, approximately 180 feet in height is planned along the 5th Street N. facade. There is a possibility that two towers measuring approximately 25 feet by 25 feet by 300 feet, with decorative lighting may be included in the design if they are financially feasible. They would be located on the outside edge of the Ballpark, in line with the foul lines: one adjacent to the 6th Street N. bridge entrance to the Ballpark and one near the LRT station at 5th Street N. When compared to the surrounding buildings, the Ballpark is visually consistent with the scale of buildings around it. Table 3-25 quantifies the height of the Ballpark in relation to its neighboring buildings.

Table 3-25
Proposed Ballpark Height Relation to Surrounding Buildings

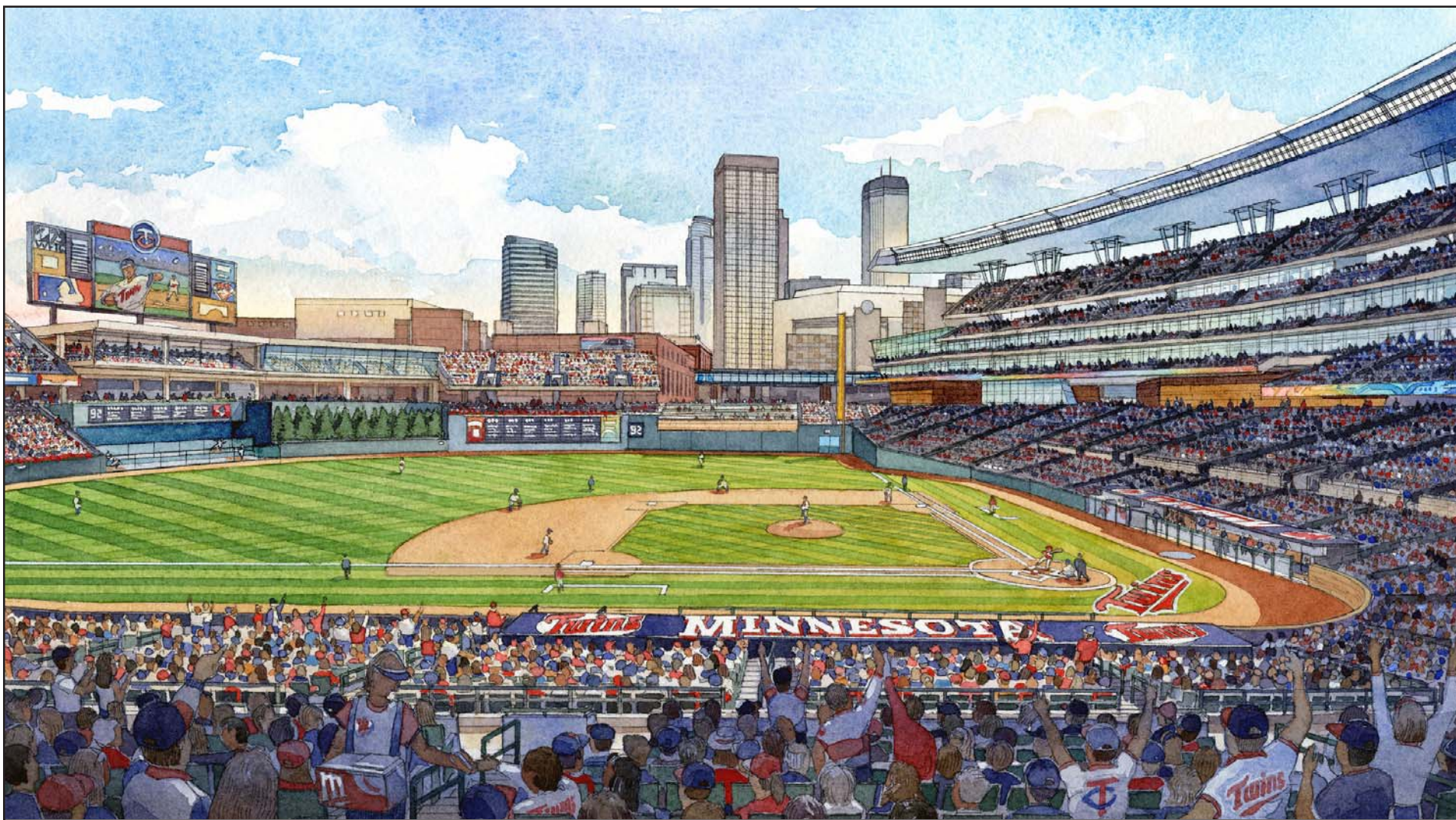
Building Name	Direction from Project location*	Approximate** Height Comparison
Ford Centre	Beyond left field corner	14 feet above top of adjacent Ballpark canopy
Hennepin Energy Resource Center (HERC)	Behind third base line	Slightly taller than HERC building, but 76 feet shorter than the smoke stacks
Minikahda Storage	Beyond center field	47 feet below top of adjacent Ballpark scoreboard
5th Street Ramp (B Ramp)	Beyond right center field	14 feet above top of adjacent Ballpark bleachers
7th Street Ramp (A ramp)	Behind right field fall ball line	52 feet below top of adjacent Ballpark canopy
Target Center	Beyond right field	13 feet above top of Ballpark canopy

* Refer to Figure 2-1

** This list attempts to quantify the approximate height comparison of the adjacent buildings and the Ballpark. Please note the height comparison is approximate. A consolidated survey of exact heights of the adjacent buildings and detailed Ballpark design are not complete.

The Ballpark facades will also extend below the bridge deck levels, but these facades will be seldom seen or obscured by future development. Ballpark and Minnesota Twins employees will be the most frequent viewers of this element of the Ballpark. Thus, the materials for these portions of the exterior design will be much more economical and simple.

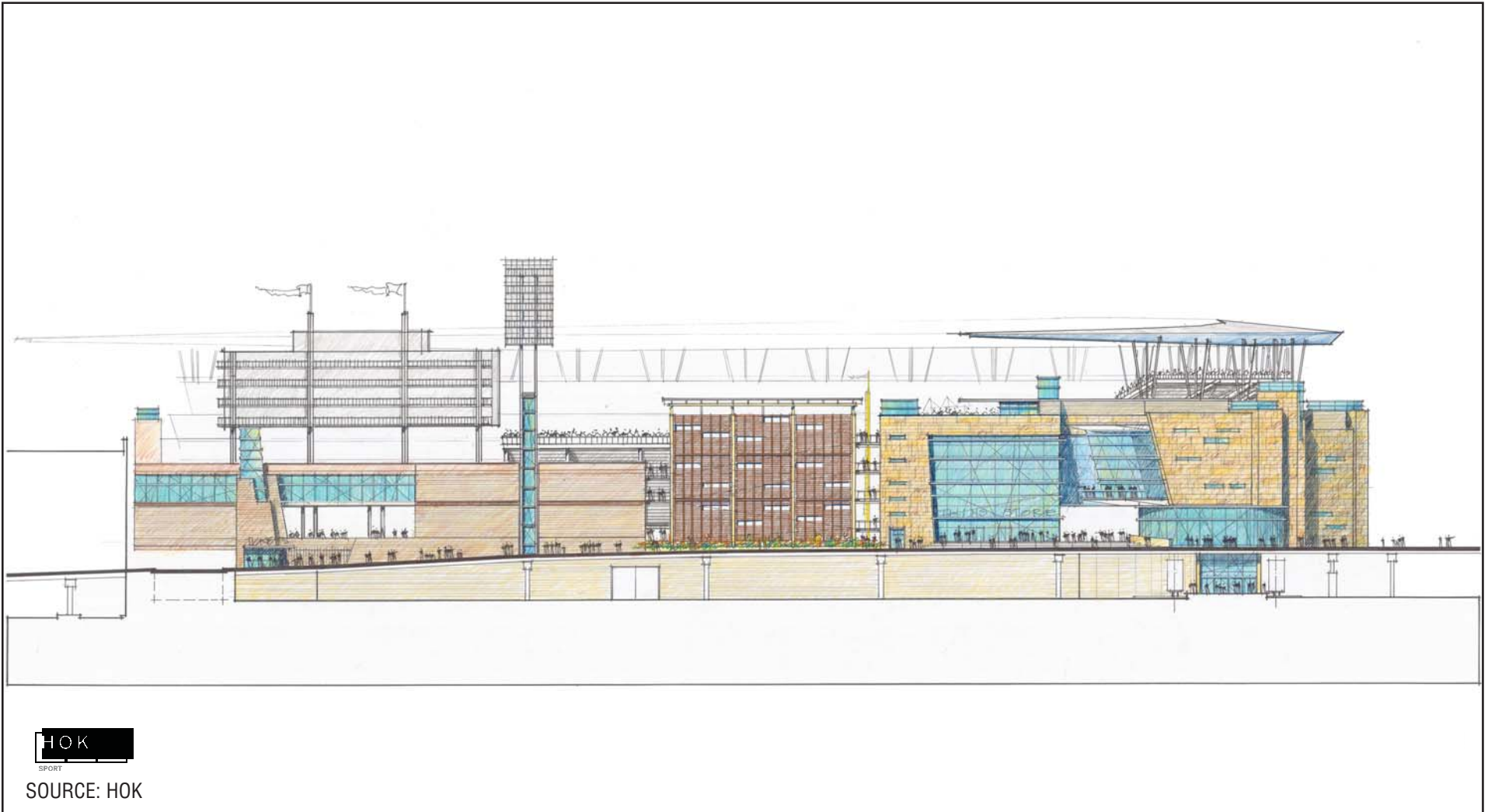
When viewing the Ballpark from the numerous approaches, the low-profile design of the structure will blend in with the surrounding lower level buildings in the foreground of the Minneapolis skyline creating a non-obstructive view of the surrounding city.



INTERIOR VIEW OF BALLPARK LOOKING TOWARD DOWNTOWN MINNEAPOLIS

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
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Figure 3-17



EXTERIOR BALLPARK ELEVATION – 5TH STREET

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
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Figure 3-17b

Mitigation

As a result of the analysis, no adverse effects have been identified, therefore, no mitigation measures are proposed.

No-Build Alternative

There would be no changes to the visual environment under the No-Build Alternative. Furthermore, the aesthetic benefits of the Ballpark Project would not be realized with the No-Build Alternative.

3.6 Cultural Resources

Affected Environment

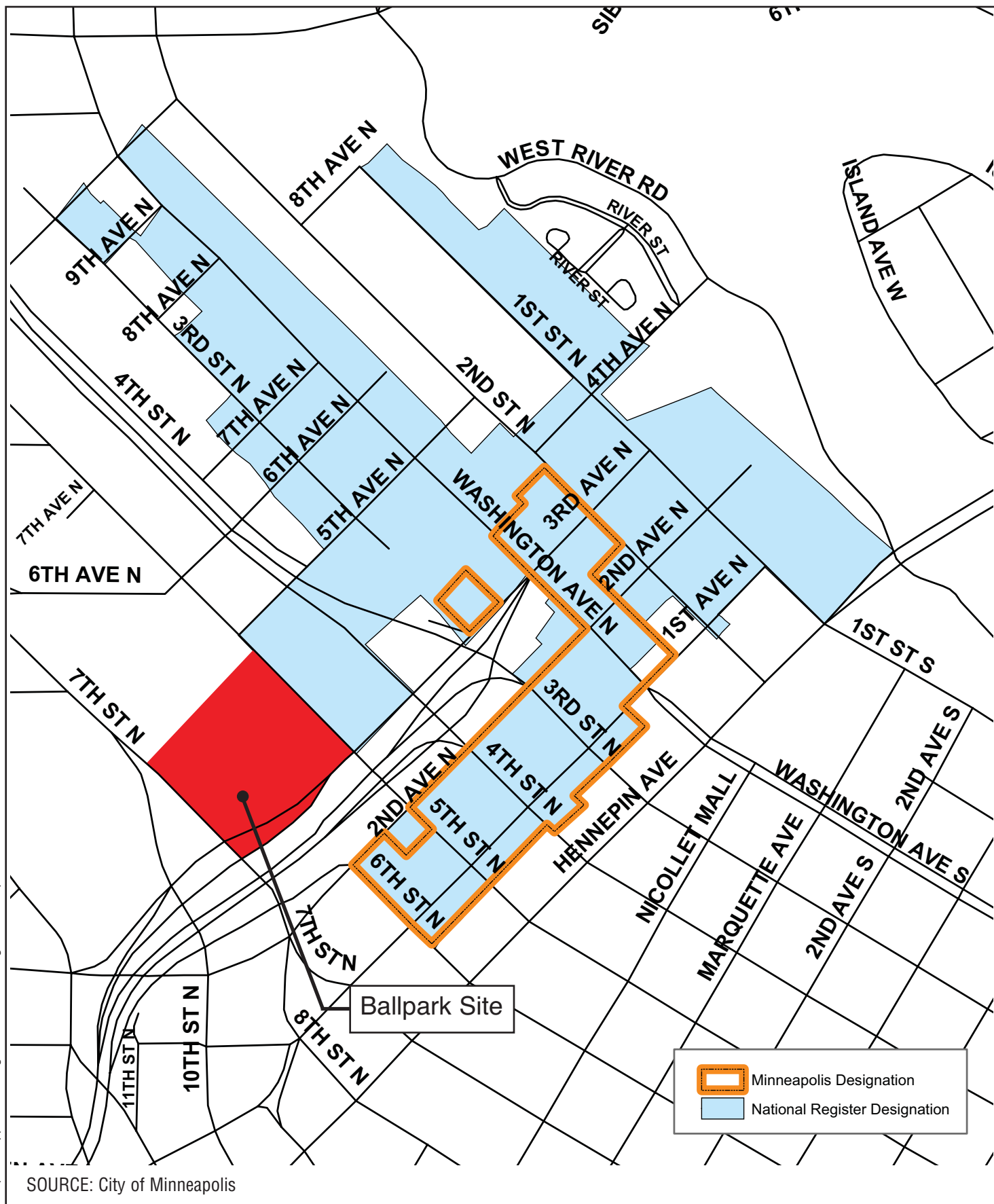
The Minneapolis Warehouse Historic District (Warehouse District) lies immediately adjacent to the Ballpark Site, both to the east across 5th Street N. and to the south along 2nd Avenue N. The Warehouse District is comprised of late nineteenth and early twentieth century three- to ten-story brick and stone warehouse structures. These warehouses originally served the railroad lines traversing the north side of the Minneapolis downtown between 2nd Avenue N. and 5th Avenue N., and a rail yard that occupied the proposed Ballpark Site many decades ago. The Warehouse District is listed on the National Register of Historic Places (NRHP) and is also designated by the City of Minneapolis as a Heritage Preservation District, although with slightly different boundaries. (See Figure 3-18)

The Warehouse District today has an entertainment focus, particularly along 1st Avenue N. and the adjacent side streets where a number of bars, restaurants and dance clubs have located in the lower floors. The upper floors of these buildings are occupied by offices or are used for storage. At the edges of the district furthest from downtown, warehouses have also been converted to residential use.

As previously noted, the Ballpark Site is immediately south and west of national and locally designated historic districts. A Ballpark at this site was incorporated and supported in the Downtown East/North Loop Master Plan approved by the Minneapolis City Council in April 2004. In October 2006 the City Council rezoned the area to ensure development would more closely align with the policies of the Master Plan. These policies include Transit Oriented Development, including medium density, mixed-use projects in the historic district and historically-sensitive new construction on surface parking lots.

Environmental Consequences

While the proposed Ballpark Site lies in neither of the historic districts, concerns were raised during the Scoping Process about potential effects to the Warehouse District through visual, light, noise or economic effects resulting from the Ballpark operations. These issues are addressed separately in the following sections.



Visual Impacts

As discussed in Section 3.5.2, the height and massing of the proposed Ballpark structure will be similar to surrounding structures, including those located within the Warehouse District. The proposed materials and design for the Ballpark, discussed in 3.5.2, are not intended to mimic the design or materials of the historic warehouse buildings, but rather to complement them in a contemporary manner.

Light Impacts

As discussed in Section 3.5.1 and illustrated in Figure 3-14, light levels could potentially increase over 5FC within the Warehouse District nearest to the Project. As noted previously, the lighting design for the Ballpark will include requirements that limit spillover light from the rear of the Ballpark to a 3.5FC maximum increase at a one block distance and a 1.0FC maximum increase at a two-block distance. Features such as aiming lighting fixtures directly onto the field, as well as the use of lighting fixture shields to help prevent glare and light trespass will be incorporated into the design.

Noise impacts

Noise impacts resulting from both additional vehicular traffic and event noise resulting from the proposed Ballpark are discussed in Section 3.3. The results of event noise concluded that additional vehicular traffic would not result in a perceptible increase in noise during an afternoon game departure, but some perceivable increases in noise would result between the 10 p.m. to 11 p.m. departure time from an evening game. Event noise generated by crowd noise and public address systems during a Ballpark event are not anticipated to generate noise levels that exceed state noise guidelines outside of the Ballpark itself.

Due to the limited time frames when perceivable noise increases would occur, noise resulting from the proposed Ballpark is not anticipated to result in adverse effects to the integrity or viability of the Warehouse District.

Economic Impacts

Adverse affects on any historic district's economic viability can occur when new activities in the area place constraints on the business operations of uses within the historic buildings, thereby creating an environment where it is economically difficult to maintain the historic buildings. Examples of typical constraints include reduction of traffic levels (either vehicular or pedestrian) passing by buildings, reduction of access, or reduction of parking.

To assess the affect of the proposed Ballpark, City of Minneapolis' Community Planning and Economic Development Department (CPED) was asked to examine the potential economic affects to the Warehouse District. This analysis concludes the following:

The historic district includes over 150 businesses offering a variety of goods and services including restaurants and bars, professional service and design, specialty retail, and distribution firms. Over 24,000 residents now also make their home in downtown Minneapolis, of which the City of Minneapolis projects 3,000 currently reside in the North Loop neighborhood. Economic impacts will involve both the initial or temporary construction phase (through 2010) and permanent (post 2010) phase.

There will be positive economic affects on the Warehouse District as a result of the construction and operation of the Ballpark. Those affects will include significant new retail sales activity and increased property values long-term spurred by the Ballpark and related development. Construction and Ballpark jobs will be available to residents living in the census tracts which show high levels of unemployment and low levels of economic opportunity, measured by data compiled by the Federal Reserve Bank.

Long term, economic activity in the Warehouse Historic District will be enhanced by the construction of the Ballpark. Substantially more customers for area retail and hospitality businesses will be walking in the District on the 81 ballgame days each season. Extension of the LRT on 5th Street N. will also enhance year-round exposure to businesses in the District. More generally, the 42,000 seat urban Ballpark will spur new business and increase property values which will support additional historic preservation of older properties in the Warehouse District.

The Ballpark is located at a site that already includes major infrastructure including streets, major freeways and several large parking structures. Mass transit provides service to the Ballpark Site, and should further mitigate traffic impacts to the area. Traffic will increase in the Warehouse Historic District on game days, but mitigation measures will keep the district's street grid operational. The extra Ballpark traffic on the 81 game days will not affect activity the other 284 days a year. A larger impact will be the increased volume of pedestrians in the District before and after the ballgame. This should prove to enhance economic vitality and property values of the district. As the pedestrians will be disbursed over the entire area, the Historic District's basic integrity will not be compromised.

Initially, the additional traffic detours and noise will be short-term, unavoidable effects mitigated to the extent practicable by effective communication and coordination to minimize disruptions. Ultimately, there is expected to be even more new residential units developed as a response to market demand. Marketers for these properties will highlight the benefits of activities associated with outdoor Minnesota Twins ballgames in this vital area.

During construction, there will be additional traffic, congestion, and detours caused by the construction of the Ballpark and the related infrastructure and streetscape improvements. These construction impacts will most greatly affect retail and service businesses that require their customers to come to them. Construction may cause temporary loss of customers, reduced parking for customers and employees, and less business visibility short-term. Likely street closure and detour routes will be defined, coordinated and communicated within the construction mitigation plan. (See Section 3.14)

Ultimately, the potential long-term economic gains to the Warehouse District will likely benefit the District's integrity and viability.

Mitigation

Mitigation measures to minimize or avoid the short-term construction related economic impacts will include a communication plan using web sites, newsletters and/or signage, as appropriate, to direct customers to area businesses and advise neighborhood residents about appropriate routes. Hennepin County will also work with the Warehouse District Business Association, Downtown Council, North Loop Neighborhood Association, and other groups to advise district businesses of the timing of upcoming projects and encourage these firms to do joint promotions/marketing to address any construction and access issues.

No-Build Alternative

The No-Build Alternative would not result in any additional access, traffic, or parking impacts to Warehouse District businesses. However, with the No-Build Alternative, there would be no increases in patronage to businesses in the Warehouse District as a result of ballgames with the likely beneficial boost to the District's long-term vitality.

3.7 Site Contamination

Affected Environment

Environmental Investigations

The following reports describe the affected environment and document previous environmental and geotechnical investigations completed within the Project Area, particularly at the Ballpark Site:

- *Phase I Environmental Site Assessment for the Rapid Park Facility at 601 North 3rd Avenue in Minneapolis, Minnesota*, dated August 30, 1995, prepared by STS Consultants, Ltd. (STS):

The 1995 STS Phase I ESA report indicated that the Ballpark Site is located in the "Warehouse District" which was utilized for warehousing and distribution of dry goods. The "Warehouse District" has been developed for more than 100 years, and historical use of the Ballpark Site is consistent with this use. The Site is also listed on the MPCA Leaking Underground Storage Tank (LUST) database. An underground storage tank (UST) was removed from the Site on September 24, 1991. The MPCA closed the leak site on September 9, 1992. Two other active LUST sites were reported 1/8 to 1/4 mile upgradient of the Site. Additional environmental investigation was not recommended.

- *Phase I Environmental Site Assessment Update - Rapid Park Facility at 601 North 3rd Avenue in Minneapolis, Minnesota*, dated August 5, 1997, prepared by STS.

The 1997 STS Phase I ESA Update indicated no evidence of recognized environmental conditions (RECs) in connection with the Ballpark Site.

- *Phase I Environmental Site Assessment, 3rd Avenue Rapid Park, Minneapolis, Minnesota*, dated August 2001, prepared by Conestoga-Rovers & Associates (CRA)

The 2001 CRA Phase I ESA identified several potential current and historical RECs that included a storm sewer, adjacent property, historical cold storage operations, historic railroad switch yard operations and a former gasoline aboveground storage tank (AST). The storm sewer accepts parking lot run-off that contains motor oil and gasoline from parked cars. No storm sewer sampling has been conducted. The adjacent HERC site to the north was listed as a source of potential air emissions impacts. Historical cold storage operations may have included use of glycol-based cooling systems. Potential use, storage and impacts associated with the use of glycol could not be determined. The Project Area was reported to be used as a railroad switchyard as early as 1885. Historical operations could have generated a variety of wastes and spills or releases from railroad cars during loading and unloading. No further information regarding past waste generation or disposal practices was available. Surface staining was reported to have been observed on the 1967 and 1970 aerial photographs. Information regarding past releases at the Site was not available.

- *Environmental Investigation Results, Proposed Ballpark Location, 600 Third Avenue North, Minneapolis, Minnesota*, dated September 25, 2006, prepared by Peer Environmental.

The environmental investigation included monitoring and testing of eleven standard penetration soil borings and excavation and monitoring of twenty test trenches. The environmental investigation monitoring and testing was conducted in conjunction with a geotechnical exploration discussed below. Fill soil was encountered in all of the soil borings and test trenches at depths ranging from 2 to 19.5 feet below ground surface. Debris including wood, slag, concrete, pavers/brick, glass, coal, metal, ceramics and railroad ties was encountered in the majority of the soil borings and test trenches. Measurable soil contamination was identified in the soils samples collected from the soil borings and test trenches. Polyaromatic hydrocarbons, arsenic and mercury were the primary contaminants detected at concentrations above an established regulatory threshold. Diesel range organics were also detected at concentrations greater than 10 milligrams per kilogram (mg/kg) in the majority of the soil samples collected from the test trenches. No specific regulatory standard has been established for diesel range organic.

Ground water was encountered at depths ranging from approximately 5.5 to 49.5 feet. Measurable concentrations of several petroleum and non-petroleum related volatile organic compounds were detected in the ground water samples collected from the soil borings. However, the concentrations of the individual volatile organic compounds were below the established Minnesota Department of Health Risk Limits.

- *Additional Monitoring and Testing Results, Proposed Ballpark Location, 600 Third Avenue North, Minneapolis, Minnesota*, dated October 26, 2006, prepared by Peer.

The additional investigation included monitoring and testing of four standard penetration soil borings. The additional environmental investigation was conducted in conjunction with a geotechnical exploration discussed below. The results were generally consistent with the results of the previous environmental investigation documented in the Peer report dated September 25, 2006.

- *Phase I Environmental Site Assessment Report, Proposed Twins Ballpark and Rail Interface Survey Area, Minneapolis, Hennepin County, Minnesota*, dated November 2, 2006, prepared by DPRA Incorporated.

In general, the Phase I ESA identified several historic and current RECs that included past and present use of the Project Area as a railroad yard with associated activities, former coal storage, various factories and business operations, confirmed subsurface contamination by recent environmental investigation, former existence of fuel storage tanks, a closed LUST site, possible presence of five water wells and potential impacts resulting from off-site sources. The Phase I ESA recommended additional environmental investigation, enrolling the Ballpark Site into the MPCA VIC Program and preparation of an Environmental contingency Plan/Development Response Action Plan.

- *Environmental Investigation Results, Mn/DOT Property Southwest of Proposed Ballpark Location, Minneapolis, Minnesota*, dated December 4, 2006, prepared by Peer.

The environmental investigation included monitoring and testing of five standard penetration soil borings. The results of the soil boring monitoring and testing were generally consistent with the results of the previous environmental investigation documented in the Peer reports dated September 25, 2006 and October 26, 2006.

- *Report of the Geotechnical Exploration and Review, Minnesota Twins Ballpark, Historic Warehouse District Rapid Park site, Minneapolis, Minnesota*, dated December 6, 2006, prepared by American Engineering Testing, Inc. (AET).

Geotechnical testing indicated fill soils were encountered from approximately 2 to 20 foot depths, with a maximum fill depth of 37 feet near the proposed southwest corner of the parking facility area. Some portions of the fill areas contained debris including cinders, clinkers, bituminous, concrete, brick metal and wood.

- *Final Response Action Plan / Contingency Plan, New Minnesota Ballpark, Minneapolis, Minnesota*, dated January 26, 2007, prepared by Peer.

This report summarizes previous reports and documents the environmental testing and monitoring requirements for the project. This report also identifies procedures for the management and disposition of contaminated media that will / may be encountered during the construction.

- *Additional Investigation Results and RAP/CP Addendum, New Minnesota Ballpark, Minneapolis, Minnesota*, dated March 26, 2007, prepared by Peer.

The additional investigation consisted of nine test pits that were excavated in the triangular shaped portion of the site between 7th Street and 10th Street. The results of the testing were generally similar to those of the previous investigations. Polyaromatic hydrocarbons, arsenic, mercury and 2-6 dinitrotoluene were measured at concentrations above applicable standards.

- *Soil Boring Monitoring Results, 5th Street Bridge Abutment, Minneapolis, Minnesota*, dated April 9, 2007, prepared by Peer.

One geotechnical and environmental boring was advanced behind the 5th Street Bridge Abutment, between the Ford Center building and the Hennepin County Environmental Services building. Diesel Range Organics were detected at concentrations of between 8 mg/kg and 210 mg/kg in this boring. In one sample arsenic was detected at a concentration of 5.5 mg/kg, which just exceeds the residential soil reference value.

Contaminated Soil and Debris

Measurable soil contamination was identified in one or more soil samples collected from 12 of the 21 soil borings and 21 of the 29 test trenches. Polyaromatic hydrocarbons, arsenic, lead, mercury and 2-6 dinitrotoluene were the contaminants detected at concentrations above an established regulatory threshold. Seven of the soil samples from three of the soil borings and four of the test trenches, exceeded the Industrial SRVs; and six of the soil samples from four of the soils borings and two of the test trenches exceeded the Tier 1 Soil Leaching Value. Diesel range organics were detected in 29 of the 39 samples analyzed. Diesel range organics concentration of greater than 50 mg/kg were detected in 17 of the soil samples. No specific regulatory standard has been established for diesel range organics. In general, higher contamination levels were found in samples associated with increased debris.

Ground Water

Ground water was encountered during the environmental investigations at depths ranging from 5 to 49.5 feet. The ground water encountered at shallower depths across the Site is believed to be perched. Measurable concentrations of various contaminants were detected in the samples of perched ground water collected during the previous environmental investigations.

Environmental Consequences

Contaminated Soil and Debris

Excavation depths for the Ballpark Project may range from approximately five to ten feet. Preliminary total excavation volumes have been estimated at up to 250,000 cubic yards. Based on the existing investigation data, it is expected that most of the excavated materials will be disposed of at a permitted off-site facility. This is discussed under the mitigation section below.

Ground Water

It is believed that excavations for Ballpark construction will encounter perched ground water. In addition, there is potential for precipitation to accumulate in excavations during construction and come in contact with contaminated soils.

Subsurface Vapors/ Vapor Controls

Based on the available environmental data, it does not appear that widespread volatile organic compound contamination exists at the Site that would trigger regulatory requirements for installing subsurface vapor control systems.

Water Wells

Five water wells were identified on the County Well Index. If any of these wells are encountered during construction, they will be sealed in accordance with Minnesota Department of Health and City of Minneapolis requirements.

Underground Storage Tanks

Several underground storage tanks were removed from the Site under regulatory oversight. Based on historical land use, there is potential for the presence of additional underground tanks.

Mitigation

The soil from the six locations where contamination exceeds industrial standards and the location where contamination exceeds the leaching standard within four feet of the surface, will be disposed of at an appropriately licensed facility. Soil that is removed from the site for geotechnical purposes will be characterized so that the appropriate disposal/reuse location can be selected.

The Final Response Action Plan / Contingency Plan and Addendum (FRAP/CP) will govern the mitigation measures to be taken in dealing with the contaminated soil and groundwater. The FRAP/CP has been approved by the MPCA Voluntary Investigation and Cleanup program and the Petroleum Brownfield program. The FRAP/CP provides details regarding such issues as the estimated volume of soil anticipated for removal and/or on-site disposal, contaminant of concern and approximate levels of contamination and the volume of contaminated soil anticipated to be left on-site. The FRAP/CP also contains contingency plans for dealing with unexpected conditions such as asbestos, tanks or barrels that may be encountered.

No-Build Alternative

The No-Build Alternative would not have any construction activities at the Ballpark Site and the contaminated soil would likely remain in place. However, future use of the Site as anything other than a surface parking lot will probably require responding to the contaminated soil and groundwater.

3.8 Cover Types/Soil Conditions

3.8.1 Geotechnical Exploration and Review

A geotechnical exploration of the Project Area was completed by American Engineering Testing, Inc. in the Summer of 2006.

Ground Water

The ground water elevation identified with the preliminary geotechnical exploration was in the range of 28 feet to 39 feet below the surface. Shallower ground water was observed in some of the boreholes, and appears to be perched above the alluvial clay layer. Ground water elevations can fluctuate seasonally and annually. Dewatering of the perched ground water is not anticipated nor are any other significant impacts.

Soil Conditions

Affected Environment

The soil characteristics, depths and locations vary within the Project Area. Generally, the Project Area consists of fill (2' to 20' thick), underlain by variable depth layers of silt to lean/fat clay alluvium, much of which is soft. The soft deposits extend to depths of about 10' to 50' beneath the surface. The more competent soils are then present beneath this, including (from top to bottom) alluvial sands, sandy lean clay/clayey sand glacial tills and colluvial sand/gravel/cobble mixtures. Sandstone (St. Peter Formation) is located under the overburden soils at depth (65' - 130').

Environmental Consequences

The Project Area is underlain by a layer of soft compressible clay that is deep enough to preclude soil correction to support the structural loads. Support of the proposed Ballpark and associated structures requires a deep foundation system of driven piles. For higher capacities, the foundation piles will need to be driven to refusal within the colluvium or sandstone. The average foundation pile length is estimated to be about 100 feet beneath the current surface.

Preparation of sub-grade soil for settlement sensitive areas of the proposed Ballpark could include removal of up to 5 feet of fill material and replacement with compacted select soil material. Raising the proposed ground elevation above the existing ground elevation requires engineered fill or support to limit settlement and consolidation of the underlying soft clay layer. A geotechnical engineering report with more specific recommendations on support of the proposed facilities and construction activities was prepared. The Report of Geotechnical Exploration and Review, Minnesota Twins Ballpark, is dated March 21, 2007. No significant impact to the soil conditions is anticipated. In addition, three foundation analysis and design reports have been completed for the bridge work in the I-394 right of way.

Mitigation

No significant impacts to soil or ground water are anticipated, thus no mitigation is proposed.

No-Build Alternative

Under the No-Build Alternative, soil disturbance would not be necessary.

3.9 Land Use Regulations

3.9.1 Historic Land Uses

Historic uses for the proposed Ballpark Site included railroad yards, small sheds, a freight platform, railroad buildings, warehouse buildings and sales/service businesses. Currently, the Site consists of a surface parking lot.

3.9.2 Compatibility with Plans and Land Use Regulations

Affected Environment

As noted previously in this Final EIS, the proposed Ballpark resides in an area of Minneapolis called the North Loop neighborhood. The "North Loop" is defined as the area that stretches from Hennepin Avenue on the east to 7th Avenue N. on the west. Washington Avenue forms the northern boundary of this district. 7th Street N. and 10th Street N. comprise the southern boundary of the district. (See Figure 3-19)

The Ballpark Site is zoned B4C-2, Downtown Commercial, with a DP, Downtown Parking, overlay. The B4C-2 zoning district provides for a wide range of commercial uses including a mix of retail, office, business services and limited industrial uses. The Downtown Parking overlay district protects the unique character of downtown by restricting surface parking lots within this zoning district.

The Ballpark Site is currently used as a commercial surface parking lot. Uses surrounding the site include the HERC facility, office, warehouse, residential, entertainment/sports, and parking.

Environmental Consequences

Compatibility with Comprehensive Plans

In September 2003 the Minneapolis Planning Commission adopted the *Downtown East/North Loop Master Plan*. The plan was subsequently adopted by the Minneapolis City Council in October 2003. The primary goal of this plan was to develop a vision and a framework for how new growth should occur in the



underdeveloped districts of Downtown Minneapolis, particularly in areas surrounding proposed rail transit stations. Master plans provide City officials with critical information for making sound decisions concerning the City's priorities for revitalization within designated project areas.

The plan specifically recognizes the possibility of a Ballpark in the area through mentioning potential Ballpark planning as a concurrent planning effort with the creation of the Master Plan. The *Downtown East/North Loop Master Plans* states:

“Several years ago, a blue ribbon committee was established by the Minneapolis City Council and others to undertake research concerning the potential siting and construction of an urban Ballpark in Downtown Minneapolis. Given the direction of the committee and the existing City policy at the time when this project was established, the Consultant Team was directed to pursue planning options for the North Loop based on the assumption that if a stadium was to be built, it would be sited on or above the existing surface parking lots south of 5th Street N. and east of the Burlington Northern right of way. ”

Discussions with City of Minneapolis planning staff also noted that the recommended land use plan in the Downtown East North Loop Master Plan identifies the site as "cultural/entertainment" in anticipation of a Ballpark at the site. Further, Downtown 2010 (City of Minneapolis), the comprehensive plan's downtown element, includes the following policy guidance: "Maintain downtown as the location for the region's professional sports teams, and ensure that future sports facilities are located where they can complement the existing retail and entertainment districts, take advantage of existing parking and transit facilities and maximize direct economic benefits to downtown.”

The plan recommends that the new Ballpark be meaningfully linked to its surroundings. This is envisioned as being accomplished in part by the siting of a new multi-modal transit station and/or commercial node nearby that connects in a safe and meaningful way with the Washington Avenue N. commercial corridor with strong pedestrian linkages. Maximum flexibility and function with the existing at-grade rail infrastructure, future transit and should function with proposed design options including desired medium-intensity, mixed use sites.

Land Use Regulations

As noted above, current zoning for the Ballpark site is B4C-2, Downtown Commercial. The bill passed by the State Legislature regarding the Ballpark included alternative provisions for municipal approval, exempting the project from the usual project review and approval process and replacing it with the Ballpark Implementation Committee:

“Section 13. [473.758] IMPLEMENTATION,

Subd. 2. **Ballpark implementation committee; city review.** In order to accomplish the objectives of this act within the required time frame, it is necessary to establish an alternative process for municipal land use and development review. It is hereby found and declared that the construction of a

Ballpark within the development area is consistent with the adopted area plan, is the preferred Ballpark location, and is a permitted land use. This subdivision establishes a procedure for all land use and development reviews and approval by the city of Minneapolis for the Ballpark and related public infrastructure and supersedes all land use and development rules and restrictions and procedures imposed by other law, charter or ordinance, including without limitation section 15.99. No later than 30 days after enactment, the city of Minneapolis and the county shall establish a Ballpark implementation committee with equal representation from the city of Minneapolis and the county to make recommendations on the design plans submitted for the Ballpark, public infrastructure and related improvements. The implementation committee must take action to issues its recommendations within the time frames established in the planning and construction timetable issued by the county which shall provide for no less than 60 days for the committee's review. The commendations of the implementation committee shall be forwarded to the city Minneapolis Planning Commission for an advisory recommendation and then to the city council for final action in a single resolution, which final action must be taken within 45 days of the submission of the recommendations to the Planning Commission..."

Mitigation

As the Project is in conformance with the City's comprehensive plan for the Project Area and is a permitted land use, no significant adverse effects have been identified. Therefore, no mitigation is required for land use purposes.

No-Build

Under the No-Build condition, the existing surface parking lots would remain until another development is identified. Surface parking lots, while serving a necessary function of downtown, are not desirable under the Downtown Parking overlay zoning district.

3.10 Surface Water Quality

Affected Environment

The Ballpark Project will be constructed within the City of Minneapolis and the area regulated by the Mississippi Watershed Management Organization (WMO). The 16.5-acre Project Area consists of the Ballpark Site of approximately 9.5 acres, a 5-acre area for the parking facility, and a 2-acre area over Interstate-394 for pedestrian and Ballpark facilities.

Existing Land Cover

The existing 9.5-acre Ballpark Site is currently predominantly covered with pavement for a surface parking lot, and the paved area of 3rd Avenue N. There are approximately 1.9 acres of existing pervious surface within the BNSF railroad and

3rd Avenue N. rights of way that will be covered by impervious surface with the construction of the Ballpark. There are approximately 2.4 acres of pervious surface that will be added by construction of the playing field, yielding a net decrease of approximately 0.5 acres of impervious surface. The 5-acre site immediately southwest of the Ballpark structure is predominantly vegetated with impervious cover limited to a 1.5-acre parking area and trail. Construction of a new parking facility on the 5-acre site will result in a net increase of about 1 acre of impervious surface. Construction of the approximately 2.0 acres of pedestrian and Ballpark facilities over the I-394 right of way, will result in a net increase of about 0.8 acres of impervious surface.

Drainage Patterns and Systems

Most of the existing Project Area drains to an existing 36-inch municipal storm drain that crosses the Area and the BNSF railroad tracks at the vacated 6th Street N. alignment. The existing 36-inch storm drain has a pipe full capacity of about 55 cubic feet per second (cfs). This storm drain continues northwest through the HERC site, and connects to the original Bassett Creek tunnel near 5th Street N. and 8th Avenue N. The original Bassett Creek tunnel discharges to the Mississippi River about 6,000 feet “downstream” of the Ballpark Site. The Mississippi River is located about 0.6 miles directly overland along the BNSF railroad northeast of the Site.

In 1989, the U.S. Army Corps of Engineers (COE) constructed a new flood control tunnel to convey Bassett Creek to the Mississippi River. This tunnel consists of twin 11-foot by 11-foot box culverts that generally parallel the BNSF railroad and cross the Ballpark Site. Structures constructed over the Bassett Creek tunnel must be designed so that no load is superimposed on the box culverts and required access for maintenance is provided. Currently, the City of Minneapolis owns the Bassett Creek flood control tunnel, and the Bassett Creek Water Management Commission operates the tunnel. Based on agreements between the COE and the City of Minneapolis, review of the proposed construction around the tunnel by the COE is necessary.

Upstream of the Ballpark Site, there are about 1.6 acres of 5th Street N. and 3rd Avenue N. right of way that drain through storm inlets and pipes that connect to the 36-inch municipal storm drain. The Ballpark Project will include construction of a new parking facility on about 5 acres of land within the Project Area immediately southwest of the Ballpark Site. Most of the parking facility site sheet drains to the BNSF right of way, and ultimately is tributary to the existing 36-inch trunk storm drain.

There is a small area (0.5 acres) in the south corner of the Ballpark Site that drains to an existing storm drain under the 7th Street N. Bridge that is tributary to Mn/DOT’s I-394 storm drain system. The proposed Ballpark will extend into and over the existing I-394 right of way. The existing embankment southwest of 3rd Avenue N. between 6th Street N. and 7th Street N. in the I-394 right of way (about 0.6 acres) will become part of the Ballpark Site. Each of the areas identified above (1.1 acres total) will be diverted from the I-394 storm drain to the Ballpark Site drainage system.

The Ballpark Project will result in minor changes to the drainage patterns and systems that affect the I-394 drainage system. The project will require at least two connections to the I-394 drainage system. A Mn/DOT Drainage Permit has been obtained for one of the proposed connections. Copies of the permit application were sent to the City of Minneapolis, Bassett Creek Water Management Commission, Mississippi WMO, and the COE. A separate permit application will be submitted for Mn/DOT review and approval for any other proposed connections to the I-394 drainage system.

Contaminated Areas

There are recognized environmental conditions and identified areas of contaminated soil within the Project Area. (See Section 3.7 for more information.) The design of stormwater management and treatment facilities must consider these conditions and comply with the requirements of the MPCA-approved Final Response Action Plan/Contingency Plan.

Regulatory Agencies

The surface water regulatory standards and requirements applicable to the Ballpark Project are found in the regulations and practices of the following governmental authorities:

- City of Minneapolis
- Mississippi Watershed Management Organization
- Minnesota Pollution Control Agency (National Pollutant Discharge Elimination System)
- Minnesota Department of Transportation
- United States Army Corps of Engineers

Environmental Consequences

Detailed design of the Ballpark will not be completed prior to publication of the Final EIS. The final configuration and designation of surface types will not be completed until 2008. Based on conceptual drawings construction of the Ballpark structure, parking facility, and pedestrian bridges will likely result in a net increase of about 1.3 acres of impervious surface within the 16.5-acre Project Area. However, the increase in impervious surface will be mitigated by construction of stormwater storage and treatment facilities within the Ballpark and parking facility sites. The existing Ballpark Site does not include any stormwater treatment facilities. Stormwater runoff from the existing surface parking lot is discharged directly to the municipal storm drain system.

Stormwater Management Requirements

Stormwater storage facilities will be constructed to limit peak discharge rates to pre-development rates approved by the City of Minneapolis. Stormwater treatment facilities will be constructed to comply with applicable stormwater treatment requirements, including removal of at least 70 percent of the total suspended solids on a project-wide basis. Stormwater discharge from the Ballpark structure and parking facility sites will be routed through storage and treatment facilities prior to discharge to the existing municipal storm drain system or the I-394 public storm drain system. See Table 3-26 for the stormwater peak discharge summary for before and after the project.

Rerouting of Public Drainage System

The existing 3rd Avenue N./5th Street N. right of way that drains to the existing 36-inch storm drain will be diverted to the I-394 trunk drainage system, so the 36-inch public storm drain can be abandoned within the Ballpark structure. The right of way area is approximately 1.6 acres, so stormwater discharges generated by this area are small compared to the size of the area that drains to I-394 drainage system. Connections to the I-394 trunk drainage system are subject to review and approval by Mn/DOT, Bassett Creek Water Management Commission, COE, and the City of Minneapolis.

Rerouting of Private Drainage System

Northeast of the site between 5th Street N. and Washington Avenue N., there is a large surface parking lot and buildings located along 3rd Avenue N. and Washington Avenue N. Based on the recent boundary and topographic survey, there is a private storm drain that drains up to 8.3 acres of mostly impervious area to the 36-inch storm drain that crosses the Ballpark Site. Construction of the Ballpark structure will require reconfiguration of this private storm drain connection. The private storm drain connection will be maintained with the current capacity. Access to this private drainage system will not be eliminated by the Ballpark.

Table 3-26
Stormwater Peak Discharge Summary Before/After Project

Storm Drainage Area	Drainage Area (acres) Before After	Runoff Curve Number Before After	Peak Discharge *		
			Q (2-yr) (cfs) Before After	Q (10-yr) (cfs) Before After	Q (100-yr) (cfs) Before After
Ballpark Site to 36" storm drain	8.5, 0.5 9.5	92, 61 89	27 19*	44 33*	64 50*
Parking Site to 36" storm drain	5.0 5.0	72 96	2 16*	6 25*	10 35*
3rd Avenue to 36" I-394	1.6 1.6	98 98	6 6	9 9	13 13
To I-394	2.0, 0.6, 0.5 2.0	83, 61, 98 98	6.4 7.5	11.9 11.4	19.1 16.1

* Values shown as **After** do not include storage routing. Storm-water storage facilities will be used to limit peak discharges from the Project area to values approved by the regulatory authority.

Mitigation

The Ballpark Project will include a Stormwater Management Plan that complies with the applicable City of Minneapolis stormwater management requirements and erosion sediment control requirements, Chapters 54 and 52 respectively of the City Code. Current City of Minneapolis mitigation requirements include:

- Removal of 70 percent of the total suspended solids (TSS) for runoff from a 1.5-inch rainfall event (See Table 3-27).
- Peak discharges that do not exceed pre-development rates.
- Total phosphorus removal addressed depending on receiving water.

The MPCA General Stormwater Permit for Construction Activity requires a minimum water quality volume equal to 0.5 inches of runoff from the impervious surface on the site, if the project adds more than 1 acre of impervious surface. Local regulatory authorities may require a larger water quality volume and/or other management practices. The Project will comply with the more stringent City of Minneapolis stormwater management requirements. The applicable particle size distribution for design of the stormwater management system(s) will be the size distribution identified for control by the City of Minneapolis.

Table 3-27
Required Water Quality Volume for 1.5" Rain

Site	Area (acres)	Runoff CN	Rain (inches)	Runoff (inches)	Water Quality Volume (CF)
Ballpark	9.5	89	1.5	0.6	20,691
Parking	5.0	96	1.5	1.1	19,965

Development space within the Project Area is very constrained, so there is not space to construct stormwater ponds to provide the required water quality volume. Other treatment methods will need to be used to meet water quality treatment requirements. Each area of the Ballpark and parking facility must be evaluated to determine target pollutants and requirements for design of a stormwater collection and treatment system. Selection of the best management practices and stormwater treatment method(s) for the Ballpark and parking facility site requires evaluation of many factors, including:

1. Roof and canopy materials that are not a source of pollutants.
2. Use of water to wash down the seating area after games. The seating area is not covered, so it will be a source of stormwater runoff that cannot be discharged to sanitary sewer. Most likely, chlorinated tap water will be used to wash down the seating area after the games. Operation methods will be used to remove debris from the wash down water prior to discharge to the sanitary sewer system. Methods will include:

- Sweeping and collection of trash and debris prior to wash down.
 - Drains with trash buckets and/or filters to trap debris.
 - A drain system with a valve that can direct wash or stormwater to the sanitary sewer or storm drain system respectively. The valve could be controlled manually or by a rain sensor.
 - An overflow system for the seating area drain system that limits the potential discharge to the sanitary sewer system in the event of a simultaneous heavy rainfall event during a wash down event.
3. Isolation of storm drainage from the loading dock and service area for pretreatment that includes separation of oils and sediment prior to underground vault treatment.
 4. Isolation of storm drainage from the parking area(s) for pretreatment that includes separation of oils and sediment prior to underground vault treatment.
 5. Use of design techniques and materials to minimize runoff could include:
 - Reuse of select rain water for irrigation or other water needs.
 - Use of permeable surfaces as feasible for some parking, walk, or plaza areas.
 6. Physical aspects of the Project Area include:
 - The Ballpark Site is completely covered by building the footprint and playing field.
 - There is space under the service drive and service area pavement for underground stormwater treatment devices. This area will have flat to moderate slopes and be accessible for maintenance of the devices.
 - The invert of the 36-inch storm drain at the edge of the Ballpark Project is at elevation 813.1 feet. This is more than 10 feet below the proposed service level, so there is depth available for the different treatment options.
 - The depth to bedrock or groundwater does not limit or control the selection of treatment methods.

