Metro Healthy Comprehensive Plans Work Group Meeting
Thursday, May 17, 2018
9:00 a.m. – 11:00 a.m.

Sign-in and light refreshments at 8:50 a.m.
Southdale Library, 2nd floor “Full Meeting Room”
7001 York Ave. S. Edina, MN 55435

Agenda

Welcome & meeting overview (Denise Engen) 9:00 AM

Presentations (introductions by Denise)
Putting it into words: plan language for healthy built and the social environments 9:10AM

Two cities and two counties share how their plans are supporting healthy, livable communities. This meeting will mainly focus on local approaches and specific plan language for the built and social environments.

- Jason Lindahl, City of Hopkins
- Jack Broz, City of Richfield
- Lil Leatham, Dakota County
- Stephanie Souter, Washington County
- Q & A

Discussion (Nadja Berneche) 10:20 AM

Wrap Up (Nadja) 10:45 AM

- Partner announcements (All - as time allows)
- Next Meeting: THURSDAY, July 12, 2018
SWEET STREETS: better roads, better Richfield

HCP WORKGROUP
MAY 17, 2018
The transportation network in Richfield developed over the decades with a strong vision of car mobility over all other modes of transportation. In the last decade, Richfield has placed a stronger emphasis on the pedestrian, transit user, and bicyclist. Past planning efforts have embraced this approach by establishing a long-term vision for better multi-modal options, while placing them as the highest priority for future transportation investments. Notable projects include the construction of bicycle lanes and sidewalks.
WHAT HAS CHANGED SINCE LAST PLAN?

• 4 to 3 conversions
• Bicycle Master Plan
• Pedestrian Master Plan
• Guiding Principles
• Residential Mill and Overlay Program
• D and Orange Lines
• 494 Corridors of Commerce
• Sweet Streets program
NEW PRIORITIES

• Pedestrian
  • Transit
  • Bicycle
  • Vehicle
  • Parking
GUIDING PRINCIPLES

1. Multimodal Design
   Multimodal Design of public rights of way will be consistent with the City’s Complete Streets policy and will utilize innovative and non-traditional design standards in a way that is equitable for all modes/users, inter-modal activities, and respectful of the surrounding community.
   - Provide pedestrian facilities and connections within the right of way
   - Provide bike lanes in areas with high bike ridership
   - Include transit facilities, plan for inter-modal transfers, and provide bike facilities & closets
   - Add bike routes and bike racks

2. Connectivity and Public Realm
   The street and public right-of-way network will be used to connect various Public Realm amenities so that a range of inter-modal activities (walking, biking, driving, etc.) support how neighborhood residents travel to and from destinations such as schools, parks/open space, shops, and businesses.
   - Provide a well-connected network of sidewalks, paths & walk
   - Accommodate multi-modal connectivity to local destinations
   - Encourage connections to the original street (e.g., pedestrian networks)
   - Implement a safe and easy walking

3. Local Economy
   Community improvements and reinvestment will reinforce and support all businesses in the Local Economy and provide a safe and more convenient way to access and connect for neighbors, residents, pedestrians, cyclists, and motorists.
   - Utilize compact, walkable, and connected districts
   - Employ strategies that provide walkability for all users
   - Reduce dead-end streets
   - Increase visibility to support safety
   - Promote building use and type that emphasizes both resilience and densities for public safety

4. Design for People
   How people use community amenities and facilities is the most important criteria regarding the planning, engineering, implementation, and maintenance of any improvement. Design for People will address universal accessibility as well as comfort, safety, and convenience for all users.
   - Provide comfortable paths in all areas
   - Employ Complete Streets design that minimizes all users
   - Design squares that put it forward with elements like, walkable, bikeable, etc.
   - Plant beautification along trails

5. Community Character and Identity
   The design and implementation of community facilities and improvements will recognize the Community Character of single family residential scale and pattern and will also respond to local features such as natural resources, public art, aesthetics and gateways.
   - Provide aesthetic neighborhood sidewalks, streets, and walkways
   - Use design elements that complement and enhance
   - Use materials that allow flexibility
   - Improve opportunities for public art

