



Executive Summary

Project Description

The Minnesota Sports Facilities Authority (MSFA) has prepared a Final Environmental Impact Statement (Final EIS) under the Minnesota Environmental Policy Act for the proposed construction of the Minnesota Multi-Purpose Stadium and related stadium infrastructure (collectively, the “Proposed Project”), a new approximately 65,500 seat stadium, with expansion to approximately 73,000 (maximum), for use by the Minnesota Vikings and other civic and community uses. The Proposed Project includes the Stadium structure and associated infrastructure improvements surrounding the Stadium site. The new Stadium will be constructed on the current site of the Hubert H. Humphrey Metrodome (Metrodome) and will include demolition of the Metrodome. The Stadium site is located from 11th Avenue to Park Avenue and 3rd Street to 6th Street in downtown Minneapolis, Hennepin County, Minnesota. The new Stadium is proposed to include suites, club seats, shops, restaurants, an NFL team museum, and a Hall of Fame. The Proposed Project also includes stadium infrastructure as defined in the Project Legislation section below.

The Proposed Project being analyzed in this EIS will include the following elements:

- Construction of a new Stadium facility
- Possible retractable elements, such as retractable wall features. The Draft EIS analyzed a retractable roof design which is no longer under consideration; however, the EIS addresses the worst case (largest opening) for the two roof design options.
- Parking
- Potential closure of 5th Street from Chicago to 11th Avenues
- Stadium infrastructure, including parking facilities and the stadium plaza
- Demolition of the Metrodome

The construction of the new Stadium may take up to 35 months, which will require the Minnesota Vikings to play up to two football seasons at the existing TCF Bank Stadium on the University of Minnesota Campus. The EIS addresses the temporary impacts from the use of TCF Bank Stadium.

Project Legislation

In May 2012, the Minnesota legislature passed and the Governor signed legislation addressing the Proposed Project, now codified at Minn. Stat. Chpt. 473J (Stadium legislation). The Stadium legislation states that the new Stadium to be constructed shall be located at the existing Metrodome site in Minneapolis. This Stadium legislation also states that an EIS for the new Stadium shall not be required to consider alternative sites.

Project components defined in the legislation include:

- **Project boundaries:** The Stadium site for the Proposed Project is defined by the Stadium legislation as “all or portions of the current site of the existing football stadium and adjacent areas, bounded generally by Park and Eleventh Avenues and Third and Sixth Streets in the city of Minneapolis, the definitive boundaries of which shall be determined by the authority and agreed to by the NFL team” (Minn. Stat. § 473J.03, subd. 12). Stadium infrastructure locations may be further located within two blocks of the Stadium site identified in **Figure ES-1**.
- **Project definition:** The Stadium legislation includes the following description of the Proposed Project: “[t]he stadium and stadium infrastructure shall be designed and constructed incorporating the following general program and design elements: (1) unless otherwise agreed



to by the authority and the NFL team, the stadium shall comprise approximately 1,500,000 square feet (sf) with approximately 65,000 seats, expandable to 72,000, shall meet or exceed NFL program requirements, and include approximately 150 suites and approximately 7,500 club seats or other such components as agreed to by the authority and the NFL team; (2) space for NFL team-related exhibitions and sales, which shall include the following: NFL team museum and Hall of Fame, retail merchandise and gift shop retail venues, and themed concessions and restaurants; (3) year-round space for the NFL team administrative operations, sales, and marketing, including a ticket office, team meeting space, locker, and training rooms; (4) space for administrative offices of the authority; (5) 2,000 parking spaces within one block of the stadium, connected by skyway or tunnel to the stadium, and 500 parking spaces within two blocks of the stadium, with a dedicated walkway on game days; (6) elements sufficient to provide community and civic uses as determined by the authority; and (7) a roof that is fixed or retractable, provided that if the roof is retractable, it is accomplished without any increase to the funding provided by the state or the city” (Minn. Stat. § 473J.11, subd. 3).