The Project will also include preparation and implementation of a Stormwater Pollution Prevention Plan that complies with current MPCA and City of Minneapolis requirements. This plan will control and limit stormwater impacts from the construction activity.

No-Build Alternative

With the No-Build Alternative, there would be no change to the existing stormwater conditions. Furthermore, opportunities to potentially improve stormwater runoff quantity and quality conditions would not be realized.

3.11 Impact on Public Services/Water Use/Wastewater

3.11.1 Water Supply System

Existing Conditions

The City of Minneapolis owns and operates a public water system that provides service to the Ballpark Site. There is an existing public watermain located in 3rd Avenue N. adjacent to and within the Ballpark Site.

Environmental Consequences

A segment of the existing 12-inch watermain will be relocated in accordance with City of Minneapolis requirements to facilitate construction of the Ballpark. The anticipated peak water demand for the Ballpark facility is 1,200 gallons per minute (gpm). The City of Minneapolis has indicated that the public water system has adequate capacity to provide service to the Ballpark. Required access to the public utilities impacted by the Project will be provided by the City of Minneapolis through its approval of design and permanent easements for the relocated water main.

Mitigation

No adverse effects have been identified, therefore, no mitigation measures are proposed.

3.11.2 Sanitary Sewer System

Existing Conditions

The City of Minneapolis owns and operates a public sanitary sewer system located adjacent to the Ballpark Site. It includes a 24-inch sanitary sewer in 3rd Avenue N. Also, the Metropolitan Council Environmental Services (MCES) owns and operates a system of interceptor sewers that serve the metropolitan area. There is an existing 102-inch x 60-inch MCES interceptor sewer (1-MN-320) under the 5th Street N. Bridge adjacent to the Ballpark Site.

Environmental Consequences

A segment of the City of Minneapolis' existing 24-inch sewer will be relocated in accordance with City requirements to facilitate construction of the Ballpark. The anticipated peak water demand for the Ballpark facility is 1,200 gpm, so the anticipated peak wastewater flow is 1,200 gpm. The City of Minneapolis has indicated that the public sanitary sewer system has adequate capacity to provide service to the Ballpark. MCES has indicated that the existing interceptor sewer has available capacity that can serve the Ballpark. Flows in the MCES interceptor sewer vary depending on wet weather events. A brief review of recent records indicates that the interceptor sewer has about 25 percent of the pipe full capacity available during peak flow events. Required access to the public utilities impacted by the Ballpark Project will be provided by the City of Minneapolis through its approval of design and permanent easements for the relocated sanitary sewer.

Mitigation

Construction activity near the MCES sewer will require methods that limit disturbance of the sewer. Final Plans will be sent to the Metropolitan Council for review and approval.

3.11.3 Energy

Existing Conditions

NRG Thermal LLC operates a district energy system within Downtown Minneapolis.

Environmental Consequences

The HERC site, adjacent to the Ballpark Site, has existing capacity to generate steam that can serve the primary heating requirements for the Ballpark. The Ballpark Project will likely include construction of new steam lines from the HERC to the Ballpark. New chillers will be constructed to serve the cooling needs of the Ballpark. Private utility companies will extend primary electric and natural gas services to the Ballpark Site in accordance with their standard practices.

Mitigation

No adverse effects have been identified, therefore, no mitigation measures are proposed.

3.11.4 Communications

Existing Conditions

There are multiple fiber optic communication lines located along the BNSF railroad right of way.

Environmental Consequences

Private utility companies will extend communication line services to the Ballpark Site in accordance with their standard practices. The existing fiber optic communication lines within the BNSF right of way will be relocated as part of the Ballpark construction. The extent of the fiber optic line relocation will be determined as the Ballpark design progresses, in consultation with the affected fiber optic companies.

Mitigation

No adverse effects have been identified, therefore, no mitigation measures are proposed.

3.11.5 No-Build Alternative

No changes to the existing utility system would occur with the No-Build Alternative.

3.12 Designated Parks, Recreation Area, Trails

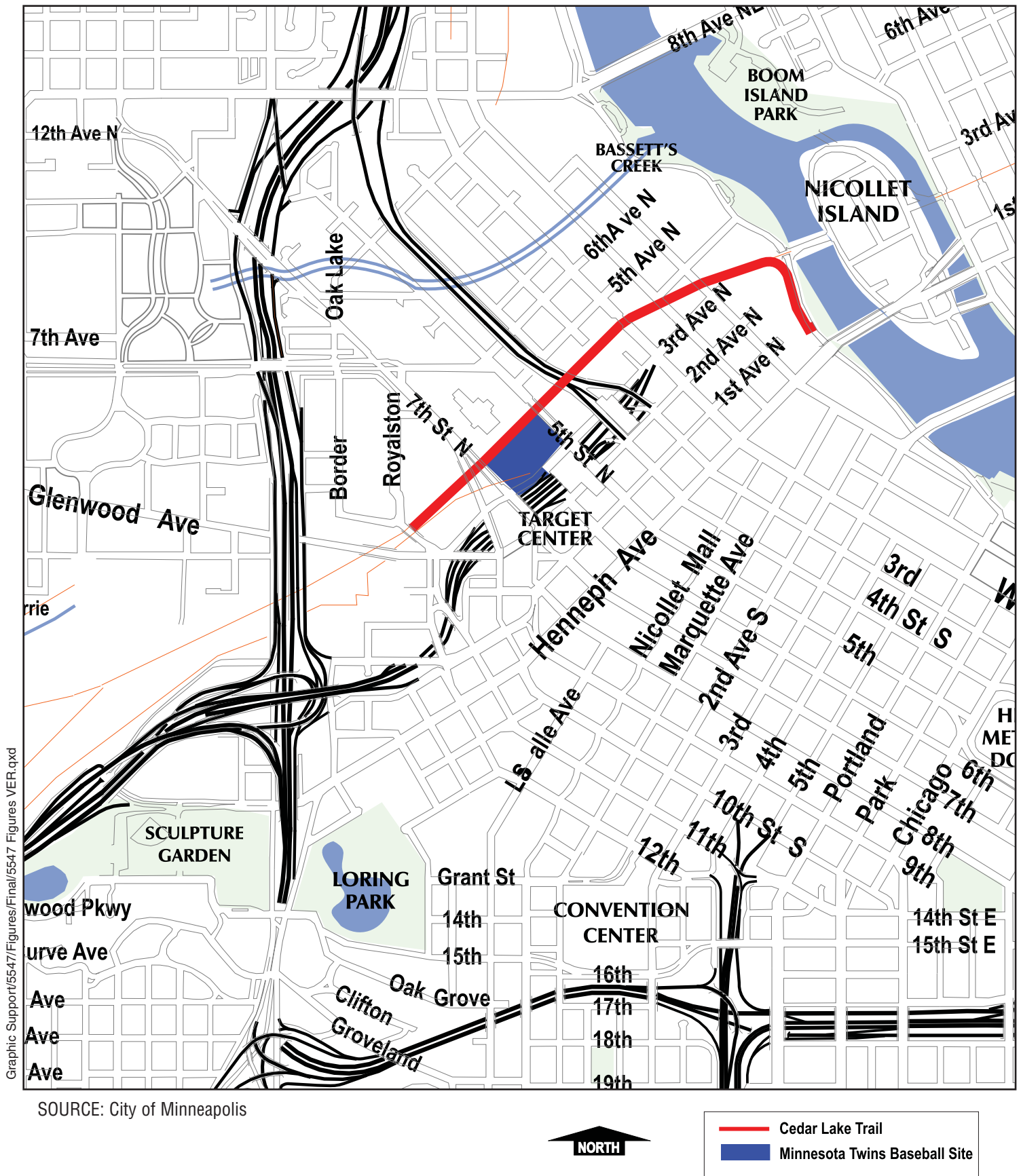
Existing Conditions

The Cedar Lake Trail is a paved bicycle and pedestrian trail which follows the BNSF rail line, running from TH 100 in Saint Louis Park in the west to its current eastern terminus which is located where the surface parking lot to the southwest of the Ballpark Site will be constructed. The City of Minneapolis is planning to extend the Cedar Lake Trail generally along the existing railroad corridor from Glenwood Avenue north to connect with the West River Road trail system (Cedar Lake Trail-Phase III). Figure 3-20 depicts the trail location.

Environmental Consequences

The Ballpark Site potentially interrupts the conceptual alignment identified for the trail extension. To avoid this impact, the Ballpark has been designed to allow the future trail extension to run under/alongside the Ballpark Site. The BNSF railroad tracks in the Project Area will be realigned to accommodate the Ballpark. This realignment provides an opportunity to accommodate the future trail extension. A segment of track approximately 1,000 feet in length will be realigned as much as 60 feet to the northwest to accommodate the Ballpark (see Figure 3-21). The realignment occurs primarily on BNSF right of way, though Hennepin County will provide an easement for a portion of realigned BNSF rail line on the HERC site. The future trail extension would be 20 feet wide and parallel the Ballpark service level wall. The trail extension would provide a connection to the existing trail near the BNSF railroad and Glenwood Avenue and connection to the City of Minneapolis trail system. There is adequate space to meet the Mn/DOT State Aid Standards for Bicycle Paths. Based on easement agreements, the Cedar Lake Trail extension, if built, would have a 20-year life.

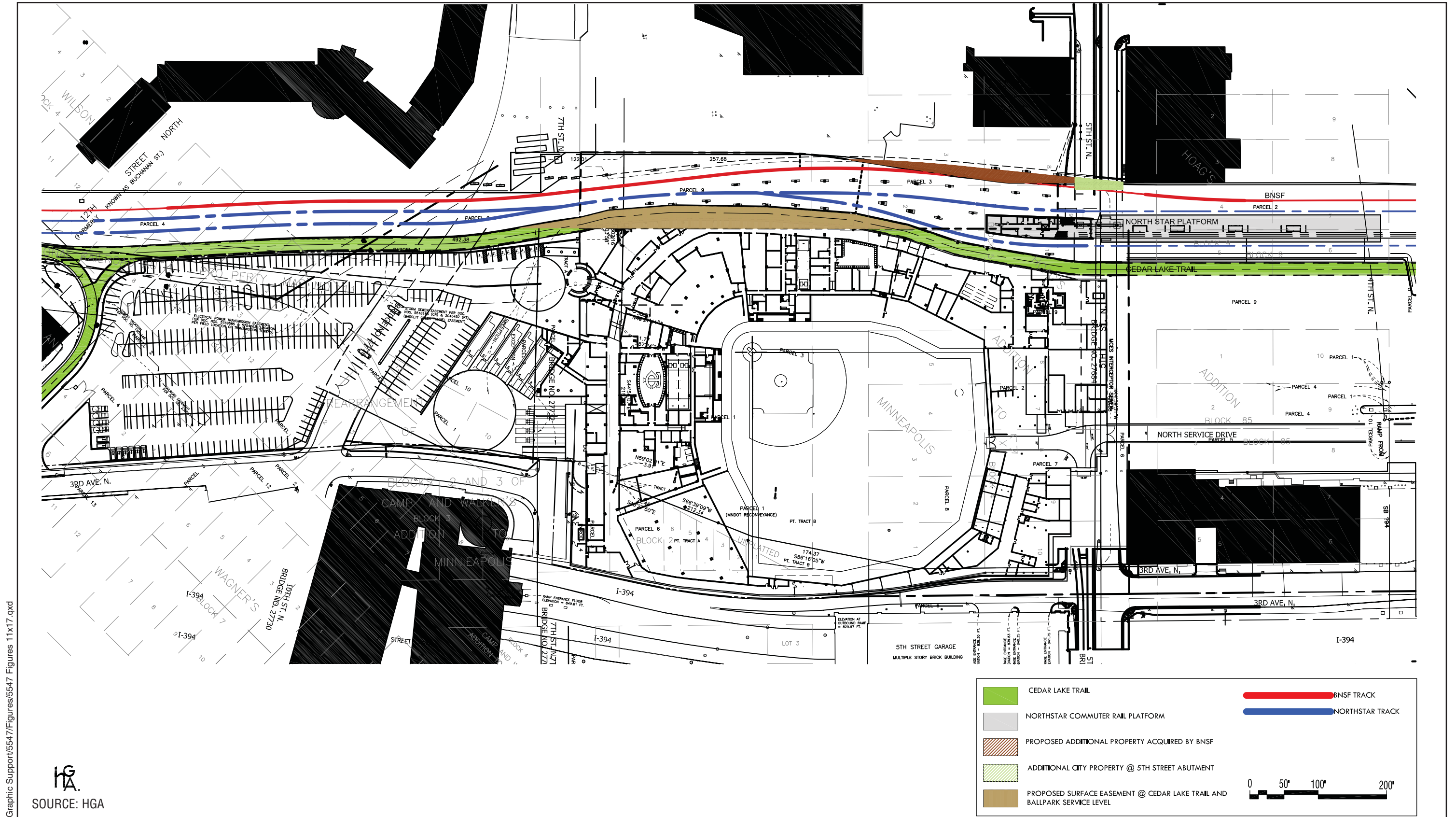
The *Downtown Minneapolis Multimodal Station Area Master Plan, February 2002*, proposes a future intermodal platform, east of 5th Street N. and south of the realigned BNSF rail line, that would serve high speed and commuter rail and provide connections to LRT and buses. This is envisioned to be constructed around the year 2050. Assuming the Cedar Lake Trail extension is still in use at the time the intermodal platform is built, a redesign of the Cedar Lake Trail extension would be required at that time to accommodate both the platform and the trail.



CEDAR LAKE TRAIL – PHASE III

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
June 2007

Figure 3-20



BNSF REALIGNMENT AND CEDAR LAKE TRAIL EXTENSION

THE MINNESOTA URBAN BALLPARK FINAL EIS
Hennepin County, Minnesota
June 2007

Figure 3-21

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Mitigation

As noted above, through continued design, accommodations have been made to allow the future trail extension to run under/alongside the Ballpark Site. Therefore, no mitigation measures are proposed.

No-Build Alternative

Under the No-Build Alternative, the Cedar Lake Trail would proceed as originally planned through the Ballpark Site.

3.13 *Ballpark Operations*

3.13.1 Solid Waste

Solid waste will be generated through normal Ballpark usage and hauled to the nearby HERC facility. A source separation plan will be put in place at the Ballpark. Solid waste will be removed from the north and south sides of the Ballpark along the north access road and through the parking lot to the south. A trash/recycling dock will be provided that allows for a 40-yard compactor within the trash dock, consideration of a trash chute with termination in a dumpster next to the trash compactor, and a space for recycling bins for glass, cans and a cardboard bailer. Small trash holding rooms may be located on each level for holding trash which accumulates during the game. The trash chute will be located in or adjacent to the trash holding rooms.

3.13.2 Hazardous Waste

It is expected that the Ballpark will produce no hazardous wastes beyond those typical to office or food preparation activities.

3.13.3 Storage Tanks

A space for fuel storage for vehicles and equipment, including an emergency generator, is needed in the dock area for gasoline, diesel fuel, kerosene, and propane. No underground fuel tanks will be permitted. All regulations relating to fire prevention and spill prevention will be observed in installing any fuel storage tanks. An Emergency Generator Fuel Storage Tank Permit will be obtained from the Fire Prevention Bureau of the Minneapolis Fire Bureau for any fuel tanks installed.

3.14 *Construction Related Impacts*

3.14.1 Odors, Noise and Dust

As with any construction project, odors, noise and dust pose a potential short-term impact during the course of normal construction activity.

Odors

There will be the potential of construction related odors drifting outside of the Project Area during construction. These potential odors include, but are not limited to diesel fumes of construction equipment, specifically where trucks are staging and queuing for earthmoving operations, roofing products odors, and waterproofing product odors. Due to the proximity to adjacent roads, commercial uses and parking ramps, these odors cannot be reasonably confined within the Project Area.

Dust

Fugitive dust will occur during grading and construction. Exposed soils on the Site may be susceptible to wind erosion. Dependant upon the wind and construction conditions, some nearby properties may be affected temporarily. To limit the amount of fugitive dust, the following control measures could be used as necessary:

- Minimize the period and extent of area being exposed at any one time.
- Spray construction areas with water.
- Minimize the use of vehicles on unpaved surfaces.
- Cover or spray materials on truck loads.

Noise

Noise will be generated by construction equipment used in the construction of the Ballpark and associated improvements. Noise levels and potential adverse effects due to construction activities will vary depending on the type of equipment, the location of the equipment, the duration of operations and the time of operations. Pile driving is anticipated to generate the greatest potential for construction noise and vibration issues. Sound from the process of driving piles is typically measured in average decibels over an hourly time period. Acceptable ratings on other projects nationally where driven piles are utilized are in the 65 to 75 average db/hour range. At the moment of impact, up to 85 to 90 decibels can be produced.

The following techniques to mitigate the impacts of driven piles will be implemented:

- Limits on hours of operations where piling is performed to 7:00 a.m. to 6:00 p.m.
- Limits on days of operations – Monday through Saturday.
- Meetings with owners of property contiguous to the Project Area to understand the operational requirements and restrictions of their facilities. Develop a mitigation plan to address their specific needs.
- Pre-construction inspection of properties contiguous to the Project Area to identify and document pre-construction conditions of each property within this area.

- Monitoring of vibration and sound during construction. If necessary, an action plan will be developed to address unexpected impacts of construction on adjacent properties.
- Periodic meetings during design and construction to inform and update property owners contiguous the Project Area regarding the Project's status.
- Post-construction inspection of properties contiguous to the Project Area to identify and document post-construction conditions of each property within this area.

3.14.2 Construction Period Erosion and Sedimentation

The potential for erosion during construction will exist as soils are disturbed by excavation and grading. Erosion and sedimentation of all exposed soils within the Project Area will be minimized by utilizing the appropriate Best Management Practices (BMPs) during construction. Implementation of BMPs during final construction greatly reduces the amount of construction related sedimentation and helps to control erosion and runoff. Ditches, dikes, siltation fences, bale checks, sedimentation basins and temporary seeding will be utilized as temporary erosion control measures during construction grading. Temporary and permanent erosion control plans will continue to be identified as the final site grading and construction plans for each stage are developed. A National Pollutant Discharge Elimination System (NPDES) permit for construction sites in accordance to the MPCA and watershed erosion/sediment control standards has been obtained. A Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control and sediment management practices has been obtain in partial fulfillment of the NPDES permit. Erosion control measures will be in place and maintained throughout the entire construction period consistent with the permit requirements. Removal of erosion measures will not occur until all disturbed areas have been stabilized.

3.14.3 Transportation and Parking

Construction activities associated with the Ballpark, including utility work and roadway modifications, will result in temporary disruption to traffic flow and transit activities in the area immediately adjacent to the Project Area. As noted in Section 1.2, utility and infrastructure work for the Ballpark is permitted to proceed prior to the determination of the adequacy of the EIS, and began in May 2007.

Accordingly, coordination addressing potential transportation disruption has occurred, and will continue to occur, between the Minnesota Twins, Hennepin County, the City of Minneapolis, Mn/DOT, Metro Transit, NPO, and FHWA. While the Northstar Project is independent from the Ballpark, coordination of construction activities and phasing has occurred, and will continue to occur, due to work from both projects occurring in close proximity over a similar time frame. To the degree possible, construction activities between the two projects will be coordinated to minimize disruption to the transportation system. Further, extensive coordination with Metro Transit will be required to minimize disruption to bus routes originating from Metro Transit's 5th Street N. facility and proceeding to downtown Minneapolis.

Preliminary estimates of the type, location and duration of roadway disruptions have been prepared, but will continue to evolve as the Ballpark design proceeds and construction requirements and timelines are better understood. Existing and projected disruptions include the following:

3rd Avenue N.: Permanent closure to local traffic between 6th Street N. and 7th Street N. occurred in May 2007. Access to I-394 from 3rd Avenue N. will continue to be provided following construction of the Ballpark; however, this access would be disrupted at times for utility work and Ballpark construction activities. Lane closures are expected between Washington Avenue and 6th Street N. for short durations (approximately 3 months), however longer disruptions may be required in the areas immediately adjacent to the Ballpark. To the degree possible, alternative access to I-394 and access to the ABC Ramps will be provided. Metro Transit bus access to the B Ramp will be maintained at all times.

3rd Avenue N.: Temporary closure between 5th Street N. and 6th Street N. is anticipated to occur between June and July 2007 to allow for utilities installation to the Ballpark Site.

3rd Avenue N.: Temporary lane closure from Washington Avenue to 5th Street N. is anticipated to occur between June and August 2007 to allow for utilities installation to the Ballpark Site.

3rd Avenue N.: Temporary closure of on-ramp to I-394 is anticipated to occur periodically between July 2007 and July 2008 to allow for construction of a new pedestrian bridge over I-394.

5th Street N. Bridge: Total closure of the bridge is anticipated to occur between May 2007 and October 2007 to allow the sewer interceptor to be relined and the bridge abutment to be rebuilt to reroute rail traffic. This will allow the planned extension of the Cedar Lake Trail to pass under/alongside the Ballpark Site once the BNSF railroad tracks are realigned.

7th Street N.: Intermittent lane closure at 3rd Avenue is anticipated to occur between June 2007 and July 2008 for Ballpark construction activities.

Interstate 394: Potential lane closures or offsets will occur during construction of pedestrian bridges and plazas. There are also potential closures of entrance/exit ramps, however this will be minimized to the extent feasible.

6th Street N.: Lane closures between 1st Avenue N. and 2nd Avenue N. are anticipated during pedestrian bridge construction. Efforts will be made to coordinate exiting from I-394 and maintain 2nd Avenue N. through-traffic.

7th Street N.: Lane closures are anticipated from 2nd Avenue N. along the Ballpark Site during construction of the pedestrian bridge. In addition there is a possibility that the intersection with 3rd Avenue N. would need to be rebuilt. Detour options and building modifications are currently under discussion.

Additional lane closures or roadway impacts may be identified on these or other streets in proximity to the Ballpark Site as design efforts continue.

Mitigation

The following mitigation measures will be undertaken:

- To address site preparation activities currently underway, a communication plan has been implemented to provide updates regarding roadway and other infrastructure disruptions caused by both the Ballpark and Northstar Commuter Rail construction to affected residents, businesses and traveling public in an efficient and effective manner. The plan represents a joint effort between Hennepin County, the Ballpark Authority, the Minnesota Twins, the City, the Northstar Project, and Metropolitan Council Environmental Services. It sets up a single communication to affected parties handled in the following way: weekly construction updates as well as information about impacts and detours will be posted on the Ballpark Authority web page (www.ballparkauthority.com) and the City web page; these updates will also be sent to the North Loop Neighborhood, the Downtown West Neighborhood, the Bassett Creek Valley Neighborhood, the Downtown Warehouse District Business Association, the Downtown Council, and the Chamber of Commerce to forward notices to their membership and to link their web pages with the Ballpark Authority web page.
- Wayfinding signage, including detour and “freeway only” signs on 3rd Avenue N., has been provided.
- Monitoring signage will be put in place by the contractor(s) and the proper placement of signage at all times will be ensured.
- Changeable message signs will be used where appropriate.
- Target Center and other Warehouse Business District concerns will be addressed by accommodating access, needs for events and services including but not limited to parking and facility or business access.
- Metro Transit concerns will be addressed by maintaining traffic on 5th Street N: providing for bus circulation in Ramp B; and providing adequate signage to minimize cut-through traffic through the Metro Transit area of Ramp B.
- Construction activities will be coordinated with the Northstar Project (including extension of LRT) and other development projects in the area.
- Temporary traffic control measures will be used where appropriate.
- All City of Minneapolis construction ordinances will be adhered to, including noise standards.

As design and construction of the Ballpark progresses, additional mitigation measures or refinement of the above measures may occur as construction requirements are better understood. In particular, the construction coordination efforts described above may lead to the identification and implementation of additional mitigation measures.

Following formation of the TMP Committee, both construction and permanent mitigation measures will be coordinated by that committee.

3.14.4 Construction Solid Waste, Hazardous Waste

Solid and hazardous waste generated during construction will be managed by the general contractor or, where specified by contractual obligations, the subcontractors.

To the extent feasible, waste generation will be minimized and wastes generated will be recycled or segregated to reduce the overall project cost and the cost of waste disposal. Landfills accepting solid wastes are required to ensure that the materials accepted are not prohibited by their permit. Therefore, contractors will be required to certify that their wastes are appropriate for disposal at the selected facilities, as is the case on all construction projects. If solid wastes are encountered in the subsurface during construction, those wastes will be managed by the construction contractor at the direction of the environmental consultant. The disposition of any excavated wastes will be specified by the MPCA-approved Final Response Action Plan/Contingency Plan.

3.15 Cumulative Impacts

3.15.1 Background

This section describes the potential for cumulative impacts from the proposed Project in combination with other past, present and reasonably foreseeable future actions.

A cumulative effects analysis takes into account other known or reasonably foreseeable actions that are unrelated to the proposed action, except to the extent that their additional impacts may, in combination with the incremental effects from the proposed action, result in adverse environmental impacts. Cumulative impacts are defined in Minnesota Rules 4410.0200 as the following:

Cumulative Impact: “the impact on the environment that results from incremental effects of the project in addition to other past, present, and reasonably foreseeable future projects regardless of what person undertakes the other projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”

The cumulative impacts analysis includes the following steps:

1. Identify effects associated with the proposed action. The goal of this assessment is to identify the cumulative effects on social, economic, and environmental resources that may result from construction and operation of the Ballpark Project and other reasonably foreseeable projects. The assessment is based on information compiled for this EIS as well as information readily available for the other actions identified.

The proposed action (the Ballpark) may affect several resources either directly or indirectly. However, the role of the cumulative effects assessment is to narrow the focus of the analysis to those issues for which the Project has an effect that could potentially combine with effects from other actions to create a cumulative impact. Resources that are only affected by the development of the proposed Ballpark (e.g. site-specific contamination) or where the impact is positive (e.g. the positive economic impact on the Warehouse Historic District) do not have potential for cumulative impacts. Issues for which the proposed Project has adverse impact, whether the impact is minor or substantial, need to be considered for potential cumulative impacts. For the proposed Ballpark, the issues relevant to cumulative impacts assessment include the following:

- traffic and pedestrian impacts
 - transit
 - traffic and event noise
 - vehicle-related air emissions
 - construction-related impacts
 - visual impacts
 - surface water quality
 - impacts on municipal services (i.e. public services, water use, wastewater and solid waste disposal)
 - parks and trails
2. Establish the geographic scope for the analysis. The geographic scope appropriate for the cumulative impacts analysis includes the traffic analysis area and the area defined by the noise analysis receptors, generally including downtown development areas northwest of Hennepin Avenue.
 3. Establish the timeframe for the analysis. The timeframe is in the 10-year horizon which reflects the understood implementation schedule for reasonably foreseeable projects, identified in Step 4 below.
 4. Identify other actions affecting the resources, ecosystems, and human communities of concern. The 2005 Final SDD identified three projects that were deemed reasonably foreseeable and have the potential to interact with the proposed Project as to cause varying degrees of reasonably foreseeable cumulative impacts. Each of the identified projects is or has elements that are geographically proximate to the Project Area. Since completion of the 2005 Final SDD, the understanding of these projects has been enhanced and the City of Minneapolis has been further consulted to determine whether there are additional reasonably foreseeable projects that could interact with the proposed project so as to cause cumulative impacts. Several additional projects were identified.

The other actions that may affect the resources adversely affected by the proposed Ballpark Project include the following:

- **Commuter Rail.** The Northstar Corridor Rail Project, described in Section 3.2.1, includes commuter rail service beginning in downtown Minneapolis and extending northwest through Hennepin, Anoka and Sherburne counties to Big Lake, Minnesota, a total distance of 40 miles. The majority of the route is on the Burlington Northern Santa Fe (BNSF) Chicago to Seattle transcontinental line. A downtown Minneapolis station is proposed on and adjacent to the BNSF right of way (ROW) north of the 5th Street Bridge. Northstar will be storing two train-sets at the station north of 5th Street N. and two train-sets south of the Ballpark between 7th Street N. and Royalston.
- **Hiawatha Light Rail Transit (LRT) Line.** The Northstar Corridor Rail Project also includes extension of Hiawatha LRT, a four-block connection from the Downtown Minneapolis Warehouse District Station to the new Ballpark Station. This connection will link the existing Hiawatha LRT line with the new Northstar commuter rail line. The LRT track will be located on the south side of 5th Street N. at the bridge level. Northstar will be connected to LRT via the “Core” building. Bus service will be via the 5th Street Garage. The Core building will also include power supplies and employee breakrooms for transit services.
- **Access Minneapolis.** As described in Section 3.1, the City of Minneapolis is evaluating changes in the downtown roadway network, including streets near the Ballpark Site.
- **North Loop Village** (referred to as “Twinsville” in the 2005 Final SDD) and other downtown development plans as mentioned below. The North Loop Village includes mixed use, transit-oriented development envisioned to extend along the Northstar Corridor, with the initial project located on the block bounded by 5th Street N., 4th Avenue N., 4th Street N. and 3rd Avenue N., directly across 5th Street N. from the Ballpark Site, to be constructed shortly after the completion of the Ballpark (2010). Plans for this site are not yet defined and the developer has noted that flexibility with the North Loop development will be critical and that the zoning and allowable densities could accommodate a 250-300 room hotel, three residential towers with 300-plus residential units each, a significant amount of retail and 300,000 - 500,000 square feet of office use. The total North Loop Village development is envisioned to occur in the next seven to 10 years (depending upon market conditions).
- **Other downtown development plans** include future high-density residential above the surface parking lot located immediately to the southwest of the Ballpark, redevelopment of the Ramada Hotel site (41 10th Street) and adjacent properties, a self-storage at 600 N. 5th Street, numerous residential buildings (lofts and condominiums) throughout the downtown

area. In addition to the proposed North Loop Village, in the Fall of 2006, the Downtown Journal's Complete Guide to Downtown Condos reported approximately 1,500 units planned in the downtown area northwest of Hennepin Avenue.

- **Intermodal Platform.** The *Downtown Minneapolis Multimodal Station Area Master Plan, February 2002*, proposes a future intermodal platform, east of 5th Street N. and south of the realigned BNSF rail line, that would serve high speed and commuter rail and provide connections to LRT and buses. This is envisioned to be constructed around the year 2050.

Note that the City of Minneapolis' 5-year capital improvement program includes paving projects on 6th Avenue N. between 4th Street N. and Washington Avenue and on 2nd Avenue between 3rd Street and Washington Avenue, as well as extension of the Cedar Lake Trail (discussed below). However, none of these capital improvements are expected to affect the resources affected by the proposed Ballpark, except as temporary construction impacts.

3.15.2 Evaluation of Potential Cumulative Impacts

The final step in the process is the evaluation of the potential for cumulative impacts on the identified issues, as discussed below.

Traffic and Pedestrian Impacts

- **Proposed Action:** The proposed Ballpark Project will result in numerous intersections operating poorly under Ballpark event conditions that operate acceptably under non-event conditions. Likewise, pedestrian movements will cause congestion on local sidewalks and add to traffic delays at intersections. The mitigation strategies and measures, along with the TMP process presented in Section 3.1.5, are intended to address these impacts.
- **Other Actions:** There are no additional impacts to traffic operations from the proposed Northstar Commuter Rail and LRT extension as these projects are already accounted for in the traffic and pedestrian analyses conducted for this EIS in terms of the assumed mode split and physical interactions with pedestrian traffic on Project Area streets and because the Northstar Corridor Project Record of Decision (ROD) included transportation mitigation strategies. The effects of the potential Access Minneapolis project are also accounted for in the traffic analysis presented in Section 3.13. No negative impacts are anticipated to traffic and pedestrians as a result of the intermodal platform.

The North Loop Village, future high-density residential located above the surface lot located immediately to the southwest of the Ballpark, and the numerous other residential and mixed-use developments that are planned, proposed, approved or under construction northwest of Hennepin Avenue, will generate additional trips (vehicular, transit and walk/bike) during Ballpark events. There will be no

cumulative impacts to traffic or pedestrian issues in the a.m. peak hour, because the Ballpark is not anticipated to have morning events. Cumulative transportation impact considerations related to periods of time affected by noon and evening Ballpark events are as follows:

- Traffic operations - noon games: As described in Section 3.1, based on past season experience, it is assumed that approximately 10 baseball games will begin at noon on weekdays, with the departure period assumed to be 3:00-4:00 p.m. Proposed future development and Ballpark event parking demand will overlap, as weekday afternoon games with a capacity attendance will use most of the available parking around the Ballpark. Therefore, other developments will need to provide adequate parking to satisfy their demand or identify locations of available parking.

In addition, Ballpark event traffic will depart downtown while residents of the North Loop Village, and other proposed residential developments, are driving home from their place of employment and arriving in downtown. While this traffic is generally going in opposite directions, it could cross at some intersections. However, the combined traffic would not substantially change the results shown in the Ballpark event analysis for the weekday afternoon departure. Any proposed large office development could have some impacts, since traffic would be going in the same direction. Additional analysis of the impact is not possible until the actual size and location of the development are known.

A specific recommendation is that the development site northeast of the Ballpark should have more than one access onto 3rd Avenue N. between Washington Avenue and 5th Street N. The roadway is currently a one-way street towards the Ballpark Site and would direct the traffic exiting this development site to the intersection of 3rd Avenue N./5th Street N, which is adjacent to a Ballpark gate. Event pedestrian traffic will be large and likely create longer delays for vehicles at this intersection.

As noted, the Ballpark event scenario that would result in any cumulative traffic impact in the 3:00-4:00 p.m. weekday period is expected to occur only 10 times per year.

- Traffic operations - evening games: As described in Section 3.1, weekday evening Ballpark events would typically start at 7:00 p.m., with the event traffic being heaviest the hour before the event. The 6:00-7:00 p.m. hour is on the fringe of the typical commuter peak, therefore Ballpark event traffic will overlap with a small volume of future development-generated traffic. The combination of this traffic is not expected to substantially impact any additional intersections beyond those discussed in the Ballpark event transportation analysis.
- Traffic operations – Mitigation: The recommendation for careful access planning for the site northeast of the Ballpark is noted above. More generally, the potential for cumulative impacts of future development on traffic operations is mitigated by the City's emphasis on transit-oriented development.

The City of Minneapolis typically requires developments to prepare Travel Demand Management Plans (TDMP). These plans set transportation goals for use of non-vehicle trips, with goals ranging from 40 to 50 percent of the total trips, depending on the type of development. Additionally, the City of Minneapolis, the Minnesota Twins and the Minnesota Ballpark Authority will encourage the use of transit, walking and biking to Ballpark events as will the TMP. Strategies and specific measures for promoting non-vehicular modes are described in Section 3.1.5.

- **Pedestrian impacts:** Pedestrian impacts of the Ballpark on traffic operations are accounted for in the traffic analysis. Proposed developments in the area will result in additional pedestrian activity as well. Regarding the potential for cumulative impacts, note that the pedestrian impacts of the proposed Ballpark will be limited to relatively short periods of time that can be anticipated and, to a certain extent, avoided, if desired, by other pedestrians in the area. The potential for cumulative impacts of additional pedestrian activity due to North Loop and downtown development will be addressed by the project traffic mitigation plans referenced above and through ongoing cooperation among North Loop and downtown interests. In addition, the proposed residential developments provide an opportunity for establishing pedestrian and bicycle connections to the Ballpark, to encourage those living or working in these new developments to walk or bike, instead of driving a vehicle to Ballpark events or other venues, further strengthening the Ballpark's integration into the downtown community.

Traffic Noise and Event Noise

- **Proposed Action:** The proposed Ballpark project results in only a small (imperceptible) increase in daytime traffic noise levels, since the noise from background traffic volumes is already high. Traffic departing a Ballpark event during 10:00 - 11:00 p.m. period results in a 3 to 4 dBA increase in traffic noise levels at modeled receptor locations. Other than the travel demand strategies and measures outlined in Section 3.1.5 which would have the added effect of reducing the peak traffic noise levels, there is little opportunity for practical mitigation for traffic noise. Sound levels from the Ballpark itself would be within state noise level limits for the noise-sensitive areas.
- **Other Actions:** Neither commuter rail nor LRT create any additional vehicular traffic (and therefore no additional traffic noise) during Ballpark event peak traffic periods. The Northstar Corridor Project ROD called for the minimization of project generated noise to the extent possible, and ongoing maintenance of wheels and rails to minimize vibration. Any changes in traffic due to Access Minneapolis, or North Loop Village and other developments will have minor effects on daytime noise, since, as noted, background p.m. peak traffic levels are already high, and will also have a minor effect on nighttime Ballpark event peak time noise, since development will generate relatively little traffic during that event. No impacts are anticipated to traffic or event noise as a result of the intermodal platform.

The proposed North Loop Village development and future high-density residential development above the surface parking lot located immediately southwest of the

Ballpark does, however, result in sensitive receptors being located near the Ballpark that do not exist now. (Note that the lack of sensitive noise receptors in the area was cited in the environmental documentation for the Northstar Corridor project.) This proposed change in land use does present potential for cumulative noise effects. These effects may be ameliorated through building design.

Vehicle-related Air Emissions

- Proposed Action: Worst-case carbon monoxide concentrations due to the project are well within state standards.
- Other Actions: Commuter rail and LRT will serve to decrease regional carbon monoxide emissions. Because the worse case analysis is for an intersection already at LOS F, for which the 1-hour concentration was below the 8 hour standard, neither any potential additional idling resulting from Access Minneapolis changes in traffic or by future development-generated traffic levels are likely to further exacerbate air quality conditions to a level where standards would be exceeded. Therefore it is unlikely that additional activities in the project area will result in a cumulative carbon monoxide emission impact. Finally, note that improvements to fuels and vehicles are expected to continue to decrease carbon monoxide vehicle emissions over time. No impacts are anticipated to vehicle-related air emissions as a result of the intermodal platform.

Construction-Related Impacts

- Proposed Action: The proposed Ballpark project will result in temporary noise, erosion and sedimentation, transportation, solid waste and hazardous waste impacts related to construction.
- Other Actions: The potential Access Minneapolis modifications are chiefly operational rather than capital improvements and therefore should not result in similar construction-related impacts. Planned development projects will all be subject to the same City requirements for managing construction impacts.

There is a potential for cumulative construction-related impacts due to the timing of the implementation schedules for the Ballpark and Northstar. For this reason, coordination between the Ballpark Project and the Northstar Corridor Project occurred to address construction activity sequencing and potential temporary disruptions to roadways and utilities. Hennepin County has led these efforts in consultation with the Minnesota Twins, the Ballpark Authority, Ballpark designers and contractors, City of Minneapolis and the Northstar Corridor Project. As discussed in Section 3.14, a communication plan has been implemented to provide updates regarding roadway and other infrastructure disruptions caused by both the Ballpark and Northstar Commuter Rail construction to affected residents, businesses and traveling public in an efficient and effective manner. A number of additional mitigation measures have been identified to avoid or minimize construction impacts. As design and construction of the Ballpark progresses, additional mitigation measures or refinement of the above measures may occur as construction requirements are better understood. In particular, the construction

coordination efforts described above may lead to the identification and implementation of additional mitigation measures. Following formation of the TMP Committee, both construction and permanent mitigation measures will be coordinated by that committee.

Visual Impacts

- Proposed Action: While the proposed Project will create a substantial visual change in the downtown, the only adverse visual impact identified based on existing information is the relatively constricted area of light spillover that is limited primarily to the first block at the rear of the Ballpark, beyond which the spillover light will begin to dissipate due to obstacles including buildings that block trespass light.
- Other Actions: Each of the other projects considered will also result in a visual change in the area, however, the City and HPC review processes are in place to protect the area against adverse visual impact. Note that the Northstar Corridor ROD addressed the potential for visual impact with the incorporation of station landscaping which complements the character of the surrounding community at all station locations.

Surface Water Quality

- Proposed Action: The proposed Ballpark Project includes storm drain construction on 3rd Avenue N. between 5th Street N. and Washington Avenue N. This will reroute the surface drainage from 1.6-acres of street right of way to the I-394 public drainage system, so that a 36-inch public storm drain within the Ballpark Site can be abandoned.
- Other Actions: The Northstar Corridor Project ROD required installation of appropriate stormwater management facilities and implementation of Best Management Practices (BMPs) during construction. Access Minneapolis would result in no major changes to drainage. As discussed in Section 3.10., when future development occurs on properties north of the Ballpark Site, the private storm sewer will need to be replaced with a stormwater management and drainage system configured to serve the new development. In general, because the area is already well-developed, there is little additional impact to water quality posed by new development projects. New development requires City stormwater management plan approval. Finally, the City of Minneapolis is on the forefront of incorporating green building design features into new development. For these reasons, there is little potential for cumulative impacts on water quality.

Parks and Trails

- Proposed Action: The City of Minneapolis is planning to extend the Cedar Lake Trail, a paved bicycle and pedestrian trail, generally along the existing BNSF railroad corridor from Glenwood Avenue north to connect with the West River Road trail system (Cedar Lake Trail-Phase III). The Ballpark Site interrupts this conceptual alignment identified for the trail extension. To avoid this impact, the

Ballpark has been designed to allow the future trail extension to run under/alongside the Ballpark Site by realigning the BNSF rail line and redesigning the service level of the Ballpark.

- Other Actions: A future intermodal platform is proposed east of 5th Street N. and south of the realigned BNSF rail line. The platform would serve high speed and commuter rail as well as regular Amtrak Service and provide connections to LRT and buses. As noted, this is envisioned to be constructed around the year 2050. Assuming the Cedar Lake Trail extension is still in use at the time the intermodal platform is built, a redesign of the Cedar Lake Trail extension would be required to accommodate both the platform and the trail. Since the trail and the future platform can be accommodated with a redesign within the general corridor the potential for cumulative impacts to the trail is minimal.

Transit

- Proposed Action: As discussed in Section 3.2.1, the proposed project is being designed as a transit-friendly Ballpark. The interaction between the Ballpark and the area transit improvements required modifications in the location of the Northstar Corridor commuter rail station. In addition, Metro Transit is evaluating and refining operating schedules specific to Ballpark events to best accommodate LRT and bus patrons.
- Other Actions: Access Minneapolis would have an effect on transit operations, but with planned coordination these would not be expected to be adverse. As noted, North Loop Village and other proposed downtown development projects will be transit-oriented developments that will support existing and planned transit. Any potential for cumulative impact of future projects on transit operations will be addressed through planned on-going coordination.

Municipal Services

- Proposed Action: Sections 3.11 and 3.13.1 discuss the impacts of the proposed project on municipal services, including public services, water use, wastewater, and solid waste. None of the impacts are identified as being problematic.
- Other Actions: Commuter rail, LRT and Access Minneapolis projects will not have impacts on these services. City staff indicated that the service demand resulting from proposed Downtown developments is not expected to exceed capacity. These developments will be subject to City approvals, therefore the potential for cumulative impacts on public services is minimal. The future intermodal platform would complement existing transportation services.

4.0 Summary of Mitigative Measures

The purpose of this section is to summarize the mitigation measures that have been identified for addressing the adverse impacts of the Ballpark Project. The measures are listed by each technical subject area in the order presented in Section 3.0.

4.1 *Traffic and Parking*

Traffic mitigation measures identified in the Draft EIS were evaluated in response to comments received on the Draft EIS as well as current understandings of desirability, cost and implementation feasibility. The following sections outline a Transportation Management Plan process, which will determine specific mitigation measures to implement those strategies committed to as part of this EIS, and continue to evaluate the feasibility of additional mitigation measures.

Transportation Management Plan

A Transportation Management Plan (TMP) will be prepared to mitigate the traffic impacts resulting from the Ballpark Project. The TMP will indicate how traffic, parking, transit and pedestrian operations will be managed on the day/night of the ballgame. The plan will contain specific measures and tactics for mitigating the travel impacts identified in the Final EIS. In order to understand what will be included in the TMP, the following framework is provided:

Timeframe: Development of the TMP will start shortly after the completion of the Final EIS and finish by December 2008. Some elements of the TMP will likely need refinement in the months leading up to opening day, and then, further refinement once there is actual experience with the proposed mitigation plan.

TMP Committee: The TMP Committee will be comprised of representatives from the Twins, Ballpark Authority, Hennepin County, City of Minneapolis, Mn/DOT, FHWA, Metro Transit and local law enforcement, along with designated advisory members of the local neighborhoods and business groups. The Twins, Ballpark Authority, Hennepin County, City of Minneapolis will convene the committee. The Committee will elect its Chair

Determine Implementation of Mitigation Measures: The Committee will develop an implementation plan for the mitigation strategies and measures committed to as part of this EIS addressing required approvals, funding sources, responsible lead agency and various other details regarding the construction of capital improvements or management of educational and traffic management activities. If mitigation strategies and/or measures committed to as part of this EIS are later determined to be infeasible, substitute measures will be identified by the Committee through the TMP. Likewise, additional mitigation measures not anticipated by this EIS may also be implemented through this process.

Elements of the Transportation Management Plan: The TMP will address the following mitigation strategies for implementation, with the Committee determining the appropriate set of specific measures necessary to implement each strategy taking into account the inter-relationship between the strategies:

- Travel Demand Management Initiatives
- Transportation Information Plan
- Site Access and Parking Plan
- Traffic Flow Plan
- Pedestrian Access Plan
- Transit and Charter Bus Plan
- Ballpark and Target Center Truck Parking Plan
- Traffic Control Plan
- Incident Management and Safety Plan
- Traffic Surveillance During Event Plan
- Coordination and Mechanism for Updates to the TMP
- Evaluation of the best way to provide Event Transportation Management services

Mitigation Measure Commitments

A number of mitigation measures will be implemented as a part of the Ballpark Project. The TMP process will determine funding strategies, lead agency responsibilities, and approvals or permit requirements necessary to implement these measures. These measures are listed in the Mitigation Matrix under the heading “Mitigation Measure Commitments.”

Additional Mitigation Measures to be considered through the TMP process

Additional mitigation measures have been identified that will continue to be evaluated through the TMP process to determine their desirability and the feasibility of their implementation. These measures are listed in the Mitigation Matrix under the heading “Additional Mitigation Measures to be Considered.”

Mitigation Measures no longer considered feasible

Mitigation measures identified in the Draft EIS but no longer considered feasible at the time of this Final EIS are listed in the Mitigation Matrix under the heading “Rejected Mitigation Measures.” These items will continue to be monitored through the TMP process should their desirability or feasibility potential improve.