6. Sustainable Solutions
   New improvements, growth and development will utilize Sustainable Solutions that are adaptable, flexible, built to last and that consider implications of long-term maintenance to ensure the future economic, environmental and social health of the community.
   - Implement sustainable building materials
   - Reduce energy consumption
   - Encourage sustainable building design
   - Implement stormwater management

7. Healthy and Active Lifestyles
   Elements will be incorporated into planning and design efforts to encourage comfortable corridors and places to walk and bike, safe and well-landscaped routes that inter-connect the community and promote Healthy and Active Lifestyles.
   - Curb cuts and ease of access to bike lanes
   - Design streets to allow for access to bicycle
   - Provide well-connected, dedicated, walking and bike paths
   - Implement a safe and easy walking

8. Unique Location
   Community and transportation improvements will support a well-designed and functional regional system which complements local land uses, and capitalize on Richmond’s Unique Location through enhanced access to the regional multimodal transportation system to improve livability and convenience.
   - Emphasize design that accommodates local traffic and vehicle
   - Implement regional traffic and walkway
   - Maintain connected activity areas

County Road Reconstruction Projects – Portland Avenue and 66
GUIDING PRINCIPLES

- Multimodal Design
- Connectivity and the Public Realm
- Local Economy
- Design for People
- Community Character and Identity
- Sustainable Solutions
- Health and Active Lifestyles
- Unique Location
WHERE WE WERE
**BETTER ROADS, BETTER RICHFIELD**

- **Pedestrian/Transit**
  - Buffer to traffic
  - Median refuge
  - Marked crosswalks
  - Focused lighting
- **Bicycling**
  - Sidewalk, trail and On-street
- **Vehicle**
  - Slower, more efficient
  - Raised awareness at intersections
- **50% increase in both walking and biking**
66th Street reconstruction
NEW PRIORITIES- NEW PLAN

Say it!

The transportation network in Richfield developed over the decades with a strong vision of car mobility over all other modes of transportation.

In the last decade, Richfield has placed a stronger emphasis on the pedestrian, transit user, and bicyclist.
Build Plan around it!

Past Comprehensive Plans have focused heavily on roadways and automobile. The 2018 Comprehensive Plan has embraced a new vision for a multimodal network by bringing the pedestrian, bicycle, and transit elements to the front of the Transportation Chapter.
NEW PRIORITIES - NEW PLAN

Build Plan around it!

• Chapter 7. Transportation
  – Peds and Bikes (12 pages)
  – Transit (3 pages)
  – Roadways (12 pages)
  – Freight (2 pages)
  – Aviation (4 pages)
The goal of the pedestrian network is to provide for safe, secure and efficient movement along across the roadways. The following performance measures are used to evaluate the Pedestrian success of any alternative.

- Speed of traffic (slower)
- Pedestrian delay
- Offset to traffic (buffer zone)
- Crossing distances
- Median refuge
- Traffic controlled intersections
- Crosswalk visibility (i.e. pavement markings, signage)
- Number of conflict points with vehicles and bicycles
- Minimize circuitous routing
- Shade
- Lighting
- Resting areas (benches, short walls, drinking fountains)
SWEET STREETS: better roads, better Richfield
Healthy Built and Social Environments
Dakota County 2040 Comp Plan Language

Lil Leatham
Office of Planning
Dakota County Physical Development Division

5/17/18
Foundations

2030 Comp Plan
• Natural Systems & Parks
• Land Use and Growth
• Transportation
• Growing and Nurturing People

753 pages!
Preparation for Comp Plan Update

- Health in All Policies Tools
- Pedestrian and Bicycle Study
- Comp Plan Survey – Active Living and Health Questions
Comp Plan Survey
Health Highlights

