November 2013

THE TOMORROW PLAN

Partnering For a Greener Greater Des Moines

ROBUST RELATIONSHIPS • LIVE, WORK, LEARN,
OF THE ZEST • GRASSROOTS ADVOCATES • IM
TRANSPORTATION • HEALTHY LOCAL FOODS •
• WHAT IF GREATER DES MOINES...: HISTORIC
REGIONAL RELAYS • RESTAURANT CRAWLS • T
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URCHASING FROM LOCALLY-OWNED BUSINESS
UNITY STARTUPS • SHARE SUCCESS STORIE

Imagine a vibrant, lasting future for Greater Des Moines.

A future brimming with choice.

A future attending to the economic, social, and environmental needs of our region.

A future for you, your children, and your children’s children.

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THE TOMORROW TEAM

The strength of The Tomorrow Plan lies in the hands of those who have shaped it. Countless Greater Des Moines residents have played a part in the process. The planning team has been humbled by the unprecedented support and enthusiasm of residents and entrusts them with helping breathe life into The Tomorrow Plan.

STEERING COMMITTEE

Co-Chairs
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Frank Cownie City of Des Moines

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Eric Burmeister Polk County Housing Trust Fund
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GeoAdaptive
Gruen Gruen + Associates
MindMixer
Nelson\Nygaard
PlaceVision
RDG Planning & Design
Sasaki Associates

COMMUNITY PARTNERS

The following organizations are invaluable collaborators in moving Greater Des Moines toward a more vibrant future. Together with government, businesses, community groups, and residents, they have laid the framework for The Tomorrow Plan. They support the goals outlined in this plan and are key allies in making Greater Des Moines a great place to live, work, learn, and play.

AARP Iowa

Big Brothers Big Sisters of Central Iowa

Bravo Greater Des Moines

Center on Sustainable Communities

Central Iowa Shelter & Services

Chrysalis Foundation

Civic Music Association

Community Foundation of Greater Des Moines

DART

Des Moines Arts Festival

Des Moines Bicycle Collective

Des Moines Community Playhouse

Des Moines Social Club

Des Moines Water Works

Food and You, LLC

Generation Green Builders

Greater Des Moines Habitat for Humanity

Greater Des Moines Partnership

Iowa International Center

Iowa Rivers Revival

Iowa State University

League of Women Voters

Meredith Corporation

Metro Arts Alliance

Neighborhood Finance Corporation

Polk County Conservation Board

Polk County Health Department

Polk County Housing Trust Fund

Polk Soil & Water Conservation District

Purple Heart Highway Coalition

Rebuilding Together Greater Des Moines

Transition Des Moines

Trees Forever

United Way 2-1-1 of Central Iowa

United Way of Central Iowa

Urban Ambassadors

USDA Rural Development – Iowa

Warren County Economic Development Corporation

Young Professionals Connection

PREAMBLE

Whereas, the Federal Interagency Partnership for Sustainable Communities has selected Greater Des Moines as one of 45 initial regions to pursue regional sustainable development planning;

Whereas, the people of Greater Des Moines wish to strengthen diversity and equity in order to promote the environmental and economic health of the region, this community, its neighborhoods, and its individuals;

Whereas, we intend to stay attentive to the needs of future generations and to the current shifting trends in demographics, economics, and nature, as well as expectations of signi cant regional growth;

Whereas, we value the integration of social, economic, and natural resource needs and opportunities with a strategic direction for the region's future;

Whereas, we intend to build on current cooperative ventures throughout the region to nd additional opportunities to collaborate, create ef ciencies, and provide higher quality services to residents;

Whereas, the means to a vibrant, lasting future includes a healthy environment, in addition to expanded choices and access within the areas of health, food, transportation, housing, work, culture, education, and play;

Whereas, steps can be taken today that will lead to a well-balanced tomorrow that maximizes the betterment of the entire region;

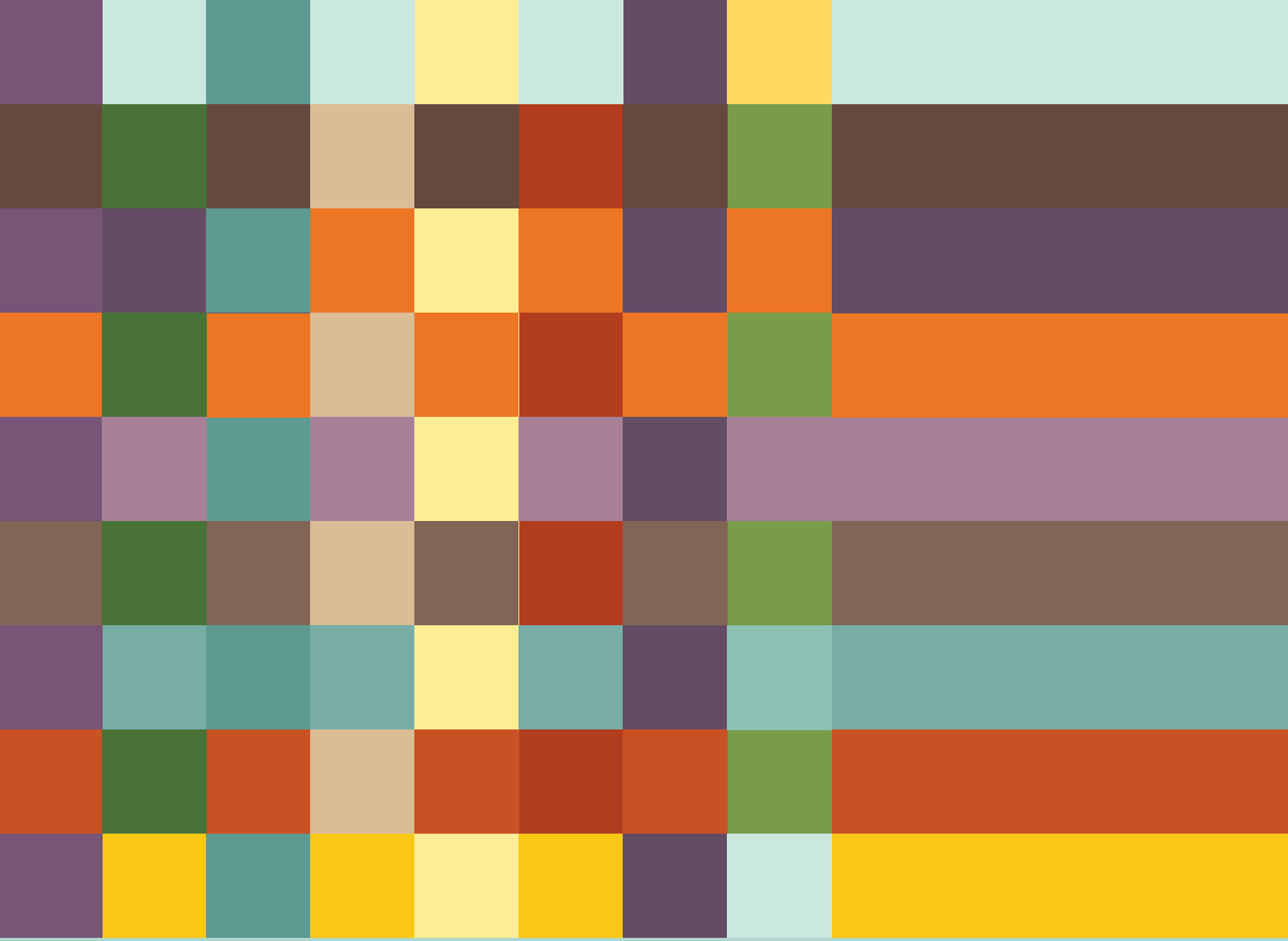
Therefore, be it resolved that we, the members of The Tomorrow Plan Steering Committee, endorse the vision, mission, goals, and strategies presented in this plan and intend to continue working within our communities and across the region to help this plan become reality.

VISION

Greater Des Moines will be a collaborative, vibrant, and dynamic region of lasting value, equity, and diversity.

MISSION

Ever mindful of future generations, our mission is to cooperate across political boundaries to achieve social, economic, and environmental resilience for Greater Des Moines.



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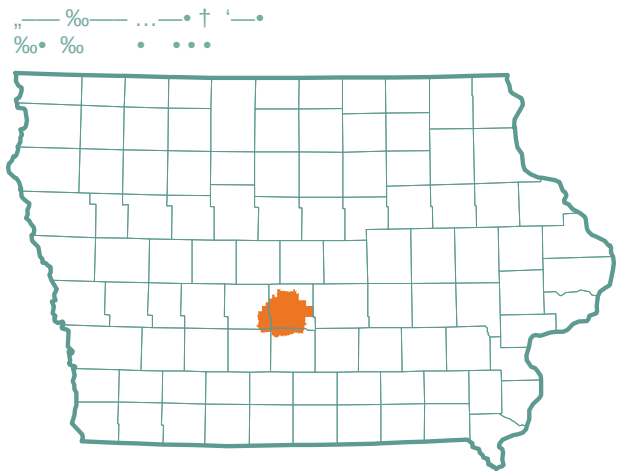
INTRODUCTION

INTRODUCTION



THE TIMES ARE CHANGING

The demographics of Greater Des Moines are shifting. Approximately 150,000 Baby Boomers[1] call this region home. As they age, what will this mean for the transportation system, land use, and the placement of homes, businesses, and stores?

At the same time, Greater Des Moines must prepare for the XYZ factor. Those individuals aged 45 and younger ƒ approximately two-thirds of our region's population ƒ exhibit different lifestyle choices and preferences. They seek communities with a mix of uses within walking distance. They do not necessarily want to own an automobile or own a homê.

We also are seeing changes in what a "traditional" household looks like. In another decade, we expect to see as many single person households as multiple person households. Less than half of those between ages 25 and 34 are getting married, and more college graduates are moving back in with their parents after graduation. Furthermore, by 2042, there will not be a majority race in the country. Will this lead to neighborhoods and schools that are more diverse, or will it lead to a clash of cultures? Will our region be ready for all of these changes?

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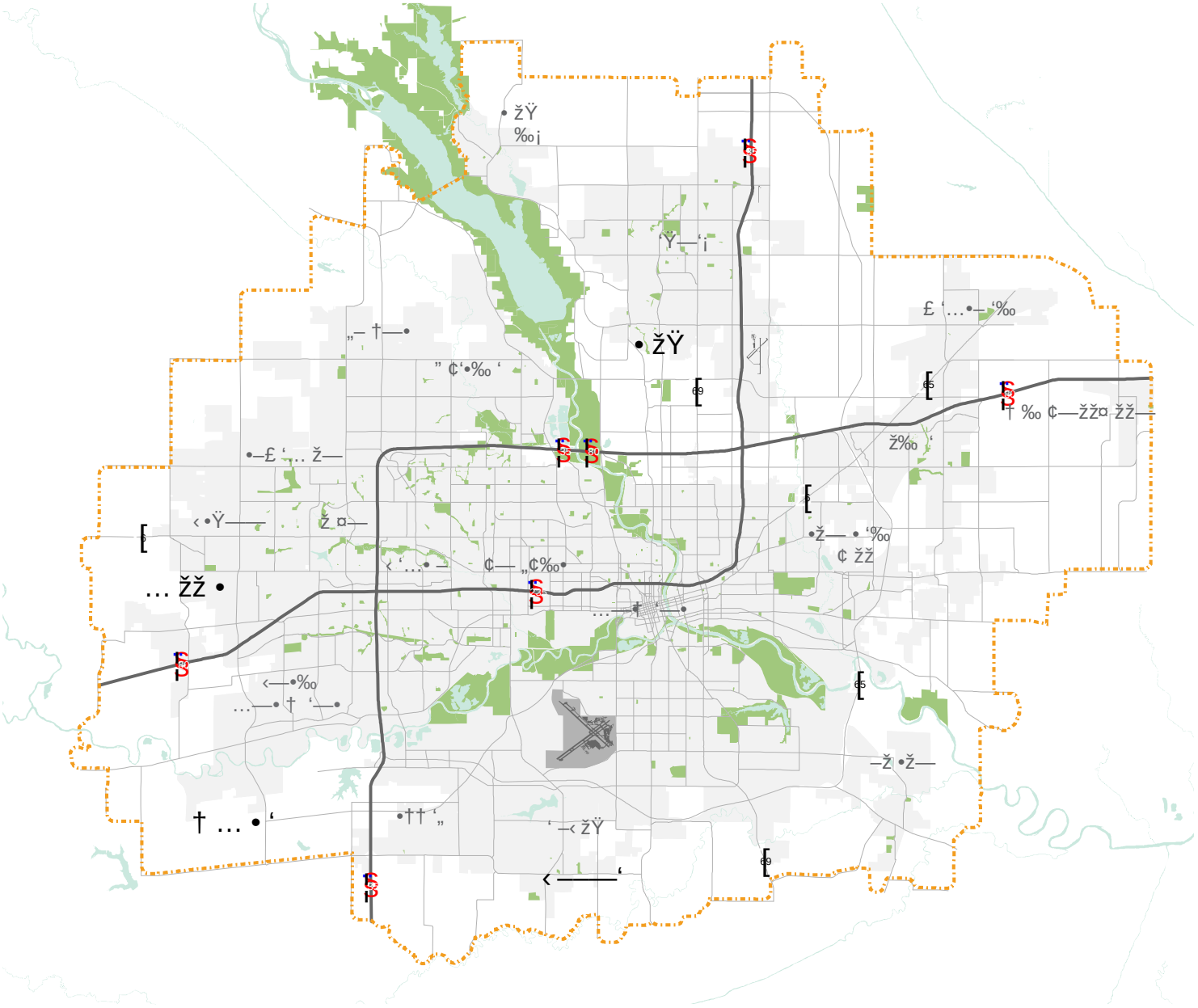
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GUIDING PRINCIPLES FOR A GREENER GREATER DES MOINES

1. Allow for sustainable alternatives that offer exibility and that enhance mixed uses, walkability/accessibility, and sense of place through zoning, land use planning, and development.

2. Support existing neighborhoods by redeveloping/ repurposing underused and vacant properties and by cultivating public-private partnerships.