Item No.	Mitigation Measure Matrix	Cost	Feasibility
	MITIGATION MEASURE COMMITMENTS		
1	A Transportation Management Plan (TMP) will be prepared by a committee consisting of members from Mn/DOT, City of Minneapolis, Metro Transit, FHWA, Hennepin County, Twins, Ballpark Authority, local law enforcement, Consultants and neighborhood and business representatives. The TMP Committee will determine the desirability, feasibility, funding and lead agency responsibilities for mitigation items. The TMP will be developed with the understanding that updates and changes will be needed based on actual event experience and will maintained on a regular basis.	Low-Moderate	Commitment
2	Information will be provided about events at the Ballpark or adjacent facilities such as event schedules, parking locations, directions to parking based on origin, transit connections, transit routes and schedules, directions for pedestrians, links to other adjacent venues, etc. via a website, e-mails, with ticket purchases, mailings and/or media. This information will be shared with other organizations and agencies to assist in distributing the information.	Low-Moderate	Commitment
3	To assist with wayfinding, a Ballpark Authority and Minnesota Twins website will have a link connecting to Metro Transit’s trip planning feature. The website will also have links to Target Center, Convention Center, City of Minneapolis and Mn/DOT, etc.	Very Low	Commitment
4	At each parking location, locator cards will be distributed to event patrons to assist with finding the parking facility.	Low	Commitment
5	Clear and easy to read signage will be installed to direct/encourage fans to use desirable routes in/out of the Ballpark and to/from parking facilities, LRT stations and the skyway system.	Very Low	Commitment
6	Clear signage directing patrons to each transit facility (LRT, Metro Bus, Express Bus, Shuttle, Charter Bus, Northstar, etc.) will be installed on the Ballpark Site and nearby sidewalks.	Very Low	Commitment
7	Use of discount coupons to local businesses or Ballpark activities after the event will be promoted to spread the departure period and reduce congestion internal to the parking ramps and roadway system.	Low	Commitment
8	Other parking areas around downtown (including the Convention Center area, Metrodome area, etc.) will be promoted by informing Ballpark attendees of high frequency transit routes on 4th Street South, 8th Street South and Nicollet Avenue to less congested parking facilities. Discounted fares on game day for these transit routes will be considered.	Low-Moderate	Commitment
9	The LRT station platforms and surrounding area will have sufficient room for large crowds.	na	Commitment
10	If additional LRT vehicles are acquired by Metro Transit, consideration will be given as to how to use these vehicles to expand the capacity of the Hiawatha LRT line on event days.	Low	Commitment
11	In the future, higher LRT usage will be promoted once the Central and Southwest LRT lines become operational.	Low	Commitment
12	Transit passes and route information will be made available through Twins Ticket Offices and/or concession stand(s).	Very Low	Commitment
13	Transit usage to Ballpark events will be promoted by providing an event ticket/transit fare package to be negotiated by the Ballpark Authority and Metro Transit (similar to the ‘Wild Ride’ currently offered for hockey home games).	Low-Moderate	Commitment
14	Charter buses will be used to attend Ballpark events. The current plan is to use the transit lower level area beneath Parking Ramps A and B on I-394. The Ballpark Authority will work with the City of Minneapolis, Minnesota Department of Transportation and FHWA to develop a drop-off and staging operations plan. Current issues which will need further discussion include current function, additional widening of pull-out area, pedestrian management, creating a transit station environment, maintenance agreements, approvals, etc. Greater clarity on these issues will be obtained during the Transportation Management Plan process.	Moderate-High	Commitment
15	Direct access from Parking Ramp B to the proposed 6th Street North Pedestrian Bridge will be provided through the Ramp B vertical circulation core.	Very High	Commitment
16	Sidewalks will be maximized in width and unnecessary obstacles will be cleared in order to maximize capacity.	Moderate-High	Commitment
17	The Ballpark Site will provide bicycle facilities with secure bicycle lockers. A bicycle area attendant will be considered depending on the intensity of use.	Moderate	Commitment
18	Easy and convenient connections to the ballpark from key bicycle routes (i.e. Cedar Lake Trail) will be provided where feasible.	Moderate	Commitment
19	The proposed 6th Street North Pedestrian Bridge, expansion of the 7th Street North sidewalk, and Ballpark plaza and concourse work may have impacts to the freeway below. Additional street lighting underneath the structures will be provided along with review of additional lighting at the freeway entrance and exit ramps. Existing signs may need to be relocated. The design and relocation of these items will be reviewed by Mn/DOT.	Moderate	Commitment
20	Vehicular turning movement restrictions, partial lane closures and street pattern modifications will be implemented where feasible and shown to improve traffic flow.	Moderate	Commitment
21	Traffic control agents will be provided at critical intersections and main parking ramp access points to control pedestrian and vehicle flow.	High	Commitment
22	An event traffic signal timing plan, in conjunction with an event traffic control plan, will be developed to more efficiently move vehicles and pedestrians and monitored as needed to determine further adjustments.	Low-Moderate	Commitment
	ADDITIONAL MITIGATION MEASURES TO BE CONSIDERED		
23	Use of changeable message signs or other wayfinding signing such as VMS/Parking Information Systems to direct parkers to available parking (potential similar to that currently used around the Convention Center). These signs could be located on roadways used by event traffic.	Very High	Possible
24	Increase entry flow rate into Ramp A and B from I-394 and surface roads by upgrading revenue collection points by allowing for non-cash payment.	Moderate	Likely - Possible
25	Increase entry flow rate into Ramp C from I-94 and surface roads by upgrading revenue collection points by allowing for non-cash payment.	Low- Moderate	Likely - Possible
26	Increase exiting flow rate from Ramp A by reducing vehicular and pedestrian conflicts. Ramp A could have a temporary left-turn lane at the 7th Street North exit onto Glenwood Avenue and a temporary right-turn lane could be provided onto 9th Street North.	Moderate	Possible
27	Ramp A and Hawthorne Ramp could be retro-fitted to allow parkers to cross-over between the two ramps to use all entrances and exits of both facilities.	Low	Likely-Possible
28	Ramp C could be retro-fitted to accommodate three reversible entrance/exit lanes from 2nd Avenue North.	Moderate-High	Possible-Unlikely
29	Season ticket holders or carpools (4 or more) could receive discounted parking prices or preferential locations.	Moderate	Likely
30	“Early” bird arrival or later departure parking rates or discount promotions with the ballpark and local businesses (perhaps only for weekend events) should be available on game days.	Moderate	Possible
31	A circulating trolley or transit vehicle could also be considered to connect the Ballpark to parking facilities, hotel and entertainment venues.	Moderate-High	Possible-Unlikely
32	Provide access to the existing skyway at the corner of 2nd Avenue North and 7th Street North for connections to Parking Ramps A, B, C, Hawthorne and those southeast of 1st Avenue North.	Very High	Possible

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Item No.	Mitigation Measure Matrix	Cost	Feasibility
	ADDITIONAL MITIGATION MEASURES TO BE CONSIDERED continued		
33	A direct skyway or bridge over 7th Street North from Parking Ramp A to a structure adjacent the Ballpark.	Very High	Possible
34	Provide a connection from the proposed 6th Street North Pedestrian Bridge to the street and skyway level. The connection would be used to access Parking Ramps A, B, C, Hawthorne and southeast of 1st Avenue North.	Very High	Likely - Possible
35	Increase I-394 carrying capacity near the downtown area by maximizing the usage of the reversible HOV lanes.	Low	Very Likely
36	Signage on major freeways near downtown Minneapolis should be clear, strategically located and permanent to direct traffic to the Ballpark and the adjacent parking facilities.	High	Possible
37	Mn/DOT instrumentation does not include I-394 from I-94 to Washington Avenue. Installation of cameras and loop detectors are recommended to observe and monitor traffic conditions for this section of roadway. This includes cameras to monitor Parking Ramps A and B.	Moderate-High	Possible
38	The proposed 6th Street North Pedestrian Bridge will require the closure of one lane on 6th Street North between 1st Avenue North and 2nd Avenue North. Therefore, two lanes in one direction would remain. The traffic signal timing for 6th Street North at 1st Avenue North and 2nd Avenue North will need to be reviewed and probably adjusted for the a.m. peak period. Also, no deliveries should be allowed on that segment of roadway during peak hour traffic periods. The freeway ramp geometrics will need to be reviewed for lane continuity and the two lanes will function.	Low	Possible
39	3rd Avenue North between 5th Street North and 7th Street North is being removed to construct the Ballpark. The current concept to replace this segment of roadway converts 2nd Avenue North into a two way street. The concept needs to work with other construction of the Northstar Commuter Rail as well as City budget plans.	Very High	Very Unlikely
	REJECTED MITIGATION MEASURES		
40	Ramp B could be retro-fitted to allow a reversible entrance or exit from 2nd Avenue North. Currently, the only local street exit is at 5th Street North which will be in conflict with LRT and heavy pedestrian volumes.	High	Very Unlikely
41	Consideration of using remote Metro Transit park-and-ride lots using supplementary express bus services. The key locations for these park-and-ride lots with an express bus service would be: - From along the Hiawatha corridor to supplement the LRT service - From I-394 lots (using the ABC ramps transit stations along the 3rd Ave distributor) - From other locations with large parking supply available (i.e. State Fairgrounds, shopping centers and large regional park-and-ride lots)	High	Unlikely
42	Express bus service from park and ride lots or other large parking supply areas.	High	Unlikely
43	The North Star Commuter rail service should be explored as another supplementary transit option. Currently, commuter rail would only operate during a.m. and p.m. peak hours to accommodate those working in downtown Minneapolis or transfer to LRT. This option might be dependant on the availability of commuter trains and available rail time.	Moderate	Unlikely
44	The lane continuity should be improved along the 3rd Avenue distributor and a second merging lane onto I-394 should be provided to reduce vehicle queues. A detailed analysis would likely be required to determine impacts of this change on all traffic.	Extremely High	Unlikely
45	The amount of vehicles exiting Parking Ramps A and B onto I-394 after a Ballpark event may cause a breakdown at the merge point of the Ramp A egress. Consideration should be given to bringing the 3rd venue ramp and Parking Ramp B onto the “mainline” prior to the Parking Ramp A egress. Detail analysis would be needed to determine any operational impacts to the roadway system.	High	Unlikely

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4.2 Transit, Freight Rail, Pedestrians

4.2.1 Transit

The extension of the LRT on 5th Street N. will improve transit accessibility for patrons and employees at the proposed Ballpark. Through coordination efforts, the Northstar and Ballpark projects have been designed to most effectively meet the unique requirements of both facilities and to provide a unique and valuable transit connection opportunity immediately surrounding the Ballpark. As no significant adverse effects to transit services have been identified, no mitigation is necessary. However, on-going coordination will need to take place with representatives of the NPO, Metro Transit, Hennepin County and the Ballpark Authority regarding construction staging and traffic management to minimize impacts to transit service in the area as well as effective planning for bus stops on streets surrounding the facility (e.g. 7th and 10th Streets N.).

4.2.2 Freight Rail

The current Ballpark design takes into account the concerns of the BNSF and Ballpark designers outlined above and in the previous section. Additional coordination with the BNSF, the NPO, Hennepin County and the Minnesota Ballpark Authority will continue throughout the design and construction process.

4.2.3 Pedestrians

As presented in Section 3.1.5 of the Final EIS (Traffic Mitigation), a Transportation Management Plan (TMP) will be prepared for this Project. The Project TMP will outline how traffic, parking, transit and pedestrian operations will be managed. The Plan will contain the specific mitigation strategies and measures for mitigating the travel impacts (including pedestrian impacts) presented in the Final EIS. This section will focus on the specific pedestrian mitigation measures that have been proposed and assessed by Hennepin County since the publication of the Draft EIS. Mitigation measures that most effectively improve pedestrian flow from the Ballpark, while taking into account cost constraints, will be a part of the referenced TMP. The TMP will also identify required funding strategies for the mitigation measures, lead agency responsibilities and approvals or permit requirements necessary to implement these measures.

Mitigation Measure Commitments

A number of mitigation measure commitments identified in Section 3.1.5 will have considerable benefits to pedestrian as well as vehicular traffic. The TMP process will determine funding strategies, lead agency responsibilities, and approvals or permit requirements necessary to implement these measures. These measures are listed in the Mitigation Matrix in Section 3.1.5 under the heading “Mitigation Measure Commitments.”

Additional Mitigation Measures to be considered through the TMP process

Additional mitigation measures have been identified that will continue to be evaluated through the TMP process to determine their desirability and the feasibility of their implementation. These measures are listed in the Mitigation Matrix under the heading “Additional Mitigation Measures to be Considered.” Additional comments regarding mitigation measures assessed through pedestrian modeling are provided below:

4.3 *HERC Odors*

As no significant odor impacts were identified, no mitigation for odors is needed specific to the Ballpark project. The lack of significant odor is due to recent County efforts to reduce odors through improvements to the HERC facility and operations. To ensure that these conditions continue, the County will continue to monitor HERC odors, and if necessary, take further measures to reduce odors.

4.4 *Visual Impacts*

Ballpark Lighting

The lighting design for the Ballpark will include requirements that limit spillover light from the rear of the Ballpark to a 3.5-foot-candle maximum increase at a one block distance and a 1.0-foot-candle maximum increase at a two block distance. Features such as aiming lighting fixtures directly onto the field, as well as the use of lighting fixture shields to help prevent glare and light trespass will be incorporated into the Ballpark design.

4.5 *Cultural Resources*

Mitigation measures to minimize or avoid the short-term construction related economic impacts will include a communication plan using web sites, newsletters and/or signage, as appropriate, to direct customers to area businesses and advise neighborhood residents about appropriate routes. Hennepin County will also work with the Warehouse District Business Association, Downtown Council, North Loop Neighborhood Association, and other groups to advise district businesses of the timing of upcoming projects and encourage these firms to do joint promotions/marketing to address any construction and access issues.

4.6 *Site Contamination*

The Final Response Action Plan / Contingency Plan and Addendum (FRAP/CP) will govern the mitigation measures to be taken in dealing with the contaminated soil and groundwater. The FRAP/CP has been approved by the MPCA Voluntary Investigation and Cleanup program and the Petroleum Brownfield program. The FRAP/CP provides details regarding such issues as the estimated volume of soil

anticipated for removal and/or on-site disposal, contaminant of concern and approximate levels of contamination and the volume of contaminated soil anticipated to be left on-site. The FRAP/CP also contains contingency plans for dealing with unexpected conditions such as asbestos, tanks or barrels that may be encountered.

4.7 *Surface Water Quality*

The Ballpark Project will include a Stormwater Management Plan that complies with the applicable City of Minneapolis stormwater management requirements and erosion sediment control requirements, Chapters 54 and 52 respectively of the City Code.

The MPCA General Stormwater Permit for Construction Activity requires a minimum water quality volume equal to 0.5 inches of runoff from the impervious surface on the Ballpark Site, if the project adds more than 1 acre of impervious surface. Local regulatory authorities may require a larger water quality volume and/or other management practices. The Project will comply with the more stringent City of Minneapolis stormwater management requirements.

- As development space within the Project Area is constrained, other treatment methods will need to be used to meet water quality treatment requirements. Each area of the Ballpark and parking facility must be evaluated to determine target pollutants and requirements for design of a stormwater collection and treatment system.

The Project will also include preparation and implementation of a Stormwater Pollution Prevention Plan that complies with current MPCA and City of Minneapolis requirements. This plan will control and limit stormwater impacts from the construction activity.

4.8 *Impact on Public Services/Water Use/Wastewater*

Sanitary Sewer System

Construction activity near the MCES sewer will require methods that limit disturbance of the sewer. Final Plans will be sent to the Metropolitan Council for review and approval.

4.9 *Cedar Lake Trail*

Construction of the Ballpark potentially interrupts the conceptual alignment identified for the trail extension. To avoid this impact, the Ballpark has been designed to allow the future trail extension to run under/alongside the Ballpark. Therefore, no mitigation measures are proposed.

4.10 Construction Related Impacts

4.10.1 Dust

During construction, the following dust control measures will be used as necessary:

- Minimize the period and extent of area being exposed at any one time.
- Spray construction areas with water.
- Minimize the use of vehicles on unpaved surfaces.
- Cover or spray materials on truck loads.

4.10.2 Noise

The following techniques to mitigate the impacts of driven piles will be implemented:

- Limits on hours of operations where piling is performed to 7:00 a.m. to 6:00 p.m.
- Limits on days of operations – Monday through Saturday.
- Meetings with owners of property contiguous to the Project Area to understand the operational requirements and restrictions of their facilities. Develop a mitigation plan to address their specific needs.
- Pre-construction inspection of properties contiguous to the Project Area to identify and document pre-construction conditions of each property.
- Monitoring of vibration and sound during construction. If necessary, an action plan will be developed to address unexpected impacts of construction on adjacent properties.
- Periodic meetings during design and construction to inform and update property owners contiguous the Project Area regarding the Project's status.
- Post-construction inspection of properties contiguous to the Project Area to identify and document post-construction conditions of each property.

4.10.3 Erosion and Sedimentation

The potential for erosion during construction will exist as soils are disturbed by excavation and grading. Erosion and sedimentation of all exposed soils within the Project Area will be minimized by utilizing the appropriate Best Management Practices (BMPs) during construction. Implementation of BMPs during final construction greatly reduces the amount of construction related sedimentation and helps to control erosion and runoff. Ditches, dikes, siltation fences, bale checks, sedimentation basins and temporary seeding will be utilized as temporary erosion control measures during construction grading. Temporary and permanent erosion control plans will continue to be identified as the final site grading and construction plans for each stage are developed. A National Pollutant Discharge Elimination

System (NPDES) permit for construction sites in accordance to the MPCA and watershed erosion/sediment control standards has been obtained. A Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control and sediment management practices has been obtain in partial fulfillment of the NPDES permit. Erosion control measures will be in place and maintained throughout the entire construction period consistent with the permit requirements. Removal of erosion measures will not occur until all disturbed areas have been stabilized.

4.10.4 Transportation and Parking

- To address site preparation activities currently underway, a communication plan has been implemented to provide updates regarding roadway and other infrastructure disruptions caused by both the Ballpark and Northstar Commuter Rail construction to affected residents, businesses and traveling public in an efficient and effective manner. The plan represents a joint effort between Hennepin County, the Ballpark Authority, the Minnesota Twins, the City, the Northstar Project, and Metropolitan Council Environmental Services. It sets up a single communication to affected parties handled in the following way: weekly construction updates as well as information about impacts and detours will be posted on the Ballpark Authority web page (www.ballparkauthority.com) and the City web page; these updates will also be sent to the North Loop Neighborhood, the Downtown West Neighborhood, the Bassett Creek Valley Neighborhood, the Downtown Warehouse District Business Association, the Downtown Council, and the Chamber of Commerce to forward notices to their membership and to link their web pages with the Ballpark Authority web page.
- Wayfinding signage, including detour and “freeway only” signs on 3rd Avenue N., has been provided.
- Monitoring signage will be put in place by the contractor(s) and the proper placement of signage at all times will be ensured.
- Changeable message signs will be used where appropriate.
- Target Center and other Warehouse Business District concerns will be addressed by accommodating access, needs for events and services including but not limited to parking and facility or business access.
- Metro Transit concerns will be addressed by maintaining traffic on 5th Street N; providing for bus circulation in Ramp B; and providing adequate signage to minimize cut-through traffic through the Metro Transit area of Ramp B.
- Construction activities will be coordinated with the Northstar Project (including extension of LRT) and other development projects in the area.
- Temporary traffic control measures will be used where appropriate.
- All City of Minneapolis construction ordinances will be adhered to, including noise standards.

As design and construction of the Ballpark progresses, additional mitigation measures or refinement of the above measures may occur as construction requirements are better understood. In particular, the construction coordination efforts described above may lead to the identification and implementation of additional mitigation measures. Following formation of the TMP Committee, both construction and permanent mitigation measures will be coordinated by that Committee.

4.10.5 Construction Solid Waste, Hazardous Waste

To the extent feasible, waste generation will be minimized and wastes generated will be recycled or segregated to reduce the overall project cost and the cost of waste disposal. Landfills accepting solid wastes are required to ensure that the materials accepted are not prohibited by their permit. Therefore, contractors will be required to certify that their wastes are appropriate for disposal at the selected facilities, as is the case on all construction projects. If solid wastes are encountered in the subsurface during construction, those wastes will be managed by the construction contractor at the direction of the environmental consultant. The disposition of any excavated wastes will be specified by the MPCA-approved Final Response Action Plan/Contingency Plan.

5.0 Public Involvement

5.1 *Scoping Decision Document*

Consistent with the requirements of Minnesota Rule 4410.2100, Subpart 3 (Scoping Period), the public was informed when the Draft Scoping Environmental Assessment Worksheet/Draft Scoping Decision Document became available for public review and comment. A copy of the document was available by request or could be reviewed at the Hennepin County Housing, Community Works and Transit Department, the Minneapolis Public Library, the Legislative Reference Library in St. Paul, or on the Hennepin County webpage.

The 30-day scoping review and comment period began on October 24, 2005 when the availability of the Draft Scoping Decision Document/Scoping EAW was noticed in the EQB Monitor. An initial notice was also published in the Minneapolis Star Tribune on November 5, 2005 announcing the availability of the Scoping EAW/DRAFT Scoping Decision Document and a Hennepin County Board public hearing on the scoping documents on November 15, 2005. A brief presentation was made to the County Board at that public hearing. Public testimony was invited but none was offered.

A second notice and press release, extending the comment period to December 9, 2005 and announcing a December 1, 2005 public scoping meeting, was provided in the Star Tribune on November 20, 2005 and noticed in the EQB Monitor on November 21st.

The public scoping meeting was held on December 1, 2005 at 2:30 p.m. at the Hennepin County Environmental Services Building adjacent to the Project Site. Attendees were provided with handouts of the presentation, which included an overview of the Project and the environmental review process. Approximately 25 people were in attendance. Several attendees shared testimony. Comments received during the public comment period, including those oral statements submitted as comments at the public scoping meeting and the comments received from the regulatory review agencies, were responded to in the Final SDD.

In addition to the above appendices, scoping documents, notices, press releases and responses to comments received were posted to the “On Deck” section of the Hennepin County website: www.hennepin.us.

5.2 *Draft EIS*

Through the Draft EIS planning process, Hennepin County coordinated with various agencies and jurisdictions to ensure the proper processes were followed and approvals requested. The ongoing coordination and communication with these organizations provided valuable input and guidance through the Project development process. Some of the agencies that have played important roles include:

- City of Minneapolis
- Metropolitan Council
- Minnesota Department of Transportation

- Federal Highway Administration
- Metro Transit
- Northstar Project Office
- Minneapolis Heritage Preservation Commission
- Hennepin County Regional Rail Authority
- Hennepin Energy Recovery Company
- Target Center

Hennepin County officials also met with neighborhood groups representing the neighborhoods surrounding the Project Area.

- Cedar Lake Park Association
- Warehouse District Business Association
- North Loop Neighborhood Association
- Citizens for a Loring Park Community
- Downtown West Neighborhood Association
- Harrison Neighborhood Association
- Minneapolis Bicycle Advisory Committee
- Hennepin County Bicycle Advisory Committee
- Northside Neighborhood Alliance

The public comment and review period for the Draft EIS began on January 29, 2007. A public hearing was held on February 20, 2007. The comment period ended on March 6, 2007.

5.3 *Final EIS*

The public comment period and review period for the Final EIS will begin on June 5, 2007. Hennepin County will accept comments on the Final EIS during the public comment period that concludes June 18, 2007. Written comments and comments via Hennepin County's web site (www.hennepin.us) will be accepted. Hennepin County will also hold a public informational meeting for the purpose of considering public comments on the Final EIS. A public meeting will be held on June 12, 2007 at 1:30 in the Hennepin County Board Room, 24th Floor, Hennepin County Government Center, 300 South Sixth Street, Minneapolis, Minnesota 55487. Oral and written comments regarding the adequacy of the Final EIS will be accepted at the meeting.

Similar to the Draft EIS, public review copies of the Final EIS documents will be available at all City of Minneapolis Public Libraries. The Central Library, located at 300 Nicollet Mall, Minneapolis, will have both a hardcopy version and an electronic version of the Final EIS available. All other Minneapolis Public Libraries will have electronic copies of the document available. Public review copies of the Final EIS will also be available at the Hennepin County Ballpark Project Office, Hennepin County Environmental Services Building and Minneapolis City Hall. The document will also be posted on the project's web site. A CD-version of the full Final EIS is available upon request through contacting the Hennepin County Ballpark Project Office.

5.4 *Additional Public Involvement Opportunities*

Hennepin County provided opportunities for the public to comment on the design elements of the proposed Ballpark through the Design Advisory Group (DAG) meetings conducted during the Fall of 2006. The DAG advised Hennepin County on the development of urban design principals to guide public investment in roadways, plazas and other elements surrounding the Ballpark Site.

Hennepin County officials continue to meet with neighborhood groups and interest groups to present project information and receive comments. These groups include Downtown East and West, North Loop, Citizens for a Loring Park Community, North Side Neighborhood Alliance: Hawthorne, Near North, Willard/Heritage Park, Harrison, Hawthorn, Shingle Creek, Lindbohannan, Victory, Cleveland and Jordan, Downtown Council, Harrison Neighborhood, and Chamber of Commerce.

5.5 *Project Web Site*

An informational Project web site was created on the World Wide Web at the “On Deck” section of Hennepin County’s website located at www.hennepin.us. The site provides a means for distributing available information and gathering input with a comment section. The site is periodically updated to reflect project developments and address new issues. In addition, a website, www.ballparkauthority.com, set up by the Minnesota Ballpark Authority will provide current construction information as well as other information of potential value to the public.

5.6 *Media*

Hennepin County recognizes the importance of the media in conveying project information to the public. Hennepin County staff is in regular contact with the various local media outlets (newspaper, television, radio, internet), and the media has attended the previously mentioned public meetings.

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6.0 Permits and Approvals

The following permits and approvals identify all known local, state and federal permits and approvals anticipated to be required for the proposed action.

Unit of Government	Type of Application	Status
State		
Minnesota Department of Health	Abandonment of Water Wells	To be applied for, if needed
	Water Main Installation Permit	To be applied for
Minnesota Department of Natural Resources	Water Appropriation Permit	To be applied for if dewatering is needed
Minnesota Department of Transportation/Federal Highway Administration	Air Rights Use Permit	To be applied for
	Drainage Permit	To be applied for
	Release of Right of Way	To be applied for
Minnesota Pollution Control Agency	NPDES/SDS Construction Stormwater Permit	Permit received
	NPDES/SDS Stormwater Permit	Permit received
	Sanitary Sewer Extension Permit	To be applied for
	Soil and Groundwater Remediation Plan Approval	Covered by the MPCA approved Final Response Action Plan
	Storage Tank Registration	To be applied for
Regional		
Bassett Creek Flood Control Commission/US Army Corps of Engineers, City of Minneapolis	Approval to connect to tunnel/construction activity over the tunnel	To be applied for
Metropolitan Council	Sanitary Sewer Extension Permit	To be applied for
County		
Hennepin County	Environmental Impact Statement	In process
	Adequacy Determination	Following EIS
	Project Approvals For:	
	– Financing Agreement	In progress
	– Facility Use Agreement	In progress
	– Construction Agreement	In progress
Local		
City of Minneapolis	Building permits	First of nine building permits approved
	Demolition permit	Received as part of first building permit
	Emergency Generator Fuel Storage Permit	To be applied for
	Erosion and Sedimentation Control Plan Approval and Grading Permit	Permit received
	Erosion and Sediment Control Permit	Permit received
	Stormwater Management Plan Approval	Submitted and under review by the City
	Utility Connection Permits	To be applied for
	Metropolitan Council Environmental Services direct connection (to interceptor sewer) permit application must be submitted by the City of Minneapolis Collection System Operator	To be applied for
	Review of site plan and zoning	Governed by HF 2480; SF 2297

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7.0 Response to Comments on the Draft EIS

7.1 *Opportunities for Public Comment and Guidelines for Responding to Comments*

The Draft EIS for the Minnesota Urban Ballpark was distributed in January 2007 to agencies and organizations on the official EQB distribution list, as well as additional agencies and organizations that had either requested a copy of the document and/or that could be affected by the proposed Project. The comment period for the Draft EIS officially closed on March 6, 2007.

A public hearing to receive comments on the proposed Project and Draft EIS was held as follows:

Tuesday, February 20, 2007, 2:30 p.m.
Hennepin County Board Room
24th Floor
Hennepin County Government Center
300 South Sixth Street
Minneapolis, Minnesota

At the public hearing a brief presentation was made to provide a Ballpark Project update and a summary of the key issues and impacts addressed in the Draft EIS. All attendees were invited to make oral comments by providing testimony before the Hennepin County Board of Commissioners' General Government Committee. The public hearing proceedings were recorded on CD.

A total of 20 written comment letters/e-mails and two oral comments were received from private citizens, business representatives, neighborhood groups, agencies, and other government entities during the comment period. All written and oral comments were incorporated into the Public Hearing Record for the Draft EIS.

Consistent with state environmental review rules, the written responses to all substantive comments are included as part of this Final EIS. Written responses have been provided for all comments pertaining to the environmental analysis conducted for and documented in the Draft EIS. Additional responses have been prepared for statements noting incorrect or unclear information or content requirements. A written response was not provided for comments agreeing with the Draft EIS/Project information, general opinions, statements of fact, or statements of preference. Section 7.3 presents copies of all government, agency, and organized interest groups letters along with the responses to the substantive comments provided in each. Responses to comments provided by individual citizens are also included within Section 7.3.

7.2 *Response to Frequent Comments*

A large number of the public comments received on the Draft EIS identified concerns about traffic, parking, transit and pedestrian issues. These issues will be addressed as part of a Transportation Management Plan (TMP). To facilitate a clear understanding of the TMP, the following section provides details on its content, purpose, and framework.

7.2.1 Transportation Management Plan

The TMP will govern how traffic, parking, transit and pedestrian operations are managed on the day of an event. It contains specific strategies and measures for mitigating the travel impacts identified in the Final EIS. To understand what items will be included in the TMP, the following framework is provided. This is also detailed in Section 3.1.5 of the Final EIS.

Timeframe

Development of the TMP will start shortly after the completion of the Final EIS and be completed by the end of 2008 (July 2007 to December 2008). Some elements of the TMP will likely need refinement in the months leading up to opening day and then further refinement after actual event experience has been obtained.

Committee

The TMP will be prepared in cooperation with representation from the Twins, Ballpark Authority, Hennepin County, City of Minneapolis, Mn/DOT, FHWA, Metro Transit and local law enforcement, along with advisory members of the local neighborhoods and business groups.

Evaluate Mitigation Measures

The committee will assess the mitigation measures based on cost, effectiveness, approvals, potential other impacts, etc. in order to prioritize these measures and identify potential resources for funding (capital and annual). The selected and funded mitigation measures will be included in the TMP.

Elements of the Transportation Management Plan

The TMP will include the following components:

- Travel Demand Management Initiatives
- Transportation Information Plan
- Site Access and Parking Plan
- Traffic Flow Plan
- Pedestrian Access Plan
- Transit and Charter Bus Plan
- Ballpark and Target Center Truck Parking Plan
- Traffic Control Plan
- Incident Management and Safety Plan
- Traffic Surveillance During Event Plan
- Coordination and Mechanism for Updates to the TMP

Mitigation Measures Matrix

The Mitigation Measures Matrix is a summary of the estimated cost and feasibility for each of the mitigation measures listed in Section 3.1.5. This summary was assembled prior to the establishment of the TMP Committee and is subject to change based on the Committee's determination of the most appropriate combination of mitigation measures to implement.

7.3 Agency, Organization and Individual Comments and Responses

Comment letters were received from the following governmental agencies and neighborhood organizations:

- U. S. Department of Transportation, Federal Highway Administration
- Minnesota Department of Transportation
- Metropolitan Council
- City of Minneapolis
- Harrison Neighborhood Association
- North Loop Neighborhood Association
- Bassett Creek Valley Redevelopment Oversight Committee
- Bryn Mawr Neighborhood Association

The following property owners, interested parties, and individuals provided written comment on the Draft EIS:

- Hines, Investment Management, Inc., Land Partners II, LLLP Minikahda Ministorage IV, LLLP, and Duddy, LLLP
- Earth Protector, Inc., Leslie Davis
- Andy Hestness
- Karen Soderberg
- J & N Podany
- Steve Spaulding
- Joe Adams
- Geoffrey A. Warren
- David Moore
- Troy Lucht (2 letters)
- Basil Loney

The following individuals provided oral testimony at the public hearing on February 20, 2007:

- Dick Adair
- Vida Ditter

The remainder of this section sets out each of the comment letters in a format that highlights each substantive comment for which a response has been prepared. The response to each highlighted comment is included on the back side of the comment letter.

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U.S. Department
of Transportation

**Federal Highway
Administration**

Minnesota Division

380 Jackson Street
Galtier Plaza, Suite 500
St. Paul, MN 55101-4802

651.291.6100
651.291.6000 fax

www.fhwa.dot.gov/mndiv

March 6, 2007

Mr. Chuck Ballentine
Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange North Building
400 South Fourth Street
Minneapolis, MN 55415

Re: FHWA Comments on the Minnesota Twins Urban Ballpark Draft EIS

Dear Mr. Ballentine:

This letter is in response to your request for comments on the Minnesota Urban Ballpark Draft Environmental Impact Statement (EIS) as well as your request for input from the Federal Highway Administration on key transportation issues that require federal action. As you know, we have been involved with Hennepin County and the Minnesota Department of Transportation (Mn/DOT) over the past several months on issues relating to the ballpark including: Right of Way conveyances and air space leases; impacts to traffic operations; pedestrian structures over Interstate 394 and resulting impacts; and potential impacts to the A, B, and C parking garages.

We thank you for the opportunity to review the Draft EIS. Please note that our review of this document does not constitute approval of Right of Way documents; freeway traffic operations or changes to ramp configurations; structural improvements; nor approval of any federal NEPA documents required by federal action resulting from or relating to construction of the ballpark. The FHWA would like to continue to work with our partners to review changes and updates as they occur.

A

We have reviewed the document and have the following comments:

Traffic Impacts

General: We wish to clarify that no other modifications to the I-394 ramps are included as part of the preferred alternative.

FOR THE
**AMERICAN
ECONOMY**



A – Comment noted.

Page 3-9: The reduction of 6 th Street from three lanes to two lanes must be tested to assure intersection operations at the 6 th Street off-ramp. This was not identified in the scoping of the traffic study as a proposed change in the roadway configuration or traffic operations. The analysis shows that this will work with the removal of parking.	B
Page 3-9: We understand that 5 th Street will be reduced to one lane in each direction due to the LRT project. Would retention of a one-way street improve the outcome for the preferred alternative?	C
Page 3-15 and elsewhere: It would be very helpful to include graphics to replace/supplement the tables to demonstrate the LOS E and F failure extent. Also, link failures should be added to demonstrate cases where queues extend through multiple intersections.	D
Page 3-24: It should be noted that the "Access Minneapolis" alternative results are not representative of actual results. The method does not account for on-street parking operations' effect on two-lane two way roads.	E
Page 3-29, Figure 3-3: the Interstates should be labeled on the figure.	F
Page 3-31: Due to entry/payment congestion problems for evening games, in particular queues back onto I-394, payment should be retained at the exit/egress move.	G
Page 3-34: We strongly agree with and encourage the use of additional way-finding signing for vehicles, pedestrians and bicyclists.	H
Page 3-35: We recommend that the FHWA be included in the development of the Traffic Management Plan as part of the mitigation for traffic impacts.	I
Page 3-35: Improvement of parking ramp exit capacity should be reconsidered since neither surface streets nor freeway on-ramps and mainline capacity is available to improve ramp egress from Ramps A, B, and C.	J
Page 3-36: As another idea to promote later departure of event attendees, you might consider a reduced fee for exit, say 90 minutes, after the end of the game.	K
Page 3-36: We agree with and encourage implementation of a high quality remote parking program for day games and high attendance night games.	L
Page 3-38: Freeway operations mitigation recommendations are in direct conflict with MnPass Phase II alternatives. Freeway operations must be coordinated with proposed MnPass Phase II alternatives.	M

- B –** The Minnesota Department of Transportation (Mn/DOT), City of Minneapolis (City), and Hennepin County (County), in coordination with the Federal Highway Administration (FHWA), will conduct an operational test for the reduction of 6th Street N. from three to two lanes between 1st and 2nd Avenues, if it is determined that the Pedestrian Bridge extension to 1st Avenue will be built. The a.m. peak hour signal timing at 6th Street N./1st Avenue N. may need to be modified slightly. The removal of one lane on 6th Street N. between 1st and 2nd Avenues N. is to accommodate the proposed landing area for the Pedestrian Bridge and pedestrian movements.
- C –** Fifth Street N. will become a two-way, two-lane roadway as part of the Light Rail Transit (LRT) project (Fifth Street N. was never analyzed as a one-way street). This may be better for the area/intersection during a Ballpark event, though not so beneficial during other time periods. The Transportation Management Plan (TMP) will make recommendations about changes in pedestrian and traffic flow, and will keep this comment in mind. See Section 7.2.1 for information on the TMP and its framework.
- D –** The requested graphics, eight in all, are in the Minnesota Ballpark EIS Study Traffic and Parking Technical Memorandum. Link failures are not indicated on graphics but can be identified from the analysis.
- E –** We agree the model used does not take into account such items as bus stops and parking maneuvers that may impact traffic operations and safety. A statement to this effect is in the first paragraph on page 3-27 of the Draft EIS, as this is a limitation of the simulation model.
- F –** Comment noted. Major freeway labels have been added to Figure 3-3 in the Final EIS.
- G –** Good event traffic management suggests collecting payment upon entry, because the event traffic arriving is more spread-out over time. The departure event traffic is more concentrated and it would likely take much longer to collect payment after an event. As part of the transportation mitigation measures, identification and upgrading of collection points will occur for entrances into Parking Ramps A, B and C.
- H –** Comment noted. Wayfinding to the Ballpark for all transportation modes is important and will be incorporated into the TMP. See Section 7.2.1 for information on the TMP and its framework.
- I –** The FHWA will be involved in the development of the TMP. See Section 7.2.1 for information on the TMP and its framework.
- J –** With the concentration of traffic egress from any event, the transportation system is prone to bottlenecks. The FHWA is concerned about the bottleneck being on the freeway and suggests that perhaps the bottleneck be at the parking facility instead. The main issue is whether drivers are safer being stopped on the freeway or in the parking ramp. This issue will be discussed further as part of the TMP. See Section 7.2.1 for information on the TMP and its framework.
- K –** For the A, B, and C ramps, providing incentive for staggered departure times is an idea, along with others, that warrants further consideration during development of the TMP. See Section 7.2.1 for information on the TMP and its framework.
- L –** Remote parking, particularly for day games, is an idea that warrants further consideration during development of the TMP. See Section 7.2.1 for information on the TMP and its framework.
- M –** The County is opposed to any improvements that would preclude MnPass Phase II alternatives and will continue to work with the FHWA, Mn/DOT, and the City on acceptable alternatives.

Page 3-39: We strongly recommend implementation of an advanced parking information system as mitigation for surface street congestion impacts.

N

Right of Way

General: The FHWA is currently involved in and reviewing the proposed reconveyance of the land in the area that was originally purchased by Mn/DOT using federal funds. As you know, land purchased with federal funds will be sold at Fair Market Value. Other parcels of land purchased using federal funds will be under a long term air space lease. As you know, both of these actions will require FHWA approval, so we ask that you continue to keep us involved, as you have been doing.

O

Pedestrian Plaza and Pedestrian Bridges over I-394

General comments: The proposed pedestrian plaza and pedestrian bridges over I-394 most likely will require some federal NEPA action. We will work with you and Mn/DOT further to determine the level of documentation required. If a federal action is determined that requires a NEPA document, Mn/DOT would be the Responsible Governmental Unit.

P

FHWA will need to review the preliminary bridge plans for the three pedestrian structures over I-394. Copies of the plans may be sent to the attention of Romeo Garcia in our office. Because these bridges are over the Interstate, they are now considered as "vulnerable structures" in terms of homeland security, and they need to be designed accordingly.

Q

We are also concerned about the air quality along I-394 under the pedestrian structures. We will continue to work with you to determine the level of analysis that is required, as we currently believe that the plaza configuration over the interstate causes this area to function as a tunnel. This may require ventilation to be considered as part of the design to mitigate the air quality impacts.

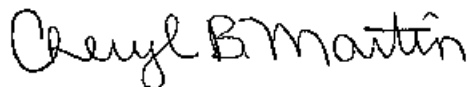
R

If this is determined to be a tunnel, design for adequate fire protection may also be required.

S

Again, we thank you for the opportunity to comment on the Draft EIS. Please feel free to contact me with any questions regarding our review of the document. I can be reached at (651) 291-6119.

Sincerely yours,



Jean Wallace, P.E.
Project Development Engineer

JMSW/kab

cc: 1 Tom O'Keefe - Mn/DOT Metro District
1 Romeo Garcia
1 Jim McCarthy
1 Cheryl Martin
1 Tim Anderson
1 Bill Lohr
1 RF
DMS -v2-Twins Ballpark Draft EIS Comments-march-6-2007.doc

- N** – Comment noted. Please note the second bullet referencing the use of transportation technologies at the top of page 3-40 of the Draft EIS.
- O** – Comment noted. The FHWA will continue to be involved in the review and approval of the proposed reconveyance of the land in the area that was originally purchased by Mn/DOT using federal funds.
- P** – Comment noted. Coordination with the FHWA on documentation is on-going. An FHWA Project Memorandum for the Pedestrian Bridge over I-394 is being prepared.
- Q** – When preliminary bridge plans are complete, they will be sent to Romeo Garcia for FHWA review.
- R** – A series of progress meetings with Mn/DOT have been occurring on a weekly basis as the pedestrian bridge program and design develops. The Pedestrian Bridge will be designed to comply with applicable standards and codes, including air quality standards applicable to I-394 under the pedestrian structures.
- S** – Please see response to comment R above.



Minnesota Department of Transportation

Metropolitan District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

March 5, 2007

Chuck Ballentine
Director of Housing, Community Works and Transit
417 North Fifth Street, Suite 332
Minneapolis, MN 55401

SUBJECT: **The Minnesota Urban Ballpark, Mn/DOT Review #EIS07-001**
I-394 / 3rd Avenue / 7th Street
Minneapolis, Hennepin County
Mn/DOT Control Section 2789

Dear Mr. Ballentine:

Thank you for the opportunity to review The Minnesota Urban Ballpark EIS. Please note that Mn/DOT's review of this EIS does not constitute approval of a regional traffic analysis and is not a specific approval for new roadway improvements. Mn/DOT would like the opportunity to continue to work with our partners and to review the updated information. Mn/DOT's staff has reviewed the document and has the following comments:

A

Traffic:

General:

The intersection numbering system shown on Figure 3-2 needs to be consistent with the intersection numbers used throughout the document.

B

Page 3-28, 3-30:

Tables 3-9, 3-10, and 3-11 need to be revised because mainline capacities are assumed for ramps. Table 3-10 assumes a capacity of 8000-8800 vehicles per hour (vph) on 4 lanes for eastbound I-394, west of Dunwoody Boulevard. The far right lane is actually a short auxiliary lane between Penn and Dunwoody. The center right lane exits to eastbound I-94 and traffic flow regularly breaks down for a majority of the day. The conclusion that this area is operating near capacity is in error, because the actual capacity is much less than the assumed capacity.

C

Page 3-31 Parking Ramps:

The analysis assumes that parking fee transactions will be collected upon entry and the exit gates will be open after the event. This should be reconsidered since the described operation will likely overtax the roadway system.

D

Pages 3-38 and 3-39 Traffic Mitigation:

- **Bullet 2:** States that lane continuity should be improved along the 3rd Avenue distributor. Detailed information is needed to determine if this is indeed possible. Bullet 2 also states that a second merging lane onto I-394 should be provided to reduce vehicle queues. This may compromise access to Mn/DOT's MNPASS facility from I-394. Additionally, it would likely significantly degrade the traffic flow on westbound I-94 through the Lowry Hill Tunnel. As stated in the EIS, a detailed

E/F

An equal opportunity employer

- A –** Comment noted.
- B –** Figure 3-2 in the Draft EIS has been updated in the Final EIS to correspond with the information in the tables.
- C –** Hennepin County (County) will continue working with the Minnesota Department of Transportation (Mn/DOT) to minimize the impact of event trips generated by the Ballpark on the freeway system.

Please see page 3 27 of the Draft EIS for the scope of the analysis. The purpose of this analysis was to identify potential problem locations on the regional freeway network due to event traffic at a planning level. It was not intended to be a detailed operational analysis. Actual freeway ramp capacities could be lower, but other freeway ramp capacities could be higher. As an example, 3rd Street S. Entrance Ramp to westbound I-94 currently delivers over 2,400 vehicles per hour. The intent of the work was not to determine individual ramp or mainline capacities but to "estimate" if freeways can handle additional traffic from an event. Please note that all ramps listed in tables 3-9, 3-10, and 3-11 are listed as over capacity and would operate poorly.

While the comments on the operations on I-394 eastbound are factual, they go beyond the purpose of this planning analysis. The capacity problems on I-394 eastbound have more to do with the exit to I-94 eastbound than the exits to downtown. Most of the additional event traffic will be heading to downtown thus not adding directly to the problem of the I-94 eastbound exiting traffic.

- D –** Please see response to the Federal Highway Administration (FHWA) comment G.
- E/F –** Currently, the noted transportation mitigation measures are potential alternatives. The County understands that any modification to the freeway system, including the 3rd Avenue distributor, will require detailed operations analysis, Interstate Access Modification Request (IAMR) and approval from the Federal Highway Administration (FHWA), Mn/DOT and the City of Minneapolis (City). These discussions will occur as part of the Transportation Management Plan (TMP) development process, which will include the above agencies. See Section 7.2.1 for information on the TMP and its framework.

(traffic modeling) analysis would be necessary to determine impacts of this change to all traffic. Also, an interstate access modification request (IMAR) may need to be prepared and approved by FHWA. Mn/DOT would like to review and comment on the analysis and its findings.

G

- **Bullet 5:** States that consideration should be given to bringing the 3rd Avenue ramp and Parking Ramp B onto the “mainline” prior to the Parking Ramp A egress. The EIS recognizes that a detailed analysis will be needed. Again, Mn/DOT would like to review and comment on the analysis and its findings.
- **Bullets 1 and 2 at the top of page 3-39:** Recommends the installation of cameras and loop detectors on I-394 from Washington Avenue as well as additional freeway lighting and sign relocation. The EIS should identify the entity responsible for funding these improvements. Mn/DOT has not allocated funds for this improvement.

H

I

Please direct questions concerning these issues to Jolene Servatius (651-634-2373) of Mn/DOT Metro District’s Traffic Engineering section.

Traffic Management Plan:

Page 3-35:

This section mentions the Traffic Management Plan (TMP) and identifies the participating members. Mn/DOT supports this effort and is also a member. The last sentence suggests that the TMP be updated periodically. It is unclear as to who would update the TMP. There should also be a sponsor listed that will champion this effort. Please direct questions concerning these issues to John Griffith (651-582-1206), Mn/DOT Metro District’s Area Engineer.

J

Transit:

It is assumed that Metro Transit will offer scheduled bus service near the ball park and may drop off and pick up passengers at regular bus stops on city streets or in the transit stations. Additionally, it is assumed that charter buses will use the transit stations in Ramps A & B as they do for the Target Center. There is though no mention of accommodations for Metro Mobility buses and other wheelchair lift vehicles. Identifying a specific location for these types of vehicles is critical.