- Trails are important to attract and retain residents (80%)
- Invest more in ped-bike facilities (73%)
- Parks promote health and well-being (95%)
- Affordable housing close to transit / walkable areas (79%)
- High prices are barrier to getting healthy food (44%)
- Study and promote local production of healthy food (31%)
- Identify options to address education, employment, income and health inequalities between people who are White and People of Color (63%)

*strongly or somewhat agree*
2040 Draft Plan – required sections only

- Introduction
- County Demographics
- Transportation
- Park System
- Land Use and Natural Resources
- Implementation

150 Pages!
Overall Strategy

- Integration of health throughout the document
- Reference supporting plans and programs

- Transportation Plan
- Parks Plan
- Affordable Housing
- Active Living
- Communities for a Lifetime
- Community Health Improvement Plan
- Public Health Strategic Plan
Resident Health Snapshot

• Recognition that chronic and preventable diseases are leading causes of death and disability

• Link between chronic disease risk and the physical environment

• Social determinants of health
Guiding Principles

In every section

• **Sustainability**
• **Connectedness**
• **Collaboration**
• **Economic Vitality**
• **Growing and Nurturing People**
People live comfortably in friendly, clean, and healthy communities without placing environmental, economic, and social burdens on current and future generations.
Growing and Nurturing People

Land Use - A variety of housing choices, neighborhoods, and employment exist to meet the needs of people of all ages, abilities, incomes, and backgrounds. Land use patterns provide opportunities for people to live healthy, stimulating, and fulfilling lives.

Parks - Parks can create environments where people of all ages, incomes, and backgrounds can thrive. Parks provide much-needed nature experiences, especially for today’s and tomorrow’s children. Education programs enhance appreciation of the natural world and healthy recreation. Greenways encourage active lifestyles by bringing parks close to where people live and work.
Bicycling and pedestrian transportation planning provides multiple benefits to the county

- Environmental sustainability
- Safe routes
- Active living
- Improved health
- Improved transportation options
- Quality of life
Pedestrian and Bicycle Study

- Integration of pedestrian and bicycle modes
- Gap prioritization
- Identification of County Roads that are barriers
Dakota County Park System Vision, 2040

GREAT PLACES: Destination Parks
- New Whitetail Woods Regional Park in Empire Township
- More things to do in parks
  - Winter activity area
  - Gathering and celebration areas
  - Swimming and water play areas
- More popular "park basics"
  - Enhanced picnicking
  - Biking and accessible trail loops

CONNECTED PLACES: Greenway Trails
- "Bring parks to people" - Linear parks connect parks, schools, lake trails, playgrounds, libraries, and the Minnesota and Mississippi Rivers
- Walking, biking, and in-line skating
- Public agencies work together to create 300 miles of greenways using mostly publicly-owned land

PROTECTED PLACES: Green Infrastructure
- Enhance and protect park resources
- Protect stream corridors in public/private partnerships
- Protect natural areas and open space in public/private partnerships

Dakota County Parks
- Dakota County Park Conservation Areas
- Federal, State, and Other Regional Open Space
- Existing and Planned Regional Greenways
- Stream Conservation Corridors and Greenways

Concepts for Greenways
- New
- Old
- Rethinking Trails as Greenways
- Natural Areas
- Water
- Recreation
- Multiple Benefits of Greenways
- Nested Trail Loops, Trails around Lakes
- Parks
- Schools
- Town Centers
- Athletic Fields
- Greenways Connect Places Where People Want to Go

Dakota County Office of Planning, 2017
Questions?