3. Increase housing and transportation options while maintaining neighborhood character and enhancing sense of place.

4. Improve ef ciency, equity, quality, and performance through a concerted effort to regionalize infrastructure services and standards where appropriate and practical.

5. Maintain, enhance, and connect park, recreation, and conservation opportunities to improve the health of natural resources and people.

6. Preserve agricultural lands and natural systems by encouraging in ll development.

7. Increase the region's commitment to economic development and job creation.

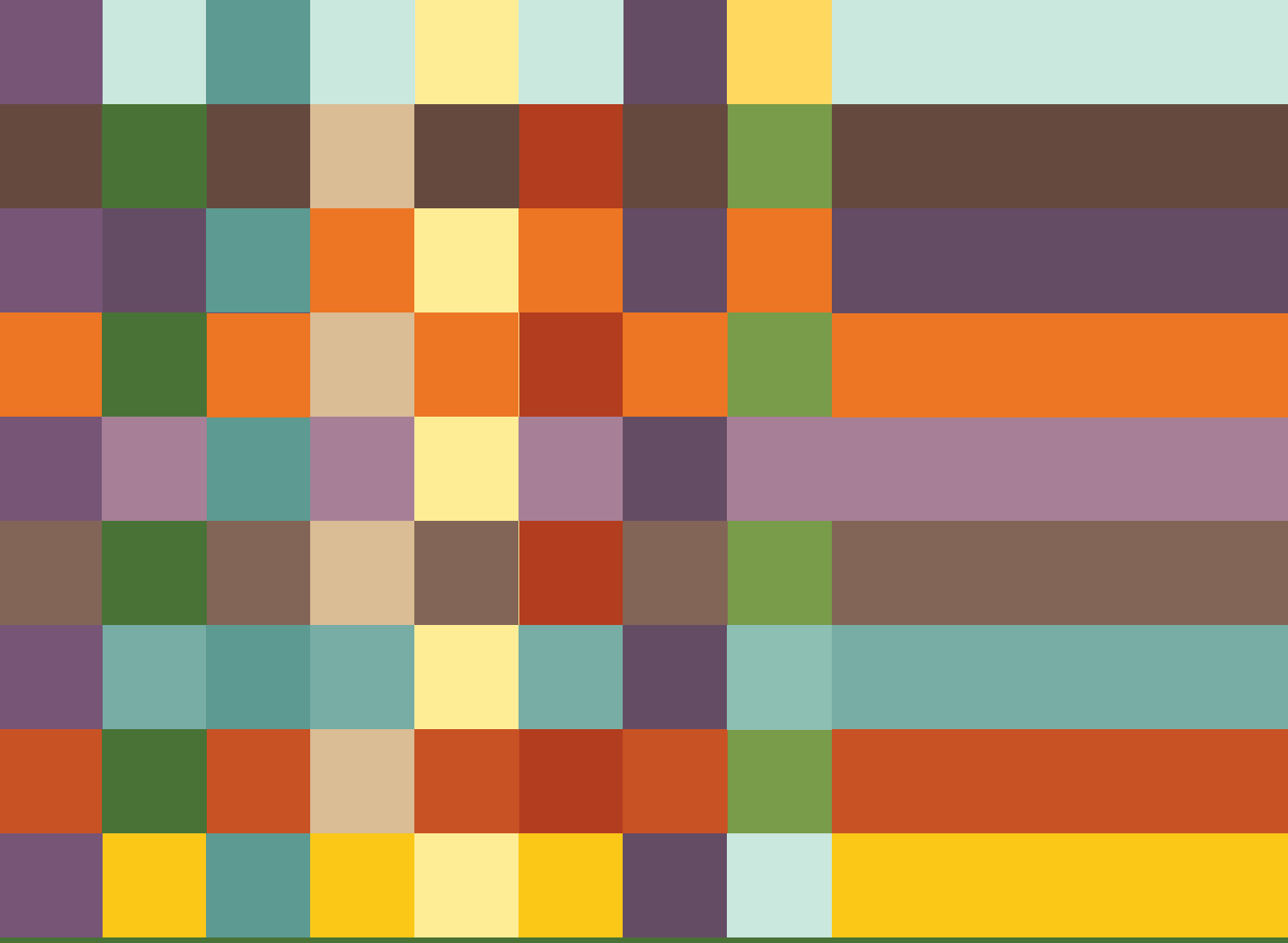
8. Enable local stakeholders to work together to achieve regional goals while respecting individual institutions.

9. Promote regional approaches to stormwater and ood management.

10. Foster support for the continued evolution of entertainment, culture, and the arts in the region.

How to Read This Plan

In reading this plan, it is important to note that it is neither a land use plan nor a binding document. Rather, it lays out a strategic direction for Greater Des Moines enriched with high-level but achievable approaches and steps for implementation.

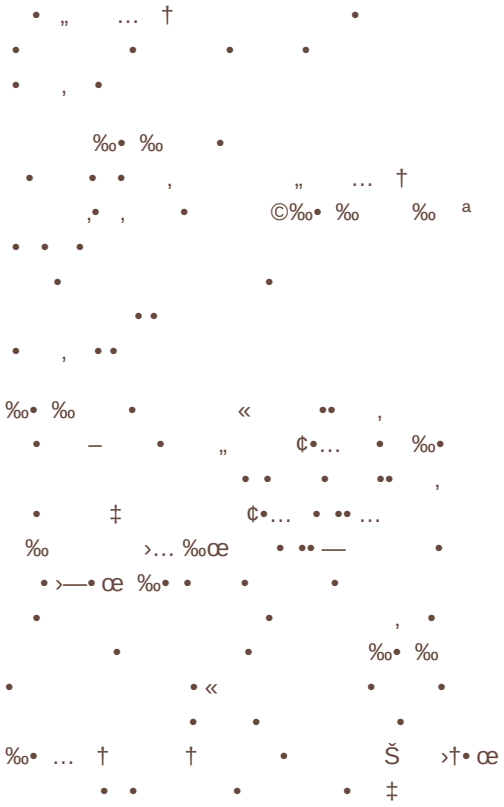


2

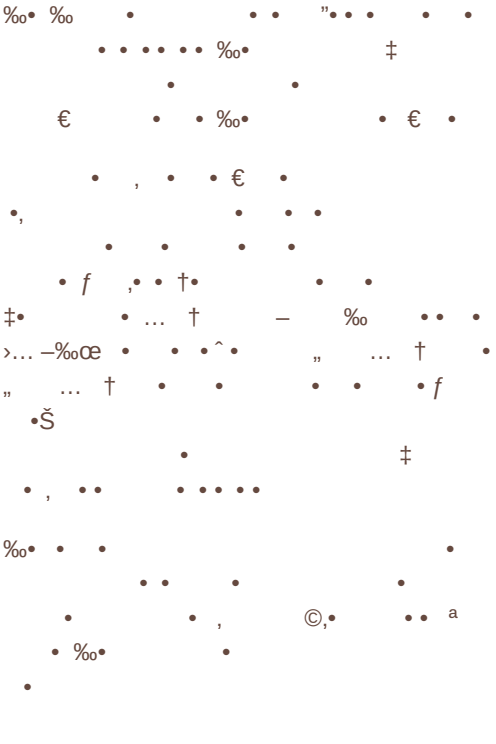
PLANNING CONTEXT & PROCESS

PLANNING CONTEXT & PROCESS

“Not only does the region lie at the crossroads of two major interstates, it lies at the crossroads of rural and urban America, at the crossroads of autonomy and collaboration, at the crossroads of status quo and creating a more sustainable future in the heartland of America.”



The Planning Process



LOOK WHO'S TALKING ABOUT GREATER DES MOINES

#6 "Cities Where Startups Are Thriving"
CNN Money, 2012

#6 "Best Cities to Grow Old In"
MSN Money, 2012

#1 "Best Cities for Families"
Kiplinger, 2012

#1 "Best Places for Business and Careers"
Forbes, 2013

#2 "Best Cities for Jobs this Summer"
Forbes, 2012

#2 "Strongest Local Economy"
Tech Journal, 2012

#10 "Most Educated Young Workforce"
The Business Journals, 2012

#2 "Best Cities for Jobs"
Forbes, 2012

"One of America's Best"
Downtown Des Moines Farmers' Market
Country Living, 2012

#1 "Best Cities for Young Professionals"
Forbes, 2011

#1 "Richest Metro in the Nation"
US News & World Report, 2011

#1 "Cities in the US for Home Renters"
Time, 2011

#9 "Best State for Business"
CNBC, 2011

#3 "Best Cities for Business"
MarketWatch, 2011

#7 "Best Cities for the Next Decade"
Kiplinger, 2010

SUSTAINABLE COMMUNITIES
Regional Planning Grants & Interagency Partnership for Sustainability

The Partnership for Sustainable Communities[3] is a collaboration among the US Department of Housing and Urban Development, the US Department of Transportation, and the US Environmental Protection Agency[4] funded a majority of The Tomorrow Plan. The Partnership coordinates federal housing, transportation, water, and other infrastructure investments that make neighborhoods more prosperous, allow people to live closer to their jobs, save households time and money, and reduce pollution. Six livability principles[5] serve as the foundation for interagency coordination and guide the Partnership. They are:

1. Provide more transportation choices.
   Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

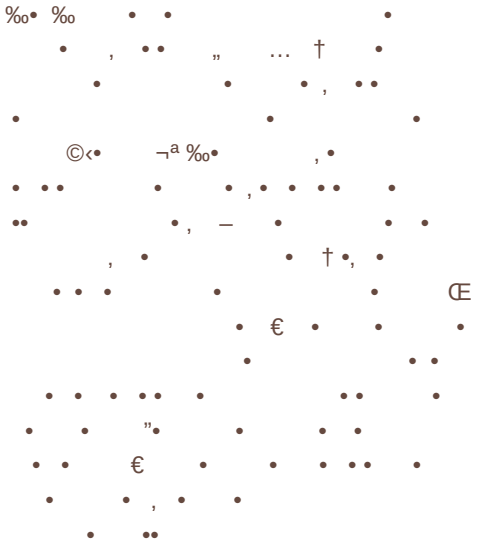
2. Promote equitable, affordable housing.
   Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

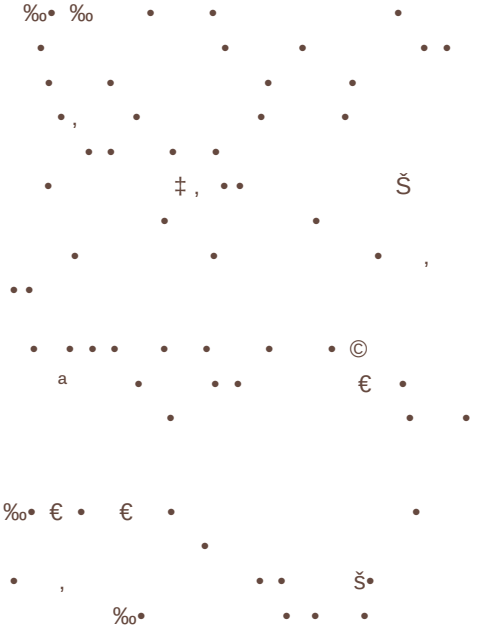
3. Enhance economic competitiveness.
   Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets.

4. Support existing communities.
   Target federal funding toward existing communities — through such strategies as transit-oriented, mixed-use development, and land recycling — to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. Coordinate policies and leverage investment.
   Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. Value communities and neighborhoods.
   Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.





COMMUNITY ENGAGEMENT

1

PROJECT INITIATION

September 2011Project Launch Open House

2

REGIONAL ASSESSMENT

October 2011: What Is Your Vision for Greater Des Moines?

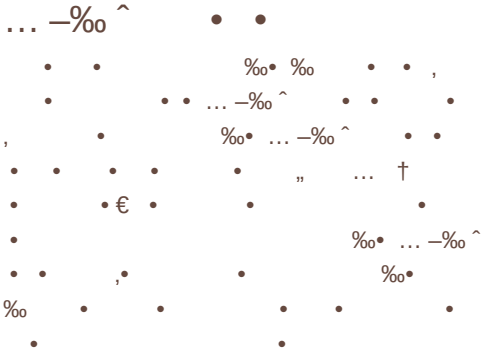
January/February 2012: Business-as-Usual Scenario

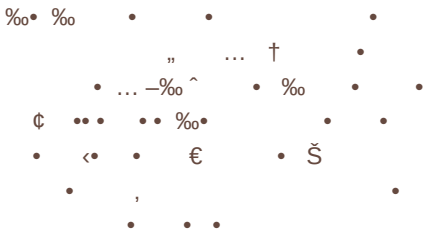
3

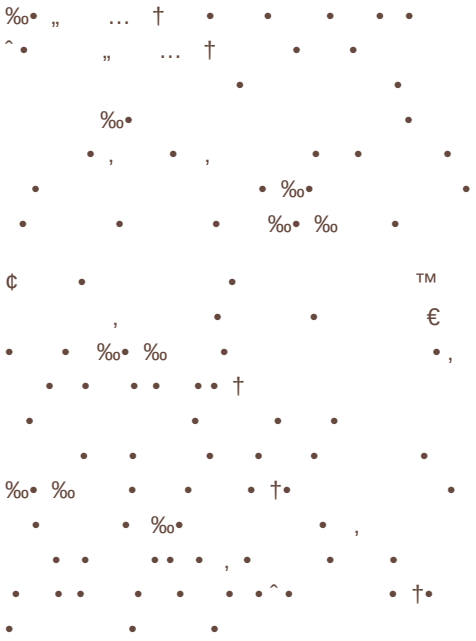
REGIONAL VISION FOR SUSTAINABILITY

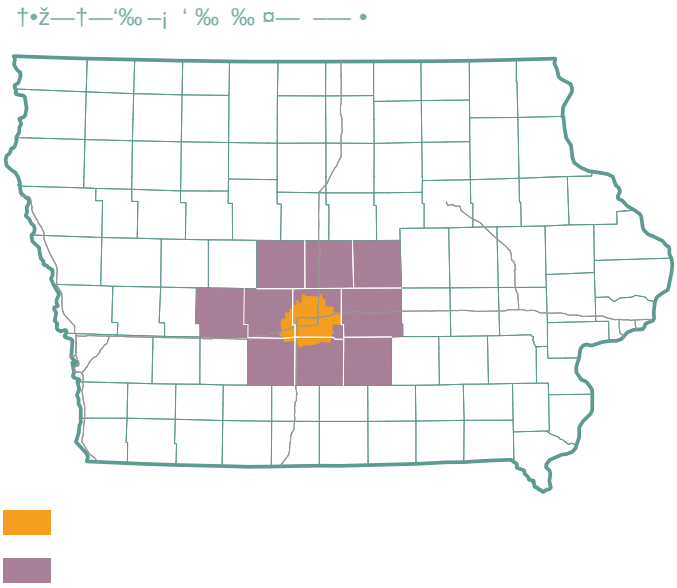
April 2012: Potential Future Scenarios

Related Planning Efforts









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REGIONAL SUSTAINABILITY FRAMEWORK

