



2020 Partners Membership Meeting  
Tuesday, September 26, 2017  
HGA, Ford Center

## Draft Meeting Minutes

### 1. Call to Order and Introductions

Executive Director Dan Collison called the meeting to order at 5:10 p.m., and thanked Nick Koch, who was unable to attend, and HGA for hosting.

Attendees: Kathleen Anderson, Pat Arnst, Bruce Bahneman, Tim Bildsoe, Joni Bonnell, Raymond Dehn, Bridget Dockter, Tim Drew, Dan Duffy, Michael Dwyer, Alice Eichholz, Brent Erickson, Chelsey Falzone, David Fields, Jamil Ford, David Frank, Brad Henry, Trisha Holden, Denise Holt, Mark Huting, Dan Kenney, Brian Kimmes, Rick Kreuser, Ryan Kronzer, Ra'eesa Motala, Kelly Nelson, Mark Oyaas, Todd Peterson, Neil Reardon, Jonah Ritter, Peter Roos, Karen Rosar, Ben Shardlow, Halston Slets, Al Swintek, Carletta Sweet, Mark Stenglein, Dale White

### 2. Executive Director Report [\[Link to presentation\]](#)

Collison reported on the following activities:

- a. **Glenwood Avenue Corridor.** This is an initiative of 2020 Partners, West Market District Business Association, Harrison Neighborhood Association, and other cross-sector group of stakeholders who have come together for the purpose of connecting and networking leaders across institutions to implement all current plans and catalyze private sector development on the Glenwood Avenue Corridor. This effort is led by a small Collating Team that includes Tim Griffin and Tom Fisher from the Minnesota Design Center who have been contracted to frame all the content being gathered.

Dan then summarized the World In Motion convening that took place on Monday, August 21, 2017 where many here in this audience took part to identify public realm, development, and livability initiatives on the corridor to inform future conversations. The key initiatives taking place on the corridor were presented by:

- Pastor Kelly Chatman, Redeemer Center for Life
- Dave Colling, Harrison Neighborhood Association
- Mark Huting, North Loop Neighborhood Association
- Bruce Bahneman, West Market District Business Association
- Beth Grosen, Community Planning and Economic Development, City of Minneapolis
- Kristy Morter, Hennepin County Transportation Department, Design Division

Over the next several months there will be conversations held to refine the one place where you can find all you want to know about Glenwood Avenue and adjacent parcels; it will be designed to drive private investments and ensure all plans and aspirations to catalyze development are included.

As the Farmers Market is one our primary concerns, Collison added Glenwood Avenue was identified as a key arterial to connect to the west side of the North Loop as it comes into the

Farmers Market.

- b. 2020 Access North Loop.** Displaying a napkin below an empty coffee cup that read *North Loop a quaint historic warehouse district with a parking problem*, Collison noted he would like to personally deconstruct this statement to read *North Loop is a dynamic urban district that includes the beautiful Warehouse District and all of its retail presence and activity*, and argue that we have a parking learning problem.

This group's overarching topics of concern include parking ramps, public transit, pedestrian realm, parking policy, business engagement, residential engagement, and safety, and, as such, they are working on:

- The City of Minneapolis' proposed regulations for new parking ramp construction (<http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcmssp-204904.pdf>).
- Metro Transit briefing on circulator bus estimates and current bus usage in the North Loop. To obtain a benchmark, he met with Adam Harrington, Director of Service Development, who gave him five routes (4, 6, 7, 12 and 14) that currently serve the North Loop. For findings (low ridership overall) and overall recommendations (an underutilized asset, training and incentives to get employees on public transit), see document included in presentation.
- Parking Ramps
- 2020 Access North Loop Presentation for Downtown Development Summit

**3. On-street / Off-street Parking at Ramps A, B, C and Hawthorne** [[Link to Presentation](#)]

Tim Drew, Senior Professional Engineer at Minneapolis Traffic and Parking Services (<https://www.linkedin.com/in/timothy-drew-67a22661>), explained to improve traffic once bars close, the Minneapolis Police Department implemented a "Chief's Beat" where there is no on-street parking on 1st and 2nd Avenues, and 3rd and 4th Streets after 11:00 p.m. on weekends; you'll get ticketed and towed thereafter. In working with the MPD, Minneapolis Downtown Improvement District, and other entities, that seemed too early for such an active area in the evening so they decided to:

- a. Make these streets uniform (i.e., Fridays through Sundays midnight to 6:00 a.m.);
- b. Add on other streets where the MPD thought necessary (e.g., 3rd Avenue between 4th and 5th Streets); and
- c. Extend signs and variable messages as late as possible while being able to clear out the bars safely.