Contact Information

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Draft 2040 Comprehensive Plan
https://www.co.dakota.mn.us/Government/Planning/CompPlan
Metro Healthy Comprehensive Plan Workgroup

Putting It Into Words:
Plan Language for Healthy Built & Social Environments

May 17, 2018
Sustainability and Resilience

**Sustainability**
Meeting the needs of the present without compromising the ability of future generations to meet theirs

**Resilience**
Ability to respond to social, economic, and environmental changes and disruptions while maintaining integrity and purpose
City of Hopkins
2040 Comprehensive Plan Framework
Sustainable Principles

- Livable Built Environment
- Harmony with Nature
- Resilient Economy
- Interwoven Equity
- Healthy Community
- Responsible Regionalism
- Authentic Participation
- Accountable Implementation
- Consistent Content
- Coordinated Characteristics
**Four Environments**

- **Built Environment**
  - Land Use
  - Transportation
  - Housing

- **Natural Environment**
  - Sustainability and Natural Resources
  - Parks and Trails

- **Economic Environment**
  - Economic Competitiveness
  - Downtown Hopkins

- **Social Environment**
  - Quality of Life
  - Sense of Community
## Comprehensive Plan Approach

<table>
<thead>
<tr>
<th>Existing – Standalone Chapters</th>
<th>New - Interconnected Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Land Use</td>
<td>• Land Use</td>
</tr>
<tr>
<td>• Downtown</td>
<td>• Transportation</td>
</tr>
<tr>
<td>• Housing</td>
<td>• Housing</td>
</tr>
<tr>
<td>• Parks and Trails</td>
<td>• Quality of Life (NEW)</td>
</tr>
<tr>
<td>• Transportation</td>
<td>• Sense of Community (NEW)</td>
</tr>
<tr>
<td>• Water</td>
<td>• Sustainability and Natural Resources (NEW)</td>
</tr>
<tr>
<td>• Solid Waste</td>
<td>• Parks and Trails</td>
</tr>
<tr>
<td>• Implementation</td>
<td>• Economic Competitiveness (NEW)</td>
</tr>
<tr>
<td></td>
<td>• Downtown</td>
</tr>
<tr>
<td></td>
<td>• Implementation</td>
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</tbody>
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Community Engagement

- Community surveys
  - General
  - Race and equity
- Ideas Map
- “Take it To Them” meetings
- Advisory committee meetings
- Social media
Process & Schedule

Completed
✓ July 27, 2017 – Kick-Off
✓ Sept 13 – Built Environment
✓ Nov 8 – Natural Environment
✓ Jan 10, 2018 – Economic Environment
✓ Feb 7 – Social Environment
✓ March 20 – Joint Meeting with City Council and Planning & Zoning Commission
✓ April 11 – Implementation – Built and Natural Environment

Coming Up
▪ May 9 – Implementation – Social and Economic Environment
▪ June 2 – Open House at Artery Grand Opening Event
▪ June 26 – Public Hearing before Planning & Zoning Commission (tentative)
▪ July 17 – City Council Action (tentative)
▪ July-January 2019 – Six month adjacent jurisdiction review
▪ First Quarter 2019 – Metropolitan Council final submittal
Addressing City Goals

Home Town Feel
- Economic competitiveness
- Public facilities and services

Urban Design
- Linking land use and transportation
- Practice environmental responsibility

Take It To Them
- Equity and race
- Community engagement
Addressing Major Trends

Growing in diversity

Traveling Differently

Embracing Technology

Valuing unique places
Focus Areas

Affordability

Downtown

Inclusive and Connected Community

Race and Equity

Livable Communities

Climate Change

Sustainable buildings

Arts and Culture
All human-made elements of the space where people live, work, and play.
Built Environment: Major Issues

1. Strengthening nodes and neighborhoods
2. Maximizing value of transit investment
3. Balanced multimodalism on complete streets
4. Addressing challenges of affordability
5. Arts, culture, and unique places
Social Environment

Public services and facilities, education, public health, community connections, equity, culture.
Social Environment: Major Issues

1. Addressing race equity issues
2. Building an inclusive and connected community
3. Supporting healthy neighborhoods and people
4. Adapting services to changing needs
5. Proactive community-oriented approach to public safety and preparedness
Natural Environment

Natural systems and resources, including land, water, air, habitat, and ecology.
Natural Environment: Major Issues

1. Practice environmental responsibility
2. Promoting use of renewable energy
3. Planning for climate change resiliency
4. Expanding sustainable building and site practices
5. Protecting and restoring natural areas
Economic Environment

Economy, businesses, employment, jobs, income/poverty, affordability.
Economic Environment: Major Issues

1. Downtown as central social district

2. Promoting resilient and equitable economy

3. Placemaking as economic development

4. Transitioning some low job density areas
BUILT ENVIRONMENT

The built environment is defined as all human-made elements of a space where people live, work, and play. It includes sections on land use and development, multimodal transportation, and housing and neighborhoods. This is the most traditional element of city planning—and the land use map and supporting descriptions are at the hub of the planning framework.