August 2012: Choose Tomorrow Future Fair

January/February 2013: Here Comes Tomorrow

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SUSTAINABILITY REPORT & IMPLEMENTATION

November 2013: Report Release

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Community Engagement

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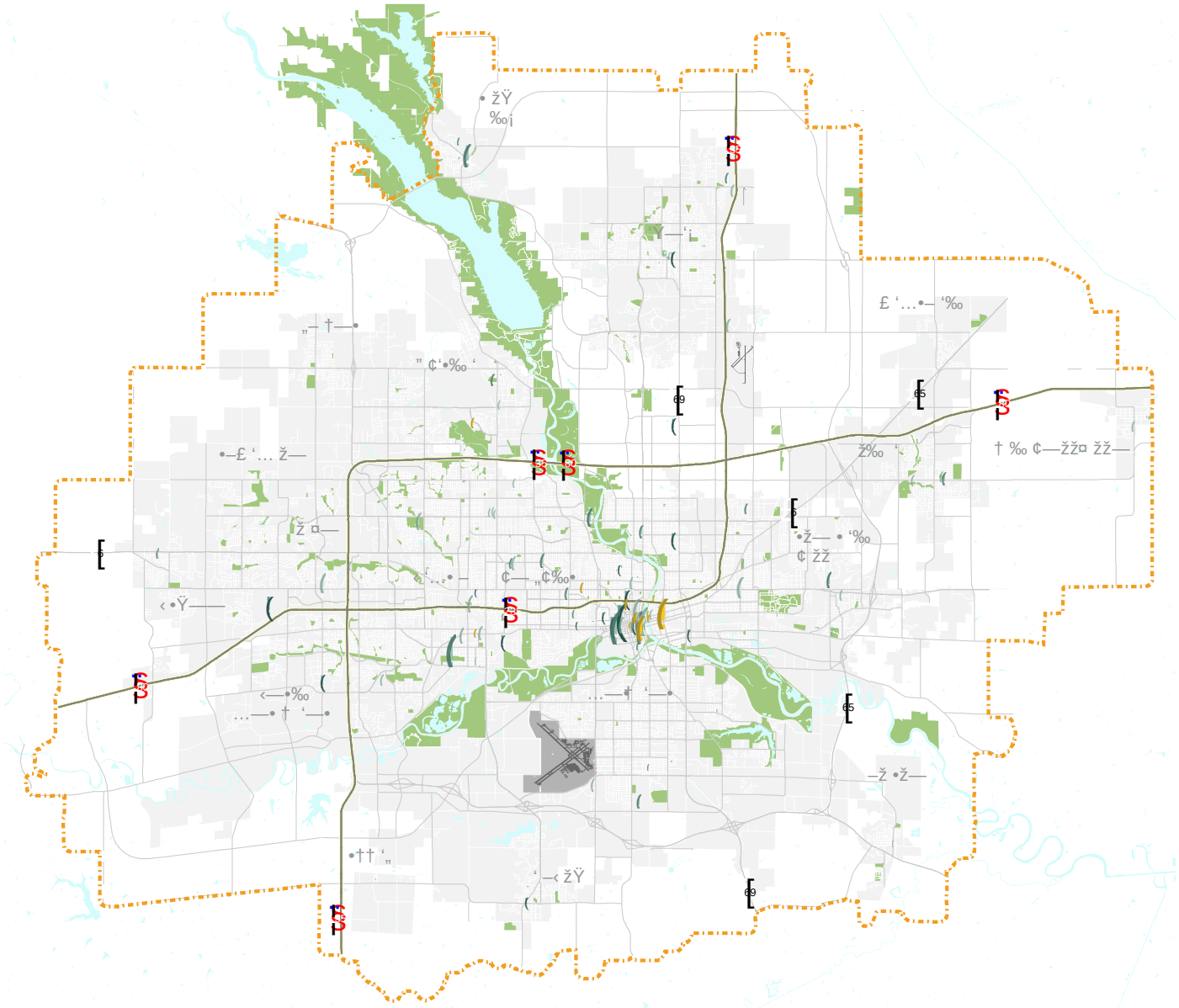

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GREATER DES MOINES VITALS + DIVIDENDS

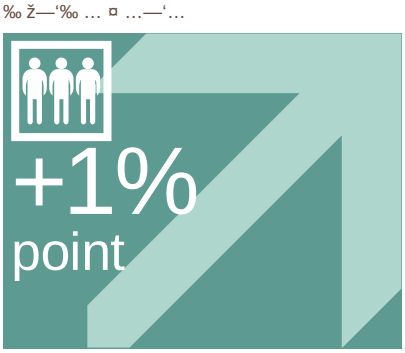
The City Dividends framework laid out by CEOs for Cities calculates the monetary gains that major metropolitan areas could realize if they:

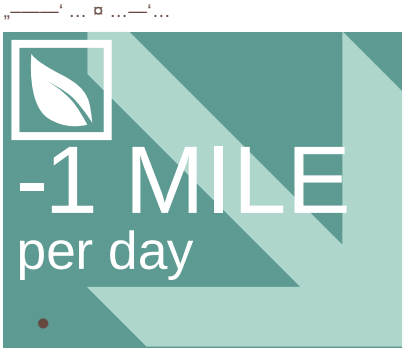
Increased their college attainment by one percentage point (the talent dividend);

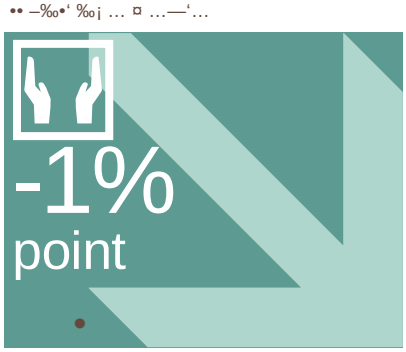
Reduced their vehicle miles traveled (VMTs) by one mile per person per day (the green dividend); and,

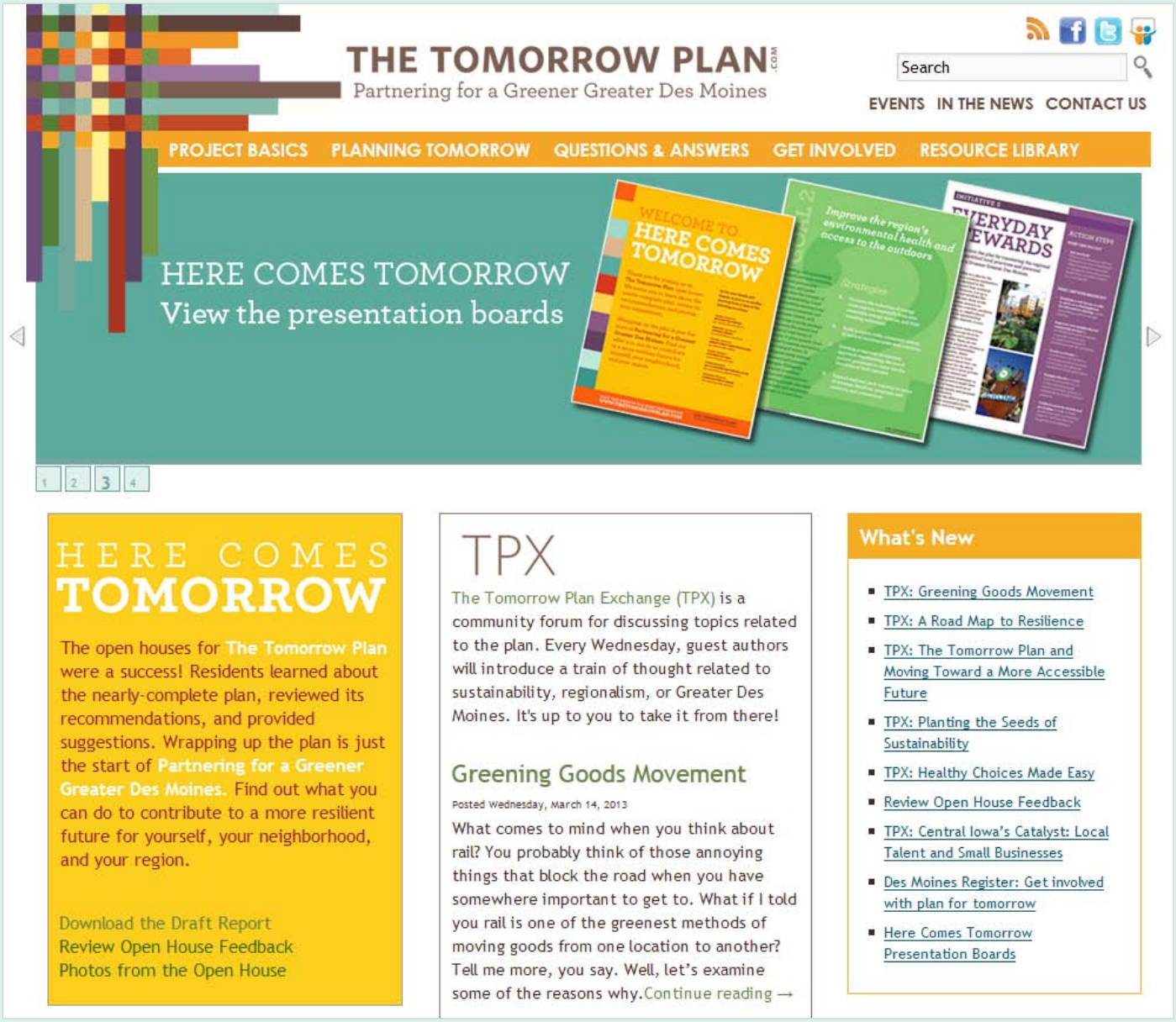
Reduced the number of people in poverty by one percentage point (the opportunity dividend).

In Greater Des Moines, the talent dividend would result in $500 million of annual savings, the green dividend in $110 million of annual savings, and the opportunity dividend in $120 million of annual savings.








THE TOMORROW PLAN.com
Partnering for a Greener Greater Des Moines
Search
EVENTS IN THE NEWS CONTACT US
PROJECT BASICS PLANNING TOMORROW QUESTIONS & ANSWERS GET INVOLVED RESOURCE LIBRARY
HERE COMES TOMORROW
View the presentation boards
1 2 3 4
HERE COMES TOMORROW
The open houses for The Tomorrow Plan were a success! Residents learned about the nearly-complete plan, reviewed its recommendations, and provided suggestions. Wrapping up the plan is just the start of Partnering for a Greener Greater Des Moines. Find out what you can do to contribute to a more resilient future for yourself, your neighborhood, and your region.
Download the Draft Report
Review Open House Feedback
Photos from the Open House
TPX
The Tomorrow Plan Exchange (TPX) is a community forum for discussing topics related to the plan. Every Wednesday, guest authors will introduce a train of thought related to sustainability, regionalism, or Greater Des Moines. It's up to you to take it from there!
Greening Goods Movement
Posted Wednesday, March 14, 2013
What comes to mind when you think about rail? You probably think of those annoying things that block the road when you have somewhere important to get to. What if I told you rail is one of the greenest methods of moving goods from one location to another? Tell me more, you say. Well, let's examine some of the reasons why. Continue reading →
What's New
TPX: Greening Goods Movement
TPX: A Road Map to Resilience
TPX: The Tomorrow Plan and Moving Toward a More Accessible Future
TPX: Planting the Seeds of Sustainability
TPX: Healthy Choices Made Easy
Review Open House Feedback
TPX: Central Iowa's Catalyst: Local Talent and Small Businesses
Des Moines Register: Get involved with plan for tomorrow
Here Comes Tomorrow Presentation Boards