The newer restrictions were shaded in green on the map Drew distributed and they extend to the signs and variable messages.

To improve safety and traffic in parking ramps when bars close, in coordination with MnDOT in April 2017 they implemented a "soft closure" in Ramp A (owned by MnDOT) and the Hawthorne Ramp (owned by the City), and extended the initiative to Ramps B and C (also owned by MnDOT) in late August 2017. The security and camera system in all municipal parking facilities will be upgraded and extra security staff have been hired.

For more information, Drew can be reached at 612-673-2152.

**4. Minneapolis Greening Lab** [[Link to Presentation](#)]

Ben Shardlow, Director of Urban Design for the Minneapolis Downtown Council-Downtown Improvement District (<https://www.linkedin.com/in/benshardlow>), advised this project is a partnership between the DID, Minneapolis Park & Recreation Board (MPRB), Mississippi Watershed Management Organization (MWMO), Green Minneapolis, and a lot of different groups, many of which have

representatives sitting in the audience, to improve public realm greening within the downtown boundaries of Minneapolis. It is supported through research assistants who are all graduate landscape architecture students from the University of Minnesota's College of Design. There remains a lot of opportunity to partner and make a difference in how green downtown is and becomes.

This project is important because through it they fulfill their mission of improving public realm greening; in recognition of the fact they can't do it all themselves, they maintain and enhance a lot of the existing landscaping within the district; they celebrate and raise awareness of the private investments in the public realm through their Greening & Public Realm Awards program (2017 winners will be announced at the MDC Annual Gala on October 11th); and they advocate for better public realm investments in new construction projects and park investments. Just this afternoon, Shardlow and Collison discussed the capital improvement project coming to the North Loop, the design details, and how to leverage it for a greatly enhanced public realm.

Much progress has been made, but outcomes on most downtown streets remain poor because:

- Most downtown street trees were not planted according to Best Management Practices;
- MPRB owns and maintains street trees, but does not control or design the planting sites;
- MPRB Forestry cares for 600,000 trees, but is working under budgetary constraints;
- Standard maintenance regimen includes watering a new tree twice in total; and
- Downtown environment is harsh for trees; there's a lot of hardscape, it's hotter, dryer, and a higher likelihood of damage.

With this context in mind, the Greening Lab's project scope has focused on:

- *Analysis.* Earlier this year, they realized they didn't have a good map of all the sidewalks in downtown. The first deliverable provided by the research assistants was the "Weighted Opportunity Analysis of Sidewalk Greening Within Minneapolis DID" map which represents, among other things, how wide sidewalks are and every single constraint contained thereon. They would like to expand it to include more areas adjacent to downtown so that they can understand where opportunities lie to investment in the downtown tree canopy.

The DID recognizes that the MPRB has a data tool for managing its inventory, but to their own admission, it's not being utilized to its full extent and was about 80% accurate. Hence, the DID charged its research assistant with verifying and adding data and as of June 6th, they had direct access to this data tool.

- *Enhanced maintenance.* Shardlow noted a lot of what they worked on in the downtown core is patterned after David Frank and Mark Huting's leadership that began in the North Loop to give trees' root system more room to grow; standards for planting trees in the city have now changed. To date, the Greening Lab project has enabled them to:

- Dispense supplementary watering to street trees planted in 2016/17
- Raised \$10,000 from DMNA to support this program

Outcome: MPRB watered new downtown trees weekly in June at their expense

- Tag tree with auto-populated information: species, inventory #, invitation to automated text system

Outcome: MPRB assigned dedicated tree inspector to downtown

- Research and communications effort being supported by MWMO

➤ *Streetscape pilot projects.* New small investments to create a lot of benefit include:

- Funding to support streetscape improvements this fall
- \$142,000 from City of Minneapolis
- Private fundraising support from Green Minneapolis
- Greening Lab contributed to activate Washington Avenue streetscape project

Shardlow advised none of this topic is being owned by one organization and if anyone is interested in supporting public realm improvements and the benefits it will provide, he would love to talk to you. For more information, visit <http://www.mplsdd.com/greeninglab>.

## 5. Southwest LRT Green Line Extension / Royalston Station [\[Link to Presentation\]](#)

Ryan Kronzer, Assistant Director for Design & Land Use at Southwest Light Rail Transit Project (<https://www.linkedin.com/in/ryankronzer>), began by providing the basic facts for the Green Line Extension (<https://metro council.org/Transportation/Projects/Light-Rail-Projects/Southwest-LRT/Project-Facts.aspx>) and then focused on the Royalston Avenue / Farmers Market Station that will be directly one block east of the Farmers Market sheds. It will occupy the northbound lanes of Royalston Avenue; however, the road will shift but still provide two lanes of traffic in each direction. The median becomes the station platform.