SOCIAL ENVIRONMENT

The social environment is defined as human interaction and engagement in the community. It includes sections on public services and facilities, education, public health, community connections, equity, and arts and culture. Much of the content for this element is new to the Hopkins comprehensive plan this time around, motivated by the City’s focus on related issues as citywide priorities.

NATURAL ENVIRONMENT

The natural environment relates to natural systems and resources, including land, water, air, habitat, and ecology. In addition to addressing policies around these specific systems and resources, it includes direction for practices that are specifically aimed at protecting or improving the natural environment, including guidance for parks and open space, renewable energy, and climate change resilience.

ECONOMIC ENVIRONMENT

The economic environment covers the economy, jobs, businesses, income and poverty, and affordability. This section includes economic development and competitiveness, and guidance for Downtown Hopkins (as the city’s economic hub). Issues related to affordability and poverty are covered in overlapping sections in the built environment (housing) and social environment (equity).
Overview

• Approach for resilience and health in the comprehensive plan
• Resilience and sustainability chapter and sub-topics
• Ties to other chapters – Parks and Transportation
• Lessons learned
SHIP and the county comp plan

• Utilized Statewide Health Improvement Partnership funds to help support:
  • Engagement
  • Research and mapping
  • Plan writing

• Public health staff were on Project Management Team for comp plan, to give a voice
County Context

- County Vision Statement: A great place to live, work, and play, today and tomorrow.
- Fast growing county – some communities will see 40% growth by 2040.
- Outreach showed that residents value Parks, Trails, open space, rural setting.
Resilience, Sustainability and Health

• Woven throughout the plan and in other element chapters

• Standalone chapter that focuses in on some topics not explicitly addressed elsewhere, but are an important component of county work and responsibility:
  • Hazard Mitigation/Community Vulnerability
  • Healthy Communities
  • Energy
  • Solid Waste Management
Resilience and Sustainability

“Washington County will strive to maintain its identity, high quality of life, and access to a healthy lifestyle for current and future residents by embracing resiliency and sustainability in future decision making.”
Hazard Mitigation/Community Vulnerability

- Climate and precipitation trends and health effects
- Vulnerable populations
- Infrastructure

Resilience and Sustainability
Goal 1: Maintain and improve community preparedness and emergency response capacity to ensure public health and safety.
- Continue and enhance county and city level all-hazard mitigation and response planning.
- Recognize and plan for the support of populations with high needs and vulnerabilities to all hazards including extreme weather and climate-related events.
- Promote a disaster resistant community infrastructure of housing, utilities, transportation systems, and health care resources able to withstand natural, man-made and economic changes.
Healthy Communities

• Community Health Assessment and Improvement Plan
• Health equity and health disparities
• Health and the built environment

Resilience and Sustainability

Goal 2: Promote personal and community health for all residents.

• Pursue opportunities to address inequities and barriers to health
• Support individual and community health behaviors that reduce the risks of chronic disease.
• Encourage practices and activities to achieve healthy food access for all residents.
Energy

• Energy and transportation use profile
• Energy efficiency potential
• Solar and wind

Resilience and Sustainability

Goal 3: Identify, promote, and expand the use of energy efficient practices and renewable energy resources.
• Collaborate with public entities, community organizations, businesses within the county, and with other counties to achieve mutual energy goals.
• Lead by example in county operations to conserve energy, use renewable energy sources in an effective manner, and take steps to reduce greenhouse gas emissions.
Waste Management

• Washington and Ramsey County partnership: Recycling and Energy Board and Center

• Solid Waste Master Plan

Resilience and Sustainability

Goal 4: Protect public health and the environment by reducing the amount and toxic character of waste and ensuring proper management of wastes.