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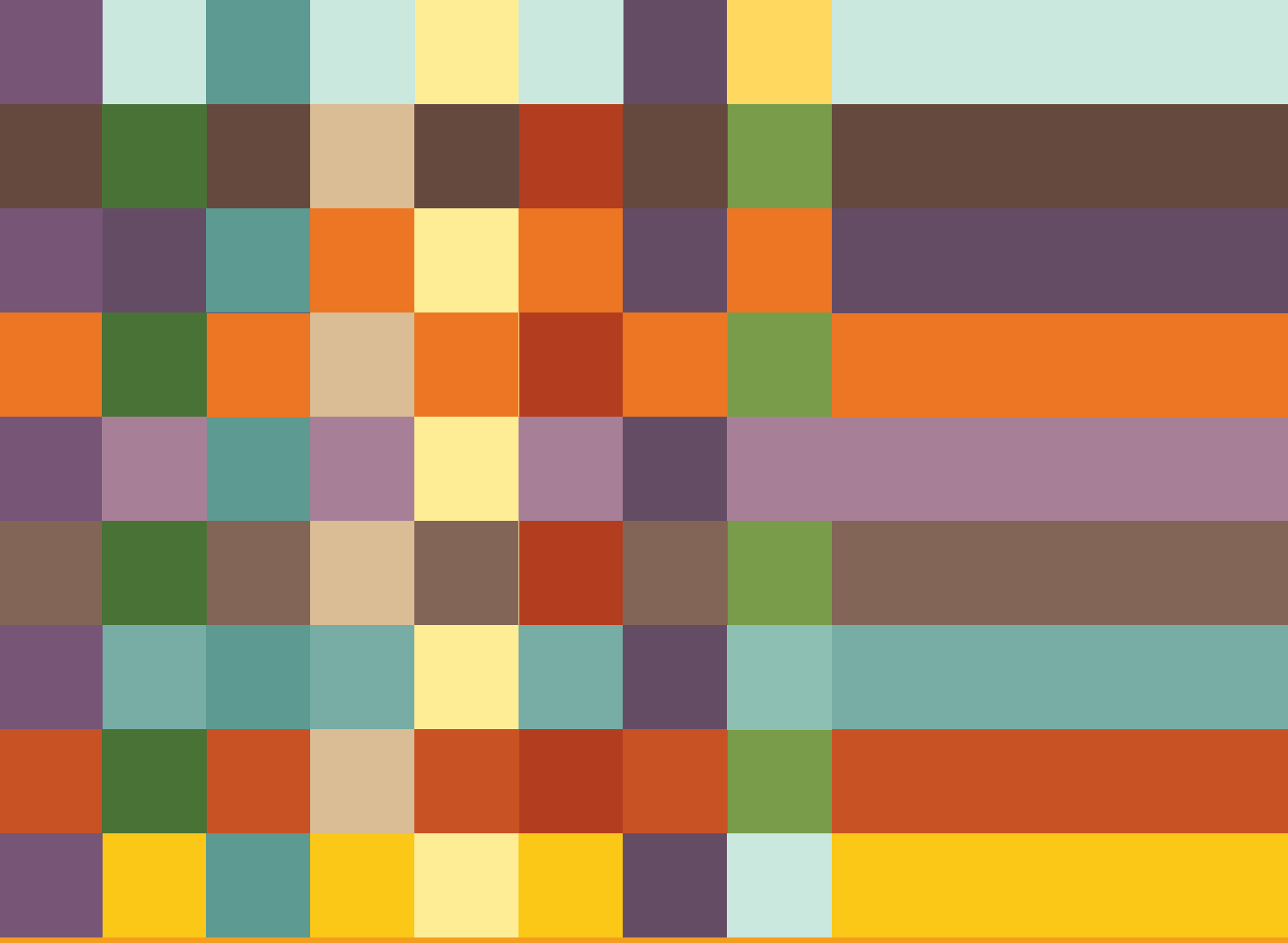

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GOALS, STRATEGIES & INITIATIVES

REGIONAL GOALS, STRATEGIES & INITIATIVES

The high-level goals and supporting strategies outlined on the following pages work as a system to direct Greater Des Moines toward a vibrant future of lasting value. Any one of these individual strategies can simultaneously move a variety of these goals forward. An overview of the plan's goals and strategies are described on the subsequent pages, and further information about the speci c strategies and implementation steps can be found in the Detailed Strategiesportion of this chapter. All of the plan's goals, strategies, and initiatives spring from the Guiding Principles for a Greener Greater Des Moines mentioned earlier in the plan.

THE TOMORROW PLAN TERMS

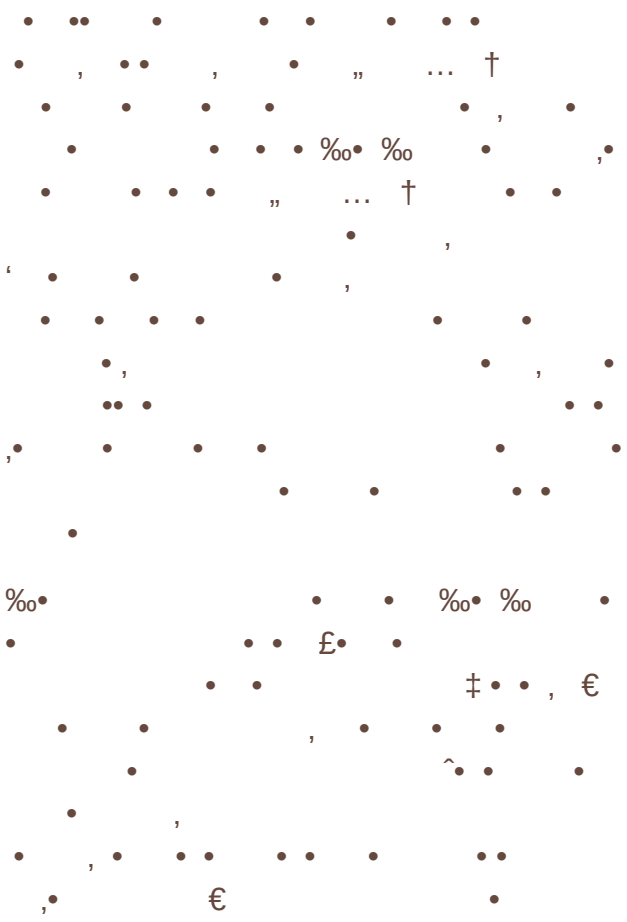
GOALS are broad aspirations for the region.

STRATEGIES are approaches for accomplishing the goals.

INITIATIVES are crosscutting, collaborative ideas for implementing the plan's top priorities.

GOAL 1:

Create a Resilient Regional Economy



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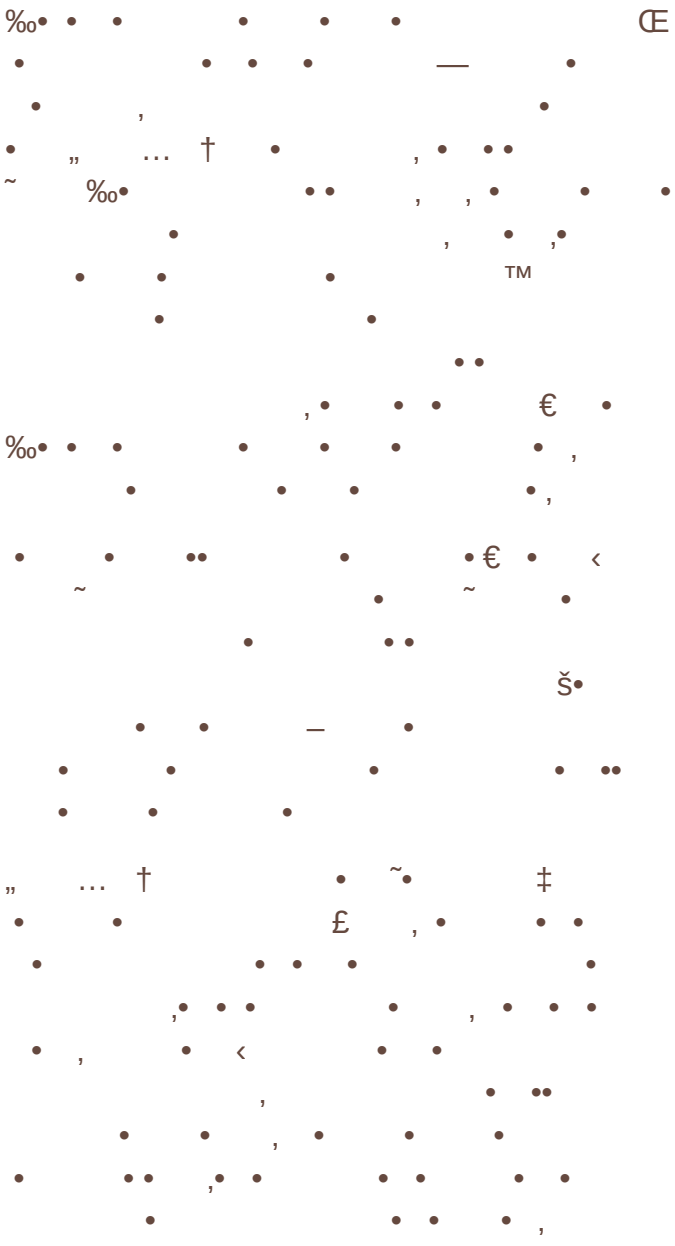
GOAL 2:

Improve the Region's Environmental Health and Access to the Outdoors



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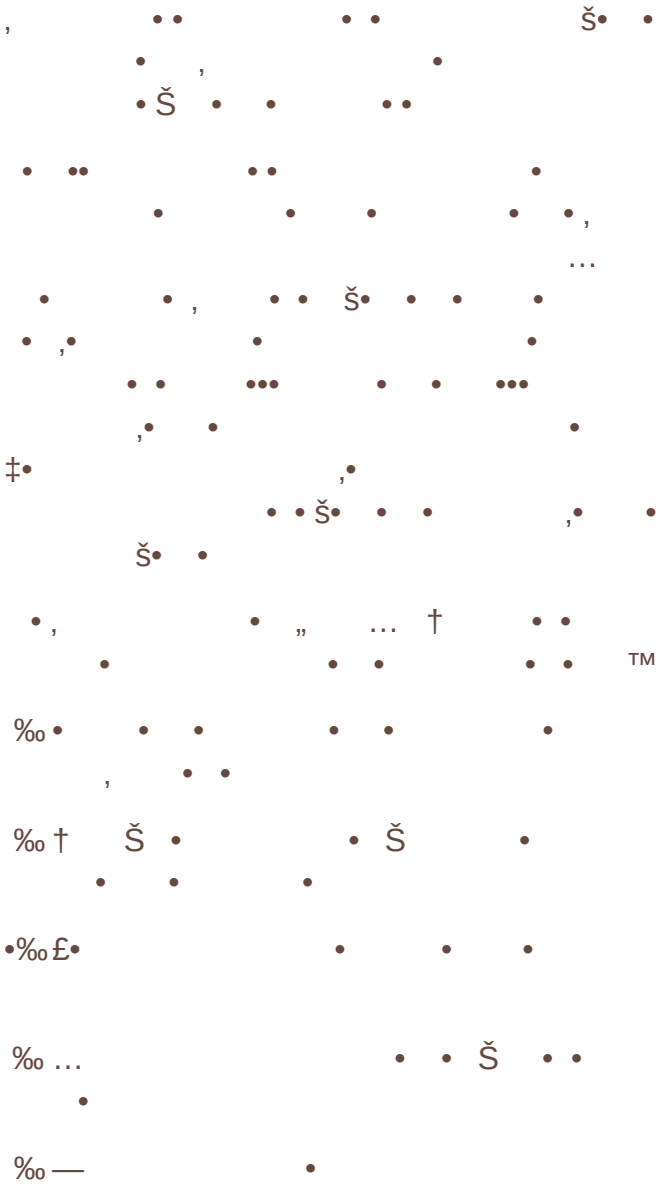

GOAL 3:

Further the Health and Well-Being of All Residents in the Region

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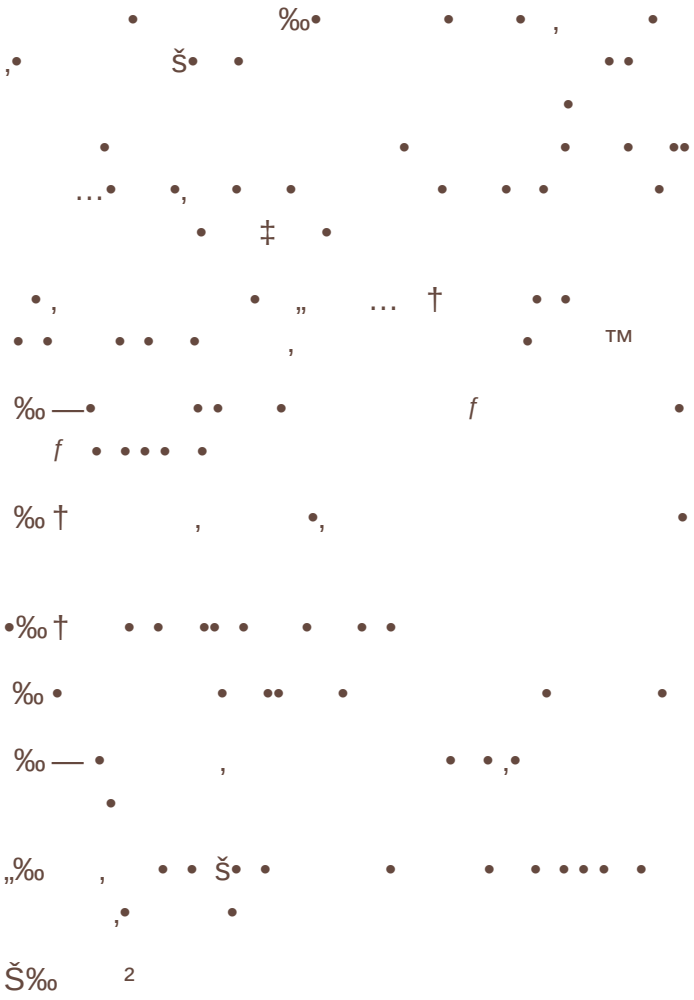

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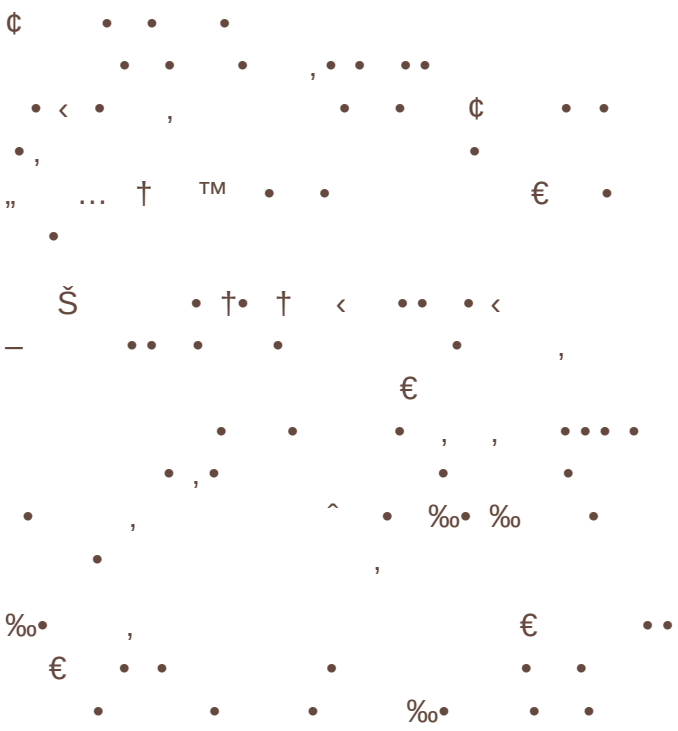
GOAL 4:

Increase Regional Cooperation and Ef ciency at All Levels



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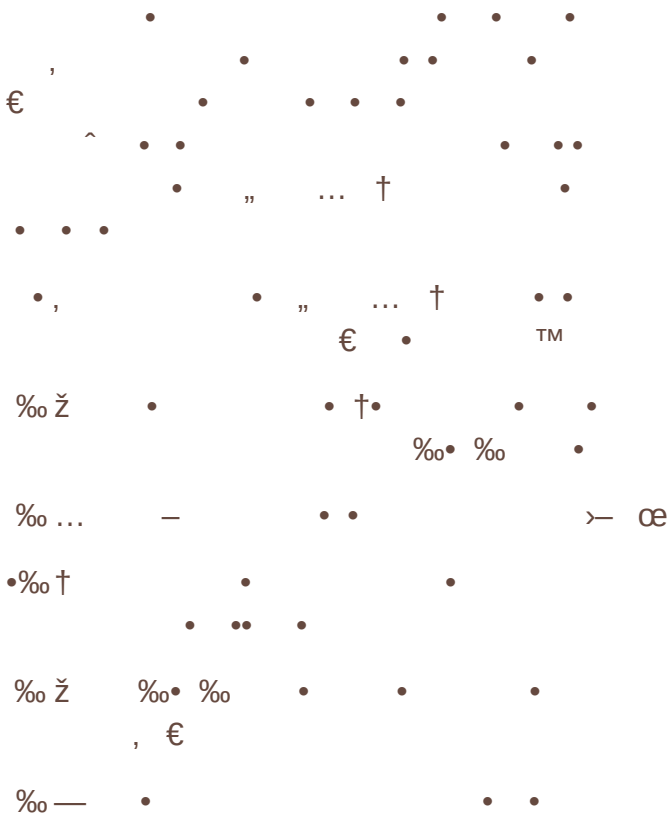

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WHAT DO THE COLORED CIRCLES MEAN?