K

The dwell time (time it takes to load and unload) is significantly different for city transit buses, coach charter buses, school bus charter buses, and lift buses. Both charter coaches and charter school buses may have slower loading time than City buses because they are often counting passenger to verify that everybody is accounted for. Charter coaches and charter school buses are most likely to have able bodied passengers who can board and alight with no assistance. But, a lift bus can take up to 15 minutes to offload two or three people in wheelchairs. Buses queuing up behind a lift bus for 15 minutes could create significant mobility and safety problems.

Even with charter buses entering the transit stations at Ramps A & B, safety will require that passengers board and alight only in the lighted station area, not on the street. If Metro Mobility were also to use the transit stations, dwell time delays would likely significantly impede the boarding and alighting of other vehicles using the stations. It is recommended that the consultant conduct dwell time studies when the regular baseball season starts to determine the variability of bus loading times. Please direct questions concerning these issues to Sarah Brodt Lenz (651-296-3441 or after 3/12/07 651-366-4177) of Mn/DOT’s Office of Transit.

L

- G** – Comment noted. If recommendation of a second merging lane onto I-394 is suggested by the TMP, then additional analysis, as well as an Interstate Access Modification request, will be required. Mn/DOT will have the opportunity to review and comment on the analysis and its findings.
- H** – Comment noted. If analysis for an Interstate Access Modification request is completed, Mn/DOT will have the opportunity to review and comment on the analysis and its findings as it relates to bringing the 3rd Avenue ramp and Parking Ramp B onto the “mainline” prior to the Parking Ramp A egress.
- I** – The County is in the process of reviewing infrastructure costs and potential transportation mitigation measures. If installation of cameras and loop detectors is decided as a mitigation measure, the parties responsible for funding these measures will be determined at that time.
- J** – The City will be responsible for periodically updating the TMP. See Section 7.2.1 for information on the TMP and its framework.
- K** – The Design Team discussed the issue of Metro Mobility with the Stadium Accessibility Advisory Committee and it has been agreed to locate the Metro Mobility buses (drop-off and pick-up) at the home plate entry on 7th Street N. This location, however, at the time this response was drafted, had not yet been confirmed or agreed to with the City Public Works department.
- L** – The charter bus and metro mobility pick-up/drop-off locations will be separate, with the charter busses likely located on the lower level of Parking Ramps A and B, and metro mobility located at the home plate entry on 7th Street N.

Northstar Commuter Rail:

Page 3-42 Section 3.2.1

First Paragraph – Northstar will be storing two train-sets at the station north of 5th Street N and two train-sets south of the Ballpark.

| M

Second Paragraph, Fourth Sentence – Northstar will be connected to LRT via the “Core” building at the Intermodal Station. Bus service is via the 5th Street Garage.

| N

These same comments apply to paragraphs 2 and 3 on page 3-114.

| O

Page 3-43 Section 3.2.1

The DEIS correctly states that there are currently no plans to provide additional or adjusted Northstar service in coordination with ballpark events, although the possibility still exists to provide occasional special event trains for Twins games at the discretion of Northstar and BNSF railroad. Due to the planned Northstar train schedule, it is unlikely that evening ballpark events will affect Northstar service.

However, midday weekday and weekend games have the potential to significantly impact Northstar service. It is possible that midday ballpark events will be attended by patrons that utilize Northstar for both arriving to and departing from a ballpark event. The current operating plan is to run four car trains that will have the capacity to carry approximately 600 seated passengers. The capacity of the Northstar trains may limit the ability to serve both the expected commuter base and the additional ballpark patrons.

| P

General

The congested pedestrian and vehicular traffic associated with ballpark events and the close proximity to the Downtown Intermodal Station will require special coordination during events to ensure a safe and efficient flow of pedestrians around and onto LRV facilities and vehicles. We look forward to working with ballpark official to create a safe and positive experience for ballpark and transit patrons.

| Q

Please direct questions concerning these issues to Mike Schadauer (612-215-8229), of Mn/DOT’s Northstar Project Office.

Air Quality:

Page 3-71, Section 3.4.1:

Under Vehicle Related Air Emissions, Affected Environment, Particulate Matter, third paragraph please delete the “2” at the end of the first sentence.

| R

Page 3-72, Section 3.4.1:

Under Vehicle Related Air Emissions, Affected Environment, Carbon Monoxide, second paragraph, the first sentence should be say “The Project Area is currently in a maintenance area for CO.” (It is not in an “attainment” area.)

| S

Page 3-73, Section 3.4.1:

Under Vehicle Related Air Emissions, Environmental Consequences, second sentence, “All methods and procedures used in the air quality analyses...” the methods should be “accepted”, not “generally accepted” by both EPA and MPCA.

| T

Page 3-74, Section 3.4.1:

Under Vehicle Related Air Emissions, Environmental Consequences, Intersection Carbon Monoxide Analysis, second sentence, “The scenario selected...” please edit the time selected; it should probably be 3:00 p.m.-4:00 p.m. Additionally, a map of the modeled intersections and receptors should be included in the document. For transportation projects, future CO concentrations are usually modeled for one year and

| U

| V

- M –** Section 3.2.1 of the Draft EIS has been updated in the Final EIS to reflect the following statement:

Northstar will be storing two train-sets at the station north of 5th Street N. and two train-sets south of the Ballpark.

- N –** Section 3.2.1 of the Draft EIS has been updated in the Final EIS to include the following corrected statement pertaining to vertical circulation and bus service in downtown Minneapolis:

Northstar will be connected to LRT via the “Core” building. Bus service will be via the 5th Street Garage.

- O –** Section 3.15 of the Draft EIS has been updated in the Final EIS to include the following corrected statement pertaining to vertical circulation and bus service in downtown Minneapolis:

Northstar will be connected to LRT via the “Core” building. Bus service will be via the 5th Street Garage.

- P –** Current Northstar operating plans no longer include a mid-day round trip. Because inbound Northstar service would not exist within several hours of the start of an afternoon game, we do not expect a substantial number of Ballpark patrons to use Northstar service to arrive at afternoon games. The Input Data and Assumptions Document (Kimley Horn, January 2007) states that the pedestrian analysis assumed that zero percent of Ballpark patrons would use commuter rail as the mode of transportation.

- Q –** It is a benefit to be in proximity to the Downtown Intermodal Station. However, after events at the Ballpark, the pedestrian activity will be intense. As a mitigation measure, traffic control agents will be used to maintain as safe and efficient flow of pedestrian, vehicular, and transit flow as practicable. Deployment strategies for the traffic control agents will be developed as part of the TMP. See Section 7.2.1 for information on the TMP and its framework.

- R –** The Final EIS deleted the “2” from the end of the referenced sentence. The referenced footnote at the bottom of the page will also be deleted.

- S –** The Final EIS includes the revised statement as requested:

The Project Area is currently in a maintenance area for CO.

- T –** The Final EIS includes the revised statement as requested:

All methods and procedures used in the air quality analyses are accepted by the EPA and MPCA as approved for industry standard analytical methods.

- U –** The Final EIS includes the correct time as 4:00 p.m., as suggested.

- V –** The Final EIS includes a map of modeled intersection locations, as requested.

ten years post construction. Consideration should be given to modeling CO concentration for these future years.

W

Page 3-76, Section 3.4.2 Stationary Source Air Emissions:

In the first paragraph, last sentence, the word “no” should be “not”.

X

A map of the modeled receptors in relation to the proposed Ballpark, used in the stationary source air emissions model, should be included in the document.

Y

General Comments:

Further consultation with FHWA should occur in order to determine whether the proposed layout (plaza over I-394), should be deemed a “tunnel”. If so, all appropriate analysis would need to be undertaken, including, but not limited to, fire code protection (NFPA 502), ventilation (ASHRAE Manual), charter bus parking, and maintenance issues.

Z

The proposed charter bus parking in the HOV lane should be discussed with MPCA.

AA

Please direct questions concerning these issues to Marilyn Jordahl-Larson, P.E., Unit Chief (612-725-2372) of Mn/DOT’s Office of Environmental Services, or Peter Wasko, Metro District, Air and Noise Abatement, Supervisor (651-582-1293).

Page 3-75:

States that the worst case scenarios for carbon monoxide is at street intersections. Did the analysis consider parking garages A, B and C? If not, consideration should be given to modeling parking garages A, B, and C for carbon Monoxide for exit conditions to determine air quality. Please direct questions concerning these issues to John Griffith (651-582-1206), Mn/DOT Metro District’s Area Engineer.

BB

Water Resources:

The proposed development will need to maintain existing drainage rates (i.e., the rate at which storm water is discharged from the site must not increase). The EIS indicates that there will be a reduction of runoff to the I-394 drainage system. In order to verify this reduction, the City or project developer will need to submit existing / proposed hydraulic computations for both 10 and 100 year rainfall events verifying that all existing drainage patterns and systems affecting Mn/DOT right of way will be perpetuated. Please direct questions concerning these issues to Brian Kelly (651-634-2411) of Mn/DOT Metro District’s Water Resources Engineering Section.

CC

Parking, Pedestrians, and Bicycles:

Currently the ABC parking and adjacent roadway network operate only marginally well during well attended Target Center events. The ramps have good capacity but bottlenecks occur at the entries and exits as well as the local streets. The ramps were designed and built as multi-modal commuter facilities to mitigate air quality issues related to the expansion of I-394. They were not designed for large event parking and mass entry/exit needs. This is likely to be a particular concern during the weekday day games. Given resources, some modifications, and transportation coordination during events the area may work reasonably well for the ballpark.

DD

Page 3-3, Section 3.1.1, Parking Supply:

Bicycle event parking should also be considered.

EE

Page 3-31, Section 3.1.4, Parking and Roadway Interaction Concerns:

Some potential strategies to improve safety and mobility are being studied. They include:

↓ FF

- W** – While transportation projects are usually (although not always) modeled for one year and ten years past construction, development projects are typically modeled for the year of opening. The scope of this analysis was developed in consultation with Minnesota Pollution Control Agency (MPCA) staff.
- X** – The Final EIS includes the revised statement as requested: the Ballpark will not substantially affect the modeled maximum concentrations.
- Y** – The map of model receptors from the ENSR report “Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota”, is included in the Final EIS.
- Z** – Consultation with the FHWA regarding the proposed Pedestrian Bridge over I-394 is on-going. The determination has been made that it is not a tunnel, but the 6th Street Pedestrian Bridge creates a “tunnel-like” condition for purposes of air quality analysis. As such, appropriate analysis will be undertaken to address Mn/DOT and FHWA concerns including, but not limited to, fire code protection (NFPA 502), ventilation (ASHRAE Manual), charter bus parking, and maintenance issues. An FHWA Project Memorandum for the Pedestrian Bridge over I-394 is being prepared.
- AA** – Comment noted.
- BB** – The MPCA requires air quality monitoring within the ABC ramps as part of their construction permits. The ramps also include machinery to circulate and vent air as part of their design. Therefore, no further analysis of this issue was deemed necessary by MPCA.
- CC** – The project will result in minor changes to the drainage patterns and systems that affect the I 394 drainage system. The project will require at least two connections to the I-394 drainage system. A Mn/DOT Application for Drainage Permit with required drainage computations has been submitted to Mn/DOT for one of the proposed connections. Copies of this permit application were also sent to the City of Minneapolis, Bassett Creek Water Management Organization, Mississippi Watershed Management Organization, and the U.S. Army Corps of Engineers. A separate permit application, along with the requested hydraulic computations, will also be submitted for Mn/DOT review and approval for any other proposed connections.
- DD** – As noted, parking ramps A, B and C were built to accommodate commuter traffic and were not intended as event parking facilities. The transportation mitigation measures identify concept alternatives to improve operations. These alternatives need further refinement. The County will continue to work with Mn/DOT and other agencies on these issues during development of the TMP. See Section 7.2.1 for information on the TMP and its framework.
- EE** – As part of the Draft EIS analysis, the need to accommodate bicycle parking was identified and acknowledged. A potential location has been determined.
- FF** – All the noted mitigation measures are ideas that warrant further consideration during development of the TMP. See Section 7.2.1 for information on the TMP and its framework. The pedestrian analysis completed as part of the Draft EIS process included close coordination with the assumptions incorporated in the traffic analysis. Various mitigation measures to improve both pedestrian and vehicular flow after games have been agreed upon. Such measures include improved signal timing where approved, traffic operation officers at selected intersection locations, cordoning pedestrian flow, and improved connections to surrounding parking ramps.

- Convert the 2nd Ave. North entrance/exit to Ramp C to entrance only for pre-game and exit only for post-game situations
- Reroute pedestrians along 5th St. North into a tunnel going through Ramp B to avoid blocking the Ramp B entrance/exit in the area.
- Construct a new reversible entrance/exit ramp to Ramp B off of 2nd Ave/North adjacent to the light rail extension and the main ballpark pedestrian movement
- Modify the Ramp A exit along 9th St. to allow access to southbound Hawthorne Ave and modify the bus area to allow vehicle access to the 10th St entrance from the east
- Modify the Ramp A and Adjacent City owned Hawthorne ramps to allow common entry and exit for both.

Page 3-44, Section 3.2.3, Pedestrian Analysis:

Mn/DOT recommends that pedestrian rest/staging areas and an analysis of bicycle transportation flow be added to this section.

GG

Page 3-106, Section 3.12, Designated Parks, Recreation Area, Trails:

If the Cedar Lake Trail is rerouted, consideration should be given to bicycle parking, lighting and security.

HH

Please direct questions concerning these issues to Darryl Anderson (651.297.2136) of Mn/DOT's Office of Transit.

Right-of Way:

Mn/DOT is currently reviewing the proposed reconveyance of land in the area. Some of the land will be sold at "Today's Fair Market Value" while some will be under a long term lease. Please direct questions concerning this issue to Keith McMurray, Reconveyance Specialist (651-582-1635) of Mn/DOT Metro's Right-of-Way Section.

II

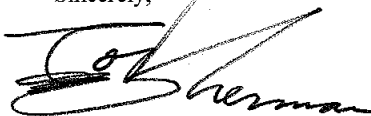
Permits:

Mn/DOT is currently working with Hennepin county to make sure that all the necessary permits for this work are obtained. Please direct any questions regarding permit requirements to Buck Craig (651-582-1447) of MnDOT's Metro Permits Section.

JJ

If you have any questions concerning this review please contact me at (651) 582-1548.

Sincerely,



Tod Sherman
Planning Supervisor

Copies to:

Bob Byers / Hennepin County Public Works
Rob Wied / Hennepin County Surveys Section
Mn/DOT Division File C.S. 2781
Mn/DOT LGL File – City of Minneapolis

GG – The Final EIS includes a discussion about pedestrian staging areas and bicycle flow as requested.

With the exception of the 6th Street Pedestrian Bridge and large sidewalks in the immediate vicinity of the Ballpark, no additional specific pedestrian rest/staging areas were identified or evaluated. In addition, while the bicycle transportation flow was not evaluated, many discussions with bicycling advocates and stakeholders have occurred to assure safe and enjoyable bicycling to and around the Ballpark.

HH – The Ballpark Project has been designed to accommodate an extension of the Cedar Lake Trail, if and when the extension is built. The BNSF railroad tracks will be realigned on BNSF property to accommodate a possible future extension of the trail under/alongside the Ballpark. The future trail extension is not part of the proposed Ballpark Project. The Project design neither predetermines nor precludes the future trail extension. The Final EIS includes a more detailed discussion of the Cedar Lake Trail alignment. If, and when, the trail extension is constructed, the TMP may consider additional bicycle connections to the Ballpark, parking, lighting, and security.

II – Comment noted. Coordination of the proposed reconveyance of the land in the area will continue to be coordinated with Mn/DOT. Also see FHWA Response O.

JJ – Comment noted.

March 06, 2007

Chuck Ballentine, Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange Building
301 4th Avenue South
Minneapolis, MN 55415

RE: Comments on *Draft Environmental Impact Statement (DEIS)* for the *Minnesota Urban Ballpark* project in downtown Minneapolis, Hennepin County, Minnesota
Metropolitan Council District 7 (Annette Meeks)
Metropolitan Council Referral File No. 19576-4

Dear Mr. Ballentine:

Thank you for submitting the *Draft Environmental Impact Statement (DEIS)* for the *Minnesota Urban Ballpark* for Metropolitan Council review. Our staff is responsible for reviewing the DEIS to determine whether it adequately and accurately addresses regional concerns. Our review finds that the DEIS is generally complete and accurate with respect to regional concerns and regarding potential for significant environmental impact.

A

Council staff recommends, however, that the following items be addressed in the *Final Environmental Impact Statement (FEIS)*.

SECTION 3.1 Traffic analysis

Mark Filipi (651) 602-1725

The traffic analysis does not appear to include the pedestrian-induced intersection delay identified in the pedestrian analysis section. The synergistic affect on intersection delay of the higher traffic levels and the increased pedestrian movements should be evaluated.

B

SECTION 3.1.5 Traffic Management Plan Concepts/Mitigation

Steve Mahowald (612) 349-7775, Bus transit

Sheri Gingerich (612) 341-5660, Rail transit

Mitigation through Transit. A number of "Mitigation through Transit" measures are noted in the DEIS, Section 3.1.5 pages 3-37 and 3-38. Some measures highlight the use of existing services by providing, for example, an event ticket/transit fare package to be negotiated by the Ballpark Authority and Metro Transit while other potential mitigation measures suggest the potential of new service such as express buses from park and ride lot or a circulating trolley or transit vehicle that would connect the Ballpark to parking facilities, hotel and entertainment venues. Please note that Metro Transit is not in a position to incur the costs of these services but would partner with the City and County to identify potential funding sources.

C

Metro Transit currently has 26 LRT cars (soon to be 27); this is the total equipment available for the short term. If financing can be obtained, more cars may be available by 2010 when

D

- A** – Comment noted.
- B** – The traffic analysis section of the Draft EIS did not directly look at delay due to pedestrian interaction with vehicles, as they are assumed to obey the traffic signals. Rather, it was done as part of the detailed pedestrian analysis documented in Section 3.2.3 (page 3-44 of the Draft EIS). Within the pedestrian analysis the effect of the pedestrians on the intersection operations was evaluated. For example, the amount of walk time required for pedestrian traffic crossing at intersections was determined. In addition, the pedestrians traveling across the garage/ramp exits were also evaluated within the pedestrian model.
- C** – Comment noted. Decisions about specific measures to be used as part of the “mitigation through transit” strategy will occur during development of the Transportation Management Plan (TMP). See Section 7.2.1 for information on the TMP and its framework.
- D** – Comment noted. Further discussion regarding the utilization of specific transit measures will occur during development of the TMP. See Section 7.2.1 for information on the TMP and its framework.

the stadium opens. However, there is no guarantee this will happen. If it does not, Metro Transit will provide as much extra service as possible by being creative with our operation. Please note that we would like to have more room to handle the large crowds expected in the confined stadium area.

E

SECTIONS 3.2.1 Transit Analysis, and 3.2.3 Pedestrian Analysis

Steve Mahowald (612) 349-7775, Bus transit
Sheri Gingerich (612) 341-5660, Rail transit

The Council's 11/28/05 letter regarding the EAW/Draft Scoping Decision for the ballpark raised issues concerning the needed interface between the ballpark and the 7th Street North/10th Street North bus routes (Routes 5, 19 and 22). These routes are well used; in particular, Rt. 5 is one of the busiest in the metro system. The DEIS still does not address this interface.

F

Concerns include:

- Connecting and integrating the ballpark's Main Concourse with the proposed intermodal transit station, light rail transit (LRT) and bus stops on both 5th Street and 7th Street adjacent to the site. This could necessitate new bus stops with pull outs, one in each direction, being added on the 7th Street bridge and would require a safe and convenient pedestrian crossing of 7th Street.
- Connecting the 5th Street stops and the 7th Street stops by a convenient, 24/7 pedestrian link in the area of the Main Concourse. With this link in place, a by-product of the ballpark would be improved connections between the 7th Street service, LRT and Northstar.
- Addressing the necessity of a pedestrian connection between 7th Street and 5th Street via the northwest (home plate, 3rd baseline) side of the ballpark. This needs to be highlighted as key intermodal connection. In addition, the FEIS should note that new bus stops will be needed on the 7th Street/10th Street Bridge.
- Maintaining the existing direct, efficient link between Metro Transit's Heywood facility, the 5th Street transit facility and other points in downtown for buses as well as for general purpose traffic.

G

H

I

J

Environmental Consequences/Weekday Game. Metro Transit's experience to date shows that it takes approximately 1 hr 10 minutes to clear the LRT platform after an average Twins game. We believe we can achieve this with the new ballpark even though the operation will be different than currently seen at the Metrodome. We have concerns, however with car and pedestrian congestion in certain areas.

K

Car and pedestrian congestion at the 5th Street and 2nd Avenue intersection is a particular concern. This concern is amplified by current experience at the Metrodome where problems are created when cars stop on the tracks and pedestrians ignore trains. Metro Transit police may be needed to enforce compliance at these areas of higher congestion. The 5th Street and 1st Avenue intersection may also be a problem area. The tracks are close to the sidewalk and it may be difficult to keep people on the walkway.

- E –** Consistent with the comment, the 8-foot wide existing pedestrian sidewalk located on the south side of the 5th Street N. bridge will be widened to accommodate increased pedestrian traffic.
- F –** Prior to the opening of the Ballpark, an agreement will be reached with Metro Transit, the City of Minneapolis, the Minnesota Twins and the Ballpark Authority regarding bus routes and stops on streets surrounding the Project Site, most notably on 7th and 10th Streets N.
- G –** See response to Comment F above.
- H –** Comment noted.
- I –** Current plans for the Ballpark include a wide plaza from 7th Street N. to 5th Street N., which provides the pedestrian connection noted in the comment. Bus stops on 7th and 10th Streets N. will be addressed as noted in the response to comments F and G above.
- J –** The County acknowledges the importance of 5th Street N. to service buses, auto vehicles, pedestrians, and LRT/Commuter rail services. Through coordination of TMP, the Minnesota Twins will work with representatives of the Northstar Project Office (NPO), Metro Transit, the City, and the Ballpark Authority regarding construction staging and traffic management to minimize impacts to existing transit service in the area.
- K –** The pedestrian analysis conducted for the Draft EIS assumed, based on discussions with Metro Transit, that LRT headways would be at 5 minutes for one hour after each game, then returning to standard operating headways of 7.5 minutes. This assumption resulted in the 1 hour 45 minute clear time for the weekday daytime event, 1 hour 30 minutes for the weekday evening event, and 2 hours for the weekend evening event.

As noted in the Draft EIS, selected intersection locations surrounding the Project Site were identified to have traffic control officers to improve vehicle and pedestrian flows. Additionally, the pedestrian analysis identified the need for Metro Transit officers near the LRT platform to keep the tracks/platform clear, as required for safe transit operations. The specific traffic and transit control officer requirements for each game event will be further coordinated and defined as part of the TMP and revised as actual experience is gained. See Section 7.2.1 for information on the TMP and its framework.

Environmental Consequences/Evening Games. The DEIS (p. 51) states that it will take approximately two hours to clear the platform after a 10:00 p.m. game. In reality, it will take less time as at this time of night more equipment will be available to be placed into service at the ballpark. Currently, extra staff and trains are added on game nights to supplement regular service; Metro Transit plans to continue this practice.

L

SECTION 3.11.2 Sanitary Sewer System
Roger Janzig (651) 602-1119

Minnesota Twins Baseball Stadium project area will contain a 42,000 seat stadium and 64,000 sq. ft. of commercial development. This project is southwest of, and adjacent to the Metropolitan Council's Gravity Interceptor (1-MN-320) which runs along 5th Street North. The interceptor was constructed in 1889 and is a 93-inch brick and stone pipe. The DEIS design capacity wastewater flow calculations (1,200 gpm maximum) agree with current discussions between the Metropolitan Council and the developer. To assess the potential impacts to our interceptor system, prior to initiating this project, final plans should be sent to Scott Dentz, Interceptor Engineering Manager (651-602-4503) at the Metropolitan Council Environmental Services for review and comment.

M

SECTION 3.12 Designated Parks, Recreation Areas, Trails
Jan Youngquist (651) 602-1029

The development of the baseball stadium will impact and potentially displace the planned alignment of the Cedar Lake Trail, which is a regional trail as identified in the *2030 Regional Park Policy Plan*. The document states "the impacts of the Cedar Lake Trail alignment are unknown at this time." Recent press articles indicate that an alternative route for the trail has been potentially identified, and may run under the stadium. The resulting impacts of development of the stadium to this trail alignment should be evaluated and discussed in the FEIS.

N

If you have any questions or need further information, please contact the reviewer listed in each section, or Denise Engen, principal reviewer at 651 602-1513.

Sincerely,

Phyllis Hanson, Manager
Local Planning Assistance

cc: Annette Meeks, Metropolitan Council District 7
Keith Buttleman, Environmental Services
Denise Engen, Sector Representative/Principal Reviewer
Cheryl Olsen, Reviews Coordinator

- L** – Comment noted. The Final EIS notes that it will take less than two hours to clear the platform after an evening game since Metro Transit has more equipment available at this time of night to be placed into service at the Ballpark.
- M** – Comment noted. To assess the potential impacts to the Metropolitan Council's Gravity Interceptor (1-MN-320) final plans will be sent to the Metropolitan Council for review and approval.
- N** – The Ballpark Project has been designed to accommodate an extension of the Cedar Lake Trail, if and when the extension is built. The BNSF railroad tracks will be realigned on BNSF property to accommodate a possible future extension of the trail under/alongside the Ballpark. The future trail extension is not part of the proposed Ballpark Project. The Project design neither predetermines nor precludes the future trail extension. The Final EIS includes a more detailed discussion of the Cedar Lake Trail alignment as requested.



**Department of
Public Works**
Steven A. Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-2352
Fax 612 673-3565
TTY 612 673-2157

Date: March 9, 2007

To: Mr. Chuck Ballentine, Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange Building
301 4th Avenue South
Minneapolis, MN 55415
(via e-mail)

From: Steven Kotke, P.E., City Engineer, Director of Public Works

Cc: Lisa Cerney, P.E., Public Works - Engineering Services
Lee Sheehy, Director Community Planning and Economic Development
Beth Grosen, Community Planning and Economic Development
Jason Wittenberg, Community Planning and Economic Development
(via e-mail)

Subject: City of Minneapolis Comments For Minnesota Urban Ballpark Draft EIS

Dear Mr. Ballentine:

Enclosed with this e-mail are the City of Minneapolis comments on the January 29, 2007 Minnesota Urban Ballpark Draft Environmental Impact Statement (EIS). Submission of the comments was authorized today by the City Council.

On February 27, draft comments were presented to the City of Minneapolis Transportation & Public Works Committee, which authorized submission of the draft comments to Hennepin County by the March 6, 2007 deadline. The comments were sent to you *via* e-mail on March 6. The Transportation & Public Works Committee also forwarded the item on to the City Council for approval of submission of final comments, and directed the Public Works Department to add and clarify comments prior to the Council's action.

From our discussions with Hennepin County representatives, it is our understanding that you will accept the City's final comments after the formal March 6, 2007 Draft EIS Comment Deadline, provided our draft comments met that deadline.

The attached comments include a summary of recommendations as well as detailed comments. Recommendations cover the following topics of traffic analysis, noise, air quality, visual impacts/scenic views, cultural resources/construction related impacts/cumulative impacts, surface water quality and designated parks, recreation area trails. These recommendations reflect our overall concerns with the Draft EIS and our concerns on the impacts the ballpark will have on the City infrastructure and neighborhoods.

A

We appreciate the opportunity to provide comments on the Draft EIS for the University of Minnesota's proposed stadium project and hope that resolution and incorporation of our comments into the Final EIS will identify and mitigate the impacts of this proposed project on City infrastructure and neighborhoods. If you have any questions, please contact Lisa Cerney, P.E., the City of Minneapolis contact for this project, at lisa.cerney@ci.minneapolis.mn.us or at (612) 673-3061.



www.ci.minneapolis.mn.us
Affirmative Action Employer

A – Comment noted. Responses to specific comments and recommendations are addressed below.

The City of Minneapolis recommendations and detail comments are as follows.

1. Traffic Analysis and Other Transportation Analysis

Recommendations:

That the City of Minneapolis strongly encourage the Minneapolis Ballpark Authority to further analyze the feasibility of the mitigation measures described in the DEIS and strongly pursue implementation of those mitigation measures.

A

A traffic management plan (TMP) addressing needed mitigation and identified resources is essential to facilitate operation of the ballpark as well as circulation in this critical area of the City of Minneapolis. The plan should include an Event Transportation Manager as well as a Ballpark Transportation Coordinating Committee (BTCC) to ensure adequate implementation of the TMP. A draft plan should be submitted to the City of Minneapolis for review and comment in the spring of 2007.

B

Baseball game start times should be evaluated to minimize traffic flow impacts by starting week day games earlier and week day evening games later.

C

2. Noise

Recommendation:

That the City of Minneapolis recommends when special events occur, those events should be over by 10:00pm and conform to all local and state requirements to adequately mitigate event noise.

D

3. Air Quality

Recommendation:

The City of Minneapolis encourages Hennepin County to identify a method to address potential garbage truck debris, whether through reduction of debris or picking up around the perimeter of the HERC Facility. The City of Minneapolis also encourages Hennepin County to continue to work to improve and identify new technologies to reduce HERC odors.

E

4. Visual Impacts/Scenic Views

Recommendation:

The City of Minneapolis strongly encourages an enhanced design of the exterior walls to break long walls up into sections using a variety of materials at pedestrian level, open areas to look into the Ballpark, and a well designed 6th Street bridge plaza.

F

5. Cultural Resources/Construction Related Impacts/Cumulative Impacts

Recommendation:

The City of Minneapolis believes it is critical to implement a communication plan with the Northstar project and Ballpark construction to reduce construction conflicts and keep the neighborhood residents and businesses informed of weekly construction activities.

G

6. Site Contamination

No specific recommendation.

7. Cover Types/Soil Conditions

No specific recommendation.

8. Land Use Regulations

No specific recommendation.

- A** – Section 3.1.5 of the Final EIS includes additional information about mitigation measures. As discussed, implementation of mitigation measures will be determined through the TMP process.
- B** – The Transportation Management Plan (TMP) will address how traffic, parking, and pedestrian operations will be managed on game days. The TMP will contain strategies and measures for mitigating travel impacts identified in the Final EIS and will also include travel demand management strategies to improve transportation system operations on game days. A committee will be established, as discussed in Section 3.1.5, for the purpose of developing the TMP and monitoring its implementation. The TMP will include a determination regarding the best mechanism for coordinating event traffic management. The draft TMP will be submitted to the City for review and comment.
- C** – Hennepin County (County) and the Ballpark Authority will discuss with the Minnesota Twins the impact that Ballpark event start and approximate end times have on all users of the transportation and parking systems. Coordination of peak uses of these systems is beneficial to all users. It should be noted that the time periods chosen for the analysis documented in the Final EIS represent a worst case scenario.
- D** – The Ballpark Authority and the Minnesota Twins will discuss scheduling of special events scheduling so as to minimize noise and other impacts.
- E** – Debris in the stated area comes from a variety of sources including surrounding uses and trucks hauling to nearby solid waste transfer stations. While all trucks using the HERC facility are required to use a tarp to minimize debris, trucks hauling to nearby transfer stations may or may not be required to do so. The County has an agreement with the Sentence to Serve program to pick up litter on and around the HERC facility on a weekly basis. Staff from the HERC facility also pick up litter as needed. County staff contacts the City of Minneapolis Street Department to sweep the streets around the HERC facility when necessary.

Efforts to keep odors contained and identify new technologies to further reduce odors have been and will continue to be priorities for the County. The County has taken significant steps to reduce odors from HERC. High speed doors were installed on the entrance and exits to the tipping hall that are kept closed when trucks are not entering or exiting. Waste volumes are managed to minimize dwell time in the pit. Odor absorbing blankets have been installed on one set of louvers. Odor monitoring has been conducted on a daily basis for the last three years. Results show a significant decrease in odors and in odor intensity. Odor monitoring will continue.

- F** – The architectural plan consists of a variety of forms that naturally break up the façade including angled walls, open areas and raised planters at the plazas. Open areas in the façade will allow pedestrians to look into the park. Glazed openings reveal the activities inside – people buying merchandise, moving about. An outdoor overlook is designed for the fans to view the field as well as look back to the city; this allows the ballpark and the street life to interact.

The 6th Street Pedestrian Bridge will be designed for year-round public use. Landscaping will be integrated throughout the facility. Benches will be provided for pedestrians to enjoy lunch and relax. To enhance the pedestrian experience, the Ballpark theme will be integrated throughout the Pedestrian Bridge telling the story of the rich history of Minnesota baseball. Landscape and pedestrian lighting will be provided to enhance the variety of activities that can occur on the bridge – all part of an urban ballpark.

- G** – A Community Public Relations Plan is being implemented by the County. Design and construction meetings are held weekly and include representatives of the County, City, Minnesota Department of Transportation (Mn/DOT), the prime contractors, the Northstar Project, directly affected businesses and the design consultants.

Information regarding Ballpark construction activities has and will be provided at neighborhood open houses and online. A website, www.ballparkauthority.com, will be maintained with current construction information.

9. Surface Water Quality

Storm water management must conform to Title III, Chapter 54 of City code and shall conform to the requirements of Resolution 2000R-042.

H

10. Impact on Public Services/Water Use/Wastewater

No specific recommendation.

11. Designated Parks, Recreation Area, Trails

Recommendation:

The City of Minneapolis strongly encourages Hennepin County to identify direct at-grade space for the Cedar Lake Trail through the Ballpark site.

I

12. Ballpark Operations

No specific recommendation.

In addition to this summary, specific comments are as follows.

- H – A Preliminary Stormwater Management Summary has been submitted to the City of Minneapolis Public Works Department for review. Stormwater management for the Ballpark and south parking area will conform with all applicable regulatory requirements. Specific stormwater management provisions will be determined as the design of the Ballpark and south parking areas are completed. After the design is complete, applications for required permits from the Minnesota Pollution Control Agency (MPCA) and the City of Minneapolis (City) will be submitted.
- I – The Ballpark Project has been designed to accommodate an extension of the Cedar Lake Trail, if and when the extension is built. The BNSF railroad tracks will be realigned on BNSF property to accommodate a possible future extension of the trail under/alongside the Ballpark. The future trail extension is not part of the proposed Ballpark Project. The Project design neither predetermines nor precludes the future trail extension. The Final EIS includes a more detailed discussion of the Cedar Lake Trail alignment which has broad acceptance.

Glossary			J	In the glossary, the discussion of nitrogen dioxide describes it as a "reddish-brown gas with a pungent and irritating odor"; however, in the discussion of nitrogen oxides – the next item in the glossary – both nitrous oxide and nitrogen dioxide are described as "nonflammable and odorless."
	Purpose and Need Section 1.1	P 1-3	K	In Figure 1-2 (p. 1-3), both 5 th Street North and 7 th Street North are shown on the map east of Hennepin Avenue, where they are actually 5 th Street South and 7 th Street South.
Traffic Analysis and Other Transportation Analysis				
Section 3.1&2	General		L	Transit: Because of its unique location, the Twins ballpark has the potential to become a premier transit hub in the region. If marketed aggressively, those transit services can help greatly mitigate traffic and parking problems and enhance the fans experience. Supplemental transit services for high attendance events (i.e. above 30,000 fans) should also be contemplated.
Section 3.1&2	General		M	A, B, C ramps modifications: Entry/exit capacity enhancements and upgrades to the current revenue collection methods can increase access/egress vehicle flow rates. Also removal of I-394 bottleneck for vehicles exiting the ramps would improve vehicle flow.
Section 3.1&2	General		N	Traffic management: An event traffic control plan, an event traffic signal timing plan and the location of traffic control agents at key intersections and parking ramps access points can help keep traffic and pedestrian flow under control.
			O	Conversion of 2 nd Ave N from one-way to two-way operations as well as expanding the Glenwood Ave Bridge could also mitigate impacts.
Section 3.1&2	General		P	Pedestrians: non-street level pedestrian connections between the Ballpark and the ABC ramps, increased sidewalk width, improved way finding and traffic control officers at key intersections and ramp exits.
Section 3.1&2	General		Q	Information/Communication: Way finding for vehicles, pedestrians and bicycles and visitor information on different transportation options, particularly on the Twins web site, can mitigate impacts
Section 3.1&2	General		R	Bicycles: Abundant and secure bicycle lockers and easy connections from key bicycle routes can encourage a higher bicycle use
Section 3.2.3	General		S	Combined affect of pedestrians and vehicles is not adequate. Recommend further analysis in final EIS.
Section 3.1 & 2	General		T	For the vehicle analysis of each scenario, the operation of the intersection of 2nd Ave N & 5th St N is shown as level of service (LOS) D or better. This result is questionable considering that there are five different vehicle movements handled (WB 5 th , EB 5 th left turns, Ramp B exit, NB 2 nd , and LRT), the anticipated high level of pedestrian activity just 1 block from the ballpark, and this being the only exit from Parking Ramp B onto the local street network.
Section 3.1 & 2	General		U	It is believed that the background pedestrian traffic levels (and possible vehicle traffic levels) are significantly underestimated in both the vehicle and pedestrian models for Friday and Saturday evenings, particularly along 1 st Avenue North. The Minneapolis Police Department has characterized the pedestrians as a "state fair type activity level", routinely leading to closing a portion of 1 st Avenue North around 11 PM due to excessive pedestrian levels spilling into the streets. The pedestrian simulation showed that event pedestrians overwhelmed other pedestrian activity, leading to significant traffic problems; therefore, the argument could be made that the background pedestrian level doesn't matter. On the other hand, the vehicle model did not reveal the same magnitude of problems, yielding what are believed to be unrealistic and over-optimistic results.

- J** – Nitrogen dioxide (NO₂) is a reddish brown gas. Nitrous oxide (N₂O) is colorless gas. Neither is flammable. This language in the Final EIS will be changed accordingly.
- K** – Comment noted. Figure 1-2 has been updated for the Final EIS to include the correct street reference.
- L** – The Ballpark Authority will work with Metro Transit to develop effective game/event transit operating schedules. This is a mitigation measure issue that will be resolved as part of the TMP.
- M** – Post game traffic dispersement raises concerns among many agencies with differing views. The Minnesota Twins, the Ballpark Authority, and Hennepin County will continue discussions with the Federal Highway Administration (FHWA), the Minnesota Department of Transportation (Mn/DOT), and the City to address this issue as part of the TMP. See Section 7.2.1 for information on the TMP and its framework. Also see FHWA Response J.
- N** – The County believes that these traffic management measures (traffic control plan, event signal timing plan and traffic control agents) are important to the safe and efficient flow of pedestrians, vehicles and transit. The County acknowledges the need for traffic and transit control officers at selected locations near the Ballpark site. The County will continue to work with the City, Metro Transit, Mn/DOT (ramps), the Ballpark Authority, and the Minnesota Twins regarding the specific timing and location of the traffic/transit officers to improve auto, transit, and pedestrian operations as part of the TMP.
- O** – The City continues to investigate the conversion of 2nd Avenue N from a one-way to a two-way roadway as a potential mitigation measure. This measure will be taken up with other alternative mitigation measures, such as expansion of the Glenwood Avenue Bridges, as part of the TMP deliberations.
- P** – Pedestrian connections from the Ballpark to parking facilities, places of employment, commercial areas, transit facilities, and residences are important issues. The Minnesota Twins and the Ballpark Authority agree that a positive pedestrian experience is important and will continue to work on these issues with the City as part of the TMP.
- Q** – As part of the TMP, wayfinding information for different transportation options (pedestrians, vehicles, transit, etc.) will be provided on the Minnesota Twins and Ballpark Authority websites.
- R** – Bicycle facilities will be provided at the Ballpark are still under review and design. See also Mn/DOT Response EE. This will also receive further consideration during development of the TMP.
- S** – As shown in the pedestrian analysis in the Draft EIS, the effect of pedestrians on the intersection operations was evaluated, as both the vehicles and the pedestrians were simulated within the pedestrian model. Traffic control officers will be provided to control intersection operations at locations where pedestrian/vehicle conflicts were identified.
- T** – The complete understanding of how the intersection of 2nd Avenue N. and 5th Street N. will operate once construction is complete is not known at this time, as the LRT project in progress requires the modification of this intersection and the access at Parking Ramp B. In addition, no LRT component was modeled as part of the traffic analysis, due to limitations of the simulation model. However, the pedestrian analysis modeled the interaction of pedestrians, vehicles and LRT at this location. The pedestrian model takes into account the vehicular and transit aspects of the study area in addition to the pedestrian environment. Hence, the pedestrian model incorporated such inputs, as the vehicle occupancies, roadway conditions, the proposed project. The intersection of 5th Street North and 2nd Avenue North experience a higher level of congestion during the weekend evening games compared to the weekday day and evening events.
- U** – As stated on page 3-12 of the Draft EIS, for the traffic analysis, "...the analysis assumed that all vehicles and pedestrians obey the traffic signal control. However, based on current event departure observations, it is unlikely that pedestrians will obey the traffic signals without the control of traffic control officers at the major intersections, which could negatively impact the level of service results." This is also noted at the bottom of each Level of Service Table in the Draft EIS. The background pedestrian volumes used in the pedestrian analysis were discussed and approved by the City and County and were determined to be suitable for this level of analysis.

V	Section 3.1 & 2	General	Unlike earlier versions, the DEIS now contains a simple statement that impacts may extend east of Hennepin; however, the possible extent of these problems is not addressed.
W	Section 3.1.1	p 3-6	It is believed that Metrodome area parking for events at the new ballpark is over-estimated, and parking at locations closer to the new ballpark (such as the Convention Center) are under-estimated and this consideration could improve pedestrian movement closer to the site due to the desire to add sidewalk width at 7th St N and 6th St Pedestrian Plaza
X	Section 3.1.2	p 3-7	In the last paragraph it is stated "I-394 provides access to 10 th Street N....". Because there is no access to 10 th Street from I-394, it is believed that "12 th Street N." was the intended street name.
Y	Section 3.1.2	p 3-8	In Figure 3-2 (p. 3-8), there is no intersection numbered 34. To be consistent with the related tables (3-4 through 3-8), the intersections in the figure which are numbered 35 through 40 should be numbered 34 through 39, respectively.
Z	Section 3.1.2	p 3-21	In response to the dual event section, there are other venues near the ballpark (e.g. theaters) which could attract substantial numbers of attendees at times which coincide with Twins games. In those conditions it may be necessary to implement the mitigation strategies necessary for the dual-capacity events in order to maintain acceptable traffic operations.
AA	Section 3.1.3	General	Freeway capacity volumes are believed to be high in this particular area due to curves and the number of entrance and exit ramps. These volumes should be reviewed prior to the final EIS so when discussing mitigation measures realistic numbers can be used.
BB	Section 3.1.4	p 3-31	In the last paragraph on p. 3-31 it is stated "The analysis assumes that parking fee transactions will be collected upon entry and the exit gates will be open after the event." For weekday afternoon events, this assumption ignores the day-to-day operation of the A/B/C/HTC ramps, in which visitors receive a ticket upon entering and pay, when exiting, an amount based on the duration of their stays. The impact on parking operations needs to be discussed in greater detail.
CC	Section 3.2.3	p 3-47	The fifth intersection in the bulleted list should be 6 th Street N. & 2 nd Avenue N.
DD	Section 3.2.3	p 3-49	All scenarios should identify impacts at 2nd Ave N and 5th St N and at 2nd Ave N and 7th St N and are not mentioned in document.
EE	Section 3.3.1	General	The City of Minneapolis has adopted the State Rule Chapter 7030 Noise Pollution Control into local ordinance Chapter 389 Noise and enforces it locally in addition to other noise control requirements in MCO 389.
FF	Section 3.3.2	p 3-62	It is stated within the 2 nd paragraph on page 62 that traffic noise is expected to increase .5% over the four year period from 2006-20100- is there a reference, such as a conversation from MnDOT, that we can place here? .5% may seem like such a low number on expected growth and it may help the common reader to have a reference of some sort.
GG	Section 3.3.3	Figure 3-10	The modeling is very good however, the anticipated noise level drop from the baseball stands (85-90dB) to immediately outside and west-southwest of the building (55-60dB) illustrates a 30dB swing in attenuation. This would mean a greater than 4-fold drop in noise levels which then translates to much lower noise levels at NSA3. While it is understood that modeling takes into account shielding from the bleachers and adjacent structure, a reader with an understanding of noise propagation and the related logarithmic nature of the decibel may question this.

Noise

- V** – The Final EIS clarifies the number of intersections or number of blocks impacted east of Hennepin Avenue.
- W** – For the analysis, the Metrodome parking was used because of the proximity to LRT (although, LRT trains would likely be full the hour or so before the Ballpark events) and because existing ball game patrons are familiar with the parking in this area. The Minnesota Twins are in the process of evaluating the effectiveness of proposed pedestrian mitigation measures. A summary of the preliminary findings is included in the revised Pedestrian section of the Final EIS. The Minnesota Twins will continue to work closely with the City, the County, Mn/DOT, Metro Transit, and Ballpark Authority to develop the most cost efficient and beneficial measures to improve overall circulation in proximity to the Ballpark as part of the TMP process.
- X** – Comment noted. The Final EIS includes the correct street connection reference. The connection is to 12th Street N., not 10th Street N.
- Y** – Please see response to Mn/DOT comment B.
- Figure 3-2 has been revised in the Final EIS to renumber intersections 35-40 as 34-39 to correspond with the intersections in tables 3-4 through 3-8.
- Z** – Nearby venues that use the same parking facilities as the Ballpark will need to coordinate events. While it is unlikely simultaneous events can be avoided, event coordination and a master schedule of these events is needed. To control the event traffic, similar measures that are currently used for the dual event scenario could be implemented, such as traffic control plans, traffic signal plans, and traffic control officers. This coordination will be addressed as part of the TMP.
- AA** – Please see response to Mn/DOT comment C.
- BB** – Use of the A, B, C and HTC ramps during the afternoon games is limited due to commuter traffic. Ramp management will need to create and implement an operational system that will meet their needs for customer service and revenue collection. The operation of the main parking ramps for weekday afternoon Ballpark events will be discussed as part of the TMP. See Section 7.2.1 for information on the TMP and its framework.
- CC** – The Final EIS includes the correct street reference.
- DD** – The impacts at 2nd Avenue N and 5th Street N. are addressed as they were noted during the analysis. Specifically, Figure 3-7 indicates traffic backups during the weekday evening game at the intersection of 2nd Avenue N and 7th Street N. In addition, Figure 3-8 highlights traffic backups at the intersection of 5th Street N. and 2nd Avenue N. and both traffic backups and pedestrian congestion at the intersection of 2nd Avenue N. and 7th Street N. during the weekend evening game.
- EE** – Comment noted.
- FF** – The background traffic growth rate cited in the traffic noise analysis section of the Draft EIS was summarized from the traffic operations analysis technical memorandum (Minnesota Twins Urban Ballpark EIS Study, Final Traffic and Parking Memorandum dated June, 2007). Page 6 of the memorandum describes the peak hour turning movement counts collected in 2004 and 2006, and the background growth rate expected from 2006 to 2010. As noted in the traffic and parking memorandum, “intersection turning movement counts for the p.m. peak hour were collected by SEH as part of the Downtown Signal Optimization project conducted in Year 2004. SRF collected turning movement counts for additional intersections that were not included in the SEH model, as well as a few that were used to determine the difference between the 2004 volumes and 2006 volumes. The difference in volume was found to be minimal. Therefore, based on the collected data and other information provided by SEH, the background traffic is expected to grow at a rate of a half a percent per year between the collected traffic counts and 2010”.
- GG** – As stated in the last paragraph on page 3-68 of the Draft EIS, the calculations account for building and barrier shielding, which is the reason for the lower predicted sound level on the ground level near the Ballpark and other buildings.