• Minimize land filling through an integrated waste management system in accordance with the state hierarchy of waste reduction, reuse, recycling, composting and waste-to-energy.

• Lead by example in county operations to develop and implement innovative waste management solutions.

• Identify ways to collaborate with public entities, community organizations and businesses to develop and implement innovative waste management solutions.
Land Use

- County does not have land use authority with a few exceptions
- However, included language that encourages land use efforts that support health

Goal 2, Policy 2: Encourage transit-oriented development (TOD), pedestrian-oriented, neotraditional, suburban-style growth that uses land in an efficient manner in locations that connect to transportation and transit systems.

- Encourage communities to adopt higher densities and mixed land uses within the Metropolitan Urban Service Area that support multimodal transportation, transit-oriented development.
- Encourage communities to revitalize or expand traditional commercial districts in keeping with their present function and appearance.
- Encourage communities to approve developments that have a pedestrian orientation, civic focus, and preserve historic structures and districts.
- Encourage communities to keep local streets interconnected and relatively narrow so as to disperse and slow traffic.
- Encourage communities to efficiently reuse land through infill development, rehabilitation, and selective redevelopment.
- Review future planned land use designations to ensure that options for high-density development in the county’s planned transitways, transit corridors, and nodes are retained.
Land Use, Housing, Economic Competitiveness

Land Use Chapter

Goal 2, Policy 4: Promote land uses throughout the county that encourage active and sustainable living.

- Encourage cities to plan residential, commercial, office, and industrial developments that support transit, especially along identified transit corridors.

- Encourage cities and developers to create development patterns, including mixed land uses that provide good pedestrian and non-motorized circulation to provide the opportunities for residents to be more physically active.

Goal 2, Policy 5: Encourage land uses that promote a full spectrum of life cycle housing types for all incomes, ages, and races.

Housing and Economic Competitiveness

Policies to support Housing for all, recognizing the need for economic development
Parks

• Public Outreach Process
• Parks
• Trails
• Open Space

Parks, Trails, and Open Space

Goal 1, Policy 4: Incorporate principles of public health and sustainability into park and trail planning, operations, and maintenance.

• Plan parks and trails to support healthy lifestyle choices.
• Incorporate active living by design in projects to support county health and wellness initiatives.
• Incorporate green infrastructure, pollinator-friendly habitat, sustainable landscaping and public art in projects, where feasible.
• Increase energy efficiency in facilities, operations, and maintenance.
• Evaluate and implement operational best practices to reduce salt and pesticide impact to natural resources.
Transportation

Goal 4: Promote positive environmental and health outcomes.

- Explore opportunities to improve the environment and encourage physical activity.
  - Work with local partners to promote land use patterns that enable alternative modes of travel and reduce reliance on the private automobile.
  - Identify trail connections to provide links to key destinations.
Transportation

• Executive Summary
• Existing Conditions
• Transportation Plan
• Implementation

Transportation
Goal 4: Promote positive environmental and health outcomes.
• Include strategies and best management practices related to the environment when planning, building, and maintaining transportation facilities.
  • Promote techniques to improve quality of water runoff.
  • Develop and implement techniques for county roadway maintenance to minimize chemical and particulate runoff.
• Prevent, minimize, or mitigate impacts to natural, cultural, and historic features.
  • Use community-based design to ensure board participation in transportation planning.
Lessons learned

• Understanding where elected officials are comfortable
• Recognizing the work that’s already been done
• Involving commissions and committees in goal setting
• Engaging partners to make the case for doing work differently than we’ve done before
• Considering your toughest critics
Questions? Comments?

Washington County

A great place to live, work and play…
today and tomorrow.

www.co.washington.mn.us

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