- **Infrastructure definition:** The Stadium legislation also defines the attendant stadium infrastructure as follows: “Stadium infrastructure means plazas, parking structures, rights of way, connectors, skyways and tunnels, and other such property, facilities and improvements, owned by the authority or determined by the authority to facilitate the use and development of the stadium” (Minn. Stat. § 473J.03, subd. 10).

Alternatives Considered in the EIS

No Action Alternative

As required by Minnesota Rule 4410.2300, the EIS includes analysis of the No Action Alternative. The No Action Alternative assumes continued use of the Metrodome by the Minnesota Vikings. Other uses of the facility would also continue, such as baseball games, concerts, and other civic uses. The Metrodome is approximately 900,000 square feet with a maximum seating capacity of 63,962. The Metrodome is located between 4th and 5th Streets and Chicago and 11th Avenues in downtown Minneapolis, Minnesota.

Preferred Alternative

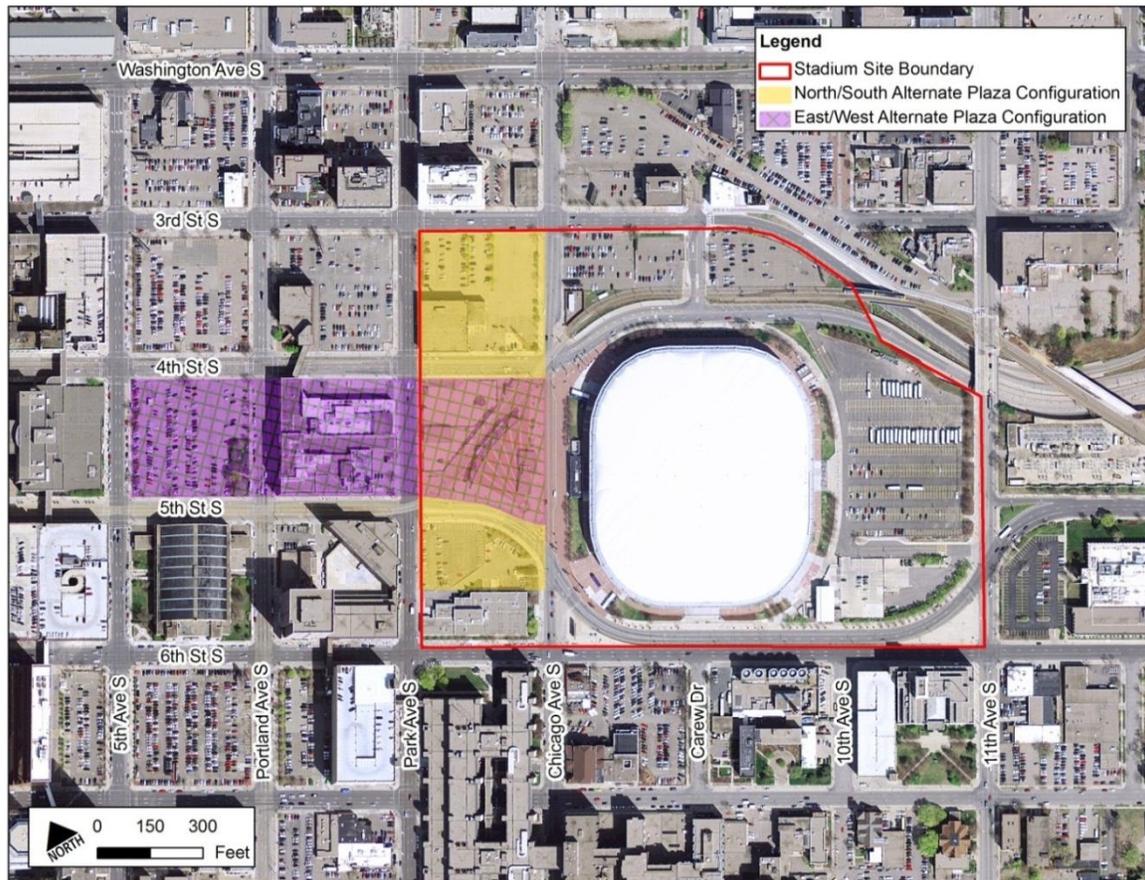
In addition to the Proposed Project elements discussed above, other notable proposed elements include:

- West Plaza alternate configurations
 - North/South Alternate Configuration – The West Plaza may be aligned north/south along Chicago Avenue between 3rd and 5th Streets, consistent with the Plan A reserved parking option described below.
 - East/West Alternate Configuration – An alternate alignment of the West Plaza may be in an east/west orientation. This east/west plaza would be between Chicago and 5th Avenues, between 4th and 5th Streets, including the temporary closure of Park and Portland Avenues two hours before NFL games on weekends, and would be consistent with the Plan B reserved parking option described below. The temporary closure of Park and Portland Avenues would be subject to permit approval.
- Reserved parking options
 - Reserved Parking Plan A
 - McGrew Block (3rd Street and Chicago Avenue): Approximately 600 spaces (proposed multi-level parking facility)



- Downtown East Ramp (4th Street and Park Avenue): Approximately 455 spaces (existing parking)
- 1st Covenant Church (6th Street and Carew Drive): Approximately 560 spaces (proposed multi-level parking facility)
- 1010 Building (6th Street and 10th Avenue): Approximately 585 spaces (restriping of existing 550 space parking facility)
- 511 Building (6th Street and 13th Avenue): Approximately 300 spaces (existing parking)
- Reserved Parking Plan B
 - McGrew Block (3rd Street and Chicago Avenue): Approximately 400 spaces (proposed multi-level parking facility)
 - Downtown East Ramp (4th Street and Park Avenue): Approximately 455 spaces (existing parking)
 - McClellan Block (3rd Street and Park Avenue): Approximately 760 spaces (proposed multi-level parking facility)
 - 1010 Building (6th Street and 10th Avenue): Approximately 585 spaces (restriping of existing 550 space parking facility)
 - 511 Building (6th Street and 13th Avenue): Approximately 300 spaces (existing parking)

Figure ES-1. Proposed Project Area



- **Roof design options**
 - Two design options were moved forward as a part of the Preferred Alternative in the Draft EIS. These two options included a fixed roof design and a retractable roof design (either moving north/south with a maximum 680 foot by 142 foot opening or east/west with a maximum 345 foot by 285 foot opening). The Stadium orientation on the project site would be the same for both of the roof design options. However, the retractable roof design is no longer under consideration.
- **Wall design options**
 - Two operable wall features, a pivoting door option and a sliding door option, in addition to a fixed door option, were being considered at the east and west ends of the building. As the design has progressed, the fixed door option has been eliminated for the west doors. The pivoting and sliding door options may include up to five operable panels. The height of the operable panels ranges from approximately 145 feet to 195 feet on the west side of the building and approximately 20 feet to 55 feet on the east side of the building.

Issues Addressed in the EIS

Prior to the initiation of the Draft EIS, a Scoping Decision Document (SDD) and a Scoping Environmental Assessment Worksheet (EAW) were prepared for the Proposed Project. The purpose of the SDD was to identify alternatives and issues to be addressed in the EIS and determine a schedule for the Proposed Project.



The alternatives evaluated in this EIS include the Preferred Alternative (the Proposed Project) and No Action Alternative. The subject areas identified in the Final SDD for further analysis in the EIS include:

- Soil conditions and contamination
- Water use
- Erosion and sedimentation
- Water quality
 - Surface water runoff
 - Wastewaters
- Site-generated waste
- Transportation
- Vehicle-related air emissions
- Odors, noise, and dust
- Nearby resources
 - Archaeological, historical, or architectural resources
 - Parkland, recreation areas, or trails
- Visual impacts
- Impact on infrastructure and public services
- Cumulative potential effects
- Construction related impacts

Information regarding potential environmental effects from the Proposed Project and proposed mitigation measures are discussed in Chapter 3 Affected Environment, Environmental Consequences, and Proposed Mitigation Measures.