HH

Section 3.3.3	P 3-68	Within the 3rd paragraph is the only reference to PA speakers and the noise they may make within the noise section. This is the final sentence which states that a "detailed speaker placement plan had not been developed for the project". While it is understood that during the process of this report, there are no PA systems design nor any understanding of how a concert scenario may affect noise to surrounding areas, there should at a minimum, a one paragraph discussion on making sure that these scenarios should be accounted for at a later date- such as with the contracted AV installation company. It is the responsibility of contracted installers and Ballpark management to take these scenarios, and the related noise they may make, into account when planning future uses of the ballpark. This is essential (raising the issue) in addressing what is sure to be future questioning from the surrounding neighborhoods.
Section 3.3.3	P 3-68	The EIS states activities from the stadium will only be operating between the hours of 7 a.m. and 10 p.m. Evenings baseball games that into go into extra innings, playoff games, special events and activities associated are likely to extend past the 10 p.m. Preparation and clean up activities also will likely start, on occasion, before 7 a.m. Clean up and closure of the stadium after an evening game or event will likely extend past 10 p.m.

II

Air Quality

JJ

Section 3.4.2	General	The document is not clear why nitrogen oxides (NOx) are excluded from the Risk Assessment. NOx impacts are compared with ambient air quality standards, but the acute risks associated with inhaling nitrogen dioxide (NO2) are not included in the acute risk summaries (Section 3.5.2.4, page 3-17, and Tables 3-32, and Table 3-32).
Section 3.4.3	General	A monitoring report for year 2006 was not made available. Therefore, the data for year 2006 presented in the DEIS evaluation could not be verified. Based on 2005 data, there does not appear to be much reduction in the number of days garbage odor was observed on the proposed Twins Stadium property between 2005 and 2006, even though changes in the HERC facility were proposed for 2006. Were the changes proposed in March 2006 made, and does the data reflect no significant improvement in odor control?
Section 3.4.3	General	On page 4 of the "Comparison of 2004 and 2005 Odor Monitoring Data" document, garbage truck debris is cited as a potential source of garbage odors around the perimeter of the property. However, the "2006 Action Plan" on page 7 does not include any actions to address garbage truck debris. Is any action proposed to reduce garbage truck debris?
Section 3.4.3	General	Encourage the county to continue to manage HERC odors and to have them work to reduce garbage deliveries on game days.

KK

LL

MM

NN

OO

Visual Impacts/Scenic Views

Section 3.5.1	General	Lighting from an evening game or event will likely extend past 10 p.m. for games that go into extra innings, playoffs or special events. In addition, no accounting for lights remaining on while the crowds depart and the stadium is closed after and event. If clean up after a game or event occurs after it has completed some level of lighting will be on to accommodate these activities.
Section 3.5.1	P 3-90	In the second paragraph of the lighting report, the measured lighting levels at a 3-foot plane are described as "luminance levels". I believe this should read "illuminance levels" which is very different from luminance levels.

- HH** – Non-game (e.g. large scale entertainment use) events will occur on a very infrequent basis and is a topic that will be addressed in the Use Agreement between the Ballpark Authority and the Minnesota Twins. If at some future time a large entertainment event is planned at the Ballpark, appropriate noise analysis and mitigation measures that conform to applicable local and state requirements will be followed to minimize potential impacts to surrounding neighborhoods.
- II** – Noise from stadium preparation and cleanup are expected to generate lower sound levels than a baseball game. Therefore, sound levels were calculated for a ballgame in progress, the worst-case condition. Event-generated sound levels will comply with the Minnesota Rules for noise after 10:00 p.m. as shown in Table 3-19 of the Draft EIS.
- JJ** – In response to the same comment from the MPCA, ENSR, the consultant that conducted the risk assessment report, calculated a maximum 1-hour air concentration of NO₂ based on permitted emissions and assumed all NO_x emissions are in the form of NO₂. The maximum modeled NO₂ concentration anywhere in the ballpark was then added to the ambient maximum measured 1 hour concentration. This value was then compared to an acute toxicity values for NO₂ developed by California EPA. A revised Table 3-32 included in the Revised Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota Technical Memorandum, ENSR Corporation, May 2007 shows that the 1 hour modeled air concentration of NO₂ based on permitted emissions is much lower than the acute inhalation toxicity value. These results show that even when accounting for existing background concentrations of NO₂, acute inhalation of NO₂ as well as all other COPCs are below levels of concern.

KK – The County has not yet written the odor monitoring report for 2006; however, some preliminary data is provided as follows: Odors were detected 19 out of 219 days in 2005 versus 23 out of 219 days in 2006. This is not considered a significant increase. More importantly, strength of HERC odors was barely detectable using the olfactometer, and neighborhood odors were more prevalent and intense than HERC odors.

The Action Plan included in the March 2006 odor monitoring report analyzing 2005 data suggested continued odor monitoring, continued management of pit volumes, a study of the feasibility of drawing overfire air from the tipping hall, air flow studies in the tipping hall, and installation of additional odor absorbing blankets. The odor monitoring was continued, pit volumes were controlled and wet loads were handled quickly or loaded out as necessary, and staff continued research on alternative designs for drawing overfire air from the tipping hall. Additional directional air flow studies were not conducted in 2006, but are planned for 2007 and the additional odor absorbing blankets were not installed in 2006, but are planned for 2007.

LL – Debris in the stated area comes from a variety of sources including surrounding uses and trucks hauling to nearby transfer stations. While all trucks using the HERC facility are required to use a tarp to minimize debris, trucks hauling to nearby transfer stations may or may not be required to do so. The County has an agreement with the Sentence to Serve program to pick up litter on and around the HERC facility on a weekly basis. Staff from the HERC facility also picks up litter as needed. County staff contacts the City of Minneapolis Street Department to sweep the streets around the facility when necessary.

MM – See Response E to City of Minneapolis comments above regarding efforts to minimize HERC odors. The HERC facility operates 24 hours a day, seven days a week, and must be able to receive waste deliveries continuously, even on game days.

NN – Maximum lighting levels used for calculations are worst case scenarios. A partially-lit Ballpark during the described activities has not been accounted for due to insufficient design information. Any activity level will be equal to or less than the levels analyzed and discussed in the report.

OO – Comment noted. The Final EIS includes the corrected statement.

Section 3.5.1	General	PP There no discussion (except in the mitigation section) regarding glare. Glare is a product of insufficiently shielded light sources within the field of view and is typically of more concern than the horizontal footcandle levels (illuminance) that have been measured and estimated for this report. Glare is what you see when you look at the light source and is measured by aiming the light meter directly at that light source. Illuminance levels (horizontal footcandles) are measured by always aiming the light meter straight up. I would expect to see an estimate of maximum lighting levels (glare) for any sports facility, and more discussion of glare mitigation. Mitigation of glare should be the greatest lighting concern for this project.
Section 3.5.1	General	QQ Its very good that most lighting will be incorporated in the roof design. Only one large light standard is planned in the outfield area.
Section 3.5.2	General	RR Its difficult to comment on visual impact of the stadium in the neighborhood when odor elevations have not been released/seen.
Section 3.5.2	General	SS Good to have the long walls broken up into sections using other materials, including glass and open areas to look into the ballpark. We hope to see more visual interest for pedestrians (lowest 8 feet of the ballpark) on the 7 th and 5 th Street sides of the ballpark. We also hope that the 6 th Street bridge plaza can be finished with streetscaping for an attractive space on non-game days
Cultural Resources		
Section 3.6	General	TT It is critical that a strong, coordinated communication plan be implemented with the North Star project to reduce construction conflicts & keep the neighborhood residents & businesses informed of weekly construction activities. Its vital to keep the North Loop and warehouse district accessible and open for business during the long construction period, and also on game days in 2010 and beyond!
Site Contamination		
Sections 3.7	P 3-93c	UU The DEIS references a Response Action Plan (RAP) submitted to the MPCA,(Page 3-93c) a copy of this should be made available for review.
Section 3.7	P 3-93c	VV The final EIS should incorporate the approved RAP (or draft RAP if not yet approved).
Section 3.7	General	WW Copper is/was a common industrial chemical and has been used for railroad tie preservation (copper sulfate). It appears the soil was not tested for copper, was this considered during the environmental investigation?
Section 3.7	General	XX All fill brought to the site must be clean fill. Contaminated or unregulated soil generated from the site cannot be reused on the site without obtaining City of Minneapolis Environmental Services, MCO 48.250.
Section 3.7	General	YY Storing of contaminated soil on site or the installation of a remediation system requires local permitting, MCO 48.300 and 48.240
Section 3.7&10	General	ZZ All ground water or storm water that is to be discharged to local storm or sanitary sewer systems requires City of Minneapolis Environmental Services, MCO 50.
Section 3.7	General	AAA The removal or abandonment of underground storage tanks requires City of Minneapolis Environmental Services, MCO 48.130.

PP – As stated in the Draft EIS, glare will be reduced by using shielded lighting fixtures that are aimed directly onto the field. Maximum levels of glare will occur on the field or directly outside the Ballpark under the lighting poles. The lighting design for the Ballpark will mitigate glare impacts to the extent practicable.

QQ – Comment noted.

RR –Colored elevations and renderings of the Ballpark are now available and have been posted on the Project website at www.ballparkauthority.com

SS – The design team is studying a pallet of materials indigenous to the Minnesota landscape for the façade of the ballpark including stone, masonry, steel, and wood. It is the design intent that the visual interest for pedestrians at “eye” level will include some raised planters at the ends of 5th and 7th Streets N., windows and open areas exposing the activities inside the ballpark.

Please also see response to City of Minneapolis Comment F above, regarding the 6th Street plaza, which will be designed for year-round public use.

TT – Please see response to City of Minneapolis Comment G above.

UU –A copy of the Response Action Plan (RAP) is available in Appendix B of th Final EIS.

VV – See response to Comment UU above.

WW – Historically the vast majority of railroad ties were treated with creosote rather than copper, and the MPCA investigation parameters for railroad yards do not include copper. As a result, testing for copper was not conducted. The railroad ties that were encountered during the investigation had been treated with creosote. The soil samples collected were analyzed for polyaromatic hydrocarbons, in part to assess whether there had been any leaching from creosoted railroad ties.

XX – All fill brought to the Site will be clean fill. It is understood that contaminated or unregulated soil generated from the Site cannot be reused on the Site without obtaining approval from the City of Minneapolis Environmental Services, MCO 48.250.

YY – It is understood that storing contaminated soil on site or the installation of a remediation system requires local permitting, MCO 48.300 and 48.240.

ZZ – It is understood that all ground water or stormwater that is to be discharged to local storm or sanitary sewer systems requires approval from the City of Minneapolis Environmental Services, MCO 50.

AAA –It is understood that removal or abandonment of underground storage tanks requires approval from the City of Minneapolis, MCO 48.130.

BBB

Section 3.7&11	General	Geotechnical section found on page 3-92 to 3-94. In this section, it is indicated that various contaminants, including arsenic, mercury, lead, and polycyclic aromatic hydrocarbons have been found in concentrations exceeding the regulatory thresholds. This should be taken into consideration in the design of the water main in terms of remediation of soils at a distance from the proposed water main determined by concentration and potential for transport by groundwater conditions. Special joints and/or gasket design may be a further consideration to be investigated. The presence of groundwater at water main depths (perched or otherwise) should in particular be considered in the design of the main in light of any contamination that may be found near the proposed alignment.
Sections 3.7&8	General	The discussion related to Site Contamination and Cover Types/Soil Condition was complete and so far as those impacts relate to City systems the mitigation for the preferred alternatives were acceptable.

CCC

DDD

Cover Types/Soil Conditions		
Sections 3.8&10	General	Design of any proposed water quality treatment methods relying on infiltration will need to take into consideration techniques for dealing with the significant amount of clay soils, in order for infiltration to be effective.

EEE

Land Use Regulations		
Section 3.9.2	General	The project is found to be consistent with the City of Minneapolis comprehensive plan and permitted land use.

FFF

Surface Water Quality		
Section 3.10	General	The Surface Water Quality section was general because specific system conditions cannot be modeled until the final project design is developed. The applicant acknowledged the City and Watershed requirements for runoff load reduction and rate reduction. Due to the potential presence of contaminated soil over much of the site, specific volume reduction is not possible until further specific geotechnical investigations are conducted.
Section 3.10	General	This document does not acknowledge City Erosion Control requirements in Title 3, Chapter 54 of City Code. Since final plans have not been developed, reference to compliance with the City erosion control requirements should be included in the Surface Water Quality section.

GGG

HHH

Section 3.10	P 3-102&3	Regarding water used to wash down seating area after games: If discharged to the storm drain system, how will Mississippi River aquatic organisms be protected from food and drink compounds carried in the water? If discharged to the sanitary sewer system, how would the City of Minneapolis be shielded from fines for clear water flows?
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III

Section 3.10	P 3-102	The Storm Water Management Plan (Minneapolis Code of Ordinances Chapter 54) must include an operations and maintenance plan.
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JJJ

Section 3.10	P 3-101&2	The following two sections (Pages 3-101 "Stormwater Management Requirements" and 3-102 "Mitigation") of the DEIS refer to two different stormwater treatment standards for the site project as required by MPCA and the City of Minneapolis. We suggest that the DEIS clarify what the more restrictive standard is and state that the most restrictive standard will define the ultimate treatment system requirements. As mentioned in previous comments, and if the 70% TSS removal standard is to be used as the ultimate design basis, we also request that the DEIS clarify the particle size distribution that will apply to this standard.
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- BBB** – The watermain will be 15 feet or more above the elevation of the regional water table, and will probably be in contact with perched ground water in only limited areas. The watermain will be pressurized at between 20 to 150 psi and will be sealed so that it does not leak. The watermain will be made of ductile iron, and will meet City of Minneapolis code requirements. The soil in the utility corridors is required to meet industrial standards at a minimum. The Approved RAP specifies that the soil in utility corridors will have vapor screening readings of less than 10 parts per million, and will meet short-term worker soil reference values (SRVs), and Tier 1 soil leaching values (SLVs).
- CCC** – Comment noted.
- DDD** – At this time, infiltration through the existing site soil is not anticipated as a stormwater management practice.
- EEE** – Comment noted.
- FFF** – Comment noted. The Report of Geotechnical Exploration and Review, Minnesota Twins Ballpark, is dated March 21, 2007. A supplemental exploration and report is being completed for the bridge work in the I-394 right of way.
- GGG** – The County acknowledges the City Erosion Control requirements in Title 3, Chapter 54 of the City Code. A reference to the code has been added in the Surface Water Quality Section of the Final EIS. An Erosion Control Plan, and reference to compliance with the City code, was included in the first construction bid package for site preparation.
- HHH** – The current design approach is for water used to wash down the seating area after a game to be collected separately and discharged to the sanitary sewer system. Rain water that falls on the seating area will be discharged to the storm drain system. A valve system will be used to direct this discharge water to the appropriate sewer or drain system. Specific stormwater management provisions will be determined as the design of the Ballpark is completed. After the design is complete, applications for required permits from MPCA and the City will be submitted.
- III** – Specific stormwater management provisions will be determined as the design of the Ballpark is completed and will include the required operations and maintenance provisions in the Stormwater Management Plan. After the design is complete, applications for required permits from the City of Minneapolis will be submitted.
- JJJ** – The Project will comply with the more restrictive MPCA and City Stormwater Management requirements. The applicable particle size distribution for design of the stormwater management system(s) will be the size distribution identified for control by the City. This will be determined as the design of the Ballpark is complete and will be addressed during the permitting process.

KKK

Section 3.10	P 3-102	Operation of the Ball Park sealing area will involve the production of contaminated storm water runoff such that open discharge to available storm drains will not be permissible. Re-use or reclamation may be required as an alternative to discharge to the sanitary sewer system. Runoff or other wash water contaminated beyond the ability to be openly discharged to the storm drain system and where discharge to the sanitary sewer system is warranted, such discharge will have to be metered separately and deferred to off peak flow periods.
Section 3.10	P 3-101	Relocating of public drainage system..... Existing twin box culvert conduit runs through the northern edge of the Ball Park Site. Conduit is owned and operated by the City of Minneapolis with jurisdiction of the runoff flows being that of the Bassett Creek Water Management Organization. Structural support controls pursuant to the requirements of both entities will be required for the construction of the Ball Park on or around the box culvert conduit.

LLL

MMM

Impact on Public Services/Water Use/Wastewater		
Section 3.11.1	P 3-104	The City has indicated in general terms that it is reasonable to assume that the public water system has adequate capacity to provide service to the ballpark. - however, the City does NOT make express guarantees of this. As has been previously indicated, it is incumbent upon the developer to perform engineering studies, including fire flow tests, to verify that the needs of their development can be met.
Section 3.11	General	No mention of access and Right-of-Way to the existing and proposed utilities. This section should guarantee acceptable permanent unrestricted access to existing utilities whether or not those utilities are relocated. The access shall be protected by permanent easements or other documents approved by the City. Private utilities relocated as a result of this project shall similarly be protected by permanent easements.

NNN

OOO

Designated Parks, Recreational Area, Trails		
Section 3.12	P 3-108&107	Encourages Hennepin County to identify a space for the Cedar Lake Trail

PPP

Ballpark Operations		
Section 3.13.3	P 3-108	Installation and operation of any above ground or underground storage tank(s) requires permitting and registration by the City of Minneapolis Environmental Services, MCO 48.120, 48.125 and 48.130.

QQQ

Construction Related Impacts		
Section 3.14.1	P 3-108&109	The City of Minneapolis permits construction work 7 a.m. to 6 p.m., Monday - Friday. A work permit is required for the operation of construction, demolition or commercial power maintenance equipment between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, MCO 389.70.

RRR

Cumulative Impacts		
Section 3.15	General	Continue coordination with adjacent projects to minimize impacts.

SSS

Permits and Approvals		
Section 5.0	P 5-1	Connecting to tunnel/construction activity over the tunnel indicates approval is needed from Bassett Creek Flood Control Commission and US Army Corps of Engineers. Add that approval to the City of Minneapolis is also to be applied for

- KKK** – The wash down/stormwater collection system for the seating area will be designed with provisions for treatment, storage, reuse and/or discharge to the storm drain or sanitary sewer system. The system design and operation will comply with identified and applicable regulatory requirements. If discharges to the sanitary sewer system are included in the system operation, the discharge will be metered and occur during permitted periods.
- LLL** – The Ballpark structure is designed to span the existing Bassett Creek Flood Control Tunnel that is located under the Ballpark site. The Ballpark will be supported on a system of deep piles with pile caps and transfer beams. The Ballpark structure will not superimpose any structural load on the existing twin box culvert conduit.
- MMM** – Hydrant flow tests have been completed by the developer in coordination with the City of Minneapolis Water Works Department. The test results will be used in the design of the domestic and fire protection water supply systems within the Ballpark.
- NNN** – Required access to the public utilities impacted by the Project will be provided through City-approved design and permanent easements for the relocated sanitary sewer, storm drains, and watermain. A private easement is needed for the private storm sewer along the north edge of the 5th Street N. Bridge.
- OOO** – The Ballpark Project has been designed to accommodate an extension of the Cedar Lake Trail, if and when the extension is built. The BNSF railroad tracks will be realigned on BNSF property to accommodate a possible future extension of the trail under/alongside the Ballpark. The future trail extension is not part of the proposed Ballpark Project. The Project design neither predetermines nor precludes the future trail extension. The Final EIS includes a more detailed discussion of the Cedar Lake Trail alignment.
- PPP** – It is understood that installation and operation of any above ground storage tank(s) requires permitting and registration by the City of Minneapolis Environmental Services, MCO 48.120, 48.125, and 48.130.
- QQQ** – It is understood that a permit is required for the operation of construction, demolition, or commercial power maintenance equipment between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays, and state and federal holidays, MCO 389.70.
- RRR** – Comment noted. Continued coordination with adjacent projects will occur.
- SSS** – The Final EIS indicates that approval is needed from the Bassett Creek Flood Control Commission, the U.S. Army Corps of Engineers, and the City of Minneapolis to connect to the tunnel and/or construction activity over the tunnel.

Section 5.0	P 5-1	Stormwater management plan approval indicates approval is needed from Middle Mississippi River Watershed District. This is incorrect. Change to indicate that approval by the City of Minneapolis is to be applied for. (Incidentally, the actual name of the organization is Mississippi Watershed Management Organization.)	TTT
Section 5.0	P 5-1	Add Utility Connection Permits to the list of City of Minneapolis permits to be applied for	UUU/VVV/
Section 5.0	P 5-1	Add Erosion & Sediment Control Permit to the list of City of Minneapolis permits to be applied for	WWW
Section 5.0	P 5-1	Add that submission of permit application for any MCES direct connection must be submitted to the City of Minneapolis Collection System Operator for submission to MCES	XXX
Section 5.0	P 5-1	Project is adjacent to MnDOT Right-of-Way. Additional permits than those listed may be required from MnDOT	

TTT – The Final EIS clarifies that permit approval for stormwater management will be sought from the City of Minneapolis.

UUU– VVV– WWW–

The Final EIS includes the following permits on the list of City approvals:

- City of Minneapolis Utility Connection Permit
- City of Minneapolis Erosion & Sediment Control Permit
- MCES direct connection (to interceptor sewer) permit application will be submitted to the City of Minneapolis Collection System Operator for submission to MCES.

XXX – Comment noted.



Chuck Ballentine
Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange North Building
301 Fourth Avenue South
Minneapolis, MN 55415

To Mr. Chuck Ballentine:

This letter represents Harrison Neighborhood Association's official comment regarding the Ballpark Environmental Impact Statement. The Harrison Neighborhood Association represents over 4,100 residents: 39% of the residents are African American, 27% are Southeast Asian, and 25% are of European decent. The population of Harrison overall has grown 21% in ten years without an increase in housing units. Accompanying the population increase is the startling statistic that 37% of those in Harrison are under the age of 18, and of those, 63% live in poverty. The median household income for a family in Harrison is little more than \$21,000 a year.

There were several concerns raised at a February 13, 2007 Ballpark presentation attended by Harrison, and Bryn Mawr residents. The following summarize the basic concerns of Harrison residents.

1. The Environmental Impact Statement is incomplete or limited in scope.
 - There was no analysis done to understand the implications of closing 3rd Avenue North. North Minneapolis has been isolated and marginalized through past discriminatory land use practices. Third Avenue North is one of the few connections to Glenwood Avenue North from Downtown. The vacating of this avenue may negatively impact over ten years of work to revitalize Glenwood Avenue North.
 - Sadly, there are no short-term or long-term strategies to mitigate the negative impacts of closing 3rd Avenue North. Harrison small businesses and residents will feel the immediate impacts of closing 3rd Avenue North without even a proposed strategy to mitigate the further isolation of our neighborhood.
 - There was no analysis of the social or economic impacts that may affect the surrounding communities. This is especially important to Harrison and North Minneapolis residents. The social and economic effects of

A

B

503 Irving Avenue North, Minneapolis, MN 55405 o: 612-874-4849, f: 612-874-9777
www.hnampls.org

- A –** Closure of 3rd Avenue N. was included in the traffic analysis conducted for the project. Hennepin County (County) is developing mitigation measures for the closing of 3rd Avenue N. As development of the Ballpark District progresses, the County is working with the neighborhood to develop a circulation plan and identify alternative routes. One potential mitigation measure involves converting 2nd Avenue N to a two-way street; this could possibly occur in 2008 or 2009. The Harrison Neighborhood Association will be invited to be a member of the Transportation Management Plan (TMP) Committee. The County will work with the neighborhood to develop satisfactory mitigation for the closure of 3rd Avenue N.
- B –** Analyses of social or economic impacts were not included in the Draft EIS, as they were not identified in the Final Scoping Document as items potentially having significant affect. No comments were received on this issue during the Scoping Phase.

The County has met with neighborhood groups during the EIS process (see Chapter 5 of this Final EIS) and will continue to do so as the project continues. Neighborhood representatives will be invited to advise the TMP process as discussed in Section 3.1.5.

development projects have appeared in other Environmental Impact Statements.

- | | |
|--|---|
| 2. The envisioned development and flow of traffic (automobile and pedestrian) is focused on the East and South sides of the proposed Ballpark. This may only serve to further isolate and limit the opportunities shared by our residents to the North and the West. | C |
| 3. The initial plans appear to perpetuate land use patterns that have served to isolate, segregate and marginalize low-income people and disproportionately people of color. | D |

In closing, we additionally want noted that the sales tax partially funding the project is regressive and will place a disproportionate burden on our families and communities. It is vitally important that significant effort be made to connect North Minneapolis residents and neighborhoods to opportunities that the Ballpark may create.	E
---	---

Cordially yours,

Mitch Thompson
Board President
Harrison Neighborhood Association

- C –** Although the largest volumes of pedestrians travel to the east and south, pedestrians traveling to the north and west were taken into account within the routing of pedestrians in the pedestrian model. The North Loop area in particular was an attraction point for pedestrians. In addition, a portion of the pedestrians who will be walking to parking locations to the south, were anticipated to depart via vehicle to the north and west.

The current plan is to leave a walkway area open to the general public around the Ballpark. This walkway would be partly public sidewalk and partly Ballpark concourse. Although, the Ballpark concourse around center field area (eastside) would be closed three hours prior and three hours after an event, a public walkway would always be open around the west side of the Ballpark.

- D –** The Ballpark use at the proposed location is consistent with the Downtown East/North Loop Master Plan. The plan specifically recognizes the possibility of a Ballpark in the area by mentioning potential Ballpark planning as a concurrent planning effort with the creation of the Master plan.

Vehicular and pedestrian traffic flows may create commercial opportunities for those living in the area. As noted in the response to comment C above, the North Loop area in particular was identified as an attraction point for pedestrians in the pedestrian model.

- E –** The Minnesota Twins and the Ballpark Authority have established a 30 percent goal for participation of minority, women and small business enterprises as well as a 25 percent minority workforce goal. In addition, the Ballpark Authority will engage the Metropolitan Economic Development Association to expand access and increase the capacity of women and minority contractors and the Summit Academy OIC to provide construction training in key trades for minority individuals who can then engage in skilled trades work on the project.

Noise

1. The DEIS does not adequately address potential noise from future non-game events. Other events, while infrequent could significantly affect the livability of the neighboring area and should either be prohibited in the future or assessed as a part of the DEIS. | **A**

See Section 1-1

The Ballpark could also be used for other events, such as a concert; however, this type of event is anticipated to occur on a very infrequent basis.

2. How often is very infrequent? | **B**

See Page 3-1, Section 3-0

...large-scale entertainment use. In current discussionsthis type of event would be anticipated to occur on a very infrequent basis.

Traffic/Parking

1. Did the traffic analysis assess the traffic impacts from the ballpark development without the potential improvements from Access Minneapolis, i.e. the existing traffic conditions? | **C**

See Page 3-2, Section 3.1

These roadway medications were assumed for purposes of the Ballpark event analysis scenarios; however, Access Minneapolis is currently in the study process and no decision for future roadway modifications, if any, have been approved.

2. What about the future buildout of the residential projects either planned or under construction in the area, i.e. by 2010 (or opening of the Ballpark) does the parking analysis account for these future housing units and therefore, vehicles? | **D**

See Page 3-3, Section 3.1.1

On street parking surveys were conducted in September and October 2006 to determine parking availability.

3. Does this on-street parking analysis account for the possibility of the North Loop area installing meters on its streets with time expirations not conducive to game durations? | **E**

See Page 3-x, Section 3.1.1

On-street spaces used for this study were assumed to be located primarily in the North Loop parking area, but we also located in the Metrodome parking area.

- A –** As stated on page 3-1 of the Draft EIS, current discussions between the Minnesota Twins and the Minnesota Ballpark Authority, regarding the Ballpark Use Agreement, state that non-game (e.g. large-scale entertainment use) events would be anticipated on a very infrequent basis.

Although non-game events of any significance are not planned on a frequent basis, if at such time an entertainment event is planned at the Project Site, appropriate noise analysis will be conducted and mitigation measures implemented to assure conformance with applicable local and state noise requirements to minimize potential impacts to surrounding neighborhoods.

- B –** One event per year.

- C –** Eight of the ten traffic analysis scenarios did not assume Access Minneapolis roadway improvements but did use a slightly modified existing roadway system. These modifications include the removal of 3rd Avenue between 5th Street N. and 7th Street N., two lanes on 6th Street N. between 1st and 2nd Avenues N. and modifications caused by the LRT project. The other two scenarios included the assumed conversion of Hennepin Avenue and 1st Avenue to two-way roadways as recommended by Access Minneapolis. Please note that the assumed Access Minneapolis roadway was not approved at the time of the analysis and has not yet been approved.

- D –** Future developments are responsible for providing their own parking. Presumably, this parking would be secure and therefore not available to Ballpark patrons. Only a portion of the available on-street parking supply in local neighborhoods was assumed for the parking analysis, leaving on-street parking available for residents. No future developments adjacent to the Ballpark were assumed to be constructed by year 2010 because at the time of the analysis, the City had no specific approved concept plans in this area.

- E –** The study did assume that on-street parking meters installed in the North Loop area would have time limits conducive to game durations, as per City of Minneapolis current policy. This area is likely to have meters similar to the area north of the Metrodome (i.e. along 3rd Street from 9th Avenue South to 5th Avenue South).

Section 3.1.1 of the Draft EIS indicates that the North Loop Neighborhood area will likely better utilize its on-street parking capacity by installing meters along many of the streets in the North Loop that currently have no parking or time restricted parking without meters.

4. The DEIS does not adequately address or provide solutions for the loss of existing truck/bus parking. The analysis also does not provide solutions to the increased need for bus/truck parking as a result of the ballpark operations.

F

See Page 3-31, Section 3.1.4

The Ballpark Authority, City of Minneapolis and Target Center staff will discuss potential solutions to the concerns of truck and bus parking.

5. While the closure of any public street is not ideal and should be avoided as much as possible, we understand that the mitigation plan is to provide a two-way street on 2nd St. North between Washington Avenue and Glenwood. The neighborhood group would like to be specifically engaged throughout the design process to provide input.

G

Lighting

1. The ballpark will be a large, new structure in the neighborhood. It should add to the attractiveness of the area by being innovative. As nighttime lighting will be required for the games, instead of plain, bright, white light, interesting, softer, different colored lighting schemes could provide some light for the activities and also be attracted as seen from the neighborhood similar to the Target office building downtown.

H

See Page 3-31, Section 3.5.1

In general, the light levels around the Ballpark Lighting Analysis area may increase an average....

Pedestrian Environment

1. As plans develop beyond schematic and conceptual, adequate oversight and review should ensure adequate safety, access and attractiveness of the pedestrian environment surrounding the ballpark.

I

See Page 2-

Schematic-level plans for the design of the exterior of the Ballpark (elevations), streetscape and other urban design elements are not currently available at this time.

2. Do the LRT station platforms have sufficient room for large crowds? How can this be determined if the plans are not designed?

J

- F –** The Draft EIS identified the impact to the loss of truck/bus parking for the Target Center. Truck parking for the Ballpark is anticipated to be located at the southwest side of the Ballpark at the location of the new surface parking lot. The specific location for Target Center bus/truck parking will be determined as part of the Transportation Management Plan (TMP).
- G –** Changing 2nd Street N. between Washington Avenue and Glenwood to a two-way street is currently under investigation and will be discussed during the TMP process. Neighborhood representatives will be invited to participate on the TMP committee.
- H –** Lighting of the Ballpark and associated plazas and landscaping will be studied. This includes the placement, type, and style of light fixtures to optimize enhancement of the Ballpark and plaza and help in introducing safety measures.
- I –** A future Ballpark District planning process will address streetscaping and other enhancements to the pedestrian environment. The process will engage residential and business owners.
- J –** The LRT platform provided in the current Northstar construction plans provides a platform which can accommodate a three car LRT train without further modification and is wide enough to accommodate a full train load in accordance with the LRT design standards. At the end of games, some queuing of waiting passengers off the platform along the sidewalk and plaza for the Ballpark will be required and managed with temporary barricades and transit officers monitoring and directing flow to the boarding platform.

See Page 3-37, Section 3.1.5

The LRT station platforms and surrounding area should have sufficient room for large crowds.

3. The I-394 entrance and exit from Washington Avenue N and 3rd Avenue is already a treacherous pedestrian environment. The proposal to add a 2nd merging lane onto I-394 will only increase the danger to pedestrians in this area. What are the mitigation plans to provide a safe pedestrian environment for the surrounding neighborhood?

K

See Page 3-38, Section 3.1.5

....a second merging lane onto I-394 should be provided to reduce vehicle queues.

4. The proposed 6th Street Pedestrian Bridge is unlikely to provide a safe, welcoming pedestrian environment and conversely, will increase the discontinuity between the North Loop Neighborhood and Downtown. What is the design of this bridge and how will it provide a safe pedestrian connection, particularly underneath?

L

See Page 3-40, Section 3.1.5

The proposed 6th Avenue Pedestrian Bridge....additional street lighting underneath the structures will be needed along with review of additional lighting at the freeway entrance and exit ramps.

5. The proposed 6th Street Pedestrian Bridge and the potential to close one lane of 6th St. N along the Target Center will attract crime and decrease the livability of the area?

M

See Page 3-40, Section 3.1.5

The proposed 6th Avenue Pedestrian Bridge could potentially require the closure of one lane on 6th Street N.

6. How does the crosswalk and LRT station platforms provide accessibility for people with disabilities, people in wheelchairs, the elderly or people with children in strollers etc?

N

See Page 3-, Section 3.2.3

North Loop: Sidewalk congestion occurs at the Ballpark exit, along the crosswalks, and along the south sidewalk of 5th St. N.

7. What are the options for the proposed Cedar Lake Trail? The current ballpark design does impact the trail, in that it is proposed to be built directly on top of the proposed alignment.

O

K – The TMP will address this issue.

L – Currently in the base schematic design, the open pedestrian bridge consists of an 18-foot wide crossing over 2nd Avenue and connecting to the Target Center promenade with access to an exterior stair down to 6th Street N. and a lobby connecting to the skyway system. Another exterior stair would be provided adjacent to Ramp B and access 2nd Street N. The 18-foot wide crossing includes planters and lighting and ornamental guardrails at the bridge edges.

There is an alternate proposal to extend the 6th Street pedestrian bridge on the south side of 6th Street N. adjacent to the Target Center. This would provide a smoother flow of pedestrians wanting to access the center of downtown. Under this alternate, the bridge crossing over 2nd Avenue N would be split into two crossings over 2nd Avenue N. Splitting the bridge into two paths opens up 2nd Avenue N to the sky and allows pedestrians on the bridge and pedestrians under the bridge to see each other. Each crossing would be approximately 18 feet wide and include planters, lighting, and ornamental guardrails at the bridge edges. As stated, however, this is an alternate and depends on available funds.

The underside of the bridge will most likely expose the bridge structure, which will include closely spaced painted steel beams. Lighting will be provided to enhance comfort and aid in providing greater safety for the pedestrians and vehicles.

M – Consideration will be given to installation of lighting and security cameras in this area to address safety and livability concerns.

N – According to the City's current design of the LRT platform, curb cuts are provided for wheelchair access at each end of the platform. All facilities will be ADA compliant.

O – The Ballpark Project has been designed to accommodate an extension of the Cedar Lake Trail, if and when the extension is built. The BNSF railroad tracks will be realigned on BNSF property to accommodate a possible future extension of the trail under/alongside the Ballpark. The future trail extension is not part of the proposed Ballpark Project. The Project design neither predetermines nor precludes the future trail extension. The Final EIS includes a more detailed discussion of the Cedar Lake Trail alignment.

North Loop Neighborhood Association
The Minnesota Urban Ballpark
Draft Environmental Impact Statement
Comments

See Page 3-107, Section 3.12

The impacts of the Cedar Lake Trail alignment are unknown at this time.

Livability/Design

1. Could North Loop neighborhood existing surface lots become areas attractive to tailgating, similar to the areas around the Metrodome (where small, private lots are almost always used)?

P

See Page 3- , Section 3.1.1

Walking Ring

However, many of the facilities are small, private lots and were not assumed to be used for the purpose of this analysis.

2. When will there be opportunity for the public and neighborhood to provide public input into the design of the ballpark project?

Q

See Page 4- 2, Section 4.3

Additional opportunities will be provided during the Ballpark design process as exterior designs are developed.

Other

1. Table 3-25, on page 3-7, does not quantify the height of the Ballpark in relation to its neighboring buildings. "Slightly shorter, taller" etc. are not quantities and are subjective. Please quantify.

R

Construction Related Issues

2. When will a construction mitigation plan be prepared regarding cumulative construction-related impacts for this project and Northstar?

S

See Page 3-- , Section 3.15.2

For that reason, coordination with the Northstar Corridor Project is being addressed within the construction mitigation plan being prepared.....

- P –** Designated areas for tailgating are regulated by the City of Minneapolis under Title 13, Licenses and Businesses, Chapter 319, Open Air Motor Vehicle Parking Lots. This ordinance would need to be amended to expand the areas in which tailgating is allowed. The process of amending the ordinance would require a public hearing and notification of area property owners. The ordinance does not currently allow tailgating in the North Loop neighborhood.
- Q –** The Ballpark design was presented to the public in April, 2007. The public continues to have the opportunity to comment on the Ballpark design through the website at www.ballparkauthority.com.
- R –** The updated table shown below attempts to quantify the approximate height comparison of the adjacent buildings and the Ballpark. Please note the height comparison is approximate. A consolidated survey of exact heights of the adjacent buildings and detailed Ballpark design are not complete. This information is included in Table 3-25 of the Final EIS.

Building Name	Direction from Project location	Approximate Height Comparison
Ford Centre	Beyond left field corner	14 feet above top of adjacent Ballpark canopy
HERC	Beyond third base line	Slightly taller than HERC building, but 76 feet shorter than the smoke stacks
Minikahda Storage	Beyond center field	47 feet below top of adjacent Ballpark scoreboard.
5th Street Ramp (B Ramp)	Beyond right center field	14 feet above top of adjacent Ballpark bleachers
7th Street Ramp (A ramp)	Beyond right field foul ball line	52 feet below top of adjacent Ballpark canopy
Target Center	Beyond right field	13 feet above top of Ballpark canopy

- S –** Cumulative construction impacts are discussed in Section 3.15 of this Final EIS.

Bassett Creek Valley (BCV) Redevelopment Oversight Committee (ROC)
c/o 404 Thomas Avenue South
Minneapolis, MN 55405
Tel: 612-374-1481
Email: vyditter@vyditter.cnc.net

March 2, 2007

Commissioner Gail Dorfman
A-2400 Government Center
300 S. 6th St.
Minneapolis, MN 55487-0240

Re: Ballpark Requests

Dear Commissioner Dorfman,
The Bassett Creek Valley Redevelopment Oversight Committee respectfully requests:

1. Hennepin County mitigate the closing of 3rd Avenue North to accommodate to the future volume of traffic, as projected by SRF for the BCV project area, and not mitigate only for current traffic volume. Further, the ROC respectfully requests that the mitigation occur prior to the opening of the new ballpark.

A

2. Hennepin County permit ROC representation on the Traffic Management Plan. The Ballpark and construction of the Ballpark will have a major impact on the BCV, and ROC would like to have representation on the Committee that will be working to mitigate this impact.

B

Quoting from the EIS on the Ballpark: “Traffic Management Plan

A Traffic Management Plan should be prepared by a committee consisting of members from Mn/DOT, City of Minneapolis, Metro Transit, Target Center, Hennepin County, Minnesota Twins, Ballpark Authority, consultants, **local business groups and nearby residents**. The Traffic Management Committee would address and work through such issues as the CMS (Changeable Message Signs), static sign locations and clearances, ramp entrance/exit lighting, determining loop detector locations on I-394 entering downtown, location of traffic control agents, event traffic control plan and preparing an event traffic signal timing plan. The Traffic Management Plan should be developed with the understanding that updates and changes will be needed based on actual event experience and maintained on a regular basis.”

Thank you for accepting these requests.

Bassett Creek Valley Redevelopment Oversight Committee
Cc Council Member Lisa Goodman
Council Member Don Samuels
Commissioner Mark Stenglein
Bryn Mawr Neighborhood Association
Harrison Neighborhood Association

- A –** Since completion of the Draft EIS, Hennepin County (County) has completed additional preliminary traffic analysis, and continues work on finding a mitigation measure for the loss of 3rd Avenue between 5th and 7th Streets N. Conversion of 2nd Avenue from a one-way to a two-way roadway using the traffic volumes from the Bassett Creek Valley traffic study will be considered by the Transportation Management Plan Committee.
- B –** The Bassett Creek Valley Redevelopment Oversight Committee will be invited to be a member of the Transportation Management Plan Committee.



Bryn Mawr Neighborhood Association
(BMNA)

c/o 404 Thomas Avenue South

Minneapolis, MN 55405

Tel: 612-374-1481

Email: vyditter@vyditter.cnc.net

Tuesday, March 6, 2007

Chuck Ballentine, Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange Building
301 4th Avenue South
Minneapolis, MN 55415

Chuck,

The Bryn Mawr Neighborhood Association (BMNA) wishes to determine whether the following issues that could adversely affect Bryn Mawr have been adequately addressed by the Ballpark Environmental Impact Statement. The BMNA asks assurances that no increased harm will accrue to the neighborhood as a result of the building of the new ballpark at its North Loop location.

Traffic and Parking:

- 3rd Avenue North Closing – this is a route that many in Bryn Mawr use to access downtown. The BMNA recommends that the county mitigate the closing of this street so that neighbors have a viable alternative, now and into the immediate future.
- That the EIS adequately addresses the volume of traffic on I-394. The BMNA recommends the study takes into account not just the numbers of cars on this traffic corridor in 2006, but also the traffic counts projected along this corridor for the next 10 years by the Metropolitan Council. We then recommend that the traffic study be done not just for a dual event (Target and the Ballpark), but for the multiplicity of events that draw crowds from the western suburbs – e.g. Orchestra Hall/Peavy Plaza events,

A

B

C

D

- A –** The purpose of an EIS is to identify anticipated effects resulting from the proposed project. To the degree that such future effects can be identified, they are included in this document.
- B –** Please see response to Bassett Creek Valley Redevelopment Oversight Committee Comment A.
- C –** Currently, ten event scenarios have been analyzed for the year of opening for the Ballpark (Year 2010). Traffic analysis for future years is not included as the purpose of this analysis was to determine the effects of the Ballpark at the year of opening. Discussion of future traffic conditions is discussed in Section 3.15 Cumulative Impacts.
- D –** Please see response to City of Minneapolis Comment Z. The Target Center and Ballpark were selected for a dual event analysis based on the size of the venues. A capacity crowd attendance at the Target Center would be 19,000 and the Ballpark would be 42,000. This total attendance is slightly less than a capacity Metrodome football event (64,000). Additional appropriate traffic control measures will be determined during development of the Transportation Management Plan (TMP).

Convention Hall events, an enhanced Parade Stadium events, Aquatennial events, Farmers' Market, etc.

- The Neighborhood Association recommends that the noise studies completed include noise pollution from the additional volume of cars in 2006, in 2011, in 2016 going east and west from a Ballpark event that sit in traffic on I-394.
- The Neighborhood Association recommends that the air quality studies completed include air pollution from the additional volume of cars in 2006, in 2011, in 2016 going east and west from a Ballpark event that sit in traffic on I-394.

E

F

Construction Related Impact:

- That the EIS has adequately addressed soil conditions, so that when the pilings are driven into the ground for the Ballpark, homes in the eastern part of Bryn Mawr do not suffer damage, as they did when I-394 was built.
- That consideration be given to the hours of construction which are currently listed as 7 am to 9:30 pm, Monday through Saturday, especially if the EIS indicates that this noise pollution will carry into Bryn Mawr, a residential neighborhood.
- That if there will be potential lane closures or offsets of I-394 during construction of the Ballpark, that every effort be made to protect Bryn Mawr from traffic filtering through the neighborhood streets to reach downtown.

G

H

I

Lastly, the Bryn Mawr Neighborhood Association requests representation on the **"Traffic Management Plan:** A Traffic Management Plan should be prepared by a committee consisting of members from Mn/DOT, City of Minneapolis, Metro Transit, Target Center, Hennepin County, Minnesota Twins, Ballpark Authority, consultants, local business groups **and nearby residents.** The Traffic Management Committee would address and work through such issues as the CMS (Changeable Message Signs), static sign locations and clearances, ramp entrance/exit lighting, determining loop detector locations on I-394 entering downtown, location of traffic control agents, event traffic control plan and preparing an event traffic signal timing plan. The Traffic Management Plan should be developed with the understanding that updates and changes will be needed based on actual event experience and maintained on a regular basis. EIS"

J

Thank you for addressing these concerns.

Ed Juda, Vice President
Bryn Mawr Neighborhood Association

Cc Commissioner Gail Dorfman
Commissioner Mark Stenglein
Council Member Lisa Goodman

- E –** As described in the freeway operations section of the Draft EIS, traffic volumes on westbound I-394 during an event departure (3:00–4:00 p.m.) and eastbound I-394 during an event arrival period (6:00–7:00 p.m.) are anticipated to be near or over the capacity for this segment of the roadway. As a result, vehicles are anticipated to be traveling at reduced speeds. Higher traffic noise levels are more likely to be observed during non-events under periods of high traffic volumes traveling at free-flow speeds (e.g., prior to peak hour periods).

As stated in Section 3.3.1 of the Draft EIS, in order to observe a 3 dBA increase in noise, the amount of sound energy would have to be doubled (i.e., the amount of traffic doubled). A sound increase of 3 dBA is barely perceptible by the human ear. The freeway operations analysis indicates that during the afternoon departure period, there is already a high volume of background traffic. In order for a 3 dBA increase in noise, the traffic volume would have to double during event periods relative to the background traffic levels. The traffic analysis indicates that volumes will not double on I-394 following Ballpark events during the afternoon arrival and departure periods. In addition, the background plus event volume is expected to exceed the capacity of westbound I-394, resulting in reduced speeds and lower traffic noise levels relative to non-event periods with high traffic volumes traveling at free-flow speeds.

A similar scenario is expected during the weekday evening departure period (10:00–11:00 p.m.). Although the background traffic on the freeway system is low relative to other periods discussed above, traffic volumes on I-394 would have to double to achieve a 3 dBA increase in noise. Traffic volumes on I-394 are not anticipated to double following a weekday evening departure period; therefore any increases in traffic noise during this period is anticipated to be of a magnitude less than 3 dBA. While the background traffic volumes on I-394 may change in 2011 and 2016, the seating capacity of the Ballpark will not increase. Therefore, the amount of traffic generated by Ballpark events is not likely to increase in 2011 or 2016.

- F –** Concentrations of carbon monoxide are typically higher near congested intersections with large numbers of idling vehicles. The three worst-case intersections were analyzed for year of opening, and all met state standards for carbon monoxide (CO) concentrations. It is not expected that additional freeway traffic would cause significant CO impacts near the freeway. Existing monitored CO concentrations along I-394 (performed by Mn/DOT in 2005) are below 2 ppm; 30 ppm is the state standard.
- G –** Hennepin County (County) is implementing a program to monitor Ballpark piling construction impact at several structures directly adjacent to the Ballpark Site. This monitoring program does not include the Bryn Mawr neighborhood. The Ballpark Site is separated from Bryn Mawr by the large Farmers Market area and I-94 while portions of I-394 are located directly adjacent to the Bryn Mawr neighborhood.
- H –** Construction related activities will conform to applicable city and state noise regulations.
- I –** The comment about diversion of traffic during construction is noted. Currently, Hennepin County does not anticipate any lane closures on I-394, except adjacent to the Ballpark, to construct the pedestrian bridges. This will be included in the TMP. See Section 7.2.1 for information on the TMP and its framework. Information regarding Ballpark construction activities has and will be provided at neighborhood open houses and online. A website, www.ballparkauthority.com, has been set up by the County and will be maintained with current construction information.
- J –** The Bryn Mawr Neighborhood Association will be invited to be a member of the Transportation Management Plan Committee.