The following table uses a color-coded system to help demonstrate that the goals and strategies of The Tomorrow Plan are much more integrated than they rst appear. Most of the strategies serve more than one goal. Each goal has its own color. A strategy with a solid red circle, for example, means that it supports Goal 1: Economic Resilience. A strategy with a half- lled red circle means that it has a role to play in supporting Goal 1 – but not as big a role as one with a solid red circle.

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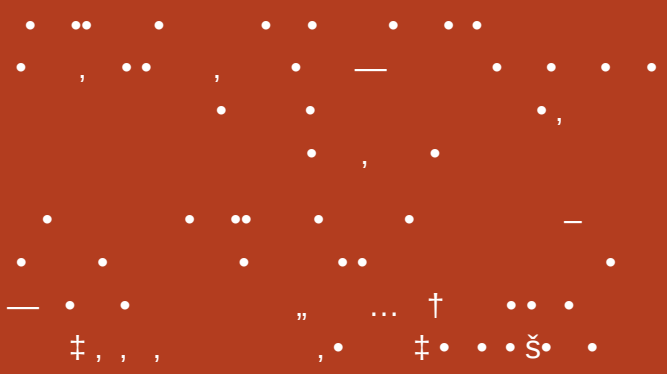
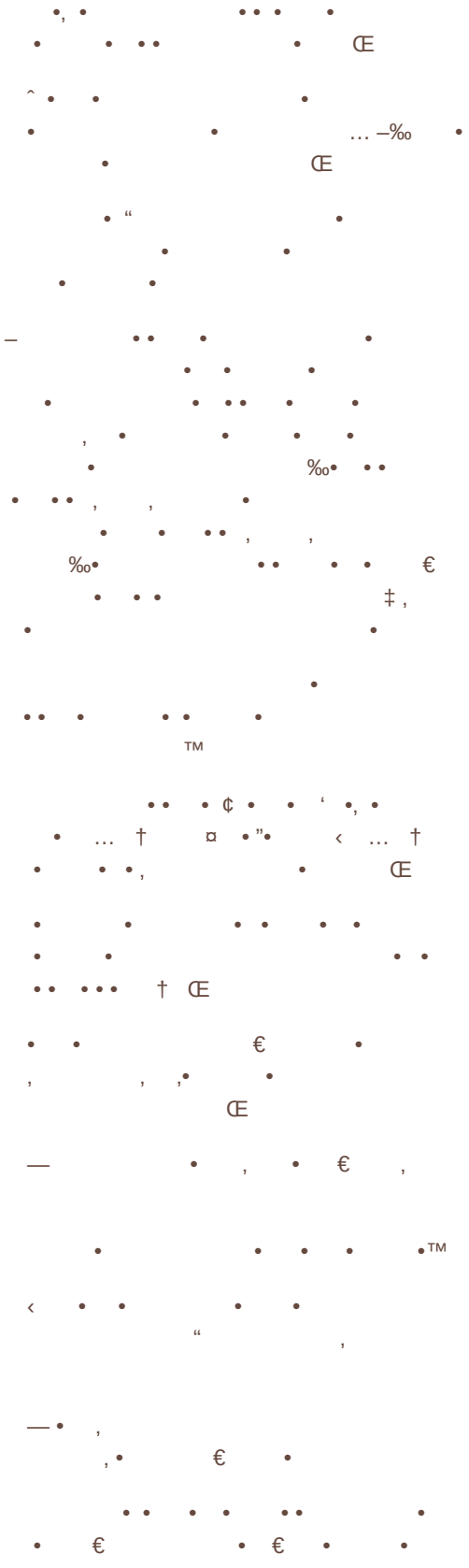
GOAL 1:

Create a Resilient Regional Economy



Strategy 1A

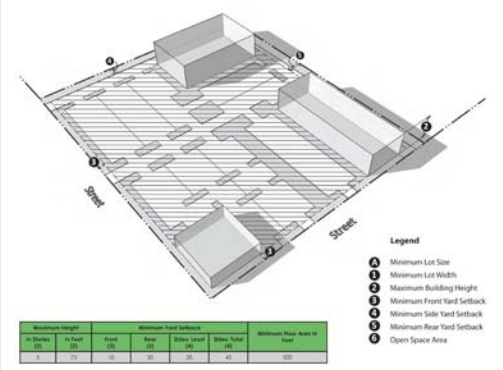


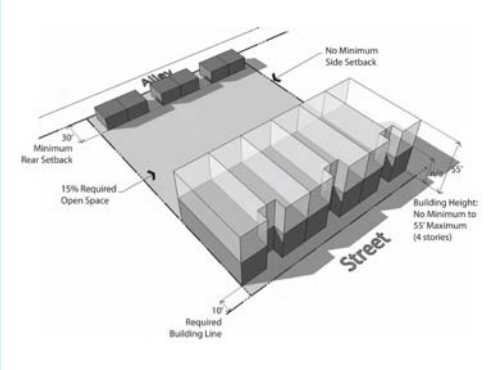
FORM-BASED CODES

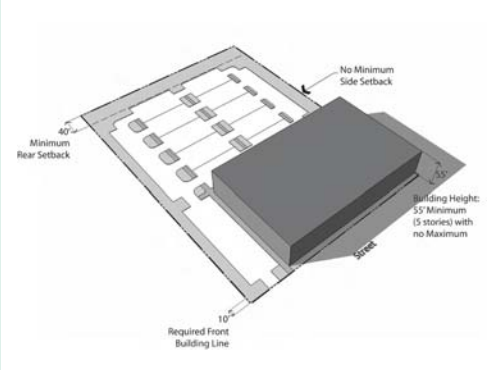
For the past half century, land use regulations have focused more on controlling land uses than on the physical form of development. Form-based codes reverse this emphasis by better directing the physical form of development while allowing for a greater mix of uses.

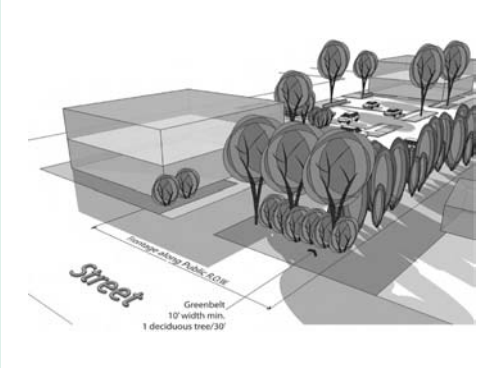
Zoning that aims to separate land uses originates from a desire to keep incompatible uses, like factories and homes, apart from each other. While some uses should, in fact, be separated, others have been needlessly segregated, like grocery stores and residential neighborhoods. This use-based zoning leads to excessive reliance on automobiles for unnecessarily far daily trips. It also leads to segregation by income and the absence of vibrant, mixed-use downtowns.

Form-based codes, on the other hand, regulate the forms of buildings and the space around them, and allow for a greater mix of uses that can occupy these forms. These regulations control things like how far a building can be from the street, where parking can be placed, how high a structure can be in relation to street width, and how much window area a façade must have. These are not guidelines but actually regulations that can lead to more diverse and physically desirable forms of development.









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Source: http://www.troymi.gov/Portals/0/Files/Planning/AdoptedTroyZoningOrdinance04282011.pdf

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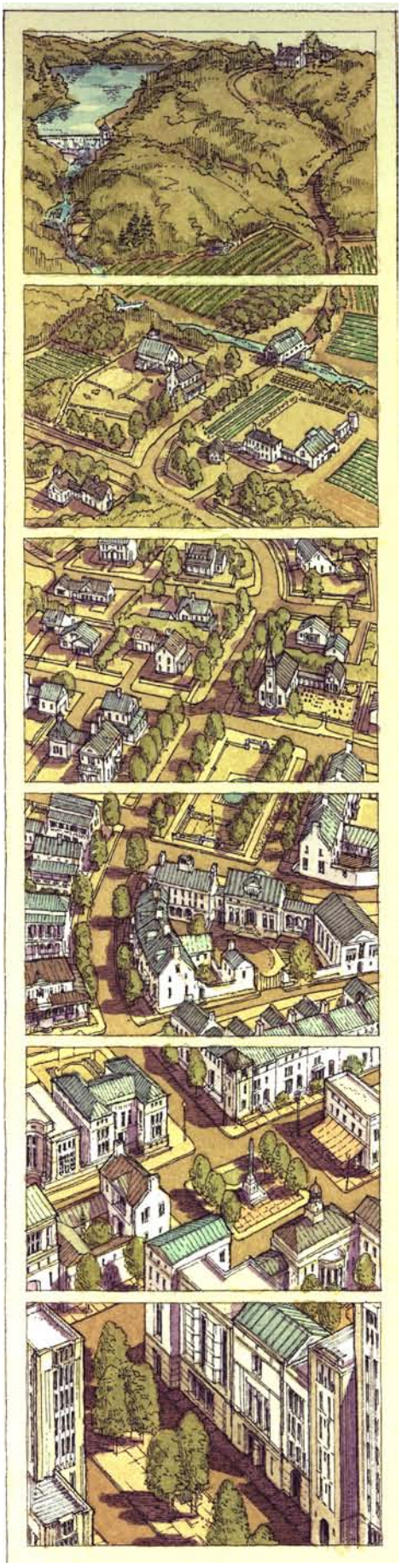

Strategy 1B

“THINK LIKE A FARMER”[7]

In today’s strained nancial climate, local governments must consider the impact of different development patterns on their revenue streams. A Sonoran Institute-commissioned study outlines the differences in revenue generation between auto-oriented and pedestrian-oriented development. The study analyzes property tax revenue for nine communities in Colorado, Idaho, Montana, and Wyoming. The study points out that, when cities are considering different development options, a major factor in their decision should be the potential tax revenue the development will produce. The problem with this approach is that the total annual tax revenue per development generally provides the basis for the decision. This would be like comparing farmland productivity by yield per farm. In actuality, farmers use yield per acre to compare farmland. Perhaps we can make development decisions in the same fashion by comparing revenue per acre.

A comparison of two different development types in the City of West Des Moines demonstrates this concept. The rst site is a Super Target located at 5405 Mills Civic Parkway, which brings in a total of $468,742 in annual property tax revenue. The second site is located at 138 5th Street in Valley Junction and brings in modest property tax revenues of $13,418 annually. On total tax revenue per year, the decision is clear; the large big box development brings in substantially more revenue than the smaller development in Valley Junction. However, when comparing these two sites by revenue per acre, the results change. The 16.6-acre Super Target results in $28,237 per year, while the 0.064-acre site in Valley Junction results in $209,656 ƒ a difference seven times greater. If developed in the style of Valley Junction, the 16-acre Target site could bring in over $3 million annually.

By using revenue pro les, local governments can make decisions that are more ef cient when it comes to the type of development patterns they promote in their communities. Focusing economic development in areas with existing infrastructure could increase the amount of revenue collected by local governments. Increased revenues could help meet the long-term liabilities of the existing infrastructure, thus making our cities more nancially viable over time.

Image Source: Center for Applied Transect Studies

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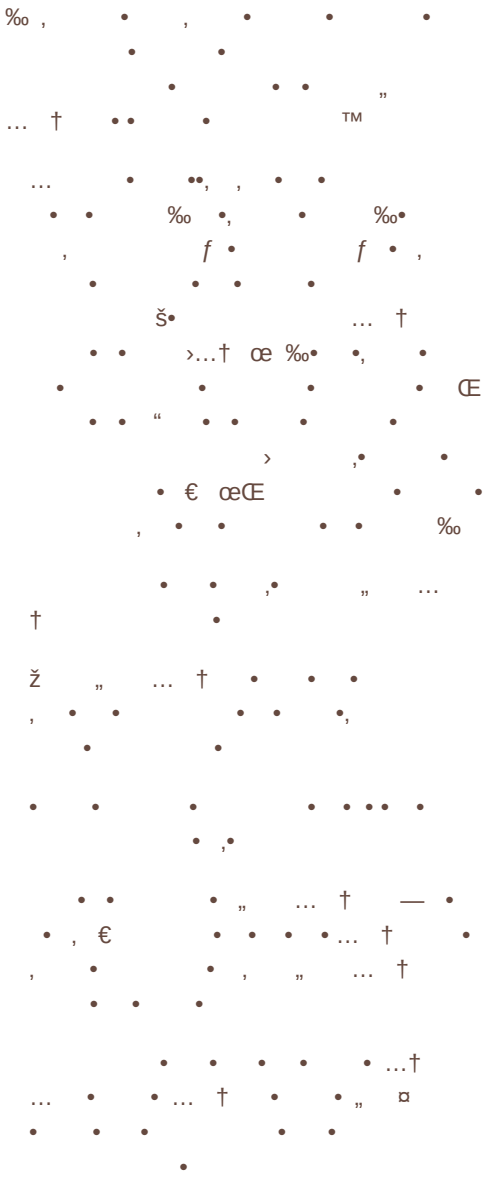
“My generation wants the freedom to move about our community without having to be tied down to an automobile. We want to be able to have the exibility to travel and engage with people without being locked in a solitary, metal tube shooting around the city on four wheels. This is much more than a ‘green’ thing, it’s a freedom thing.”