Eventually, the C Line will shift down to Glenwood Avenue after initially running on Olson Memorial Highway (<https://www.metrotransit.org/Data/Sites/1/media/about/improvements/c-line/glenwood/2016-11-04-updated-concept-map-with-glenwood.pdf>).

Kronzer then showed a map of the 1/2 mile walkshed which was indicated by a yellow circle; it is getting close to the south end of Nicollet Mall and, interestingly, may entice those in the core to walk to the Royalston Station.

The next series of maps Kronzer showed came from Hennepin County's Southwest LRT Community Works program planning exercises, conducted in partnership with other agencies including Metro Transit, businesses, neighborhood organizations, indicating the existing land use, roadway network, development potential, and circulation plan for this station. Similar plans exist for each station along this line.

Kronzer then described the June 2017 aerial map which provided more detail about the platform location and some of the infrastructure being built (e.g., bridge structure indicated in yellow) as part of the LRT.

The remaining images were renderings of the station that picked up the architecture of the Central Corridor's simplified platforms and canopies; they worked with City staff to develop a theme for each station and for this one it will be a farmers market. There will also be structural elements that will hold up the roofs, a place for lighting and speakers, and wayfinding signage. Best case scenario, construction will begin in the middle of 2018.

## 6. Target Center Update

Brian Kimmes, Facilities Project Manager, Minnesota Timberwolves | Lynx, advised he's been attending these meetings for 4 years talking about their renovation plans; hopefully the next 2020 Partners meeting will be there when it's done.

The interior is actually further along than the exterior; just yesterday they pulled down the curtain and if you're walking through the skyway you can see the new lobby and glass atrium. They punch listed last

week and are doing final cleaning for the interior. The exterior probably won't wrap up until sometime in November. Their first home game is on October 20th and they are on track to have everything done. He'll have to check whether there are concert holds he doesn't know about, but otherwise anticipate having the next meeting there in one of their new spaces.

Lastly, he thanked everyone for their support. When they first started looking for public funding 7 years ago, 2020 Partners was there from the very beginning and it's a testament to this group's partnership with the Timberwolves to help get it done.

## **7. Clean Energy Partnership [\[Link to Presentation\]](#)**

Bridget Dockter, Manager, Policy & Outreach at Xcel Energy (<https://www.linkedin.com/in/bridget-mclaughlin-dockter-699180b/de>), advised CEP began in 2015 as a partnership between the City and the electric and gas utilities, Xcel Energy and CenterPoint Energy, to help the City reach its Climate Action Plan and Energy Vision for 2040 goals. CEP functions on three levels:

- a. The Board comprised of the Mayor, City Coordinator, two Council Members, and 2 executives from each utility;
- b. The 15 community member Energy Vision Advisory Committee (EVAC); and
- c. The Planning Team comprised of staff from the City, Xcel Energy, CenterPoint Energy that manages day-to-day activities.

Dockter advised the first goal of CEP was to decrease greenhouse gas (GHG) emissions 15% by 2015; that goal was exceeded as it decreased 17.4% since 2006, largely due to Xcel Energy's \$15.7 million program investment resulting in a \$7.8 million annual customer bill savings for which she is proud, the leveraging of the City's Green Business Cost Share program, and CenterPoint Energy's \$7 million program investment resulting in a \$2.8 million annual customer bill savings.

CEP has identified eight critical areas for tracking progress toward its goals that is approved, along with a work plan, by the Board every 2 years. For this group, she focused on two of them, i.e.: commercial building energy uses, and multifamily program participation.

For commercial building energy uses, CP and Xcel have a joint Energy Design Assistance program, and separate Recommissioning and Custom Efficiency programs. The remaining three programs on their respective lists were utilized by a lot of businesses within the City in the last work plan.

For multifamily program participation, they are historically challenging, there are often multiple meters, and incentives are split. Both CP and Xcel have numerous CIP program offerings. Then she highlighted the joint Multifamily Building Efficiency Program pulled together in 2016 designed to change the incentive structure for building owners and managers.

Halston Sleets, Sustainability and Environmental Justice Policy Aide for Mayor Betsy Hodges (<http://www.ci.minneapolis.mn.us/mayor/contact/mayor-staff>), described the City's Green Business Cost Share program (<http://www.minneapolis.mn.gov/environment/WCMS1P-105418>). There is CPED loan financing available. For more information, visit <https://mplscleanenergypartnership.org/>.

## **8. 2020 Partners Meeting Schedule**

The next membership meeting of the 2020 Partners was adjusted for the holiday and will be on Tuesday, November 14th hopefully at the recently renovated Target Center.

## **9. Adjournment**

The meeting adjourned at 6:34 p.m.