March 6, 2007

Mr. Chuck Ballentine
Deputy Coordinator
Hennepin County Ballpark Project Office
301 Fourth Avenue South, Suite 390
Minneapolis, MN 55415

Re: The Minnesota Urban Ballpark Draft Environmental Impact Statement Comments

Hines

Dear Mr. Ballentine,

On behalf of Hines, Investment Management, Inc., Land Partners II, LLLP, Minikahda Ministorage IV, LLLP, and Duddy, LLLP, please find attached our comments regarding The Minnesota Urban Ballpark Draft Environmental Impact Statement. We would like to sit down and review these comments with you as soon as possible. In addition, we would like to receive copies of all other comments that are made with regard to the Environmental Impact Statement as soon as they are available.

A

We look forward to working with you and your team to address our concerns and issues.

Sincerely,



Robert R. Pfefferle
Hines

cc: Lee Sheehy, City of Minneapolis
Rich Pogin, Investment Management, Inc.
Bruce Lambrecht, Investment Management, Inc.
Bruce Malkerson, Malkerson Gilliland Martin LLP
Dan Rosen, Parker Rosen, LLC

225 South Sixth Street, Suite 2590 Minneapolis, Minnesota 55402 (612) 672-3011 (612) 672-3015 FAX

A – A copy of all of the comments received, and responses to substantive comments, are included in the Final EIS.

2335 Highway 36 W
St. Paul, MN 55113
Tel 651-636-4600
Fax 651-636-1311
www.bonestroo.com



March 2, 2007

Mr. Robert R. Pfefferle
Hines
225 South Sixth Street, Suite 2590
Minneapolis, MN 55402

Re: Review of Minnesota Twins Draft EIS dated January 29, 2007

Dear Mr. Pfefferle:

We have completed the review of the draft EIS and have the following comments as they relate to the North Loop Development. You may or may not choose to forward these to Hennepin County. That is your decision to make. We are sensitive to your land negotiations and the fact that you will have to seek approvals from the County for your project as it moves forward.

Concerns:

A. General

The EIS did not look at development that will occur around the Stadium. Although technically not required to do so for the Stadium EIS because there are no specific approved concept plans before the City of Minneapolis, we believe that ignoring development like the North Loop Village that is known to the players involved with the Stadium does not provide a true picture of the impacts the Stadium will have on the area. There was also very little discussion on what the offsetting loss of the surface parking lots where the Stadium and North Loop Village will be.

There are a number of assumptions made in the EIS that were not substantiated. For example, on page 3-19 there are references to vehicle, pedestrian and transit trips generated for the proposed Ballpark. What are the assumptions based on? Other ballparks?

B. Surface Water Quality

The EIS describes the surfaces that will be constructed with the Ballpark project, including the 9.5-acre Ballpark structure, the 5-acre parking facility, and the 2-acre combined pedestrian and Ballpark area over Interstate 394, and how these surfaces compare to existing conditions. The EIS concludes that the project will result in a net increase in impervious surface of 1.3 acres.

A

B

C

- A –** The discussion of cumulative impacts in the Draft EIS included consideration of the North Loop Village development, with the information provided by the developer at the time the Draft EIS was prepared. The impact associated with the North Loop Village was analyzed to the extent that the limited information available allowed. Other reasonably foreseeable downtown development plans were also identified and considered as described in the Draft EIS. While the Draft EIS provided a qualitative discussion of cumulative impacts, a quantitative analysis would have resulted in the same proposed mitigation measures. For example, the qualitative analysis notes that additional future development will result in more traffic during Ballpark events (3:00 - 4:00 p.m. departures; ten times per year) and that the impacts to traffic will be mitigated in part by the City's emphasis on transit-oriented development. In addition, the proposed residential developments provide an opportunity for establishing pedestrian and bicycle connections to the Ballpark, to encourage those living or working in these new developments to walk or bike, instead of driving a vehicle to Ballpark events or other venues, further strengthening the Ballpark's integration into the downtown community.
- B –** Loss of surface parking is addressed in the Draft EIS by lowering the effective capacity of the A, B, C, and HTC ramps during the weekday afternoon games. The present day parking users of the Ballpark Site were assumed to use the A, B, C, and HTC ramps along with other ramps outside of the Ballpark Parking Study Area which is depicted in Figure 3-1 of the Draft EIS. Analyses of traffic and pedestrian cumulative impacts are discussed on pages 3-115 to 3-117 of the Draft EIS.
- C –** Vehicle, pedestrian and transit trip assumptions are based on information from Metrodome events, Twin Cities travel behavior, and experience with other ballparks across the country. Please see the topic on Additional Traffic Analysis Background Information on pages 3-11 to 3-12 in the Draft EIS for discussion of the assumptions.

The EIS states that the increased discharge resulting from the increase in impervious surface will be mitigated by constructing stormwater storage and treatment facilities within the Ballpark and parking facility sites. The design criteria for the storage facilities (presumably underground tanks though the EIS is not specific as to the means) will be to maintain existing discharge rates. The design criteria for the treatment facilities is to achieve 70% removal for total suspended solids. Both these criteria comply with City of Minneapolis requirements.

The EIS makes mention of the private drainage system that serves the site between 5th Street N. and Washington Avenue N., the prospective location of the North Loop Village. The EIS notes that this drainage system will be reconfigured with the Ballpark project. The text is not specific as to what this means. The EIS should be clear that as part of the Ballpark project this private storm sewer connection will be maintained in its current capacity and function and that preserving access to drainage systems for off-site properties is a fundamental design consideration.

D

The EIS presents only cursory information on runoff peak rates and does not substantiate these with any modeling of either existing or proposed conditions. This background information should be provided.

E

The EIS makes no mention as to whether the 36-inch City of Minneapolis storm sewer, to which the Ballpark will connect, has sufficient capacity for existing and future runoff rates. It is noted that the storm sewer has a capacity of 55 cubic feet per second (cfs) but no documentation is provided on the actual flow in this sewer and from where this flow originates. This sort of documentation should also be provided.

F

Our review of the ALTA survey indicates that there are few catch-basins in the existing surface parking areas. This suggests that the majority of runoff generated by the existing site flows overland into the BNSF right-of-way. In contrast, the EIS assumes that in the existing condition this runoff enters the 36-inch storm sewer for the 2, 10 and 100-year rainfalls. The EIS should clearly show the means by which this runoff is assumed to enter the 36-inch storm sewer. If it is established that the majority of site runoff actually flows overland through the BNSF right-of-way, then the EIS seems to be claiming a higher rate of discharge into the 36-inch pipe than existing conditions would warrant.

G

The EIS should clearly identify the actual discharge from the existing site into the 36-inch storm sewer, and the future Ballpark should be held to that existing rate so as to limit the potential of the Ballpark project to cause flooding of adjoining and downstream properties and to maintain the rights of adjoining properties (including City of Minneapolis right-of-way) to use the 36-inch pipe for their own drainage – according to their own calculated existing rates.

H

The EIS indicates that construction will occur around and below the 5th Street North right-of-way. It is our understanding that there is a private storm sewer connection to the Metropolitan Council sanitary sewer interceptor immediately below the 5th Street North Bridge. If this understanding is accurate, then this connection should be identified in the EIS. To the extent that Ballpark construction disturbs areas below the bridge then this storm sewer connection to the sanitary sewer should be eliminated with the Ballpark project and the private storm sewer line reconnected to new storm sewer.

I

- D –** The private storm sewer connection will be maintained with the current capacity. Access to this private drainage system is not prevented by the Ballpark Project. A new private storm sewer line will be constructed across the parking lot at the north edge of the 5th Street N. Bridge to connect with a new public storm sewer near the south end of the Northstar Corridor Commuter Rail platform.
- E –** Detailed drainage computations that model existing and proposed conditions will be submitted to the City of Minneapolis (City) for review and approval as part of the required Stormwater Management Plan for the Project Area. Specific stormwater management provisions will be determined as design of the Ballpark is completed. A general discussion of stormwater can be found in Section 3.10 of this Final EIS.
- F –** Detailed drainage computations that model existing and proposed conditions, including storm sewer capacities, will be submitted to the City for review and approval as part of the required Stormwater Management Plan for the Project Area. Specific stormwater management provisions will be determined as design of the Ballpark is completed.
- G –** The topographic surveys of the Project Area indicate the storm drain lines within the BNSF right of way that connect to the 36-inch City storm drain. Based on the limited capacity of the private parking lot drainage system(s), overland flow does occur to the BNSF right of way. The Ballpark Project does not include a complete hydrologic and hydraulic modeling of the existing drainage system to which the Ballpark Site is tributary. However, the Draft EIS does include an analysis of the impact of the proposed Ballpark Project on the existing drainage system and preparation of a Stormwater Management Plan to mitigate the impacts in accordance with City requirements. The City will review the proposed development within this drainage area and determine the allowable design discharges for each of the parcels tributary to the 36-inch storm drain
- H –** The Stormwater Management Plan for the Ballpark Project proposes that the capacity of the existing 36-inch storm drain be allocated to each of the upstream parcels based on tributary area. The City will review the proposed development within this drainage area, as described in Section 3.10 of the Final EIS, and determine the allowable design discharges for each of the parcels tributary to the 36-inch storm drain.
- I –** The topographic survey does show pipes connected to surface drains that appear to connect to the MCES interceptor sewer. To the extent that the Ballpark construction disturbs the area under the 5th Street N. Bridge the surface drain connections to the MCES sewer will be eliminated. It is the building owner's responsibility to eliminate combined sanitary/storm sewer connections from the building to the public sewer system.

The EIS provides some detail on the water quality mitigation for the Ballpark site. Water quality mitigation will be handled on site and accomplishing the 70% total suspended solids removal does not involve impacts to adjoining properties.

C. Water Supply System

The potential realignment of the 3rd Avenue North 12-inch watermain to facilitate Ballpark construction should be constructed in such a way as to maintain access to this watermain for adjoining properties.

It is our understanding that Minneapolis staff has supervised recent hydrant tests of the 12-inch watermain under 3rd Avenue North. Minneapolis replaced this watermain in 1987, but hydrant testing in November of 2006 indicates a capacity of only 1,170 gallons per minute (gpm), significantly less than expected from a newer 12-inch watermain. This would suggest that the Ballpark's peak water demand of 1,200 gallons per minute could not be satisfied by this watermain alone. The EIS indicates no adverse impact from this projected peak demand. If the watermain capacity is limited to 1,170 gallons per minute and the Ballpark's peak demand is 1,200 gallons per minute, then there is an adverse impact to properties that utilize this main.

D. Sanitary Sewer System

The EIS states that the City of Minneapolis and Metropolitan Council have confirmed that sufficient sanitary sewer capacity exists for the Ballpark. This is consistent with our own conversations. It should be noted that there is also sufficient capacity for North Loop Village. The primary consideration for North Loop Village is that Ballpark's sanitary sewer construction below the 5th Avenue Bridge include a sanitary sewer stub into the properties to the northeast (on the other side of 5th Avenue). It is considered a standard accommodation for a developing property to provide and preserve sanitary sewer access for an undeveloped, adjoining property.

E. Traffic Operations Analysis

The traffic operations analysis was analyzed for a number of scenarios relative to varying start times and event occurrences. The scenarios were evaluated for the year 2010, the year the ballpark is scheduled to open. The scenarios are as follows:

- Existing and proposed roadway configurations during weekday p.m. peak hour (4:30-5:30 p.m.) without a baseball game
- Weekday afternoon baseball game (noon start) arrival (11:00 a.m.-noon) and departure (3:00-4:00 p.m.)
- Weekday evening baseball game (7:00 p.m. start) arrival (6:00-7:00 p.m.) and departure (10:00-11:00 p.m.)
- Saturday evening baseball game (7:00 p.m. start) departure (10:00-11:00 p.m.)
- Dual-event scenario, weekday evening; baseball game and Target Center event (7:00 p.m. start) arrival (6:00-7:00 p.m.)
- Access Minneapolis roadway modifications; weekday afternoon baseball game (noon start) departure (3:00-4:00 p.m.) and weekday evening baseball game (7:00 p.m. start) arrival (6:00-7:00 p.m.)

- J –** Access to the relocated 12-inch watermain in 3rd Avenue N for the properties north of 5th Street N. will not be impacted by the Ballpark Project.
- K –** The hydrant flow test measures the flow through the 2.5-inch nozzle on the hydrant. The actual flow through a 12-inch watermain would be greater than this flow. Therefore, it is anticipated that sufficient capacity will be available for the Ballpark as well as other properties.
- L –** The public infrastructure construction and relocation for the Ballpark Project could be designed to accommodate planned development on adjacent properties, if the plans for the proposed development are acceptable to the applicable regulatory agencies and are made available in a timely manner to be incorporated into the Ballpark Project.

F. Level of Service Analysis of Intersections

The EIS analyzed the level of service of 39 intersections in the study area. Numerous intersections were projected to operate at levels of service E or F, both unacceptable conditions for intersection operation. The following summarizes the number of intersections that will operate poorly given a specific event condition.

- Weekday Afternoon Event – Peak arrival at 11:00 a.m. to noon and peak departure from 3-4 p.m. For this event, 5 intersections are projected to operate at level of service (LOS) E or F for the arrival time and 17 intersections operate at LOS E or F during the peak departure time period.
- Weekday Evening Event – Peak arrival from 6-7 p.m. and peak departure from 10-11 p.m.

For this event, 12 intersections are projected to operate at LOS E or F during the peak arrival hour and 6 intersections would operate at LOS E or F during the peak departure hour.

- Saturday Evening Event – Departure from 10 to 11 p.m. The arrival hour was not analyzed for this departure time, there were 6 intersections projected to operate at LOS E or F.
- Weekday Evening Event – Peak Arrival Hour of 6-7 p.m. Departure hour was not analyzed.

There were 13 intersections projected to operate at LOS E or F for the arrival hour.

- Assumed Access Minneapolis Roadways with Event Conditions – Peak departure hour of 3-4 p.m. and peak evening arrival hour of 6-7 p.m.
- This scenario assumes that 1st Avenue North and Hennepin Avenue are converted from one way streets to two-way street with a dedicated bus lane in each direction. The 3-4 p.m. departure hour has 16 intersections operating at LOS E or F.

G. Surface Street Results Effect on North Loop Village

The events analyzed will definitely have an effect upon accessibility to the North Loop Village development. The analysis indicates many intersections operating at unacceptable levels of service. This means that there will be a time delay, with associated frustration, for vehicle traffic attempting to access the North Loop Village. The prime access intersection to North Loop Village, which appears to be the Washington Avenue/3rd Avenue North intersection, is projected to operate at LOS F for 5 of the 8 hourly conditions just referenced.

M

The ballpark plan vacates 3rd Avenue North from 5th Street North to 7th Street North thus removing an exit path for North Loop Village traffic to travel to 6th Street North, and 7th Street North.

N

The ballpark plan drawing in the EIS shows a field level access road within the North Loop Village site northeasterly of the ballpark. This access road could remove developable acreage from the site. The connection of this field level access road eventually connects to 3rd Avenue North which is a one-way roadway from Washington Avenue North to Royalston Avenue. The vacation of 3rd Avenue North restricts North Loop Village traffic from utilizing. The EIS should address the possibility of making 3rd Avenue

O

- M –** Based on the traffic analysis, this is correct. Mitigation measures will lessen the impact, however.
- N –** The conversion of 2nd Avenue N. from a one-way to a two-way roadway continues to be explored as a mitigation measure for the removal of 3rd Avenue N. between 5th Street N. and 7th Street N. While numerous mitigation strategies and measures have been identified and agreed upon, others continue to be explored. A Transportation Management Plan (TMP) will address the overall traffic mitigation plan.
- O –** Please see page 3-116, 3rd paragraph, of the Draft EIS. While not discussed in the Draft EIS, the conversion of 3rd Avenue N. between Washington Avenue and 5th Street N. from a one-way to a two-way was briefly considered as a mitigation measure. See Response N above for further elaboration on mitigation strategies and measures.

between Washington Avenue and 5th Street a two-way street so as not to push traffic into an intersection this is already overburdened

Wayfinding signage is recommended for traffic searching for ballpark parking. Perhaps as important is wayfinding signage that deters traffic from circulating in the North Loop Village searching for off-street or on-street parking for a ballpark event.

Such traffic activity and/or pedestrian activity could be deleterious to the North Park Village occupants.

The EIS, Traffic Sections, did not conduct an analysis of cumulative impacts as it relates to North Loop Village development concepts. We feel that this should be taken into account in the EIS traffic analysis.

H. Freeway Operations Effect on North Loop Village

The EIS analysis indicates that the weekday ballpark event departure time of 3-4 p.m. projects many freeway ramps to be over capacity.

As with other downtown freeway traffic these over capacity situations will have an effect upon North Loop Village traffic. This is especially true of I-394 as it leaves downtown. The document mentions the "choke" points but other than moving traffic out of the D, B, C ramps faster, no mitigation is mentioned to improve the "choke" points. We are concerned that improving exit times from the ramps may not improve delay if I-394 can't accommodate the traffic flow in an hour.

We also believe a weekday evening event with a peak arrival hour of 6-7 p.m. should be analyzed. A dual event should also be part of that analysis (i.e. Timberwolves and Twins games).

We believe that the freeway capacity of I-394 in the immediate vicinity of the ballpark may be less than stated due to the curvatures and exit/entrance ramps in the area.

I. Parking Effects on North Loop Village

The EIS analysis indicates that the weekday ballpark event departure time of 3-4 p.m. projects many freeway ramps to be over capacity.

The North Loop Village is within the parking designated as "walking ring." Therefore it can be expected that ballpark patrons will search for and utilize on-street and public parking (ramps) that would be constructed in the North Loop Village project. This area is closer to the ballpark than the Metrodome parking area and closer than much of the walking ring. It can be expected that ballpark patrons would search the North Loop Village for event parking, either on or off street. This could have an effect on parking supply available to retail-office uses in the North Loop Village.

J. Traffic Mitigation

- P –** Wayfinding signage will be provided. It will primarily be for larger public parking facilities, not to on-street or private parking, nor any potential parking facility within the North Loop Village. The analysis did not include the use of any parking within the North Loop Village development, although the close proximity to the Ballpark will be attractive for the Ballpark attendees. Specific location and content of wayfinding signage will be covered in the TMP process.
- Q –** The potential North Loop Village development is included in the cumulative impacts analysis. See page 3-115 of the Draft EIS. The analysis covered traffic movement for the various event scenarios. The County does not anticipate re-analyzing previously completed traffic scenarios. Instead, the focus will be on further identifying specific mitigation measures of identified concerns, including those of the developers of the potential North Loop Village, particularly if additional plans for the North Loop Village development become available.
- R –** Please see FHWA Response J. Also, please see page 3-38 of the Draft EIS, Traffic Mitigation – Freeway Operation, 2nd bullet. This issue will be addressed to the extent reasonably practicable in the TMP.
- S –** Please see page 3-30 (Table 3-10) in the Draft EIS for the 6:00 to 7:00 p.m. to Weekday Evening Arrival Analysis. Additional freeway analysis for the dual event scenario is not scheduled to be completed. However, please note that a capacity crowd attendance at the Target Center would be 19,000 and Ballpark would be 42,000. This total attendance is slightly less than a capacity Metrodome football event (64,000).
- T –** Please see page 3 27 of the Draft EIS for the intended scope of the analysis. The purpose of this analysis was to identify potential problem locations on the regional freeway network due to event traffic at a planning level. It was not intended to be a detailed operational analysis. Actual freeway ramp capacities could be lower, but other freeway ramp capacities could be higher. As an example, 3rd Street S. Entrance Ramp to westbound I-94 currently delivers over 2,400 vehicles per hour. The intent of the work was not to determine individual ramp or mainline capacities but to "estimate" if roadways can handle additional traffic from an event. Please note that all ramps listed in tables 3-9, 3-10, and 3-11 are listed as over capacity and would operate poorly.
- U –** Parking within the potential North Loop Village development will be attractive to Ballpark attendees. The Ballpark Authority and the Minnesota Twins will not identify this location as potential parking for Ballpark events on any websites or documents, unless agreed to by the owner. Additionally, North Loop Village representatives are encouraged to suggest specific ideas on how to discourage Ballpark attendees from using parking within the proposed development area in addition to those mitigation measures that have already been identified. Finally, Chapter 541 of the City of Minneapolis Zoning Code requires all new developments to provide adequate off-street parking to meet their individual needs. Thus, it is assumed that the North Loop Village development will provide the required off-street parking for its own residents.

The mitigation section discusses suggested methods that are to improve the traffic around the Stadium. Some of these mitigation measures are as follows:

- Visitor Information includes providing information about parking locations, directions to parking, event schedules, transit routes, pedestrian directions and general information to help people attending an event. It also suggests the need to create a position of "Event Transportation Manager" by the Ballpark Authority. This would be a positive step as long as the North Loop Village would be included in the discussions and information provided to the public. | **V**
- Wayfinding for vehicles, bicyclists, and pedestrians signage and messaging would help the North Loop Village residents, customers, and workers find their way around during Ballpark Events for parking. | **W**
- The parking mitigation proposed includes improving the entry/exits for Ramps A, B, C, and Hawthorne. Although a positive mitigation, as noted above, this would only benefit if the access to I-394 were improved and there are no plans to do that.
- There is also discussion about promoting early arrival and departures for the major Ramps along I-394. This may or may not improve traffic flow. Encouraging the use of the other parking facilities will depend on the completeness and success of the wayfinding and traffic management plans proposed. This will not substantially improve access in and out of North Loop Village.
- We would suggest that there be a push to add an additional merging lane or two for I-394 leaving downtown. This will have a very immediate and significant impact on improving travel times for those leaving any event headed west. | **X**
- The closure of 3rd Avenue between 5th Street and 7th Street impacts the exiting traffic from the North Loop Village. There are no mitigation plans in the EIS that address how to deal with this change however it was noted that a separate study is in process to address. Access to the North is limited now. This will only reduce access. There is a need to explore lane access to 3rd Avenue east of 5th Street. In addition, a controlled intersection at the driveway into the existing parking lots from Washington Avenue. This will be difficult to achieve because it is midblock and near the Railroad Bridge, but given the limited access that is there, it should be pursued. | **Y**
- There is discussion in the EIS Traffic Mitigation Plans to limit or restrict turning movements at key intersections. It is our opinion that most if not all of the intersections are key that were studied. Moreover, limiting and restricting movements could have a negative impact on flow in and out of the North Loop Village. There are event times like an afternoon game that end at the time that some of the North Loop residents would be returning home from work. Although they may be going in opposite directions to the event traffic, restrictions could slow down their commute. | **Z**
- The 6th Street lane reductions improve pedestrian movements but again reduce vehicle access to North Loop. This adds to the already limited access points to North Loop. Other steps like intersection control on Washington Avenue and lane access to 3rd Avenue are needed to reduce this impact as noted above. | **AA**
- Much of the proposed mitigation measures rely on mass transit as a means to relieve much of the congestion that will be generated by the Stadium. Yet the Stadium has provided no measures to improve transit access with the Stadium. For example, bus and taxi drop off will be left to North Loop Village to provide in and around the LRT Station. | **BB**
- How will the field access road from 3rd Avenue and the MTC Turnaround Drive impact North Loop Village? Its alignment and use by North Loop Village will be important to control. | **CC**
- It was noted that truck deliveries on 6th Street would be restricted for local businesses during peak periods. How is this enforced? What impact will this have on North Loop Village? | **DD**

Page 6 of 10

- V–** The Traffic Management Plan Committee will evaluate the best method of managing and coordinating traffic strategies as part of the TMP process. Representatives from the North Loop Village Association will be invited to participate on the TMP Committee during development of the TMP.
- W–** Comment noted. Wayfinding signage and messaging will be provided. The specific location and content of the signage and messaging will be determined in the TMP.
- X–** The addition of an additional merging lane for I-394 leaving downtown does not appear to be a feasible mitigation measure at this time but will continue to be pursued with the Federal Highway Administration (FHWA), the Minnesota Department of Transportation (Mn/DOT) and the City through the TMP process. To pursue this measure, it is very likely a detailed freeway operations analysis and IAMR would be needed to identify impacts to all drivers.
- Y–** Please see page 3-39 of the Draft EIS for potential mitigation measures and response to comment O in this section. The exact development plans or the amount of traffic that is expected to be generated by the proposed North Loop Village development is currently unknown. . The City is conducting additional analysis relative to the conversion of 3rd Avenue from a one-way to a two-way street, perhaps from the North Loop Village access to Washington Avenue, once additional plans for the proposed development are known.
- Z–** Any turn restrictions will be limited to immediately before and after a Ballpark event to improve the safety and flow of pedestrian and vehicular traffic. The TMP and resulting traffic control plan will set out the specific restrictions.
- AA–** Sixth Street N. is proposed to be reduced from three to two lanes for one block between 1st and 2nd Avenues, but only if it is determined that the pedestrian bridge extension to 1st Avenue will be built. Please see FHWA Response B.
- BB –** In response to a commonly expressed concern regarding traffic issues, the Final EIS contains further clarification regarding the travel mitigation strategies and measures that will be implemented, including those through the use of transit. The specific mitigation measures will be further reviewed and refined as part of the TMP process to determine their combined effectiveness on improving transportation flow and safety. This will include coordinating operations and staging for transit. The current plan for charter bus staging is to use the transit lower level area beneath Parking Ramps A and B on I-394.
- CC --** At present, the service drive north of 5th Street N. is planned as a non-exclusive private road owned by the Ballpark Authority. The City and adjacent businesses will be able to access and use the road. The road is currently designed to be 24 feet wide (two 12-foot vehicular lanes).
- DD –** Signage will be provided on 6th Street N. restricting deliveries during the peak hours. Businesses will be informed of these changes. The restriction will be enforced like all other restrictions in downtown Minneapolis. This change should not have any impact on the North Loop Village proposal based on the information provided to date.

- Truck and bus parking will be an issue with the modifications to roads around the Target Center. Where will these vehicles end up? It is not addressed in the EIS.
- There is a need to add a crosswalk on 5th Street N. near the LRT Station to get pedestrians out away from the Stadium. This should be noted as things move forward.
- There are narrow sidewalks at the 6th Street and 2nd Avenue intersection that should be widened. This should be noted as things move forward.

EE

FF

GG

K. *Transportation Effects*

The Ballpark EIS contains a specific analysis of transit and pedestrian conditions (see Section 3.2) that looks at the effects of three different game-day scenarios at the ballpark. A simulation model was used to evaluate the cumulative effects of pedestrian congestion in and near the ballpark and to estimate the length of time that congested conditions would exist near the ballpark for each event type. The event scenarios are established in conjunction with the traffic analysis and integrate data and processes from the traffic analysis. The pedestrian model is also used to evaluate impact on adjacent transit facilities (Hiawatha LRT and Northstar commuter rail).

Freight rail impacts are addressed only from a physical encroachment/compatibility standpoint.

The basic methodology used for the pedestrian and transit analysis is sound and appears to adequately portray the length of congested periods that would exist around the ballpark after games. Similarly, the analyses look at overlapping events at the Target Center. However, the analyses are based on the existing development pattern and linkages in the vicinity of the ballpark and consider only a limited subset of pending future conditions – the Northstar commuter rail system, its intermodal terminal and core building, the extension of Hiawatha LRT and the potential change of 1st Avenue North and Hennepin Avenue to two-way mixed traffic under consideration in Access Minneapolis.

HH

Traffic growth to 2010 (the analysis year) appears to be accomplished with growth factors rather than discrete analysis of cumulative development. No separate consideration of development in the North Loop Village is included in the EIS analyses (which may be technically adequate if no formal application has been filed with the City of Minneapolis for the NLV project). However, other pending and approved development is present in the Hennepin Avenue corridor that would be constructed concurrent with the ballpark and may have an effect on the traffic analysis results. The 222 Hennepin mixed use project at the intersection of Hennepin and Washington is one. The attached CPED map of current downtown projects should at least be addressed in the EIS in the context of other pending development that would affect the conditions analyzed in the EIS.

II

Not analyzing the effect of nearby development will likely affect traffic impacts more than pedestrian and transit. However, since there are few existing pedestrian generators adjacent to the ballpark, the net effect of these assumptions is a predicted pattern of movement that has only about 10% of the pedestrian demand moving to and from the North Loop area. In the pedestrian analyses, the pattern of movement is predominantly south and east with little to no demand assigned to locations north of 5th Street in the vicinity of the North Loop Village site.

The transit analysis considers only the effects of the ballpark demand on the Hiawatha LRT. The lack of schedule compatibility with Northstar service is cited as the reason that little to no impact on Northstar

Page 7 of 10

- EE –** Please see North Loop Neighborhood Association response to Comment F.
- FF –** A cross walk on 5th Street N. near the LRT Station has been requested. City approval has not yet been granted.
- GG –** As noted in the City of Minneapolis response to Comment W, numerous pedestrian mitigation measures have been agreed upon and others are currently being evaluated, including improving the crossing of 5th Street N. (west of LRT platform) to access the sidewalk on the north side of the street. See Section 3.2 in the Final EIS. The specific combination of mitigation measures to be implemented will be addressed in the TMP.
- HH –** The pedestrian analysis included programmed transit and roadway improvements in the depicted on Figure 3-5 in the Draft EIS, that would directly impact the pedestrian flow and transit operations associated with the Ballpark Project. Existing land use patterns were also considered in determining the directional flow and mode choice to and from a Ballpark game. Limited information was available regarding future conditions created by adjacent development.
- II –** Please see response to Comment A above. The map cited in the comment identifies major development projects in Downtown Minneapolis, including the North Loop Area of specific concern. None of the projects identified within one-quarter mile of the Ballpark Site involve new construction, but rather are renovations of existing structures. Within one-half mile of the Ballpark Site there are five proposed projects involving new construction. These are largely residential in nature and were considered in the cumulative effects analysis, as described in the Draft EIS.

ridership is expected from the ballpark. Similarly Metro Transit bus service is also not expected to be a large factor in the ballpark operation, but is cited as a potential mitigation measure. The results of the pedestrian and transit analyses cite the potential for congested conditions to exist on the 5th Street Bridge at the LRT platform for between 45 minutes and one hour following an event, depending upon the event type. Patrons waiting to board the LRT would congest the crossings and sidewalks that also carry pedestrians to the North Loop.

The effect of the ballpark on pedestrian and rail access to the North Loop Village site, on the basis of the analysis in the EIS, would be limited to the congestion at and near the LRT station, which would be on the south edge of the development. However, when the NLV is considered in the context of the ballpark, the effects of the ballpark will likely extend into the development area to a much larger extent since the NLV will be adding pedestrian access north of the ballpark that does not now exist. As the NLV improves the pedestrian environment between 5th Street and Washington Avenue, it will become a more attractive route for pedestrians destined for other North Loop venues than 5th Avenue North. Additionally, the NLV will become a source of pedestrian demand for the ballpark that will reorient the pedestrian demand pattern slightly.

Of concern is the ultimate design of the NLV pedestrian network – if provided at the existing grade level, it will effectively be below grade with respect to the sidewalk and transit connections on 5th Street and the ballpark access. To access these facilities and the Northstar platform, NLV users will need to ascend to 5th Street, which will require an adequately sized system of vertical circulation. Potential podium level circulation associated with the Intermodal station, as noted in the Draft Report, may affect these conditions and would affect the ways in which development in the NLV could connect to 5th Street.

From a transit standpoint, the NLV is not expected to introduce any new transit service or connections not included in the ballpark EIS. However, the ballpark use of LRT would negatively affect NLV residents, employees and visitors by making use of LRT during pre- and post-event periods more difficult.

The mitigation measures suggested in the EIS call for increasing the size of sidewalks, providing larger clear areas on sidewalks and improving skyway connections between the ballpark and downtown. These improvements would also benefit the NLV by improving connections between the NLV site and downtown. The mitigation also calls for increased use of transit. Metro Transit routes currently serve the ballpark site via 7th and 10th Streets. With development of the NLV, the bus routes on Washington Avenue may become more attractive to ballpark users and would introduce pedestrian demand through the NLV site (once improved pedestrian connections are made).

From an overall connectivity standpoint, whether pedestrian or vehicular, the ballpark will effectively remove grade-level access between the NLV site and the surrounding street system south of Third Street North. Currently, grade level access to the NLV site exists at Sixth Street and Third Avenue North. As the ballpark removes this access and closes Third Avenue North south of 5th Street, the NLV site would only have access to Washington Avenue and Third Avenue North at the northern end of the site. Circulation to the NLV site would be constrained as the available routes to reach the site would be reduced by the ballpark.

From a pedestrian standpoint, the lack of grade level access to the NLV site in its southern half will place added emphasis on making elevated connections to the NLV site from 5th Street to provide for a balanced

Page 8 of 10

system of connectivity. Without such connections, NLV pedestrians will be forced north to Washington Avenue.

L. Environmental Effects

The EIS found no negative impacts environmentally with the Twins Stadium. The analysis of traffic pollution, garbage burner pollution, noise, and lighting concluded that there will be no adverse impacts.

- o We are concerned that the analysis did not include the fact that development of the North Loop Village will be impacted by noise and lighting.

JJ

Summary of Key Points:

1. The EIS provided only a passing comment regarding the North Loop Village Development. No analysis is contained in the report of the impacts the North Loop Village Development or any other development will have on the assumptions and recommendations in the EIS. We believe that it would be appropriate for the EIS to consider potential development of the North Loop Village, as well as other potential developments in the area.
2. Input and discussions are needed regarding the access to the 36-inch storm line cutting across the Stadium site and how much of the North Loop Village Development drainage should be directed to it. Is the 36-inch big enough to handle the runoff for the stadium plus runoff from the North Loop Village Development? This should be specifically addressed in the EIS.
3. Is the 12-inch main big enough to handle the Stadium and the North Loop Village Development? On paper it should, but recent hydrant tests would lead to some questioning.
4. Traffic will be slowed to a level of service F (stopped) at many intersections before and after a game. This will negatively impact North Loop Village.
5. Parking will be a premium on event days. Adequate parking for the North Loop Village Development will be important and how use is controlled for event parking is an important consideration.
6. No mitigation measures are included to address the single entrance lane onto I-394. This will cause considerable traffic backups during events that will impact movements from the North Loop Village Development.
7. The elimination of 3rd Avenue from 5th Street to 7th Street along with the lane reductions for 6th Street will reduce an already limited access to the North Loop Village Development. Considerations for access onto 3rd Avenue near Washington Avenue and a controlled intersection from the existing parking lot drive onto Washington Avenue will be critical elements to be pursued for the North Loop Village Development.
8. The projected pedestrian movements are shown to be South and East. Little consideration is given to pedestrian movement to the North of the Stadium. We believe that this is not a realistic reflection of what would happen with development to the north and that this should be considered in the EIS.
9. The grade level of access to the rail stations and the roadways is predominantly on the second floor for the North Loop Village development. Consideration will be needed on how to relate this development to the other movements occurring around it.
10. Rail use will be difficult for North Loop residents, workers and customers to use during events.

KK

LL

MM

NN

OO

PP

QQ

RR

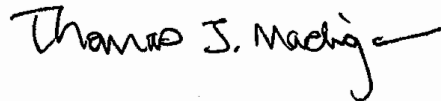
SS

- JJ** – The Draft EIS included an analysis of noise (traffic and Ballpark) and lighting impacts in Sections 3.3 and 3.5 respectively. Please also see response to Comment II above regarding inclusion of the proposed North Loop Village development in the cumulative effects analysis. Limited information available regarding future development precluded additional lighting analysis.
- KK** – Please see response to comment A above. Additional analysis regarding potential impacts to the North Loop Village Development was limited by the amount of information made available to the County regarding future development plans.
- LL** – Please see response to Comment H above.
- MM** – Please see response to Comment K above.
- NN** – Large events typically cause intersections to operate poorly before and after the event. Mitigation of these adverse impacts of Ballpark events will be provided through a number of mitigation strategies and measures that are set out in Section 3.1.5 of the Final EIS.
- OO** – Please see Response to Comments R and X above. Any changes to the freeway system will be very difficult, and the impact to all drivers will need to be considered. Discussion of this issue will continue with the FHWA, Mn/DOT and the City and will be further examined as part of the TMP process.
- PP** – Please see response to \Comments N, AA, and DD above.
- QQ** – The analysis evaluates pedestrian movements to the North Loop area, specifically from the North or 5th Street exit location. The level of pedestrian traffic to the north is based on the following key inputs: the current design of the Ballpark (e.g. exit locations and seating arrangement), transit access on 5th Street N., parking availability to the north, general traffic patterns, observed experiences at Metrodome and Target Center events, and surrounding land use.
- RR** – Comment noted.
- SS** – The concern regarding transit capacity during game events is so noted. The Ballpark Authority is working with Metro Transit to develop game event operation schedules that increase transit capacity. This issue will also be pursued as part of the TMP process.

As to any of the above issues and those contained within this memo, the EIS should propose ways in which to mitigate the problems and/or concerns.

| TT

Yours truly,

A handwritten signature in black ink, reading "Thomas J. Madigan" with a stylized flourish at the end.

Thomas J. Madigan, P.E.
Associate
Bonestroo

Cc: Fred Dock, Meyer, Mohaddes Associates
Sheldon Johnson, Bonestroo
Robert Barth, Bonestroo
Stuart Krahn, Bonestroo

TT – Please see City of Minneapolis Response A.

Major Development Projects in Downtown Minneapolis as of January 1, 2007

Map includes projects with actual or estimated construction costs over \$1 million.

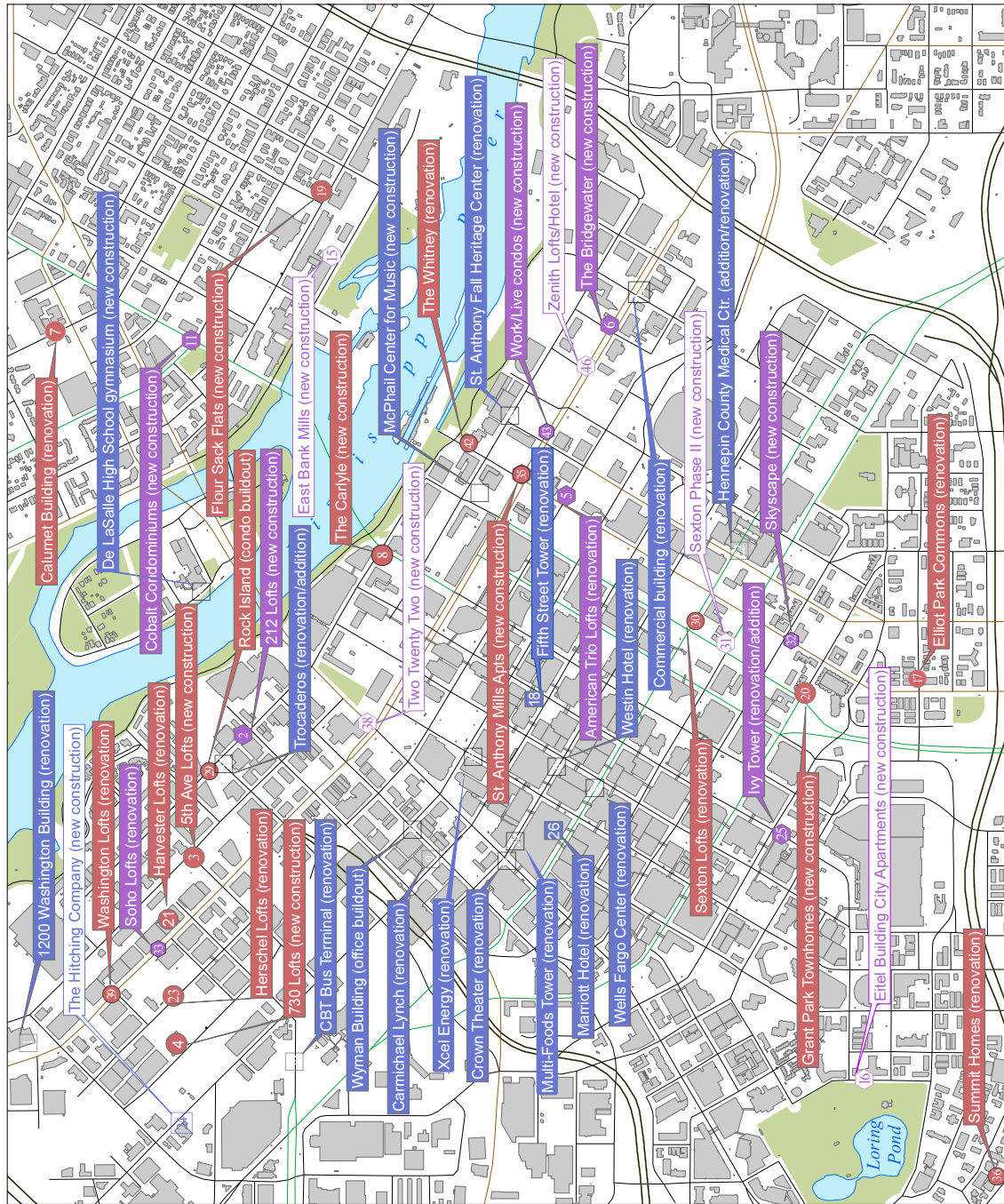
Projects shown either have active building permits with the City of Minneapolis Department of Regulatory Services or complete planning applications submitted to the City of Minneapolis Department of Community Planning and Economic Development.

Construction costs for projects with completed planning applications are estimated to be more than \$1 million if they include 10 or more residential units or more than 10,000 square feet of mixed-use or non-residential space.

- Residential (active permit)
- Mixed - Use (active permit)
- Non - Residential (active permit)
- Residential (application complete)
- Mixed - Use (application complete)
- Non - Residential (app. complete)

This map is updated quarterly. Look for the most current version at www.ci.minneapolis.us/cped/projects_jan.asp

0.25 Miles



Earth Protector, Inc.

Leslie Davis

P.O. Box 11688

Minneapolis, MN 55411-1441

612/522-9433

March 6, 2007

By e-mail with hard copies to follow

Mr. Chuck Ballantine, Deputy Coordinator
Hennepin County Ballpark Project Office
390 Grain Exchange Building
301 - 4th Avenue South
Minneapolis, MN 55415

Re: Comments on the Draft Environmental Impact Statement (DEIS) for The Minnesota Urban Ballpark

Dear Mr. Ballantine:

On behalf of the Earth Protector organization, and myself, I want to thank you and your staff, particularly Mr. Carl Michaud, for your courtesies in answering my questions and for providing me with the documents I needed to comment on this Draft Environment Impact Statement (DEIS).

It has been my experience as the president of Earth Protector, Inc. since 1983, that when an ill-conceived project takes on a political life, and money gets leveraged behind it, a variety of rationales and distortions occur in order for the ill-conceived project to advance. Such is the case with the proposed Minnesota Urban Ballpark (Ballpark) and its distorted DEIS.

A cursory review of the DEIS provides the appearance of professional work in describing scientific data and jargon, but a more detailed examination discloses a document that provides some facts but basically avoids full disclosure and distorts or avoids the truth.

For example: At the bottom of Page ES-1 of the Executive Summary for the Minneapolis Garbage Burner (HERC) emissions it is stated that, "ballpark users will not be exposed to any health risk associated with HERC emissions." How can that be true?

By "ballpark users" the DEIS is likely referring to spectators, players and workers (office and otherwise). The DEIS itself states that a variety of toxic and hazardous substances will be emitted into the air over the Ballpark and the surrounding area.

It is important to note that HERC is not under review in this DEIS, the proposed Ballpark is under review. HERC is simply one of the entities upon which the ill-conceived Ballpark is intruding and is only one of many things that the DEIS was supposed to address.

A

B

- A –** The Draft EIS reports the results of a human health risk assessment that looked at emissions from HERC and modeled how people could be exposed to these emissions. Risk assessments combine information on the toxic properties of chemicals and the extent of exposure to determine potential risks. There could be significant risks only if the exposure to a particular toxic chemical is sufficiently high. Although people are exposed to a variety of chemicals in their everyday lives, generally, the level of exposure is not high enough to result in health risks. A risk assessment helps to determine whether chemicals from a specific source could significantly add to the background risks. The risk assessment approach has been developed by USEPA, and is designed to be a conservative and health-protective means to determine the potential for adverse health effects.

The “Ballpark users” evaluated in the risk assessment include season ticket holders, players and workers, including ballpark maintenance workers. These groups were selected because they are likely to receive the highest exposure to emissions from HERC because they would be outdoors at the ballpark for the longest periods. The Draft EIS evaluated the variety of chemicals that could be emitted by HERC. In summary, the Draft EIS analysis found that the Ballpark will not adversely affect how the pre-existing HERC emissions disperse, and that the potential risk levels estimated for HERC emissions at the Ballpark are below levels of concern. The language in the FEIS has been revised to more directly reflect these findings.

- B –** The Draft EIS addressed the effect of the Ballpark on HERC stack dispersions and included a human health risk assessment of HERC emissions on Ballpark users. ENSR, the consultant that conducted the risk assessment report, conducted the studies and their report established that the Ballpark would not adversely affect dispersion of pollutants from HERC stacks and that the risk levels estimated for Ballpark users from HERC emissions will be below levels of concern.

While Hennepin County stated that the Environmental Impact Statement would include an analysis of HERC's impact on Ballpark users, it did not limit the analysis to ONLY HERC and other things have been considered. The county stated that:

C

An analysis will be conducted of the potential for a significant effect on Ballpark users from the HERC stack emissions (including enjoyment and safety) and the potential impact of the Ballpark structure on the HERC stack dispersion patterns (including air rights). Specific details of the analysis methodology will be determined in consultation with HERC and MPCA.

While the analysis in the DEIS left out, or avoided examining, a number of items that will be mentioned below, it certainly did determine that there is not only a “potential for a significant effect” but upon its presentation of some basic facts, even a novice can determine that there will be a “significant (a.k.a. consequential) effect” on users of the Ballpark. How can there not be with; arsenic, cadmium, chromium, lead, mercury and dioxin being emitted into the air over the Ballpark and surrounding area? It does not matter that HERC is in compliance with its permit because HERC is not the subject of this review.

D

On dioxin alone, which the DEIS points out will be in the air over the area, Marshall Sittig, author of The Handbook of Toxic Substances has said that dioxin is the most toxic substance known to man, there is no safe level and all contact should be avoided.

E

While it's true that there are numerous other sources of dioxin in the environment, it doesn't make sense to expose two million or more Ballpark users to more dioxin exposure by having it rain down on them on the way to the Ballpark or in the Ballpark.

The DEIS failed to examine the HERC NOx emissions from combusting natural gas in order to determine the secondary formation fine particulate (2.5) that would be formed and likely be absorbed or breathed in by many Ballpark users.

F

In addition, the SO2 emissions were documented, but there was no analysis or determination that sulfuric acid would not be formed as a chronic non-cancer problem. The sulfuric acid matter needs to be addressed.

G

Further, I obtained a list of 2005 Air Toxic Emissions from HERC that were not examined in the DEIS. The DEIS developers seem to be addressing the HERC analysis as if its a compliance document but I reiterate that this is not an examination or analysis of HERC but an examination of the appropriateness of placing a Ballpark at this location.