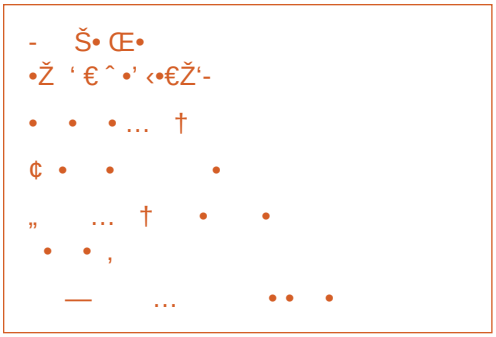
Alexander Grgurich
TEDxDesMoines organizer +
DART Transit Riders
Advisory Committee member

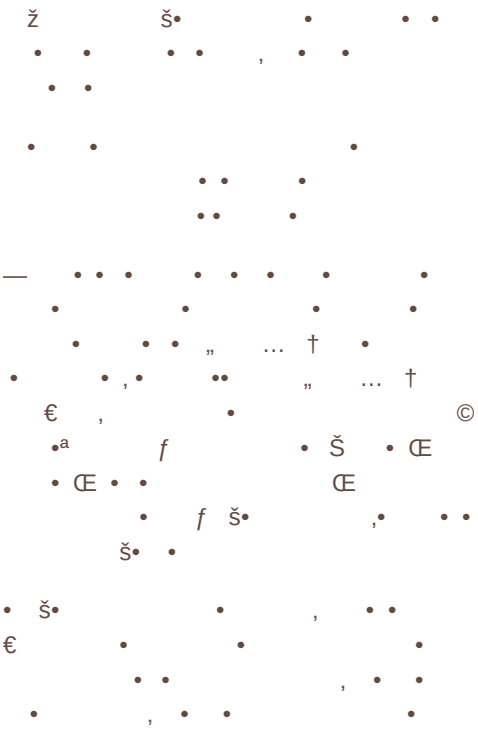
Strategy 1C

“The Innovation Core encompasses entrepreneurs, large corporations, educational institutions, and government to create a vibrant entrepreneurial ecosystem across biotechnology, advanced manufacturing, and information technology… The innovation core creates a ‘creative commons’ where innovators in different sectors can create, meet, and collaborate on new products and companies that leverage uniquely Iowan skills and areas of expertise.”

Christian Renaud
Principal at StartupCity Des Moines







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Source: Des Moines Register

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CROSS-POLLINATION IN THE CORE

Much advanced manufacturing work takes place in front of a computer, including 3D printing, which further supports the idea of a hybrid incubator and of co-locating advanced manufacturing and IT. This hybrid model would promote cross-pollination between the two sectors. It would provide:

- Mentoring ƒ Leveraging the best minds from the academic and private sector would help young companies succeed and grow.
- Education ƒ Relevant, topical spot education would support projects currently under development.
- Community ƒ Providing a nexus for entrepreneurs, educators, the private sector, and public sectors to coalesce around would move innovation forward.
- Space ƒ Flexible operating space (e.g., fabrication or laboratory) would be used by incubator companies as well as select private rms.

The existence of approximately 2,200 comparable incubators throughout the country and 12,000 worldwide prove the strength of this hybrid approach.[14] Dominant hybrid models are often housed in university annexes or are driven by economic development initiatives. Greater Des Moines could leverage the numerous biotechnology rms located in the region as well as programs such as the World Food Prize.

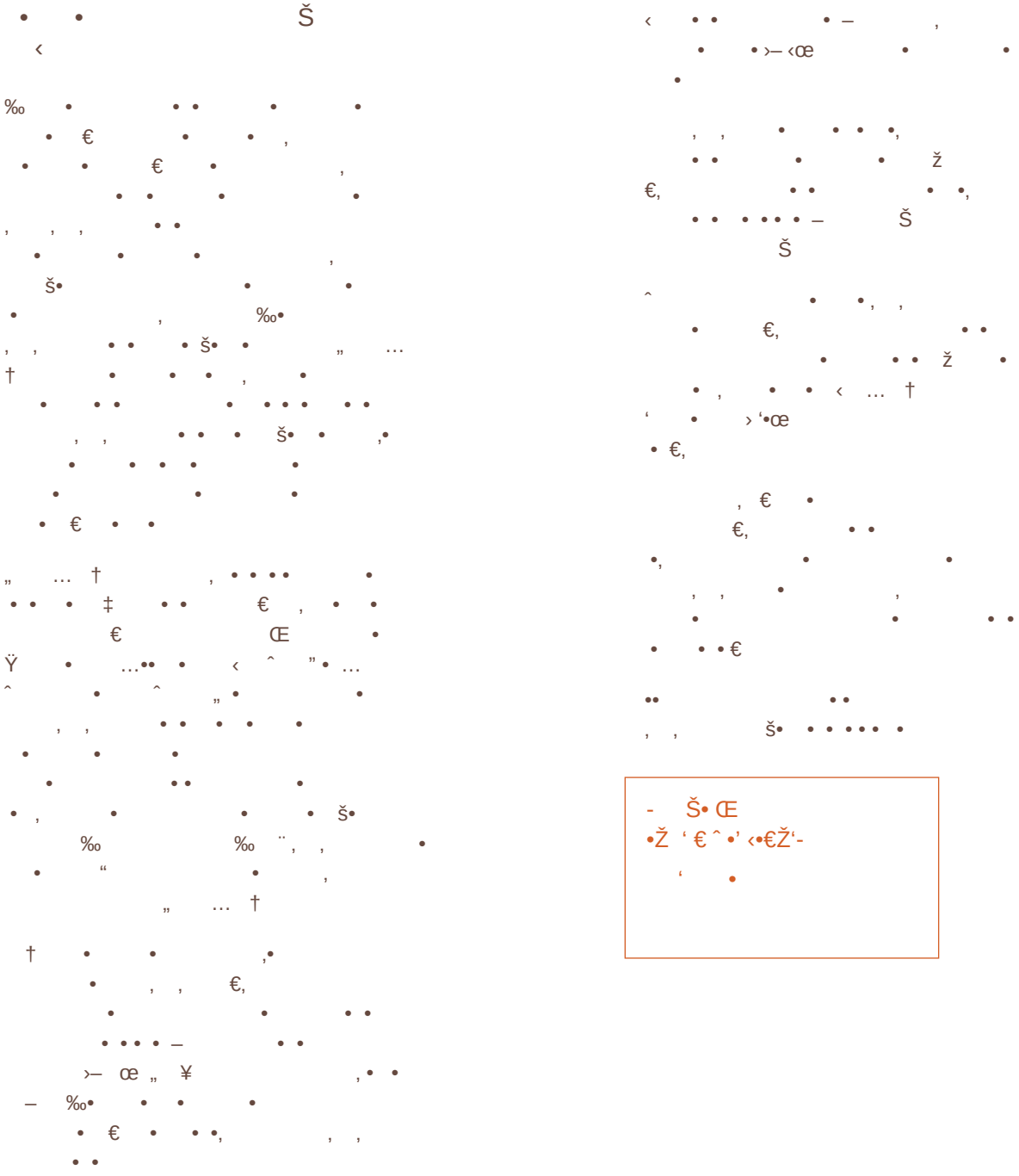
DONALD DANFORTH PLANT SCIENCE CENTER

Helix Center for plant and life science companies

ADVANCE GREEN BAY AREA ECONOMIC DEVELOPMENT

Danforth Center- Kansas City	Helix Center- St. Louis	Advance- Green Bay
Green Biotechnology	**Green Biotechnology**	**Advanced Manufacturing**
Monsanto Partnership	Monsanto Partnership	Economic Development (Wisconsin) + University
$60M gift from Danforth Fndn, $50M Monsanto	$20M received EDA	$2.5M/yr x 7 years (so far)
$25M tax credit allocation State of Missouri	Subsidized lab space and offices	Subsidized offices and manufacturing
Plant Sciences and Biofuels	Donated initial equipment by Monsanto	No equipment on site until recent additions
New BDRG annex to provide incubation	Mentoring and Training onsite	Hybrid of general and manufacturing space

Strategy 1D



Strategy 1E

“I opened RAYGUN as a one-man out t in 2005. Since then, RAYGUN has added 23 full time positions, reached sales of $3 million annually, and expanded its brand well beyond Des Moines and Iowa. During that same period, Urban Out tters was brandished about as a company we really need in our city, but it has created zero jobs in Des Moines and sold $0 annually in Des Moines. Of our 23 employees, 20 were born and raised in Iowa. We have the talent and potential here and now. There is no way to be a great city or great economy without growing and nurturing existing companies”

Mike Draper
RAYGUN founder

STEM + ART = STEAM

Following the Great Recession, the country is turning to innovation as a route to a prosperous future. In the past, innovation focused on the STEM subjects ƒ science, technology, engineering, and math. Art and design, though, are poised to transform our economy in the 21st century just as science and technology did in the last century. We need to transform STEM into STEAM.[16]

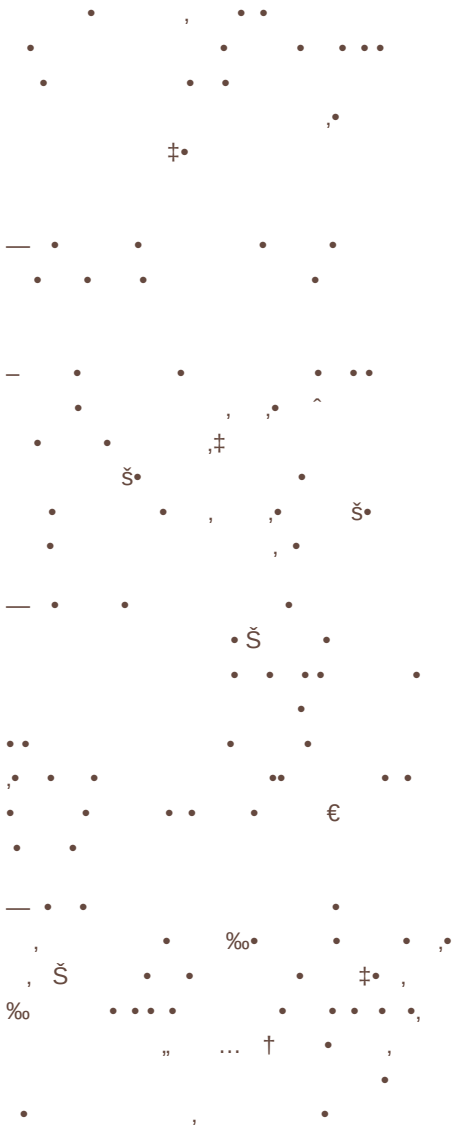
The objectives of the STEAM movement are to:

- Transform research policy to place art and design at the center of STEM;
- Encourage the integration of art and design into K-20 education; and,
- In uence employers to hire artists and designers to drive innovation.

STEAM is already nding an outlet through cooperative fabrication studios, such as NextFab Studio in Philadelphia (images at right).

Source: NextFab Studio

Source: NextFab Studio



WHO IS THE CREATIVE CLASS?

The creative class[17] contributes to the development of innovative new technologies, services, and products and helps companies maintain their competitive advantages. The highly skilled individuals who comprise the creative class are not as compelled to relocate to follow jobs, and knowledge-based companies will tend to consider where creative class workers prefer. These individuals prefer distinctive housing types that accommodate a variety of household compositions, that develop organically, and that are close to retail and entertainment outlets.

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Strategy 1F

"A high quality education is **the prerequisite to a viable and productive future** for all. Investments in the public schools, as well as increased focus beyond high school, will yield a brighter and more bountiful future for our rapidly diversifying population of children, grandchildren, and great-grandchildren coming to Iowa from all around the world."

