Active Living

Hennepin County Environmental Services
Brownfield Program

City Hall
St. Louis Park
December 15, 2014

Hennepin County Department of Environmental services
Land and Water Unit
Gilbert Gabanski, PG
Hennepin County Brownfield Program
Environmental Response Fund (ERF)

Funding Source: 1997 State Statute 383.B.80 and 383B.81
Mortgage registry (0.0001) and deed tax (0.0001)
1/100th of 1% of property transaction amount and principal

Generates approximately $2.0M to $2.4M/year
New sunset date: 2027
Hennepin County Brownfield Program (continued)

EPA Brownfield Cleanup Revolving Loan Fund BCRLF)

7 Loans to date $3.6M (currently have $1.45M available)

Memorandum of Agreement (MOA) Principal/Interest

5 BCRLs ($1.9M) – 4 of 5 paid in full
Five areas of funding, including Gap Financing

Close Out Agreement (COA) Principal/Interest

1 BCRL ($1.1M) - returns $77K/year (until 2025)
Assist municipal partners on assessments
ERF Program - Metrics to date

Grants by activity:

• Cleanup - $36.5 M (79%)
• Asbestos/lead paint abatement - $5.9 M (12.8%)
• Assessment - $3.8M (8.2%)

Grants by Project type:

• Commercial /Industrial - $11.7M (25.3%)
• Mixed residential/commercial - $7.5M (16.2%)
• Residential - $16.7M (36.2%)
• Open Space / Infrastructure - $10.3 M (22.3%)

Hennepin County only grant program that funds green space / infrastructure projects
ERF Program - Metrics to date

• Leveraged $1.7B in private development costs
• $437M increase in property values (data thru 2013)
• $64M increase in property taxes (2003 – 2012)
• Created or retained 9,500 jobs
• 3,500 affordable and 6,500 market rate housing units (created or renovated)
• $53M in public investment from DEED, TBRA, and EPA
Open Space / Infrastructure
Greenfield projects (partial list)

- Minneapolis Park and Recreation Board
  - B.F. Nelson Park Site
  - East Philips Community Culture Center
  - Shearer Brothers ($1.1M ARRA Funds)
  - Theodore Wirth
  - Sheridan Memorial Park

- Robbinsdale ISD #281 (6 grants - $2.1M)

- MCDA Community Gardens

- Minnesota Brownfields-Brownfield Gap Financing community gardens

- Mississippi Management Watershed Organization

- Nine Mile Creek Watershed

- Three Rivers Park District

- City of Excelsior – Excelsior Parkland

- City of Brooklyn Park – Central Park

- City of Golden Valley - Sunnyside Lane
Overarching sustainable landscaping guidelines for Hennepin County Public Works projects:

• Specify the right plant species for the right place, consider tree’s mature size when planting
• Planting for species diversity (no more than 10% same species)
• Plant species that benefit wildlife and pollinators
• Plant trees for storm water infiltration/water quality and air quality benefits
• Quality assurance that ensures quality plant stock and proper site preparation (i.e. soil amendment occurring, reduce soil compaction, planting depth, etc.)
• Maintenance plans that ensure landscape success
Natural Resources Interactive Map

- GIS-based interactive map that classifies every acre in the county in terms of land cover using the Minnesota Land Cover Classification System.
- Available at: [www.hennepin.us](http://www.hennepin.us) search on “natural resources map”
- The interactive map helps planning efforts to manage growth and promote the protection of remaining natural resources and open spaces.
- The map includes detailed information on:
  - vegetative cover
  - natural resource corridors
  - soils
  - wetlands
  - floodplains
  - geology
  - topography and
  - ecological significance areas
www.hennepin.us - search for ERF

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Edina Living Streets

ALHC Quarterly Meeting
December 15, 2014
What are Living Streets?

Living Streets balance the needs of motorists, bicyclists, pedestrians and transit riders to:

- Promote safety and convenience
- Create economic vitality
- Provide opportunities for active living and better health
- Improve environmental sustainability
- Enhance community identity
Edina’s Living Streets Principles

Principles guide implementation of Living Streets in the areas of:

- All Users and All Modes
- Connectivity
- Context Sensitivity
- Sustainability
- Efficient Service Delivery
Living Streets Plan Implementation: Lessons Learned

- Support of elected officials
- Early citizen engagement
- Input from City staff early and often
- Communicate city-wide benefits
- Tell stories (Living Streets “Champions”)
- Take photos – and not just the good stuff!
- Message: we’re not planning just for commuter cyclists
Pedestrian and Cyclist Safety (PACS) Fund: Key Policy Elements

- Tight connection between new revenue and new expense
- Biased toward construction
- Conservative fiscal management
- Support existing and new NMTF equally
- Flexibility to support staff functions
Eligible PACS Fund Expenses

- Construction costs (both outsourced and direct) of new NMTF
- Maintenance costs (both outsourced and direct) of existing NMTF
- Legal and consulting services necessary for the construction and maintenance of NMTF
- Street lighting and traffic signals necessary to meet safety standards for new and existing NMTF
- Street markings and signage consistent with MUTCD standards for NMTF
- Purchase of real property for right-of-way for new NMTF
- Staffing and operational costs (compensation, overhead related employee costs) for a new 1.0 City employee that is 100% dedicated to maintaining, improving and expanding the City’s NMTF network.
- Post-Project Landscape Restoration
Ineligible PACS Fund Expenses

- Debt service
- Consulting studies not related to the construction and maintenance of non-motorized transportation facilities
- Capital expenses not related to the construction and maintenance of non-motorized transportation facilities
- Non-standard signage and street markings
- Snow removal
- Storm water management facilities
- Benches, trash receptacles, trailhead shelters, fountains, and public art.
Thank You!
Beyond the Pavement: Creating the Climate Ready Community