H

ALL the pollution from all sources including, HERC, additional vehicle traffic, jammed light rail platforms slowing people's exit, current traffic problems and current ambient air pollution in the area makes it impossible to determine that the Ballpark's pollution absorption will not have a significant impact on its users.

I

Keep in mind that people will be working in offices at the Ballpark that will require outdoor air to be brought in via an air intake system. What effect will that have on those working indoors? The CUMULATIVE effects of ALL the issues raised in my comments need to be looked at in their entirety, not one by one and piece by piece. This is a bad idea in the wrong place and no amount of distortion and obfuscation will make it a good idea.

J

- C –** The analysis conducted by ENSR did look at the effect of HERC emissions on Ballpark users and the impact of the Ballpark structure on HERC stack dispersion patterns as required. Methodology was determined after consultation with HERC and the Minnesota Pollution Control Agency (MPCA).
- D –** Because the source of the quotation “potential for significant effect” is not stated, the statement leads the reader to believe that that it is taken from the Draft EIS. However, the Draft EIS and supporting technical report “Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota” (ENSR, 2007) does not contain any such statement. To clarify the findings of the analysis, the language in the FEIS and the revised technical report refer to the risk levels estimated for Ballpark users as being below levels of concern. .

Even if chemicals like arsenic, chromium, mercury, etc. are emitted, if the levels of these chemicals are low enough then people will not be exposed at levels of concern. The purpose of a risk assessment is to look at the concentrations of chemicals and the amount of exposure to determine if there could be a health effect. The risk assessment evaluated a variety of exposure scenarios, such as inhaling chemicals present in air, chemicals being deposited onto food eaten in the ballpark and incidental ingestion of soil onto which chemicals could be deposited. The amount of chemicals that could be emitted from HERC are low enough that these exposures are below levels of concern at the Ballpark and surrounding community. Because HERC’s permit sets emission limits to ensure that people in the surrounding area would not be harmed, HERC’s compliance with the permit is important to establish that people in the area (including the Ballpark) are protected.

- E –** It is true that dioxin is widely known to be a highly toxic substance. However, the amount of dioxin emissions allowed from incinerators, including HERC, are so low that they would not significantly add to the existing background levels.

The risk assessment used various conservative assumptions to evaluate exposure, including inhalation of dioxin in air, ingesting dioxin in food eaten in the Ballpark, and contact with soil that could have deposited dioxin. It was conservatively assumed that Ballpark receptors in open areas would be exposed to both wet and dry deposition, even though the reality is that baseball games will most often be postponed on days when there is substantial precipitation. Even with these conservative assumptions, the risk assessment determined that people at the Ballpark would not be exposed to levels of concern from dioxins or any other chemicals associated with HERC emissions.

- F –** Primary PM_{2.5} HERC emissions have been evaluated in the risk assessment and have been shown to contribute to well less than 1% of the measured ambient concentrations. NO_x emissions from HERC to fine particulates would not contribute to PM_{2.5} at the Ballpark because of the transport time it would take for the atmosphere to convert an appreciable fraction of NO_x into nitrates. Given the short transport time from the HERC stacks to the Ballpark (e.g., at most a few minutes), there would not be enough time for more than a fraction of a percent of NO_x emissions to be transformed into particulate. Even if it were assumed that 1 percent of NO_x were converted to PM_{2.5}, the contrition would be only about 0.1% of the background PM_{2.5} concentration.

- G –** Data show that modern, well-controlled waste-to-energy facilities such as HERC do not emit sulfuric acid in more than trace quantities, well below levels of concern. The short transport time from the HERC stacks to the Ballpark also prevents the conversion of sulfur dioxide to sulfuric acid or other secondary pollutant species. However, to address this concern, sulfuric acid emissions and potential non-cancer risk estimates, have been quantified and included in the revised technical report. This analysis shows that Ballpark users are exposed to sulfuric acid at levels below those of concern.
- H –** The chemicals evaluated in the Draft EIS were selected based on compounds listed in the MPCA Title V Air Emission Permit #05300400-002 (www.pca.state.mn.us/air/permits/issued/05300400-002-aqpermit.pdf), and additional compounds listed by MPCA in a table entitled “Preliminary Emission Estimates for Calendar Year 2005” (MPCA, 2005). The compounds listed in the MPCA table that are associated with municipal incineration were included.
- I –** MPCA maintains ambient monitoring stations to continuously measure the level of criteria air pollutants such as carbon monoxide which is the primary indicator of air pollution in congested urban areas. The comparison of HERC’s maximum modeled carbon monoxide concentrations at the maximum permitted emission rates to existing concentrations in downtown Minneapolis (see Table 3-31 in the revised technical report) indicate that HERC contributes only about 0.3% to the total concentrations. Although there may be indirect effects of the Ballpark such as a local increase in traffic congestion, the current levels of carbon monoxide are so far below ambient air quality standards that it is extremely unlikely that these standards will be approached or exceeded. Light rail vehicles do not produce emissions and pedestrian congestion at light rail platforms will not add to vehicular emissions.
- J –** The risk assessment conservatively assumes that Ballpark game-day staff is exposed to both outdoor air and ingestion of dust from exposed Ballpark surfaces every day that a baseball game is played. While it is acknowledged that there could also be people working at indoor offices at the Ballpark their level of exposure will be much less than the exposure of game-day Ballpark staff. Office workers in the Ballpark would be exposed more days per year (about 240 days for an office worker versus 92 days for Ballpark staff) but because they are indoors where the air is filtered, they would be exposed only through inhalation. According to the Draft EIS analysis, the long-term risk due to inhalation is much less than exposure from exposed surfaces. Accounting for these factors, the maximum risk to an office worker would be less than the risk to Ballpark staff, with the exposure for both groups occurring at levels below those of concern.

When one steps back in an unbiased fashion and views the Ballpark proposal for the good of the Ballpark users, Ballpark owners, and the people of Hennepin County who are paying for most of it, it simply doesn't make sense.

The site is clearly too small for its intended purpose. With light rail, Northstar Rail, and vehicle convergence and pedestrian convergence proposed for this location, a scenario of regret is being laid in place because as I said at the beginning of my comments, when a political decision is made and leveraged with vast amounts of money the facts are ignored and the "I want it I want it" manipulators move in.

K

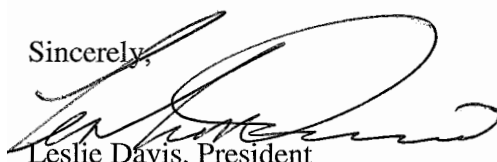
Lastly, while alternative sites are not part of the DEIS review, and we are not suggesting that that be done, a step back by ALL parties should be taken and a long view be given to determine if this is the best that we can do and the best place to do it based on ALL the facts.

Mr. Ballentine, what will people say about us in the years ahead as they look back on our work today? Will they equate our work with the stupidity of those who forced the garbage burner (HERC) upon us that is now upwind of downtown Minneapolis and whose owners are long gone? Will they equate us with the manipulators of the burner who are still amongst us casting ill-conceived projects upon the people?

Manipulators like former Hennepin County Commissioner Chairman Mark Andrew, Commissioner Randy Johnson and their colleagues who all admittedly took money from Sam Kaplan, Esq. to vote for the garbage burner location. Kaplan represented the Blount Company garbage burner builder and he got Charles K. Dayton, Esq. to swindle the air emission permit out of the Pollution Control Agency for Blount by using Janet Green and Marcia Gelpe of the Pollution Control Agency Board who were his friends and helped him in his swindle. The list is long but would not be complete without mentioning the crooked activities of former Minnesota Pollution Control Agency employees David Bordson, PE and Michael Valentine, Hennepin County employee Vern Genzlinger who lied to get garbage burner ash shipped to Illinois and Jeff Spartz, the DFL dynamo who made his fortune screwing the people of Hennepin County in ways too numerous to mention.

Thank you for the opportunity to comment on this matter and again I appreciate your courtesy.

Sincerely,



Leslie Davis, President
Earth Protector, Inc.

P.S. I understand that you have included the Minnesota Pollution Control Agency in the DEIS comments on the HERC portion of the DEIS but I am adding them to my comments. Finally, the public is being short-changed by not having the resources to retain professional advisers to assist in the entire review of the DEIS.

L

- K –** The footprint for the Ballpark Site is more than eight acres and meets the needs of the intended use. Additionally, space under the bridges at 5th Street N. and 7th Street N. is used as is space above I-394. The downtown Ballpark Site takes advantage of existing parking, transit facilities, and the transportation network.
- L –** Responses to MPCA staff comments on the *Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota* were prepared by ENSR. The MPCA comments have been numbered for reference purposes.

Minnesota Pollution Control Agency comments on HERC review

Comments on HERC Air Dispersion Modeling and Risk Assessment

A limited review of the HERC Air Dispersion Modeling and Risk assessment by MPCA staff focused on the inhalation pathway. The non-inhalation (ingestion) pathway analysis portion of the risk assessment was not reviewed. Standard methods and exposure assumptions are not available, so there is little precedent with which to assess the reasonableness of the methods used and assumptions made by HERC.

Aspects of the risk assessment MPCA staff focused their review on include:

- General comment
- Inhalation COPC list
- Emissions estimates and sources
- Air dispersion modeling and air concentrations
- Inhalation health benchmark values

General Comment

While MPCA was unable to draw conclusions regarding risks from HERC, unless there is evidence HERC emissions will not reach receptors at the proposed ballpark, the concluding statement in the executive summary that “ballpark users will not be exposed to any health risks associated with HERC emissions” is incorrect. A more appropriate statement would be that “The estimated risks are below levels of concern.” There are some similar additional cases of overstatement of conclusions elsewhere in the text as well.

1

COPC list

The selection of COPCs did not follow methods outlined in MPCA’s AERA Guide. Facilities typically list all potentially emitted chemicals, then estimate emissions for those for which health benchmark values are available. HERC evaluated only those pollutants with emissions estimates available in MPCA’s emissions inventory and those listed in the permit. These emissions information sources are not intended to provide a comprehensive listing of pollutants potentially emitted by HERC.

Since typical COPC selection methods were not used, MPCA staff reviewed the Olmsted County Waste-to-Energy Facility (OWEF) AERA results to get a sense of whether other pollutants besides those evaluated by HERC could potentially be emitted, and whether these pollutants could possibly be risk drivers. The OWEF risk driver chemicals not included in the HERC quantitative analysis are sulfuric acid and NO₂ (MPCA’s emissions inventory contains emissions for NO_x only; risk analyses typically assume all of NO_x is in the form of NO₂ unless evidence is provided to assume otherwise).

2

Based upon the OWEF results, it would seem appropriate to include the maximum hourly NO_x emissions, including those from natural gas combustion, in the acute (hourly) evaluation. An inhalation health benchmark value is available from California EPA for NO₂ that is routinely used in air toxics emissions analyses in Minnesota. (This comment was also made by MPCA staff in a preliminary review of the November 2006 exposure assumption submittals.)

- 1 –** The language in the FEIS and the revised technical report now references the finding from the DEIS analysis that the risk to Ballpark users from exposure to HERC emissions is below levels of concern.
- 2 –** In response to this comment, ENSR has addressed the acute toxicity of NO₂ and the chronic toxicity of sulfuric acid emitted from the HERC stacks. Note that this acute NO₂ assessment, as well as the assessment of long-term NO₂ impacts included in the revised technical report, makes the conservative assumption that all NO_x emissions are in the form of NO₂. Because the permitted emissions represent the maximum possible emissions, risk estimates were based on permitted emissions. Appropriate tables in the technical report were amended to include NO₂ and sulfuric acid and are identified as “revised” in the revised report.

Emissions

Emissions calculated from stack test data also do not appear to follow MPCA guidance, which states that for long-term average emission rates the 95% upper confidence limit of the mean concentration should be used. The risk assessment states that the average was used. It does not say the upper confidence limit was used.

3

A description of how the long-term and short-term emission rates on a grams per second basis were calculated should be provided in the report. It appears that short-term ‘actual’ emission rates were calculated from annual ‘actual’ emissions assuming 8760 hours of operation and applying a factor of 1.1. We suggest that the actual hours of operation (which were less than 8760) should be used in this calculation, which would give a higher short-term emission rate. In addition, the use of the factor 1.1 should be justified.

4

In Section 3.1.2.1, the first and second sentences in the second paragraph should be changed to “For those COPCs without permit limits or testing requirements but associated with municipal waste combustion (arsenic, chromium, nickel and PM2.5) emission estimates developed by MPCA (MPCA, 2005) were applied (2705300400_emis.xls). MPCA calculated these emission rates by using 2005 actual throughput data and emission factors from the EPA Factor Information Retrieval (FIRE) Data System.”

5

Hourly emissions of NO₂ from natural gas combustion should have been included in the acute analysis.

The word “measurement” should be replaced with “actual” in the titles of Tables 3-2 and 3-3, 3-7A, 3-8A, 3-10A, 3-11A. The first heading under Section 3.1.2.1 should be “Actual” Emissions.

Air dispersion modeling

The statement in the executive summary that AERMOD is the EPA’s most advanced model is incorrect. It should be characterized as the current guideline model.

6

The air dispersion modeling analysis appears to have been done appropriately and according to MPCA and EPA guidance. The model-estimated concentrations and deposition amounts represent reasonable estimates of the expected conditions.

Inhalation Health Benchmark Values

The inhalation health benchmark values used for the pollutants quantitatively assessed to compute cancer risks and hazard indices are consistent with the values currently used by MPCA for those pollutants in the AERA process.

7

- 3 –** It is acknowledged that MPCA guidance calls for the 95% upper confidence limit of the mean source testing concentration for risk assessments. However, rather than statistically representing an upper bound, two sets of emissions were used 1) an absolute upper-bound based on air permit limits and 2) actual emissions, based directly on average measured emissions with no statistical adjustment. Because the upper-limit risk is already addressed in the permit limit-based assessment and the expected risk is addressed in the actual emissions-based assessment, adding a third analysis representing a 95% upper confidence limit (i.e., less than the permitted but greater than expected) would not provide useful information in estimating the potential range of risks from the facility.
- 4 –** Section 3.1.2 of the revised technical report describes the general methods applied to generate actual (measured) and upper-limit (permitted) long-term average and maximum short-term emissions. Details of the calculations are provided in Appendix B to the revised technical report in the form of an Excel spreadsheet (Appendix B Emissions.xls). In cases where short-term emissions of COPCs were estimated from annual average emissions, a generic factor of 1.1 was applied to be consistent with the factor recommended by MPCA for the Olmsted Waste-to-Energy Facility risk assessment. In the above comment MPCA notes that another factor could have been derived based on the reported hours of operation of the units. A review of the hours of operation data (included in the HERC 2003-2005 annual emissions reports) indicates that averaging over both units this factor is about 1.17. Application of this factor, instead of 1.1, would increase maximum 1-hour concentrations by about 6%. Given that the acute hazard index for permitted HERC emissions (see revised Table 3-32) is only 0.08, such a slight adjustment has no bearing on the risk assessment. An expanded explanation of the methods used is provided in the revised technical report.
- 5 –** Editorial comments are noted and the suggested language has been incorporated into the revised technical report.
- Section 3.1.1.2 of the risk assessment report provides a detailed explanation of why it is unnecessary to consider co-firing of natural gas in the long-term assessment. In response to MPCA comment #2, an acute modeling analysis was conducted for NO₂ for maximum short-term permitted emissions assuming all NO_x is emitted as NO₂. This NO₂ short-term emission rate for the acute analysis in the revised technical report includes natural gas combustion. In addition, the maximum 1-hour modeled NO₂ concentrations were added to maximum 1-hour ambient monitored concentrations of NO₂. Given that the monitored concentrations already include the impacts of HERC, this represents a highly conservative assessment.
- 6 –** The comment regarding the reference to AERMOD has been incorporated into the FEIS and the revised technical report.
- 7 –** Comment noted.

Andy Hestness <andy_hestness@yahoo.com>
03/01/2007 08:52 PM

To
ballpark@co.hennepin.mn.us
cc

Subject
Draft EIS Comments

I appreciate the ability to review the Draft EIS on the internet. Putting aside the current acquisition challenges on this site, I have the following comments:

1. I am very concerned about the "Southwest Parking Facility" shown on the site plan (Figure 21). The text of the DEIS mentions this as a 2 story parking structure. Though this site has some unique advantages (transit/transportation, downtown skyline view), it also has some significant drawbacks. One major drawback is it's current relatively isolated location which is caused by the presence of things such as I394, the garbage burner, the height difference between the adjacent roads and the site itself, etc. The reason the site holds so much promise is that new development could create a new neighborhood around the stadium, and that is much of what the public was promised with this site. Creating a large parking facility adjacent to the stadium and underneath the existing roads that precludes new development adjacent to the site is a bad idea. It undermines the neighborhood that the project is striving to create, thus leaving the sides of the ballpark 1. Freeway/Structured Parking; 2. Depressed Parking Structure; 3. Garbage burner; and 4. Housing/Transit which is a scenario that is isolated and not particularly pedestrian friendly similar to the Metrodome. The site plan for Hines' North Loop Village anticipates "Phase B" development on the site identified for the Southwest Parking Facility. (available at <http://www.twinsballpark.org/vertical/Sites/%7B5C9093EC4FFF49F490B76CBB0269E792%7D/uploads/%7B0AD71CD573F049A4921262882A149283%7D.PDF>)

A

- A –** The Southwest Parking Facility has been eliminated as an element of the Ballpark Project. A surface parking lot with 350 to 400 spaces is proposed in its place, with air rights for development above the surface parking lot.

It would be a significant missed opportunity to not allow that development to occur. As a solution to this issue, I would propose using the current ground level as a parking lot, and providing air rights for development above. Perhaps this could help with the current stalemate with Land Partners II (who I believe is the group working with Hines on North Loop Village) for the actual ballpark site by providing them with additional developable space above the Southwest Parking Facility in exchange for selling the actual ballpark land at a lower value. This would reduce the amount of parking available on this land, but due to the small site, all parties need to make some accommodations. If the Twins really need that much parking, perhaps agreements could be made with existing parking structures at least this wouldn't represent an acquisition cost, rather an operating cost and thus not be capped at \$90M for infrastructure.

B

C

2. I would prefer a full plaza over 394 between the Target Center and the new ballpark, however I realize that this may be too expensive. Otherwise, please be careful with the pedestrian bridge at 6th St North. If this bridge is not carefully designed with appropriate railings, street furniture, plants, etc. it will be uncomfortable over 394. If possible, it would be best to design this area such that if funds became available later on a full plaza could be constructed to cover 394 from 6th St North to 7th St North.

D

3. I think the proposal to remove the I94 viaduct that connects to 3rd and 4th Streets is a good longterm strategy for Minneapolis (as seen in the Minneapolis multimodal station plan <http://www.ci.minneapolis.mn.us/citywork/planning/docs/MultiModel.pdf>). I would only suggest that nothing be done in the planning of the ballpark that could hinder the removal of this viaduct in the future.
Thank you very much,

E

Andy Hestness

Looking for earthfriendly autos?

Browse Top Cars by "Green Rating" at Yahoo! Autos' Green Center.

- B –** Air rights for development are still being discussed.
- C –** The Minnesota Twins are in negotiations to secure existing parking spaces in the A Ramp for specialty ticket holders.
- D –** The bridge will be designed with an appropriate railing system that will meet the functional requirements of the Minnesota Department of Transportation and the City of Minneapolis and its associated codes. Street furniture and landscape features will be considered in the overall design of the Pedestrian Bridge.
- E –** Revision to the I-94 viaduct that connects 3rd and 4th Streets is not part of the Ballpark Project. A proposed easement for a service drive passes under the viaduct, but should not hinder the removal of this viaduct in the future.

I'm writing to express my concerns about the closure of 3rd Avenue N to accomodate the ballpark construction. I'm a resident of the Bryn Mawr neighborhood, west of downtown Minneapolis, and use Glenwood Ave and 3rd Ave N on a regular basis (almost daily). Much of this is due to my weekday commute between Bryn Mawr and my job at the University of Minnesota, for which I use these routes to avoid rush hour congestion. However, there are workarounds for my commute and my concerns here have to do with general traffic patterns to and from the Glenwood Avenue corridor.

I am concerned that the traffic pattern adjustments for this stadium plan will be detrimental to the future redevelopment of Glenwood Avenue and the Bassetts Creek Valley area. These areas are targeted for long-term redevelopment that will need regular traffic flow to and from downtown Minneapolis in order to build and sustain economic activity. Specifically, this area will need substantial Glenwood Avenue traffic as a customer base for retail businesses (i.e., I don't think it's realistic to rely on the redevelopment as a "destination" market, as has been demonstrated by the struggles of the Midtown global market).

A

3rd Avenue North is pretty heavily used right now for people commuting through downtown, then onto westbound Glenwood Avenue. This route serves residents of Harrison, Bryn Mawr, Cedar Lake, St. Louis Park, and Golden Valley. "Heavy" is a relative term - I rarely see backups, but there is a steady flow of traffic during the daily afternoon rush hour. Closing 3rd Ave N is going to reroute this traffic, probably in a variety of directions. Some will divert to 1st Ave N and cut across to Glenwood on 11th. This is going to increase congestion on 1st Ave N. Some will divert north to 5th, 6th or 10th to catch Hwy 55 (this options seems most appealing). Some will resort to the freeway congestion. Regardless, it's clear to me that Glenwood Ave traffic will be reduced and that reduction will threaten the economic viability of the redevelopment.

My appeal is that Hennepin County strongly support the future of the Glenwood Ave corridor and Bassetts Creek Valley as it relates to the ballpark development. I personally think there is great opportunity to incorporate the corridor with the ballpark development, but this would require that transportation to and from the corridor be maintained in some form, including event traffic and weekday commuter traffic. As an example, perhaps the Glenwood corridor could serve as a pre-game (and post-game) destination - such as a "stadium village" - with options for parking and rail service to the ballpark. Furthermore, weekday westbound commuter traffic should have a viable option to get to Glenwood Ave using options other than First Ave N to 11th Street (for example, divert to 10th Ave N and then across to Border Ave, or improve the access to Lyndale Ave S from Hwy 55).

B

C

Thank you for considering my concerns.

Regards,

Karen Soderberg

Karen Soderberg
SHADAC, University of Minnesota
2221 University Ave SE, Ste. 345
Minneapolis MN 55414
Ph: 612-624-4802
Fax: 612-624-1493
www.shadac.org

- A–** The TMP process will determine mitigation measures for the closing of 3rd Avenue N. in conjunction with neighborhood input through the TMP Committee. As development of the area surround the Ballpark progresses the County is working with neighborhood groups to develop a circulation plan and identify alternative routes. The TMP process (see Section 7.2.1) will also address traffic concerns resulting from the Ballpark. Potential measures include converting 2nd Avenue N to a two-way street; this could possibly occur in 2008 or 2009. Neighborhood groups will be invited to participate on the Transportation Management Plan (TMP) Committee.
- B–** The Ballpark will almost certainly boost the potential for parking and pre/post game entertainment destinations (“stadium villages”) in the areas west and north of the proposed Ballpark. The Glenwood corridor, Farmers Market, and North Loop areas all have potential to benefit from proximity to Ballpark events. Connections from Ballpark events to these areas will be available for pedestrians, bicycles, automobiles and charter buses. There are no current plans to connect these areas to the Ballpark via rail.
- C–** Please see response to City of Minneapolis Comment O. The County and City of Minneapolis are looking at the feasibility of converting 2nd Avenue from a one-way to a two-way street. This issue will be addressed as part of the TMP process and the specific determination of the reasonably practicable combination of mitigation measures.

boomer83@comcast.net (J&NPodany)
02/02/2007 09:09 AM

To
ballpark@co.hennepin.mn.us
cc

Subject
EIS Public Comment

I have serious concerns about the impacts of the recycling facility. I work a block away from there and see the impacts everyday. The negative impacts include:

Many times when walking by there on the sidewalk I feel light moisture raining down on me. What if there was a rain delay due to the chemicals raining down on the stadium.

| A

When I leave work there are little chemical spots all over my car. Can you imagine the amount of chemicals landing on the stadium potentially ruining paint. The spots will be all over the seating as well potentially ruining clothing.

| B

The smell! It smells like garbage! Everyday there are hundreds of dump trucks entering the facility. In addition studies have shown half of all garbage on the street comes from dump trucks losing parts of their loads. Why don't we call the stadium smokestack park?

| C

I want some promises from the Pohlad family that they will not make taxpayers move the facility. And I want a promise from county commissioners they will not make taxpayers pay for the move.

The overall location is excellent. However I believe politicians and Twins businessman have known the substantial negative impacts of the incinerator all along.

I have blind copied myself on this so I am looking forward to seeing these comments incorporated in the public comments.

- A –** The light mist could come from the cooling towers at HERC. The towers consist of three large fans and a network of plastic membranes to provide surface area for cooling water. The water in the cooling tower is city water that contains a small amount of microbiocide to inhibit algae growth. Water is pumped to the top of the towers and cascades to the bottom through the plastic membranes. The fans draw air up through the towers in the opposite direction, cooling the water. A small amount of water is emitted in a fine mist. The mist may contain trace amounts of calcium, magnesium, sodium, etc, and is not hazardous.
- B –** Spots could be from any number of sources. The commenter implies that the spots on his/her car are from HERC. There would be no way to substantiate what is causing the spots or what they consist of without further study. It is possible that mist from the HERC cooling tower could contribute to some deposition, depending on environmental conditions and where the car is parked, but again the mist consists of nothing but city water with trace amounts of biocides that are added to prevent the growth of algae. Dust and dirt stirred up by traffic in the area and by the wind could also cause or contribute to deposition. There also could be emissions from cooling units or exhaust fans from other businesses or industry in the area or carried by the wind from outside the area.
- C –** See response to City of Minneapolis comment E.

"Steve Spaulding" <sspaulding@edcoproducts.com>
02/14/2007 02:42 PM

To
<ballpark@co.hennepin.mn.us>
cc

Subject
Closing 3rd Ave

I am concerned about the lack of a solution in granting access to Glenwood
Ave from downtown.

| **A**

- A –** Please see response to City of Minneapolis comment O. Hennepin County (County) and the City of Minneapolis are considering the feasibility of converting 2nd Avenue from a one-way to a two-way street. Other specific mitigation measures may be identified as part of the TMP process.

"Joe Adams" <jadams@northstarmls.com>

01/30/2007 02:32 PM

To

<ballpark@co.hennepin.mn.us>

cc

Subject

Garbage plant smell

I used to play volleyball in the end of that parking lot. During the summer, when it gets nice and humid, the smell coming from the garbage plant was nasty. If you build a stadium there, you'll definitely give a whole new meaning to home field advantage. You could positively count me in as one of many who will never visit the stadium, just due to the fact I already know what it smells like in that area in the summer months.

A

Joe Adams
Database Administrator
RMLS-MN/Plat Systems Inc
651-251-3232

- A –** Hennepin County (County) has taken significant steps to reduce odors from HERC. High speed doors were installed on the entrance and exits to the tipping hall that can be kept closed when trucks are not entering or exiting. Waste volumes are managed to minimize dwell time in the pit. Odor absorbing blankets have been installed on one set of ventilation louvers. As stated in the Draft EIS, odor monitoring has been conducted on a daily basis for the last three years and monitoring results show a significant decrease in odors and in odor intensity. Efforts to keep odors contained and research to identify new technologies to reduce odors further have been and will continue to be priorities for the County.

See also response to City of Minneapolis Comment E.

Geoffrey A Warren <gewarren@us.ibm.com>

01/30/2007 01:26 PM

To
ballpark@co.hennepin.mn.us

cc

Subject
New Ballpark

I found it interesting that your study disclosed the following:

"...would have little impact on the stadium."

The keyword 'little' is at play here. My assumption is that the proximity will allow for odor. Nothing like sitting at an open air stadium, enjoying a ball park frank to the smells of the counties charred refuse.

| A

While odor might not constitute a hazardous impact, it certainly will negatively impact the associated ambiance. The selection of this site seems suspect at best. I'm a season ticket holder and supporter of the new stadium. I really think that we could do much better in selecting a site to properly display our new jewel. A new stadium in close proximity to Harriet Island with a pedestrian bridge across the river would have left the nation in awe. Instead, we will have people wondering what that funny smell is?

- A –** Monitoring for waste odors from HERC has been conducted on a daily basis for the last three years. Results from monitoring around the perimeter of the Ballpark site show a significant decrease in solid waste odors from HERC and in their intensity. Odors from the ash were not detected. Solid waste odors were detected 19 out of 219 days in 2005 and 23 out of 219 days in 2006, down from 36 out of 219 days in 2004. More importantly, in 2006 the strength of these waste odors from HERC was barely detectable using an olfactometer. Neighborhood odors were more prevalent and intense than odors from the waste at HERC.

See response to City of Minneapolis Comment E.

david.moore7@comcast.net
01/30/2007 10:05 PM

To
ballpark@co.hennepin.mn.us, <ballpark@co.hennepin.mn.us>

cc

Subject
Outdoor Baseball Idea Stinks

I am all for a stadium for a team that is competitive. This offseason, the Twins have shown that they have no intention of joining the big leagues and fielding a team with any free agents that can actually hit the ball. The team your putting in there will stink, as much as the garbage smells wafting over from the incinerator. The ballpark is too small, the team is too cheap, and the smell won't be worth it. | **A**

There is no shame in admitting the idea is just too silly to go forward.

I'd rather have a competitive Triple A minor league team in a small, affordable stadium, then the crackerbox near the garabage pile you guys are building. Face the facts...the stadium is not a good idea. Time to save face.

A – See response to City of Minneapolis Comment E.

"Troy" <troy@geraniumsbygeorge.com>

02/21/2007 12:11 PM

To

<carol.dean@co.hennepin.mn.us>

cc

Subject

Twins Stadium in Brooklyn Center

Hello Carol,

I called a week or two ago and then sent an email about the idea of having the Twins stadium in Brooklyn Center at the site of Brookdale Shopping Center and wouldn't you know it, that the paper then runs a story about the idea of using the Brookdale site. What I am wondering about is a statement reported in the paper. It said that the Twins are not enthusiastic about that site. Why are they not enthusiastic? What can we as businesses and residents of the area do to get them more enthusiastic? Is there a real chance of this happening in Brooklyn Center?

A

Thank you,

Troy Lucht

Malmberg's Garden Center, Owner

763-535-4695 work

763-537-2297 home

763-242-4342 cell

- A –** Section 2.2 of the Draft EIS, Alternative Sites, notes that the Ballpark Legislation states that, “the environmental impact statement shall not be required to consider alternative Ballpark sites.” (Sec. 13, Subdivision 1, 1) Furthermore, the Legislature determined that a Ballpark must be located in the City of Minneapolis at a site within the legislatively-defined “development area,” which defines the Ballpark Site.

"Troy" <troy@geraniumsbygeorge.com>

02/13/2007 02:22 PM

To

<carol.dean@co.hennepin.mn.us>

cc

Subject

Twins Stadium Idea in Brooklyn Center

Hello Carol,

I appreciate your time and willingness to hear my ideas. I have grown up in Brooklyn Center and operate a business, Malmborg's Garden Center, in Brooklyn Center. Our main offices have been moved out to Rogers, MN but we still have a production site and Garden Center in Brooklyn Center. Just full disclosure of my perspective.

As far as the Twins stadium, I am disappointed to see the current negotiation status with the landowners and would like to give you another option or idea for the stadium. Please consider the Brookdale Shopping Center in Brooklyn Center. Currently, the city of Brooklyn Center is redeveloping some restaurant and hotel sites. These could be developed to enhance the lodging and meal options.

A

The infrastructure that exists currently with Hwy 100, Hwy 694, and Hwy 94, you have routes already in place to disperse the traffic. You have a new Bus station that is right near the Brookdale Shopping Center. The Brookdale Shopping Center today is a struggling mish-mash of stores that really cannot find an identity that connects with the type of customers that can support such a mall in the long term. That is my opinion anyway.

Since there is no talk of such an arrangement, the opportunity exists to negotiate a fair price for both the mall owners and Hennepin County.

Why am I doing this? I am concerned about the future of Brooklyn Center and I want to see something positive happen and bringing a Twins stadium to the area would be a great initiator of reinvestment and redevelopment.

Again, thank you for your willingness to hear me out. If you have any questions for me, please feel free to call.

Troy Lucht
Malmborg's Garden Center
763-428-2061 Work phone
763-242-4342 Cell phone

- A –** Section 2.2 of the Draft EIS, Alternative Sites, notes the Ballpark Legislation states that, “the environmental impact statement shall not be required to consider alternative Ballpark sites.” (Sec. 13, Subdivision 1, 1) Furthermore, the Legislature determined that a Ballpark must be located in the City of Minneapolis at a site within the legislatively-defined “development area.”

Original
Sent to
Minnesota
Twins Organization

2/17/07

Hello

I feel Mr Pohlad should pay the additional costs to get the land for the ballpark so construction can start. I don't believe the Twins have paid any rent for the use of the Metrodome in recent years, so they can afford to pay for the land overruns. Also any decent rich old man would have paid for half of the new ball park in the first, instead of a miserly quarter of it. I read the book Stadium games years ago and my impression of team owners, including Mr Pohlad is not good. The consummate "deal maker" and his efforts to make him "whole" at the taxpayers expense is obscene. Mr. Pohlad is in the sunset years of his life and doesn't have much time left to do the right thing. It's time for Mr. Pohlad and his family to step up to the plate do what's right.

Thank You For Reading This
Mr. Basil Love

A

A – Comment noted.

Summary of Public Hearing Comments
Hennepin County Board of Commissions
February 20, 2007

Dick Adair

The commenter expressed concern about global warming and the need to reduce greenhouse gases. He stated that the proposed Ballpark location was good because it was accessible by busses, trains, and pedestrians. He estimated that there would be 300 million trips to the ballpark in the next 50 years and felt that the Ballpark ought to be accessible by means other than fossil fuel powered vehicles.

A

- A –** Comment noted. The Ballpark Site is close to the center of the Twin Cities Metropolitan area fan base, maximizes the use of existing parking facilities, and is in close proximity to existing transit services including light rail transit.

Summary of Public Hearing Comments
Hennepin County Board of Commissions
February 20, 2007

Vida Ditter

The commenter expressed concern about the traffic counts used for the 2010 forecasts because they did not use the anticipated population in 2010. The commenter noted the Holman decree and stated that with the closing of 3rd Avenue easy in/out access to downtown will be lost for area residents. The commenter expressed concern about congestion, noise, and pollution on I-394 resulting from all of the activities in the downtown area, not just the proposed Ballpark and Target Center.

A
B
C

- A –** The Final EIS more clearly states that a general annual increase in traffic was used to account for the increase in population and employment.
- B –** Please see response to City of Minneapolis Comment O. Hennepin County and the City of Minneapolis are considering the feasibility of converting 2nd Avenue from a one-way to a two-way street. Other specific mitigation measures may be identified as part of the TMP process.
- C –** Congestion on I-394 for baseball event arrival and departure scenarios are addressed in Section 3.1 of the Final EIS. No additional analysis was completed that addresses events that occur downtown other than baseball games. Please see response to City of Minneapolis Comment Z.

Appendix A

Ballpark Legislation House File: 2480

Baseball stadium financing, construction, and operation provided; Minnesota Ballpark Authority established; community ownership option provided; and Hennepin County and future Anoka County sales taxes authorized.

Companion: Senate File 2297

Approved by Governor/filed by Secretary of State: May 26, 2006

Effective Date: Section 1 & 3: May 27, 2006; Section 2: June 30, 2006



Minnesota House of Representatives

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H.F. No. 2480, 6th Engrossment - 84th Legislative Session (2005-2006) Posted on May 21, 2006

- 1.1 A bill for an act
- 1.2 relating to sports; providing for the financing, construction, operation, and
- 1.3 maintenance of a ballpark for Major League Baseball and related facilities;
- 1.4 establishing the Minnesota Ballpark Authority; providing powers and duties of
- 1.5 the authority; providing a community ownership option; authorizing Hennepin
- 1.6 County to issue bonds and to contribute to ballpark costs and to engage in
- 1.7 ballpark and related activities; authorizing local sales and use taxes and revenues;
- 1.8 exempting Minnesota State High School League events from sales taxes;
- 1.9 requiring the Minnesota State High School League to transfer tax savings to a
- 1.10 foundation to promote extracurricular activities; authorizing expenditures of tax
- 1.11 revenues for youth activities and youth and amateur sports and the extension of
- 1.12 library hours; requiring a report on development and financing of a stadium for
- 1.13 the Minnesota Vikings; authorizing a contingent local sales and use tax in Anoka
- 1.14 County; providing for the transfer of certain funds; amending Minnesota Statutes
- 1.15 2004, sections 297A.70, subdivision 11; 297A.71, by adding a subdivision;
- 1.16 473.5995, subdivision 2; Minnesota Statutes 2005 Supplement, section 10A.01,
- 1.17 subdivision 35; proposing coding for new law in Minnesota Statutes, chapter
- 1.18 473; repealing Minnesota Statutes 2004, sections 272.02, subdivision 50;
- 1.19 297A.71, subdivision 31; 473I.01; 473I.02; 473I.03; 473I.04; 473I.05; 473I.06;
- 1.20 473I.07; 473I.08; 473I.09; 473I.10; 473I.11; 473I.12; 473I.13.
- 1.21 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 1.22 Section 1. Minnesota Statutes 2005 Supplement, section 10A.01, subdivision 35,
- 1.23 is amended to read:
- 1.24 Subd. 35. **Public official.** "Public official" means any:
- 1.25 (1) member of the legislature;
- 1.26 (2) individual employed by the legislature as secretary of the senate, legislative
- 1.27 auditor, chief clerk of the house, revisor of statutes, or researcher, legislative analyst, or
- 1.28 attorney in the Office of Senate Counsel and Research or House Research;
- 1.29 (3) constitutional officer in the executive branch and the officer's chief administrative
- 1.30 deputy;
- 2.1 (4) solicitor general or deputy, assistant, or special assistant attorney general;
- 2.2 (5) commissioner, deputy commissioner, or assistant commissioner of any state
- 2.3 department or agency as listed in section 15.01 or 15.06, or the state chief information
- 2.4 officer;
- 2.5 (6) member, chief administrative officer, or deputy chief administrative officer of a
- 2.6 state board or commission that has either the power to adopt, amend, or repeal rules under
- 2.7 chapter 14, or the power to adjudicate contested cases or appeals under chapter 14;
- 2.8 (7) individual employed in the executive branch who is authorized to adopt, amend,

- 2.9 or repeal rules under chapter 14 or adjudicate contested cases under chapter 14;
- 2.10 (8) executive director of the State Board of Investment;
- 2.11 (9) deputy of any official listed in clauses (7) and (8);
- 2.12 (10) judge of the Workers' Compensation Court of Appeals;
- 2.13 (11) administrative law judge or compensation judge in the State Office of
- 2.14 Administrative Hearings or referee in the Department of Employment and Economic
- 2.15 Development;
- 2.16 (12) member, regional administrator, division director, general counsel, or operations
- 2.17 manager of the Metropolitan Council;
- 2.18 (13) member or chief administrator of a metropolitan agency;
- 2.19 (14) director of the Division of Alcohol and Gambling Enforcement in the
- 2.20 Department of Public Safety;
- 2.21 (15) member or executive director of the Higher Education Facilities Authority;
- 2.22 (16) member of the board of directors or president of Minnesota Technology, Inc.; ~~or~~
- 2.23 (17) member of the board of directors or executive director of the Minnesota State
- 2.24 High School League; or
- 2.25 (18) member of the Minnesota Ballpark Authority established in section 473.755.

2.26 Sec. 2. Minnesota Statutes 2004, section 297A.70, subdivision 11, is amended to read:

- 2.27 Subd. 11. **School tickets or admissions.** Tickets or admissions to regular season
- 2.28 school games, events, and activities, and to games, events, and activities sponsored by the
- 2.29 Minnesota State High School League under chapter 128C, are exempt. For purposes of
- 2.30 this subdivision, "school" has the meaning given it in section 120A.22, subdivision 4.
- 2.31 **EFFECTIVE DATE.** This section is effective for sales after June 30, 2006, and
- 2.32 before July 1, 2011.

2.33 Sec. 3. Minnesota Statutes 2004, section 297A.71, is amended by adding a subdivision

2.34 to read:

- 3.1 Subd. 37. **Building materials; exemption.** Materials and supplies used or
- 3.2 consumed in, and equipment incorporated into, the construction or improvement of the
- 3.3 ballpark and public infrastructure constructed pursuant to sections 473.75 to 473.763
- 3.4 are exempt. This subdivision expires one year after the date that the first major league
- 3.5 baseball game is played in the ballpark for materials, supplies, and equipment used in the
- 3.6 ballpark, and five years after the issuance of the first bonds under section 473.757 for
- 3.7 materials, supplies, and equipment used in the public infrastructure.

3.8 Sec. 4. Minnesota Statutes 2004, section 473.5995, subdivision 2, is amended to read:

- 3.9 Subd. 2. **Transfer; sale of the Metrodome.** Upon sale of the Metrodome, the
- 3.10 Metropolitan Sports Facilities Commission must transfer the net sales proceeds as follows:
- 3.11 (1) \$5,000,000 to Hennepin County to offset expenditures for grants for capital
- 3.12 improvement reserves for a ballpark under section 473.757; and
- 3.13 (2) the remainder to the football stadium account to be used to pay debt service on
- 3.14 bonds issued to pay for the construction of a football stadium for the Minnesota Vikings.

3.15 Sec. 5. **[473.75] PURPOSE.**

3.16 The purpose of sections 473.75 to 473.763 is to provide for the construction,
3.17 financing, and long-term use of a ballpark primarily as a venue for Major League Baseball.
3.18 It is found and declared that the expenditure of public money for this purpose is necessary
3.19 and serves a public purpose, and that property acquired by the county for the construction
3.20 of the ballpark and related public infrastructure is acquired for a public use or public
3.21 purpose under chapter 117. It is further found and declared that any provision in a lease or
3.22 use agreement with a major league team, that requires the team to play its home games in
3.23 a publicly funded ballpark for the duration of the lease or use agreement, serves a unique
3.24 public purpose for which the remedies of specific performance and injunctive relief are
3.25 essential to its enforcement. It is further found and declared that government assistance to
3.26 facilitate the presence of Major League Baseball provides to the state of Minnesota and its
3.27 citizens highly valued intangible benefits that are virtually impossible to quantify and,
3.28 therefore, not recoverable even if the government receives monetary damages in the event
3.29 of a team's breach of contract. Minnesota courts are, therefore, charged with protecting
3.30 those benefits through the use of specific performance and injunctive relief as provided
3.31 herein and in the lease and use agreements.

3.32 Sec. 6. **[473.751] DEFINITIONS.**

4.1 Subdivision 1. **Terms.** As used in sections 473.75 to 473.763, the terms defined in
4.2 this section have the meanings given them in this section, except as otherwise expressly
4.3 provided or indicated by the context.

4.4 Subd. 2. **Authority.** "Authority" means the Minnesota Ballpark Authority
4.5 established under section 473.755.

4.6 Subd. 3. **Ballpark.** "Ballpark" means the stadium suitable for major league baseball
4.7 to be constructed and financed under this act.

4.8 Subd. 4. **Ballpark costs.** "Ballpark costs" means the cost of designing, constructing,
4.9 and equipping a ballpark suitable for Major League Baseball. Ballpark costs excludes
4.10 the cost of land acquisition, site improvements, utilities, site demolition, environmental
4.11 remediation, railroad crash wall, site furnishings, landscaping, railroad right-of-way
4.12 development, district energy, site graphics and artwork and other site improvements
4.13 identified by the authority, public infrastructure, capital improvement reserves, bond
4.14 reserves, capitalized interest, and financing costs.

4.15 Subd. 5. **County.** "County" means Hennepin County.

4.16 Subd. 6. **Development area.** "Development area" means the area in the city of
4.17 Minneapolis bounded by marked Interstate Highway 394, vacated Holden Street, the
4.18 Burlington Northern right-of-way, Seventh Street North, Sixth Avenue North, Fifth Street
4.19 North, the Burlington Northern right-of-way, and the Interstate Highway 94 exit ramp.

4.20 Subd 7. **Public infrastructure.** "Public infrastructure" means all property, facilities,
4.21 and improvements determined by the authority or the county to facilitate the development
4.22 and use of the ballpark, including but not limited to property and improvements for
4.23 drainage, environmental remediation, parking, roadways, walkways, skyways, pedestrian
4.24 bridges, bicycle paths, and transit improvements to facilitate public access to the ballpark,
4.25 lighting, landscaping, utilities, streets, and streetscapes.

4.26 Subd. 8. **Streetscape.** "Streetscape" means improvements to streets and sidewalks
4.27 or other public right-of-way for the purpose of enhancing the movement, safety,

4.28 convenience, or enjoyment of ballpark patrons and other pedestrians, including decorative
4.29 lighting and surfaces, plantings, display and exhibit space, adornments, seating, and transit
4.30 and bus shelters, which are designated as streetscape by the county.

4.31 Subd. 9. **Team.** "Team" means the owner and operator of the baseball team
4.32 currently known as the Minnesota Twins or any team owned and operated by someone
4.33 who purchases or otherwise takes ownership or control of or reconstitutes the baseball
4.34 team currently known as the Minnesota Twins.

4.35 Sec. 7. **[473.752] LOCATION.**

5.1 The ballpark must be located in the city of Minneapolis at a site within the
5.2 development area.

5.3 Sec. 8. **[473.753] PROPERTY TAX EXEMPTION; SPECIAL ASSESSMENTS.**

5.4 Any real or personal property acquired, owned, leased, controlled, used, or occupied
5.5 by the authority or county for any of the purposes of this act is declared to be acquired,
5.6 owned, leased, controlled, used, and occupied for public, governmental, and municipal
5.7 purposes, and is exempt from ad valorem taxation by the state or any political subdivision
5.8 of the state; provided that the properties are subject to special assessments levied by
5.9 a political subdivision for a local improvement in amounts proportionate to and not
5.10 exceeding the special benefit received by the properties from the improvement. No
5.11 possible use of any of the properties in any manner different from their use under this
5.12 act at the time may be considered in determining the special benefit received by the
5.13 properties. Notwithstanding section 272.01, subdivision 2, or 273.19, real or personal
5.14 property subject to a lease or use agreement between the authority or county and another
5.15 person for uses related to the purposes of this act, including the operation of the ballpark
5.16 and related parking facilities, is exempt from taxation regardless of the length of the lease
5.17 or use agreement. This section, insofar as it provides an exemption or special treatment,
5.18 does not apply to any real property that is leased for residential, business, or commercial
5.19 development or other purposes different from those contemplated in this act.

5.20 Sec. 9. **[473.754] EMPLOYEES AND VENDORS.**

5.21 (a) The Minnesota Ballpark Authority shall make good faith efforts to have
5.22 entry-level middle management and upper management staffed by minority and female
5.23 employees. The authority shall also make best efforts to employ women and members
5.24 of minority communities. The authority shall make good faith efforts to utilize minority
5.25 and female-owned businesses in Hennepin County. Best efforts shall be made to use
5.26 vendors of goods and services provided by minority and female-owned businesses from
5.27 Hennepin County.

5.28 (b) The authority shall contract with an employment assistance firm, preferably
5.29 minority owned, to create an employment program to recruit, hire, and retain minorities
5.30 for the stadium facility. The authority shall hold a job fair and recruit and advertise at
5.31 Minneapolis Urban League, Sabathani, American Indian OIC, Youthbuild organizations,
5.32 and other such organizations.