Bobbretta Brewton
Adjunct Instructor at Des Moines Area Community College

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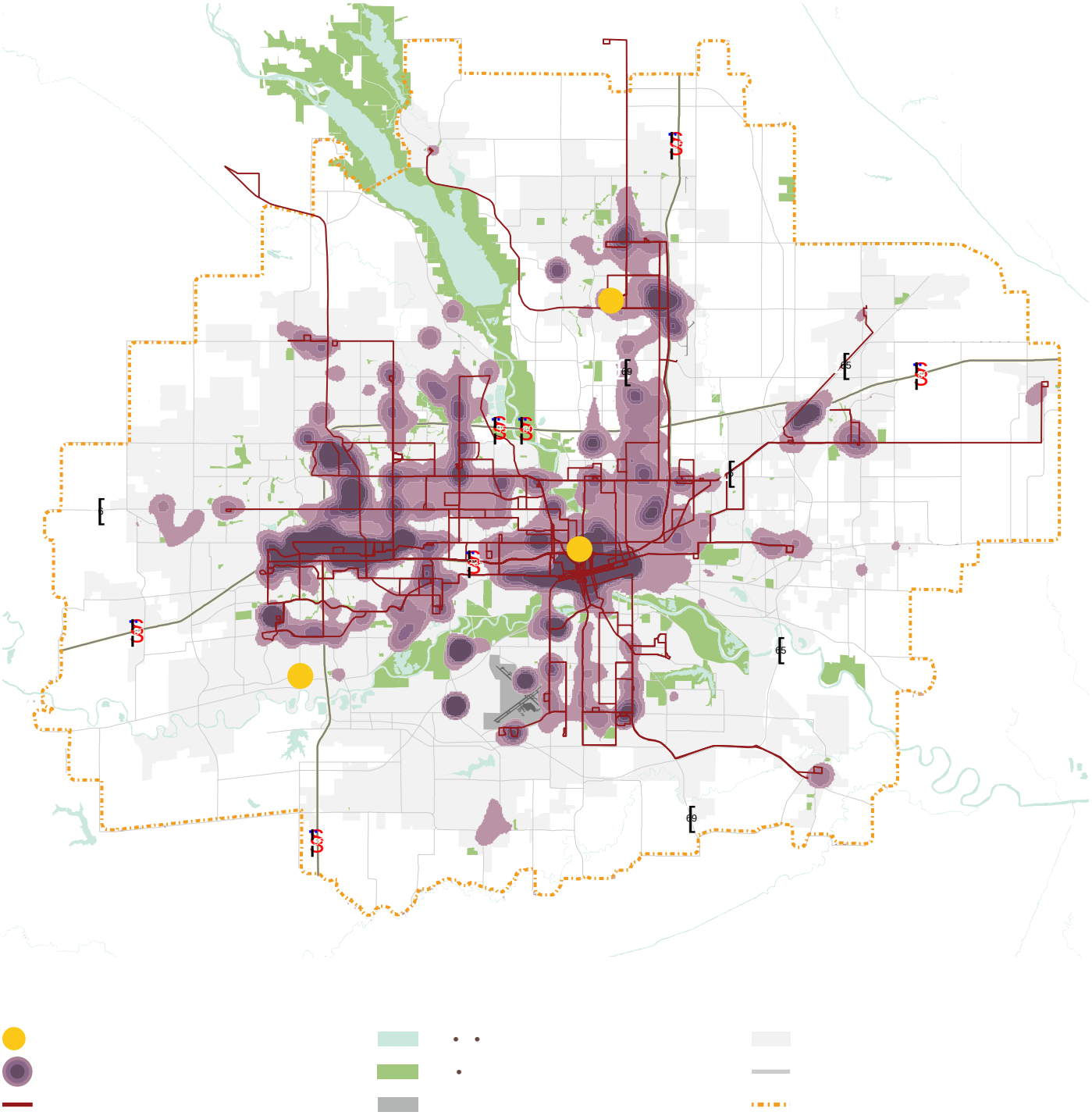

Sources: DART, DMACC, Iowa Workforce Development

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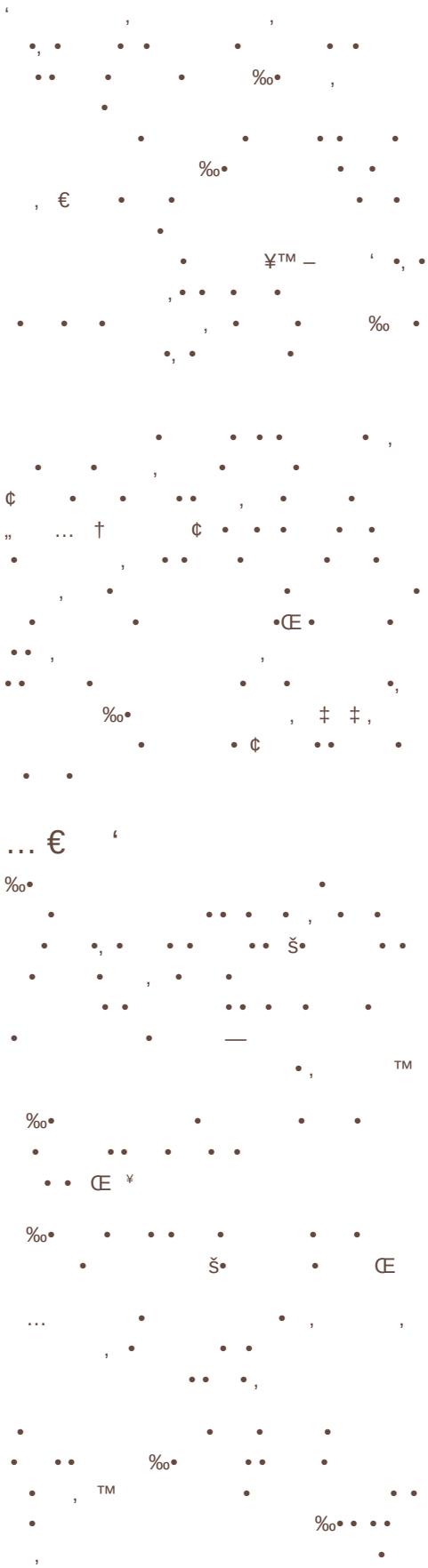
INITIATIVE 1 | NODES & CORRIDORS

ENCOURAGE DEVELOPMENT IN AREAS OF MAXIMUM IMPACT AND CONNECT THESE AREAS TO ONE ANOTHER WITH MULTIMODAL CORRIDORS.



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* This is the average net density, which excludes open space and right-of-way due to the level of variability of these two factors.

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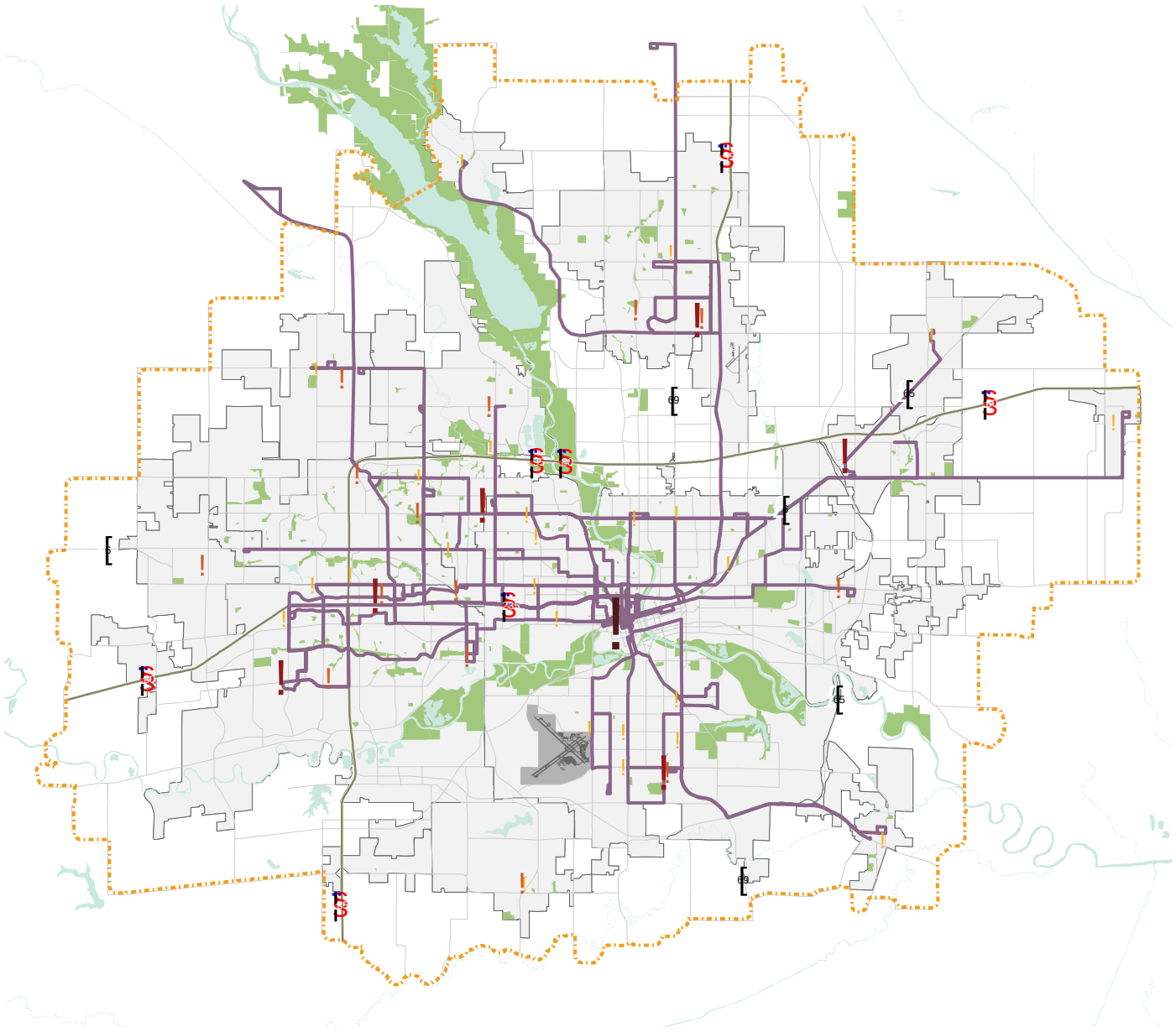

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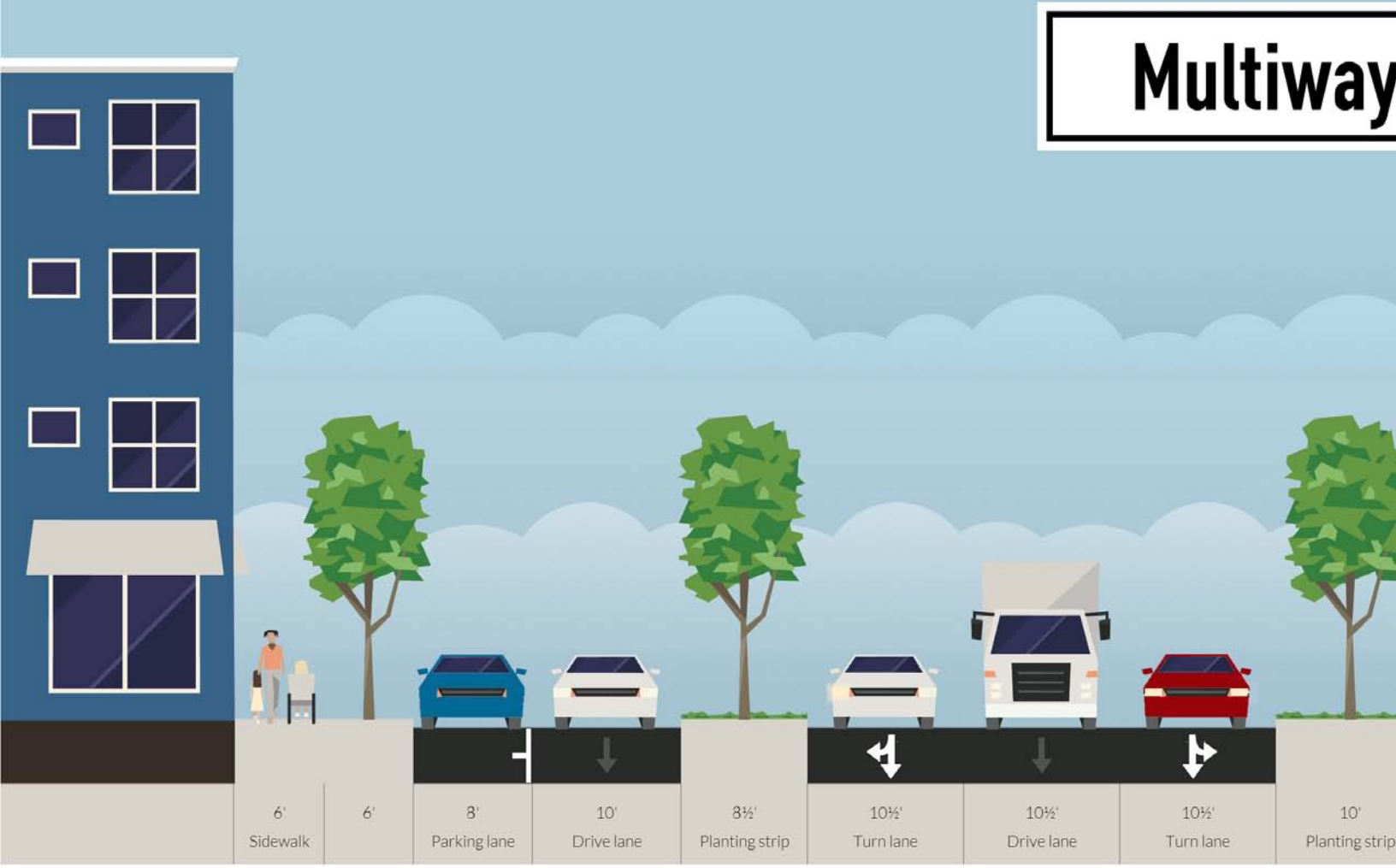