Shawntera M. Hardy, Policy Director
Active Living Hennepin County Presentation
December 2014
Presentation Outline

- Fresh Energy Overview
- Climate Resilience: A National Glimpse
- Transportation and Energy Nexus
For more than 20 years, Fresh Energy has transformed widely held economic and environmental ideas into smart clean energy policy.
Towards Climate Resiliency

National Climate Action Plan

PRESIDENT’S STATE, LOCAL, AND TRIBAL LEADERS TASK FORCE ON CLIMATE PREPAREDNESS AND RESILIENCE

Investing in Clean Energy Matters to Livability
Minnesota is already seeing expensive impacts of climate change

“Extreme heat, heavy downpours, and flooding will affect infrastructure, health, agriculture, forestry, transportation, air and water quality, and more. Climate change will also exacerbate a range of risks to the Great Lakes.”

-- National Climate Assessment, 1958-2011

- Observed changes include 37% more heavy downpours for Midwest
- More of Minnesota’s rain is coming in 2- and 3- inch downpours
- Minnesota has had four 1-in-1,000 year floods just since 2004
- Minnesota has been the third fastest-warming state

Sources: Minnesota State Climatology Office; National Climate Assessment 2014
Efficiency solutions are easiest, cheapest energy sources—yet we don’t sufficiently use them.
Making the Case: Clean and Connected Transportation System

**Economic**
- Transportation costs are typically a household’s second largest expenditure.

**Environment**
- Transportation is the second largest waster of energy.

**Health**
- Combating the Social Determinants of Health
  - Clinical care contribution to overall health outcomes: 20%

Transportation is not an end but a means to achieve broader goals around prosperity and opportunity.
Making the Case: Clean and Connected Transportation System

Changing Driving Habits

- Driving: ↓23%
- Transit: ↑40%
- Biking: ↑24%
- Walking: ↑16%
Tools to “Weather the Storm”

- Benchmarking
- Electric Vehicles
- Climate Smart Building Codes
- Safe Routes to School
- Community Solar
- Complete Streets
- Health Impact Assessments

Fresh Energy
“Take chances, make mistakes, get messy!”

~ Miss Frizzle from Magic School Bus
North St. Paul Marketing Push... Ultimately rejected by local residents
Living Streets Demonstration

Project Name:
Maplewood Living Street Demonstration Project

Project Start and End Date:
March 1, 2011 – November 15, 2012

Project Cost and Funding Sources:
- Clean Water Grant: $550,000
- RWMWD: $550,000
- Special Assessments: $733,610
- City G.O. Funds: $1,400,000
- Utility Funds: $1,065,000
- TOTAL: $4,298,610

Project Purpose and Description:
Final Design

- 24’ Wide Streets
- 1.5 Miles of sidewalk
- 32 residential rain gardens
- 130 Trees
Visioning and local buy-in
Build less impervious = impact reduction per household

Environmental Footprint
A narrower roadway can have a smaller environmental footprint. By using fewer materials and less fuel during construction, the Maplewood Living Street Project:

- 17% ↓ water
- 22% ↓ energy
- 16% ↓ CO2

Like filling 38 olympic swimming pools
Like getting 2 years of energy use
Like taking 64 cars off the road for a year

A screening-level comparative Life Cycle Inventory (LCI) and Life Cycle Impact Assessment (LCIA) was performed for a 54-foot roadway with sidewalk and the standard 62-foot roadway for a 50-year life of the road. The estimated probable life cycle impacts are associated with the extraction, manufacture, transport, construction and operation/
Living Street Features

We designed and installed 32 rainwater gardens & 1 regional filtration basin.
That's about 19,000 sq ft of planting surfaces.

We also planted 200 trees from six drought-tolerant species.
These trees sequester 40 tons of CO₂ per year.

Living Street Features

First, we took a 30' wide & <shrank> it to 24'.
Then, we added 1.5 miles of sidewalks.
But increased walkability doesn't necessarily mean more impervious surface... we actually decreased impervious surface by 1 acre.

Living Street Hydrology

40% of water evaporates
10% of water runs off
35% of water infiltrates

Environmental Footprint

A narrower roadway can have a smaller environmental footprint. By using fewer materials and less fuel during construction, the Maplewood Living Street Project:

- Saves 17% on water
- Saves 22% on energy
- Saves 16% on CO₂

Like fitting 38 Olympic swimming pools
Like getting 2 years of energy use
Like taking 64 cars off the road for a year

LIVING STREETS: A CASE STUDY FROM MAPLEWOOD, MN

Maplewood's Living Streets project was conceived as part of a larger effort to meet Ramsey-Washington Metro Watershed District's goal to reduce the amount of polluted runoff flowing into Kohlman Lake. The idea behind "Living Streets" stems from the concept of streets as more than simply a road. In addition to providing typical functions like traffic conveyance, Living Streets improve neighborhood function by incorporating things like sidewalks and trees. They also address environmental needs by providing stormwater treatment and improving habitat conditions. When this design approach is applied across a neighborhood, neighborhoods are safer because traffic is calmed, pedestrians have dedicated travel routes, and residents have better opportunities for interaction. The neighborhood's gardens and rows of trees create a pleasant and unified aesthetic, which not only provides visual value, but also reduces stormwater pollution, thereby improving the quality of nearby lakes and streams. The Living Streets framework can be implemented as part of a street reconstruction project, but by taking into consideration more than just potholes, it improves the livability and environmental function of a neighborhood.