5.33 (c) The authority shall report the efforts made in paragraphs (a) and (b) to the
5.34 attorney general.

6.1 Sec. 10. **[473.755] MINNESOTA BALLPARK AUTHORITY.**

6.2 Subdivision 1. **Establishment.** To achieve the purposes of this act, the Minnesota
6.3 Ballpark Authority is established as a public body, corporate and politic, and political
6.4 subdivision of the state. The authority is not a joint powers entity or an agency or
6.5 instrumentality of the county.

6.6 Subd. 2. **Composition.** (a) The Minnesota Ballpark Authority shall be governed
6.7 by a commission consisting of:

6.8 (1) two members appointed by the governor;

6.9 (2) two members, including the chair, appointed by the county board; and

6.10 (3) one member appointed by the governing body of the city of Minneapolis.

6.11 (b) All members serve at the pleasure of the appointing authority.

6.12 (c) Compensation of members appointed under paragraph (a) is governed by
6.13 Minnesota Statutes, section 15.0575.

6.14 (d) One member appointed under paragraph (a), clause (1), must be a resident of
6.15 a county other than Hennepin. All other members appointed under paragraph (a) must
6.16 be residents of Hennepin County.

6.17 (e) No member of the Minnesota Ballpark Authority may have served as an elected
6.18 official of the city of Minneapolis or Hennepin County for a period of two years prior
6.19 to appointment to the authority.

6.20 (f) The legislature intends that the ballpark be constructed to be operational for
6.21 the team and the public no later than the opening of the 2010 season. Accordingly, the
6.22 appointing authorities must make their appointments to the authority within 30 days
6.23 of enactment of this act, and if the governing bodies of the city of Minneapolis or the
6.24 county should fail to do so, the governor may appoint an interim member to serve until the
6.25 authorized appointment is made. The first meeting of the members shall take place at the
6.26 direction of the chair within 45 days of enactment of this act. Further, the authority must
6.27 proceed with due speed in all of its official organizing activities and in making decisions
6.28 with respect to the development agreement and lease or use agreement authorized by this
6.29 act or any other agreements or matters as necessary to meet the timetables set forth in
6.30 this act. Any three members shall constitute a quorum for the conduct of business and
6.31 action may be taken upon the vote of a majority of members present at a meeting duly
6.32 called and held.

6.33 Subd. 3. **Chair.** The chair shall preside at all meetings of the authority, if present,
6.34 and shall perform all other assigned duties and functions. The authority may appoint
6.35 from among its members a vice-chair to act for the chair during the temporary absence
6.36 or disability of the chair.

7.1 Subd. 4. **Bylaws.** The authority shall adopt bylaws to establish rules of procedure,
7.2 the powers and duties of its officers, and other matters relating to the governance of the
7.3 authority and the exercise of its powers. Except as provided in this section, the bylaws
7.4 adopted under this subdivision shall be similar in form and substance to bylaws adopted
7.5 by the Metropolitan Sports Facilities Commission pursuant to section 473.553.

7.6 Subd. 5. **Executive director.** The authority shall appoint an executive director to
7.7 serve as the chief executive officer of the authority, which appointment shall be made
7.8 within 30 days of the first meeting of the members.

7.9 Subd. 6. **Web site.** The authority shall establish a Web site for purposes of
7.10 providing information to the public concerning all actions taken by the authority. At a
7.11 minimum, the Web site must contain a current version of the authority's bylaws, notices
7.12 of upcoming meetings, minutes of the authority's meetings, and contact telephone and
7.13 facsimile numbers for public comments.

7.14 Sec. 11. **[473.756] POWERS OF AUTHORITY.**

7.15 Subdivision 1. **Actions.** The authority may sue and be sued. The authority is a
7.16 public body and the ballpark and public infrastructure are public improvements within the
7.17 meaning of chapter 562. The authority is a municipality within the meaning of chapter 466.

7.18 Subd. 2. **Acquisition of property.** The authority may acquire from any public or
7.19 private entity by lease, purchase, gift, or devise all necessary right, title, and interest in
7.20 and to real property, air rights, and personal property deemed necessary to the purposes
7.21 contemplated by this act.

7.22 Subd. 3. **Data practices; open meetings.** Except as otherwise provided in this act,
7.23 the authority is subject to chapters 13 and 13D.

7.24 Subd. 4. **Facility operation.** The authority may equip, improve, operate, manage,
7.25 maintain, and control the ballpark and related facilities constructed, remodeled, or
7.26 acquired under this act as smoke-free facilities, subject to the rights and obligations
7.27 transferred to and assumed by the team or other user under the terms of a lease or use
7.28 agreement, but in no case may a lease or use agreement permit smoking in the ballpark.

7.29 Subd. 5. **Disposition of property.** The authority may sell, lease, or otherwise
7.30 dispose of any real or personal property acquired by it that is no longer required for
7.31 accomplishment of its purposes. The property may be sold in accordance with the
7.32 procedures provided by section 469.065, except subdivisions 6 and 7, to the extent the
7.33 authority deems it to be practical and consistent with this act. Title to the ballpark shall
7.34 not be transferred or sold prior to the effective date of enactment of any legislation
7.35 approving such transfer or sale.

8.1 Subd. 6. **Employees; contracts for services.** The authority may employ persons
8.2 and contract for services necessary to carry out its functions, including the utilization of
8.3 employees and consultants retained by other governmental entities. The authority shall
8.4 enter into an agreement with the city of Minneapolis regarding traffic control for the
8.5 ballpark.

8.6 Subd. 7. **Gifts and grants.** The authority may accept monetary contributions,
8.7 property, services, and grants or loans of money or other property from the United States,
8.8 the state, any subdivision of the state, any agency of those entities, or any person for any
8.9 of its purposes, and may enter into any agreement required in connection with them. The
8.10 authority shall hold, use, and dispose of the money, property, or services according to the
8.11 terms of the monetary contributions, grant, loan, or agreement.

8.12 Subd. 8. **Research.** The authority may conduct research studies and programs;
8.13 collect and analyze data; prepare reports, maps, charts, and tables; and conduct all
8.14 necessary hearings and investigations in connection with its functions.

8.15 Subd. 9. **Use agreements.** The authority may lease, license, or enter into use
8.16 agreements and may fix, alter, charge, and collect rentals, fees, and charges for the use,
8.17 occupation, and availability of part or all of any premises, property, or facilities under

8.18 its ownership, operation, or control for purposes that will provide athletic, educational,
8.19 cultural, commercial, or other entertainment, instruction, or activity for the citizens of
8.20 Minnesota and visitors. Any such use agreement may provide that the other contracting
8.21 party has exclusive use of the premises at the times agreed upon, as well as the right to
8.22 retain some or all revenues from ticket sales, suite licenses, concessions, advertising,
8.23 naming rights, and other revenues derived from the ballpark. The lease or use agreement
8.24 with a team shall provide for the payment by the team of operating and maintenance costs
8.25 and expenses and provide other terms the authority and team agree to.

8.26 Subd. 10. **Insurance.** The authority may require any employee to obtain and
8.27 file with it an individual bond or fidelity insurance policy. It may procure insurance in
8.28 the amounts it considers necessary against liability of the authority or its officers and
8.29 employees for personal injury or death and property damage or destruction, consistent
8.30 with chapter 466, and against risks of damage to or destruction of any of its facilities,
8.31 equipment, or other property.

8.32 Subd. 11. **Exemption from council review; business subsidy act.** The acquisition
8.33 and betterment of a ballpark by the authority must be conducted pursuant to this act and
8.34 are not subject to sections 473.165 and 473.173. Section 116J.994, does not apply to
8.35 any transactions of the county, the authority, or other governmental entity related to the
8.36 ballpark or public infrastructure, or to any tenant or other users of them.

9.1 Subd. 12. **Contracts.** The authority may enter into a development agreement with
9.2 the team, the county, or any other entity relating to the construction, financing, and use of
9.3 the ballpark and related facilities and public infrastructure. The authority may contract
9.4 for materials, supplies, and equipment in accordance with sections 471.345 and 473.754,
9.5 except that the authority, with the consent of the county, may employ or contract with
9.6 persons, firms, or corporations to perform one or more or all of the functions of architect,
9.7 engineer, or construction manager with respect to all or any part of the ballpark and public
9.8 infrastructure. Alternatively, at the request of the team and with the consent of the county,
9.9 the authority shall authorize the team to provide for the design and construction of the
9.10 ballpark and related public infrastructure, subject to terms of this act. The construction
9.11 manager may enter into contracts with contractors for labor, materials, supplies, and
9.12 equipment for the construction of the ballpark and related public infrastructure through the
9.13 process of public bidding, except that the construction manager may, with the consent of
9.14 the authority or the team:

- 9.15 (1) narrow the listing of eligible bidders to those which the construction manager
9.16 determines to possess sufficient expertise to perform the intended functions;
9.17 (2) award contracts to the contractors that the construction manager determines
9.18 provide the best value, which are not required to be the lowest responsible bidder; and
9.19 (3) for work the construction manager determines to be critical to the completion
9.20 schedule, award contracts on the basis of competitive proposals or perform work with
9.21 its own forces without soliciting competitive bids if the construction manager provides
9.22 evidence of competitive pricing.

9.23 The authority shall require that the construction manager certify, before the contract is
9.24 signed, a fixed and stipulated construction price and completion date to the authority
9.25 and post a performance bond in an amount at least equal to 100 percent of the certified
9.26 price, to cover any costs which may be incurred in excess of the certified price, including

9.27 but not limited to costs incurred by the authority or loss of revenues resulting from
9.28 incomplete construction on the completion date. The authority may secure surety bonds
9.29 as provided in section 574.26, securing payment of just claims in connection with all
9.30 public work undertaken by it. Persons entitled to the protection of the bonds may enforce
9.31 them as provided in sections 574.28 to 574.32, and shall not be entitled to a lien on any
9.32 property of the authority under the provisions of sections 514.01 to 514.16. Contracts for
9.33 construction and operation of the ballpark must include programs, including Youthbuild,
9.34 to provide for participation by small local businesses and businesses owned by people of
9.35 color, and the inclusion of women and people of color in the workforces of contractors
9.36 and ballpark operators. The construction of the ballpark is a "project" as that term is
10.1 defined in section 177.42, subdivision 2, and is subject to the prevailing wage law under
10.2 sections 177.41 to 177.43.

10.3 Subd. 13. **Incidental powers.** In addition to the powers expressly granted in this
10.4 act, the authority has all powers necessary or incidental thereto.

10.5 Subd. 14. **Review of ballpark design.** The authority must consider the ballpark
10.6 implementation committee's recommendations as they relate to the design and
10.7 construction of the ballpark, after the recommendations are considered by the city council
10.8 as provided in section 473.758.

10.9 Sec. 12. **[473.757] COUNTY ACTIVITIES; BONDS; TAXES.**

10.10 Subdivision 1. **Ballpark grants.** The county may authorize, by resolution, and
10.11 make one or more grants to the authority for ballpark development and construction,
10.12 public infrastructure, reserves for capital improvements, and other purposes related to the
10.13 ballpark on the terms and conditions agreed to by the county and the authority.

10.14 Subd. 2. **Youth sports; library.** To the extent funds are available from collections
10.15 of the tax authorized by subdivision 10 after payment each year of debt service on the
10.16 bonds authorized and issued under subdivision 9 and payments for the purposes described
10.17 in subdivision 1, the county may also authorize, by resolution, and expend or make
10.18 grants to the authority and to other governmental units and nonprofit organizations in an
10.19 aggregate amount of up to \$4,000,000 annually, increased by up to 1.5 percent annually
10.20 to fund equally: (1) youth activities and youth and amateur sports within Hennepin
10.21 County; and (2) the cost of extending the hours of operation of Hennepin county libraries
10.22 and Minneapolis public libraries.

10.23 The money provided under this subdivision is intended to supplement and not
10.24 supplant county expenditures for these purposes at the time of enactment of this act.
10.25 Hennepin County must provide reports to the chairs of the committees and budget
10.26 divisions in the senate and the house of representatives that have jurisdiction over
10.27 education policy and funding, describing the uses of the money provided under this
10.28 subdivision. The first report must be made by January 15, 2009, and subsequent reports
10.29 must be made on January 15 of each subsequent odd-numbered year.

10.30 Subd. 3. **Expenditure limitations.** The amount that the county may grant or
10.31 expend for ballpark costs shall not exceed \$260,000,000. The amount of any grant
10.32 for capital improvement reserves shall not exceed \$1,000,000 annually, subject to the
10.33 agreement under section 473.759, subdivision 3, and to annual increases according to an
10.34 inflation index acceptable to the county. The amount of grants or expenditures for land,

10.35 site improvements, and public infrastructure shall not exceed \$90,000,000, excluding
11.1 capital improvement reserves, bond reserves, capitalized interest, and financing costs.
11.2 The authority to spend money for land, site improvements, and public infrastructure is
11.3 limited to payment of amounts incurred or for construction contracts entered into during
11.4 the period ending five years after the date of the issuance of the initial series of bonds
11.5 under this act. Such grant agreements are valid and enforceable notwithstanding that they
11.6 involve payments in future years and they do not constitute a debt of the county within the
11.7 meaning of any constitutional or statutory limitation or for which a referendum is required.
11.8 **Subd. 4. Property acquisition and disposition.** The county may acquire by
11.9 purchase, eminent domain, or gift, land, air rights, and other property interests within
11.10 the development area for the ballpark site and public infrastructure and convey it to the
11.11 authority with or without consideration, prepare a site for development as a ballpark,
11.12 and acquire and construct any related public infrastructure. The purchase of property
11.13 and development of public infrastructure financed with revenues under this section is
11.14 limited to infrastructure within the development area or within 1,000 feet of the border
11.15 of the development area. The public infrastructure may include the construction and
11.16 operation of parking facilities within the development area notwithstanding any law
11.17 imposing limits on county parking facilities in the city of Minneapolis. The county may
11.18 acquire and construct property, facilities, and improvements within the stated geographical
11.19 limits for the purpose of drainage and environmental remediation for property within the
11.20 development area, walkways and a pedestrian bridge to link the ballpark to Third Avenue
11.21 distributor ramps, street and road improvements and access easements for the purpose of
11.22 providing access to the ballpark, streetscapes, connections to transit facilities and bicycle
11.23 trails, and any utility modifications which are incidental to any utility modifications within
11.24 the development area.
11.25 To the extent property parcels or interests acquired are more extensive than the public
11.26 infrastructure requirements, the county may sell or otherwise dispose of the excess. The
11.27 proceeds from sales of excess property must be deposited in the debt service reserve fund.
11.28 **Subd. 5. Grant agreement.** The county may review and approve ballpark designs,
11.29 plans, and specifications to the extent provided in a grant agreement and in order to
11.30 ensure that the public purposes of the grant are carried out. The county board may
11.31 delegate responsibility for implementing the terms of an approved grant agreement to the
11.32 county administrator or other designated officers. Public infrastructure designs must
11.33 optimize area transit and bicycle opportunities, including connections to existing trails, as
11.34 determined by the county board.
11.35 The county may enforce the provisions of any grant agreement by specific
11.36 performance. Except to require compliance with the conditions of the grant or as may be
12.1 mutually agreed to by the county and the authority, the county has no interest in or claim
12.2 to any assets or revenues of the authority.
12.3 **Subd. 6. Environmental.** The county may initiate or continue an environmental
12.4 impact statement as the responsible governmental unit under section 116D.04, pay for
12.5 any costs in connection with the environmental impact statement or reimburse others for
12.6 such costs, and conduct other studies and tests necessary to evaluate the suitability of the
12.7 ballpark site. The county has all powers necessary or convenient for those purposes and
12.8 may enter into any contract for those purposes.

12.9 Subd. 7. **Local government expenditures.** The county may make expenditures
12.10 or grants for other costs incidental and necessary to further the purposes of this act and
12.11 may by agreement, reimburse in whole or in part, any entity that has granted, loaned,
12.12 or advanced funds to the county to further the purposes of this act. The county shall
12.13 reimburse a local governmental entity within its jurisdiction or make a grant to such a
12.14 governmental unit for site acquisition, preparation of the site for ballpark development,
12.15 and public infrastructure. Amounts expended by a local governmental unit with the
12.16 proceeds of a grant or under an agreement that provides for reimbursement by the county
12.17 shall not be deemed an expenditure or other use of local governmental resources by the
12.18 governmental unit within the meaning of any law or charter limitation. Exercise by the
12.19 county of its powers under this section shall not affect the amounts that the county is
12.20 otherwise eligible to spend, borrow, tax, or receive under any law.

12.21 Subd. 8. **County authority.** It is the intent of the legislature that, except as
12.22 expressly limited herein, the county has the authority to acquire and develop a site for
12.23 the ballpark and public infrastructure, to enter into contracts with the authority and other
12.24 governmental or nongovernmental entities, to appropriate funds, and to make employees,
12.25 consultants, and other revenues available for those purposes.

12.26 Subd. 9. **County revenue bonds.** The county may, by resolution, authorize, sell,
12.27 and issue revenue bonds to provide funds to make a grant or grants to the authority and
12.28 to finance all or a portion of the costs of site acquisition, site improvements, and other
12.29 activities necessary to prepare a site for development of a ballpark, to construct, improve,
12.30 and maintain the ballpark and to establish and fund any capital improvement reserves, and
12.31 to acquire and construct any related parking facilities and other public infrastructure and
12.32 for other costs incidental and necessary to further the purposes of this act. The county may
12.33 also, by resolution, issue bonds to refund the bonds issued pursuant to this section. The
12.34 bonds must be limited obligations, payable solely from or secured by taxes levied under
12.35 subdivision 10, and any other revenues to become available under this act. The bonds
12.36 may be issued in one or more series and sold without an election. The bonds shall be sold
13.1 in the manner provided by section 475.60. The bonds shall be secured, bear the interest
13.2 rate or rates or a variable rate, have the rank or priority, be executed in the manner, be
13.3 payable in the manner, mature, and be subject to the defaults, redemptions, repurchases,
13.4 tender options, or other terms, as the county may determine. The county may enter into
13.5 and perform all contracts deemed necessary or desirable by it to issue and secure the
13.6 bonds, including an indenture of trust with a trustee within or without the state. The debt
13.7 represented by the bonds shall not be included in computing any debt limitation applicable
13.8 to the county. Subject to this subdivision, the bonds must be issued and sold in the manner
13.9 provided in chapter 475. The bonds shall recite that they are issued under this act and the
13.10 recital shall be conclusive as to the validity of the bonds and the imposition and pledge of
13.11 the taxes levied for their payment. In anticipation of the issuance of the bonds authorized
13.12 under this subdivision and the collection of taxes levied under subdivision 10, the county
13.13 may provide funds for the purposes authorized by this act through temporary interfund
13.14 loans from other available funds of the county which shall be repaid with interest.

13.15 Subd. 10. **Sales and use tax.** (a) Notwithstanding section 477A.016, or other law,
13.16 the governing body of the county may by ordinance, impose a sales and use tax at the rate
13.17 of 0.15 percent for the purposes listed in this section. The taxes authorized under this

13.18 section and the manner in which they are imposed are exempt from the rules of section
 13.19 297A.99, subdivisions 2 and 3. The provisions of section 297A.99, except for subdivisions
 13.20 2 and 3, apply to the imposition, administration, collection, and enforcement of this tax.
 13.21 (b) The tax imposed under this section is not included in determining if the total tax
 13.22 on lodging in the city of Minneapolis exceeds the maximum allowed tax under Laws 1986,
 13.23 chapter 396, section 5, as amended by Laws 2001, First Special Session chapter 5, article
 13.24 12, section 87, or in determining a tax that may be imposed under any other limitations.
 13.25 Subd. 11. **Uses of tax.** (a) Revenues received from the tax imposed under
 13.26 subdivision 10 may be used:
 13.27 (1) to pay costs of collection;
 13.28 (2) to pay or reimburse or secure the payment of any principal of, premium, or
 13.29 interest on bonds issued in accordance with this act;
 13.30 (3) to pay costs and make expenditures and grants described in this section, including
 13.31 financing costs related to them;
 13.32 (4) to maintain reserves for the foregoing purposes deemed reasonable and
 13.33 appropriate by the county;
 13.34 (5) to pay for operating costs of the ballpark authority other than the cost of
 13.35 operating or maintaining the ballpark; and
 14.1 (6) to make expenditures and grants for youth activities and amateur sports and
 14.2 extension of library hours as described in subdivision 2;
 14.3 and for no other purpose.
 14.4 (b) Revenues from the tax designated for use under paragraph (a), clause (5), must
 14.5 be deposited in the operating fund of the ballpark authority.
 14.6 (c) After completion of the ballpark and public infrastructure, the tax revenues not
 14.7 required for current payments of the expenditures described in paragraph (a), clauses (1)
 14.8 to (6), shall be used to (i) redeem or defease the bonds and (ii) prepay or establish a
 14.9 fund for payment of future obligations under grants or other commitments for future
 14.10 expenditures which are permitted by this section. Upon the redemption or defeasance of
 14.11 the bonds and the establishment of reserves adequate to meet such future obligations, the
 14.12 taxes shall terminate and shall not be reimposed.

14.13 Sec. 13. **[473.758] IMPLEMENTATION.**

14.14 Subdivision 1. **Environmental review.** The county shall be the responsible
 14.15 governmental unit for any environmental impact statement for the ballpark and public
 14.16 infrastructure prepared under section 116D.04. Notwithstanding section 116D.04,
 14.17 subdivision 2b, and implementing rules:
 14.18 (1) the environmental impact statement shall not be required to consider alternative
 14.19 ballpark sites; and
 14.20 (2) the environmental impact statement must be determined to be adequate before
 14.21 commencing work on the foundation of the ballpark, but the ballpark and public
 14.22 infrastructure may otherwise be started and all preliminary and final government decisions
 14.23 and actions may be made and taken, including but not limited to acquiring land, obtaining
 14.24 financing, imposing the tax under section 473.757, granting permits or other land use
 14.25 approvals, entering into grant, lease, or use agreements, or preparing the site or related
 14.26 public infrastructure prior to a determination of the adequacy of the environmental impact

14.27 statement.

14.28 Subd. 2. **Ballpark implementation committee; city review.** In order to accomplish
 14.29 the objectives of this act within the required time frame, it is necessary to establish an
 14.30 alternative process for municipal land use and development review. It is hereby found
 14.31 and declared that the construction of a ballpark within the development area is consistent
 14.32 with the adopted area plan, is the preferred ballpark location, and is a permitted land use.
 14.33 This subdivision establishes a procedure for all land use and development reviews and
 14.34 approvals by the city of Minneapolis for the ballpark and related public infrastructure
 14.35 and supersedes all land use and development rules and restrictions and procedures
 15.1 imposed by other law, charter, or ordinance, including without limitation section 15.99.
 15.2 No later than 30 days after enactment, the city of Minneapolis and the county shall
 15.3 establish a ballpark implementation committee with equal representation from the city
 15.4 of Minneapolis and the county to make recommendations on the design plans submitted
 15.5 for the ballpark, public infrastructure and related improvements, including but not
 15.6 limited to street vacation, parking, roadways, walkways, skyways, pedestrian bridges,
 15.7 bicycle paths, transit improvements to facilitate public street access to the ballpark
 15.8 and integration into the transportation plan for downtown and the region, lighting,
 15.9 landscaping, utilities, streets, drainage, environmental remediation, and land acquired and
 15.10 prepared for private redevelopment in a manner related to the use of the ballpark. The
 15.11 implementation committee must take action to issue its recommendations within the time
 15.12 frames established in the planning and construction timetable issued by the county which
 15.13 shall provide for no less than 60 days for the committee's review. The recommendations
 15.14 of the implementation committee shall be forwarded to the city of Minneapolis Planning
 15.15 Commission for an advisory recommendation and then to the city council for final action
 15.16 in a single resolution, which final action must be taken within 45 days of the submission of
 15.17 the recommendations to the Planning Commission. The city council shall not impose any
 15.18 unnecessary or unreasonable conditions on the recommendations of the implementation
 15.19 committee, nor take any action or impose any conditions that will result in delay from the
 15.20 time frames established in the planning and construction timetable or in additional overall
 15.21 costs. Failure of the city council to act within the 45-day period shall be deemed to be
 15.22 approval. The county may seek de novo review in the district court of any city council
 15.23 action. The district court or any appellate court shall expedite review to the maximum
 15.24 extent possible and timely issue relief, orders or opinions as necessary to give effect to
 15.25 the provisions and objectives in this act.

15.26 Sec. 14. **[473.759] CRITERIA AND CONDITIONS.**

15.27 Subdivision 1. **Binding and enforceable.** In developing the ballpark and entering
 15.28 into related contracts, the authority must follow and enforce the criteria and conditions in
 15.29 subdivisions 2 to 15, provided that a determination by the authority that those criteria or
 15.30 conditions have been met under any agreement or otherwise shall be conclusive.

15.31 Subd. 2. **Team contributions.** The team must agree to contribute \$130,000,000
 15.32 toward ballpark costs, less a proportionate share of any amount by which actual ballpark
 15.33 costs may be less than a budgeted amount of \$390,000,000. The team contributions must
 15.34 be funded in cash during the construction period. The team shall deposit \$45,000,000
 15.35 to the construction fund to pay for the first ballpark costs. The balance of the team's

16.1 contribution must be used to pay the last costs of the ballpark construction. In addition to
16.2 any other team contribution, the team must agree to assume and pay when due all cost
16.3 overruns for the ballpark costs that exceed the budget.

16.4 Subd. 3. **Reserve for capital improvements.** The authority shall require that
16.5 a reserve fund for capital improvements to the ballpark be established and funded
16.6 with annual payments of \$2,000,000, with the team's share of those payments to be
16.7 approximately \$1,000,000, as determined by agreement of the team and county. The
16.8 annual payments shall increase according to an inflation index determined by the authority,
16.9 provided that any portion of the team's contribution that has already been reduced to
16.10 present value shall not increase according to an inflation index. The authority may accept
16.11 contributions from the county or other source for the portion of the funding not required to
16.12 be provided by the team.

16.13 Subd. 4. **Lease or use agreements.** The authority must agree to a long-term lease or
16.14 use agreement with the team for its use of the ballpark. The team must agree to play all
16.15 regularly scheduled and postseason home games at the ballpark. Preseason games may
16.16 also be scheduled and played at the ballpark. The lease or use agreement must be for a term
16.17 of at least 30 years from the date of ballpark completion. The lease or use agreement must
16.18 include terms for default, termination, and breach of the agreement. Recognizing that the
16.19 presence of major league baseball provides to Hennepin County, the state of Minnesota,
16.20 and its citizens highly valued, intangible benefits that are virtually impossible to quantify
16.21 and, therefore, not recoverable in the event of a team owner's breach of contract, the
16.22 lease and use agreements must provide for specific performance and injunctive relief to
16.23 enforce provisions relating to use of the ballpark for major league baseball and must not
16.24 include escape clauses or buyout provisions. The team must not enter into or accept any
16.25 agreement or requirement with or from Major League Baseball or any other entity that
16.26 is inconsistent with the team's binding commitment to the 30-year term of the lease or
16.27 use agreement or that would in any manner dilute, interfere with, or negate the provisions
16.28 of the lease or use agreement, or of any grant agreement under section 473.757 that
16.29 includes a specific performance clause, providing for specific performance or injunctive
16.30 relief. The legislature conclusively determines, as a matter of public policy, that the
16.31 lease or use agreement, and any grant agreement under section 473.757 that includes a
16.32 specific performance clause: (a) explicitly authorize specific performance as a remedy
16.33 for breach; (b) are made for adequate consideration and upon terms which are otherwise
16.34 fair and reasonable; (c) have not been included through sharp practice, misrepresentation,
16.35 or mistake; (d) if specifically enforced, do not cause unreasonable or disproportionate
16.36 hardship or loss to the team or to third parties; and (e) involve performance in such a
17.1 manner and the rendering of services of such a nature and under such circumstances that
17.2 the beneficiary cannot be adequately compensated in damages.

17.3 Subd. 5. **Notice requirement for certain events.** Until 30 years from the date
17.4 of ballpark completion, the team must provide written notice to the authority not less
17.5 than 90 days prior to any action, including any action imposed upon the team by Major
17.6 League Baseball, which would result in a breach or default of provisions of the lease
17.7 or use agreements required to be included under subdivision 4. If this notice provision
17.8 is violated and the team has already breached or been in default under the required
17.9 provisions, the authority, the county, or the state of Minnesota is authorized to specifically

17.10 enforce the lease or use agreement, and Minnesota courts are authorized and directed to
17.11 fashion equitable remedies so that the team may fulfill the conditions of the lease and use
17.12 agreements, including, but not limited to, remedies against major league baseball.

17.13 Subd. 6. **Enforceable financial commitments.** The authority must determine
17.14 before ballpark construction begins that all public and private funding sources for
17.15 construction of the ballpark are included in written agreements. The committed funds
17.16 must be adequate to design, construct, furnish, and equip the ballpark.

17.17 Subd. 7. **Environmental requirements.** The authority must comply with all
17.18 environmental requirements imposed by regulatory agencies for the ballpark, site, and
17.19 structure, except as provided by section 473.758, subdivision 1.

17.20 Subd. 8. **Right of first refusal.** The lease or use agreement must provide that, prior
17.21 to any planned sale of the team, the team must offer a corporation formed under section
17.22 473.763 a right of first refusal to purchase the team at the same price and upon the same
17.23 terms and conditions as are contemplated in the intended sale.

17.24 Subd. 9. **Public share upon sale of team.** The lease or use agreement must provide
17.25 that, if the team is sold after the effective date of this article, a portion of the sale price
17.26 must be paid to the authority and deposited in a reserve fund for improvements to the
17.27 ballpark or expended as the authority may otherwise direct. The portion required to be
17.28 so paid to the authority is 18 percent of the gross sale price, declining to zero ten years
17.29 after commencement of ballpark construction in increments of 1.8 percent each year.
17.30 The agreement shall provide exceptions for sales to members of the owner's family and
17.31 entities and trusts beneficially owned by family members, sales to employees of equity
17.32 interests aggregating up to ten percent, and sales related to capital infusions not distributed
17.33 to the owners.

17.34 Subd. 10. **Access to books and records.** The lease or use agreement must provide
17.35 the authority access to annual audited financial statements of the team and other financial
17.36 books and records that the authority deems necessary to determine compliance by the
18.1 team with this act and to enforce the terms of any lease or use agreements entered into
18.2 under this act. Any financial information obtained by the authority under this subdivision
18.3 is nonpublic data under section 13.02, subdivision 9.

18.4 Subd. 11. **Affordable access.** To the extent determined by the authority or required
18.5 by a grant agreement, any lease or use agreement must provide for affordable access to the
18.6 professional sporting events held in the ballpark.

18.7 Subd. 12. **No strikes; lockouts.** The authority must negotiate a public sector project
18.8 labor agreement or other agreement to prevent strikes and lockouts that would halt, delay,
18.9 or impede construction of the ballpark and related facilities.

18.10 Subd. 13. **Youth and amateur sports.** The lease or use agreement must require that
18.11 the team provide or cause to be provided \$250,000 annually for the term of the agreement
18.12 for youth activities and youth and amateur sports without reducing the amounts otherwise
18.13 normally provided for and on behalf of the team for those purposes. The amounts shall
18.14 increase according to an inflation factor not to exceed 2.5 percent annually and may be
18.15 subject to a condition that the county fund grants for similar purposes.

18.16 Subd. 14. **Name retention.** The lease or use agreement must provide that the
18.17 team and league will transfer to the state of Minnesota the Minnesota Twins' heritage
18.18 and records, including the name, logo, colors, history, playing records, trophies, and

18.19 memorabilia in the event of any dissolution or relocation of the Twins franchise.
18.20 Subd. 15. **Ballpark design.** (a) If the authority obtains grants sufficient to cover the
18.21 increased costs, the authority must ensure that the ballpark receives Leadership in Energy
18.22 and Environmental Design (LEED) certification for environmental design, and to the
18.23 extent practicable, that the ballpark design is architecturally significant. The Department
18.24 of Administration and the Department of Commerce must cooperate with the authority to
18.25 obtain any grants or other funds that are available to help to pay for the cost of meeting the
18.26 requirements for the LEED certification.
18.27 (b) The ballpark design must, to the extent feasible, follow sustainable building
18.28 guidelines established under section 16B.325.
18.29 (c) The authority must ensure that the ballpark be, to the greatest extent practicable,
18.30 constructed of American-made steel.

18.31 Sec. 15. **[473.76] METROPOLITAN SPORTS FACILITIES COMMISSION.**
18.32 The Metropolitan Sports Facilities Commission may authorize, by resolution,
18.33 technical, professional, or financial assistance to the county and authority for the
18.34 development and operation of the ballpark upon such terms and conditions as the county
18.35 or authority and the Metropolitan Sports Facilities Commission may agree, including
19.1 reimbursement of financial assistance from the proceeds of the bonds authorized in this
19.2 chapter. Without limiting the foregoing permissive powers, the Metropolitan Sports
19.3 Facilities Commission shall transfer \$300,000 from its cash reserves to the county on
19.4 or prior to January 1, 2007, for use in connection with preliminary ballpark and public
19.5 infrastructure costs, which amount shall be repaid by the county from collections of the
19.6 tax authorized by section 473.757, if any.

19.7 Sec. 16. **[473.761] CITY REQUIREMENTS.**
19.8 Subdivision 1. **Land conveyance.** At the request of the authority or county, the city
19.9 of Minneapolis shall convey to the authority or county, as applicable, at fair market value
19.10 all real property it owns that is located in the development area and is not currently used
19.11 for road, sidewalk, or utility purposes and that the authority or county determines to be
19.12 necessary for ballpark or public infrastructure purposes.
19.13 Subd. 2. **Liquor licenses.** At the request of the authority, the city of Minneapolis
19.14 shall issue intoxicating liquor licenses that are reasonably requested for the premises of the
19.15 ballpark. These licenses are in addition to the number authorized by law. All provisions of
19.16 chapter 340A, not inconsistent with this section apply to the licenses authorized under
19.17 this subdivision.
19.18 Subd. 3. **Charter limitations.** Actions taken by the city of Minneapolis under this
19.19 act in a planning or regulatory capacity, actions for which fair market value reimbursement
19.20 is provided or for which standard fees are collected, and any tax exemptions established
19.21 under this act shall not be deemed to be an expenditure or other use of city resources
19.22 within the meaning of any charter limitation.

19.23 Sec. 17. **[473.762] LOCAL TAXES.**
19.24 No new or additional local sales or use tax shall be imposed on sales at the ballpark
19.25 site unless the tax is applicable throughout the taxing jurisdiction. No new or additional

19.26 local tax shall be imposed on sales of tickets and admissions to baseball events at the
19.27 ballpark, notwithstanding any law or ordinance, unless the tax is applicable throughout
19.28 the taxing jurisdiction. The admissions and amusements tax currently imposed by the
19.29 city of Minneapolis pursuant to Laws 1969, chapter 1092, may apply to admissions for
19.30 baseball events at the ballpark.

19.31 Sec. 18. **[473.763] COMMUNITY OWNERSHIP.**

19.32 Subdivision 1. **Purpose.** The legislature determines that:

20.1 (1) a professional baseball franchise is an important asset to the state of Minnesota
20.2 and ensuring that a franchise remains in Minnesota is an important public purpose;
20.3 (2) providing broad-based local ownership of a major league baseball franchise
20.4 develops trust among fans, taxpayers, and the team, and helps ensure this important asset
20.5 will remain in the state;

20.6 (3) providing community ownership of a professional baseball franchise ensures that
20.7 the financial benefits of any increased value of the franchise will accrue to those members
20.8 of the community who own the franchise; and

20.9 (4) enacting legislation providing for community ownership indicates to major
20.10 league baseball continuing support for professional baseball in Minnesota.

20.11 Subd. 2. **Acquisition.** Subject to the rules of Major League Baseball, the governor
20.12 and the Metropolitan Sports Facilities Commission must attempt to facilitate the formation
20.13 of a corporation to acquire the baseball franchise and to identify an individual private
20.14 managing owner of the corporation. The corporation formed to acquire the franchise shall
20.15 have a capital structure in compliance with all of the following provisions:

20.16 (1) there may be two classes of capital stock: common stock and preferred stock.

20.17 Both classes of stock must give holders voting rights with respect to any relocation or
20.18 voluntary contraction of the franchise;

20.19 (2) the private managing owner must own no less than 25 percent and no more than
20.20 35 percent of the common stock. For purposes of this restriction, shares of common stock
20.21 owned by the private managing owner include shares of common stock owned by any
20.22 related taxpayer as defined in section 1313(c) of the Internal Revenue Code of 1986, as
20.23 amended. Other than the rights of all other holders of common stock and preferred stock
20.24 with respect to relocation or voluntary contraction of the franchise, the private managing
20.25 owner must control all aspects of the operation of the corporation;

20.26 (3) other than the private managing owner, no individual or entity may own more
20.27 than five percent of the common stock of the corporation;

20.28 (4) at least 50 percent of the ownership of the common stock must be sold to
20.29 members of the general public in a general solicitation and a person or entity must not
20.30 own more than one percent of common stock of the corporation; and

20.31 (5) the articles of incorporation, bylaws, and other governing documents must
20.32 provide that the franchise may not move outside of the state or agree to voluntary
20.33 contraction without approval of at least 75 percent of the shares of common stock and at
20.34 least 75 percent of the shares of preferred stock. Notwithstanding any law to the contrary,
20.35 these 75 percent approval requirements shall not be amended by the shareholders or
20.36 by any other means.

21.1 Except as specifically provided by this act, no state agency may spend money from

21.2 any state fund for the purpose of generating revenue under this subdivision or for the
21.3 purpose of providing operating support or defraying operating losses of a professional
21.4 baseball franchise.

21.5 **Sec. 19. HIGH SCHOOL LEAGUE; FUNDS TRANSFER.**

21.6 Beginning July 1, 2007, the Minnesota State High School League shall annually
21.7 determine the sales tax savings attributable to Minnesota Statutes, section 297A.70,
21.8 subdivision 11, and annually transfer that amount to a nonprofit charitable foundation
21.9 created for the purpose of promoting high school extracurricular activities. The funds
21.10 must be used by the foundation to make grants to fund, assist, recognize, or promote high
21.11 school students' participation in extracurricular activities. The first priority for funding
21.12 will be grants for scholarships to individuals to offset athletic fees. The foundation must
21.13 equitably award grants based on considerations of gender balance, school size, and
21.14 geographic location, to the extent feasible.

21.15 **Sec. 20. VIKINGS STADIUM PROPOSAL.**

21.16 Representatives of Anoka County and the Minnesota Vikings shall negotiate an
21.17 agreement for the development and financing of a stadium that meets the programmatic
21.18 requirements of the National Football League, and that has a retractable roof, to be located
21.19 in the city of Blaine. A report on the agreement must be presented to the legislature by
21.20 January 15, 2007.

21.21 **Sec. 21. ANOKA COUNTY SALES AND USE TAX AUTHORIZATION.**

21.22 Subdivision 1. **Authorization.** To provide local government revenue to finance a
21.23 football stadium for the Minnesota Vikings, located in the city of Blaine, Anoka County
21.24 may impose a general sales and use tax on sales subject to taxation under Minnesota
21.25 Statutes, chapter 297A, within its jurisdiction of not more than 0.75 percent. The tax
21.26 imposed under this section must terminate 30 days after the county board determines that
21.27 sufficient revenues have been received from the tax and other sources to retire or redeem
21.28 the bonds issued to pay for the stadium. The tax may be imposed notwithstanding the
21.29 provisions of Minnesota Statutes, section 477A.016. The requirements of Minnesota
21.30 Statutes, section 297A.99, subdivisions 2 and 3, do not apply to the tax imposed under
21.31 this subdivision.

21.32 Subd. 2. **Contingency.** The tax under this section may be imposed by Anoka
21.33 County only after the legislature at the 2007 or later legislative session has enacted a law
22.1 that provides for the development and financing of a stadium for the Minnesota Vikings in
22.2 the city of Blaine that includes the tax as part of the financing plan.

22.3 Subd. 3. **Exemption from local approval requirement.** This section is not subject
22.4 to the local approval requirement under Minnesota Statutes, section 645.021.

22.5 **Sec. 22. METROPOLITAN SPORTS FACILITIES COMMISSION FUND**
22.6 **TRANSFER.**

22.7 Upon sale of the Metrodome, the Metropolitan Sports Facilities Commission must
22.8 transfer \$5,000,000 from its cash reserves in place prior to the sale of the Metrodome to
22.9 the city of Minneapolis for future infrastructure costs at the site of the Metrodome.

22.10 Sec. 23. **REPEALER.**

22.11 Minnesota Statutes 2004, sections 272.02, subdivision 50; 297A.71, subdivision 31;

22.12 473I.01; 473I.02; 473I.03; 473I.04; 473I.05; 473I.06; 473I.07; 473I.08; 473I.09; 473I.10;

22.13 473I.11; 473I.12; and 473I.13, are repealed.

22.14 Sec. 24. **EFFECTIVE DATE.**

22.15 Sections 1 and 3 to 23 are effective the day following final enactment.

Please direct all comments concerning issues or legislation
to your House Member or State Senator.

For Legislative Staff or for directions to the Capitol, visit the Contact Us page.

General questions or comments.

last updated: 01/16/2007

June 4, 2007

The Minnesota

URBAN BALLPARK

Final Environmental Impact Statement

APPENDIX B – TECHNICAL REPORTS



Hennepin County, Minnesota



Appendix B

**Technical Reports
Available from Hennepin County
or at
Project Website: www.hennepin.us**

1. *Minnesota Twins Urban Ballpark EIS Study Final Traffic and Parking Technical Memorandum*, SRF Consulting Group, Inc., June 2007.
2. *Pedestrian Analysis, New Minnesota Ballpark*, Kimley-Horn and Associates, Inc., January 12, 2007.
3. *Input Data and Assumptions Pedestrian Modeling*, Kimley-Horn and Associates, January 30, 2007.
4. *Twins Ballpark Pedestrian Analysis – Pedestrian Results Memorandum*, Kimley-Horn and Associates, February 6, 2007.
5. *Twins Ballpark Pedestrian Mitigation Analysis – Pedestrian Results (including addendum)*, Kimley-Horn and Associates, May 1, 2007 (addendum issued May 15).
6. *Minnesota Twins Urban Ballpark Draft Environmental Impact Statement; Traffic Noise Analysis*, SRF Consulting Group, Inc., November 30, 2006.
7. *Noise Analysis Report, Minnesota Twins Ballpark, Minneapolis, Minnesota*, Kimley-Horn and Associates, Inc., December 21, 2006.
8. *Minnesota Twins Urban Ballpark Draft Environmental Impact Statement; Vehicle-related Air Quality Technical Memorandum*, SRF Consulting Group, Inc., November 29, 2006.
9. *Revised Air Dispersion Modeling and Risk Assessment for the Hennepin Energy Recovery Center, Hennepin County, Minnesota Technical Memorandum*, ENSR Corporation, May 2007.
10. *Odor Surveying and Monitoring Study for HERC and Adjacent Neighborhood*, Hennepin County Department of Environmental Services, January 2005.
11. *Comparison of 2004 and 2005 Odor Monitoring Data for HERC and Adjacent Neighborhood*, Hennepin County Department of Environmental Services March 2006.
12. *Preliminary Lighting Study for Proposed Minnesota Twins Stadium, Minneapolis, Minnesota*, Kimley-Horn and Associates, Inc., December 12, 2006.

13. *Environmental Investigation Results; Proposed Ballpark Location*, Peer Engineering, September 25, 2006.
14. *Additional Monitoring and Testing results, Proposed Ballpark Location*, Peer Engineering, October 26, 2006.
15. *Environmental Investigation Results, MnDOT Property Southwest of Proposed Ballpark Stadium*, Peer Engineering, December 4, 2006.
16. *Final Response Action Plan/Contingency Plan; New Minnesota Ballpark, Minneapolis, Minnesota*, Peer Engineering, January 26, 2007.
17. *Additional Investigation Results and RAP/CP Addendum; New Minnesota Ballpark, Minneapolis, Minnesota*, Peer Engineering, March 26, 2007.
18. *Report of Geotechnical Exploration and Review, Minnesota Twins Ballpark, Minneapolis, Minnesota*, American Engineering Testing, Inc., March 21, 2007.
19. *Foundation Analysis and Design Report, 6th Street Pedestrian Bridge Over I-394; Bridge No. 27B50, Twins Ballpark Project, Minneapolis, Minnesota*, American Engineering Testing, Inc., May 1, 2007
20. *Foundation Analysis and Design Report, 7th Street Pedestrian Bridge Widening Over I-394; Bridge No. 27B48, Twins Ballpark Project, Minneapolis, Minnesota*, American Engineering Testing, Inc., May 1, 2007
21. *Foundation Analysis and Design Report, 6th and 7th Street Pedestrian Bridge Over I-394 WB and Ramps; Bridge No. 27B49, Twins Ballpark Project, Minneapolis, Minnesota*, American Engineering Testing, Inc., May 3, 2007
22. *Storm-Water Considerations, New Minnesota Urban Ballpark – Minneapolis, MN*, Hammel, Green and Abrahamson, Inc., November 28, 2006.

Appendix C

List of Acronyms

ANSI – American National Standards Institute
BMPs – Best Management Practices
BNSF – Burlington Northern Santa Fe
CAD – Computer-Aided Design
CF – Cubic Feet
CFS – Cubic Feet per Second
CMS – Changeable Message Signs
CO – Carbon Monoxide
COE – United States Army Corps of Engineers
CPED – City of Minneapolis’ Community Planning and Economic Development Department
dB – Decibels
dBA – A-weighted Decibels
EAW – Environmental Assessment Worksheet
EIS – Environmental Impact Statement
EPA – Environmental Protection Agency
FC – Foot-candle
FHWA – Federal Highway Administration
FONSI – Finding Of No Significant Impact
FTA – Federal Transit Administration
GPM – Gallons per Minute
HCDES – Hennepin County Department of Environmental Services
HERC – Hennepin Energy Recovery Center
H.F. – House File
HTC – Hawthorne Transportation Center Ramp
IAMR – Interstate Access Modification Request
IESNA – Illuminating Engineering Society of North America
LEED - Leadership in Energy and Environmental Design
LOS – Level of Service
LRT – Light Rail Transit
LUST – Leaking Underground Storage Tank
MCES – Metropolitan Council Environmental Services
MEQB – Minnesota Environmental Quality Board
Mn/DOT – Minnesota Department of Transportation
MPCA – Minnesota Pollution Control Agency
NAAQS – National Ambient Air Quality Standards
NAC-1 – Noise Area Classification 1
NAC-2 – Noise Area Classification 2
NEPA – National Environmental Protection Act
NPDES – National Pollutant Discharge Elimination System
NPO – Northstar Project Office
NO_x – Nitrogen Oxides
NO₂ – Nitrogen Dioxide
NRHP – National Register of Historic Places

NSA – Noise Sensitive Area
PA – Public Address System
PM – Particulate Matter
PPM – Parts per Million
RAP – Response Action Plan
ROD – Record of Decision
ROW – Right of Way
SDD – Scoping Decision Document
S.F. – Senate File
SHPO – State Historic Preservation Office
SWPPP – Storm Water Pollution Prevention Plan
TDMP – Travel Demand Management Plans
TMO – Transportation Management Organization
TSS – Total Suspended Solids
USEPA – United States Environmental Protection Agency
VOC – Volatile Organic Compounds
VPH – Vehicles per Hour
VPLPH – Vehicles per Lane per Hour
WMO – Watershed Management Organization