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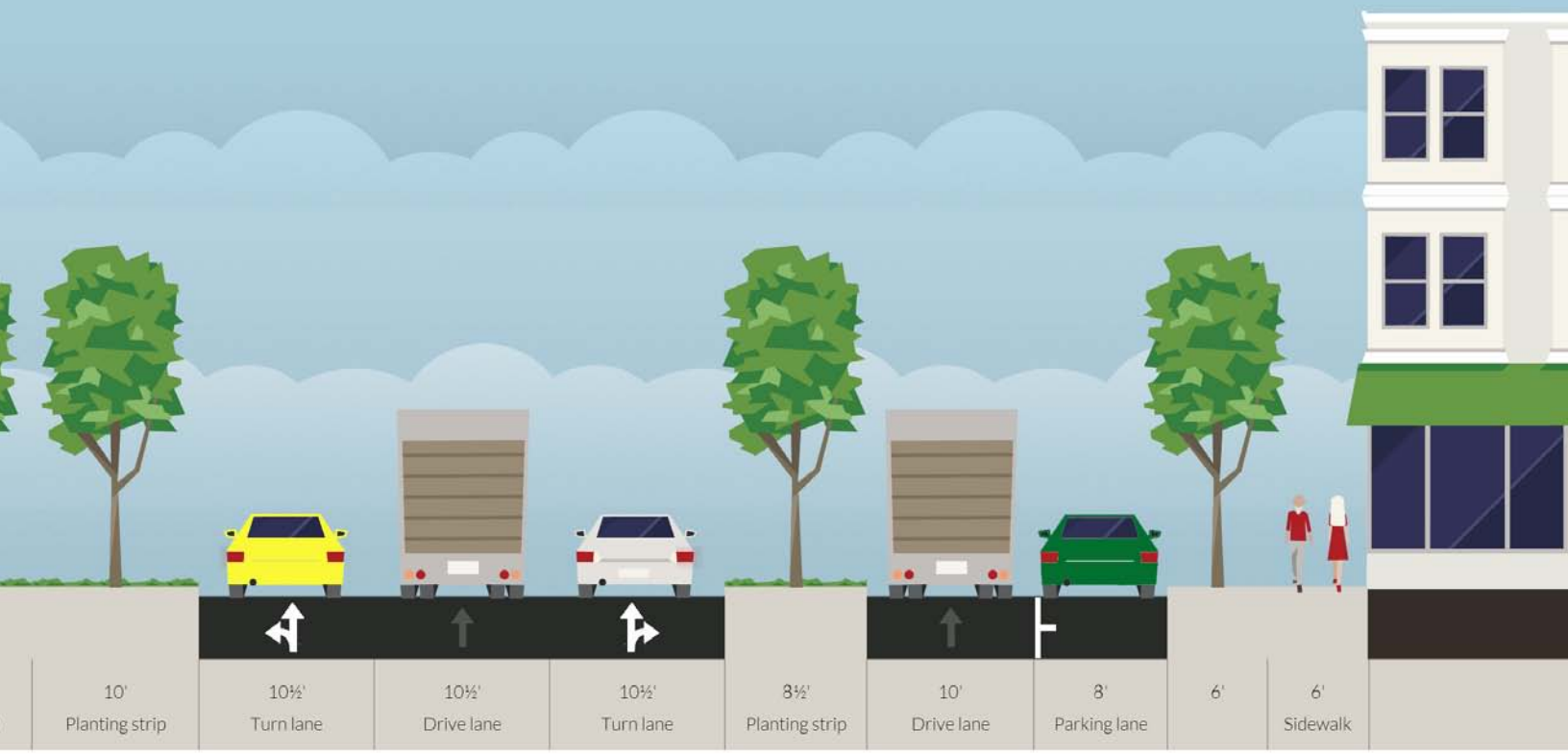
Boulevard


10'
Planting strip
10½'
Turn lane
10½'
Drive lane
10½'
Turn lane
8½'
Planting strip
10'
Drive lane
8'
Parking lane
6'
6'
Sidewalk

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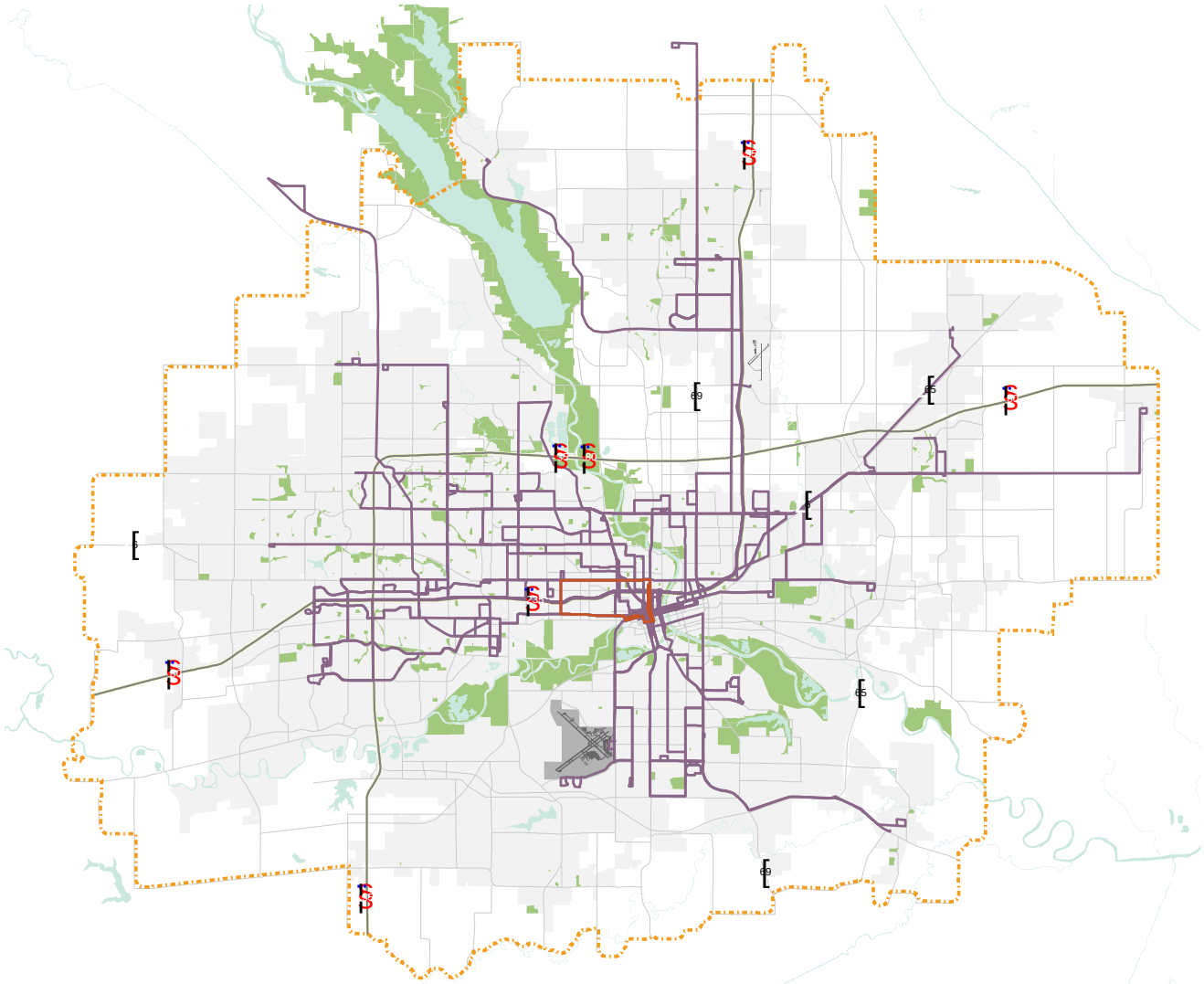
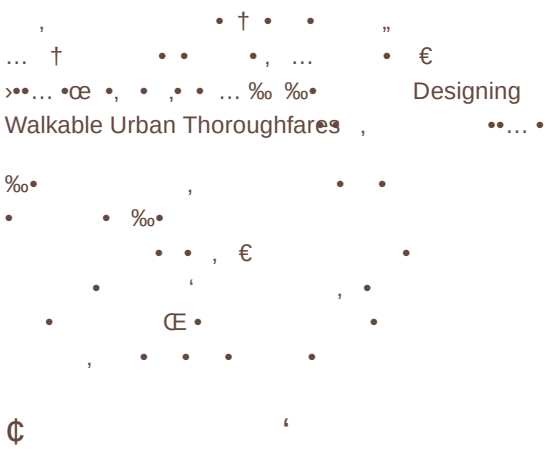
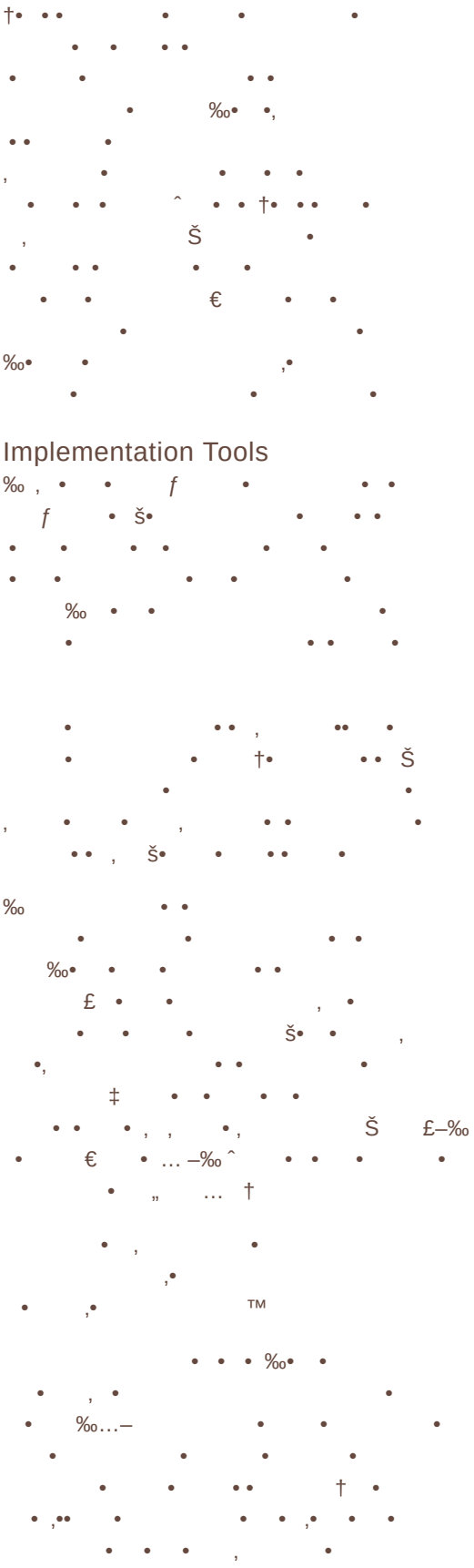
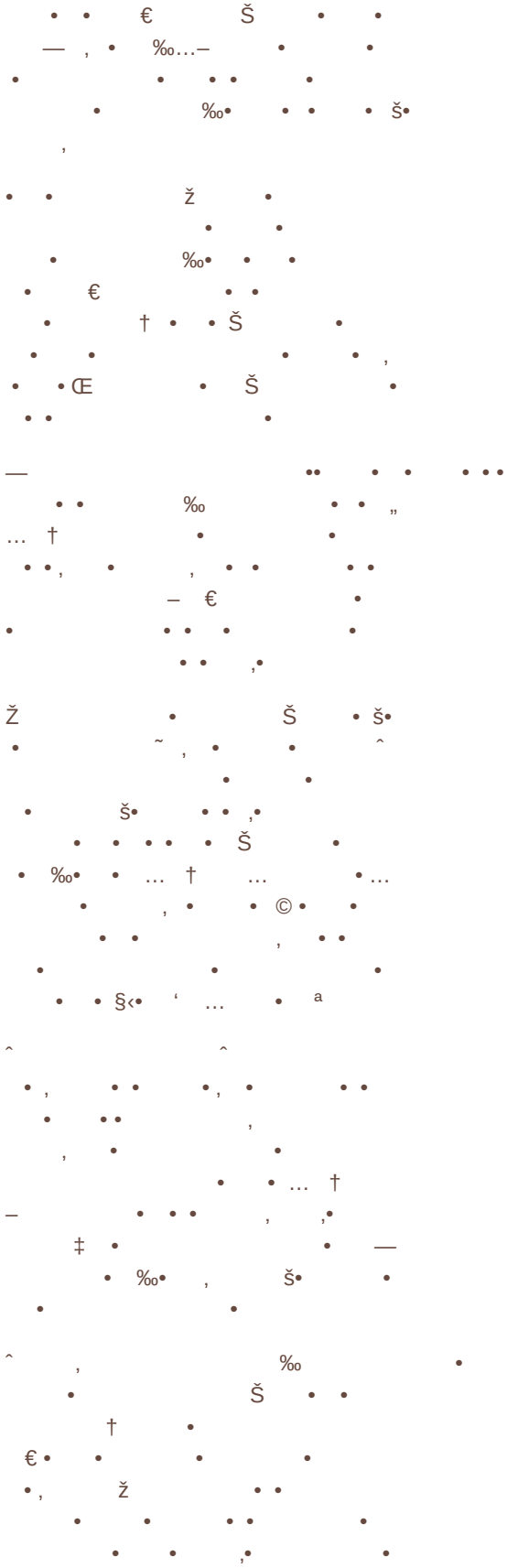


Designing Walkable Urban Thoroughfares



Implementation Tools





Regional Action Steps

Density generates the critical mass of people that supports active street life, in the form of cafes, restaurants, and retail stores. However, density alone does not create vibrant pedestrian-oriented places

Implementation Tools

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Regional Action Steps

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The bene ts of quality street design are far reaching and include increased property values and tax base; more active lifestyles due to better walkability; and environmental bene ts from better stormwater management and reduced urban heat island effect.

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Implementation Tools

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Regional Action Steps

- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

Implementation Tools

Automobiles

Source: DART

BUS RAPID TRANSIT: A NEW TAKE ON AN OLD STANDARD

Bus rapid transit (BRT) service often is described as rail-like service that is delivered with buses. It can include many features to improve the level of service along a bus route, such as stations with real-time arrival and departure information, on-street fare boxes to speed up boarding times, separate branding, and technology to change stoplights to accelerate travel times. DART identi ed a loop between Ingersoll and University Avenues between downtown Des Moines and 42nd Street as a priority BRT corridor.

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Non-motorized Transportation

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Regional Public Transit (DART)

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Inter-Regional Public Transit (Bus + Rail)

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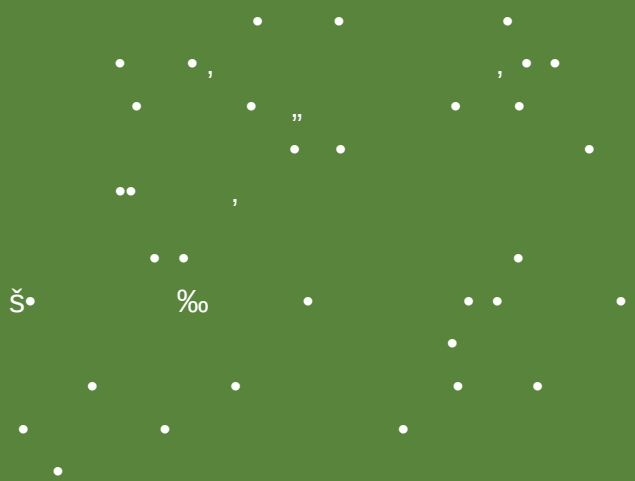
GOAL 2:

Improve the Region’s Environmental Health and Access to the Outdoors



Strategy 2A

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“This strategy shifts our attention and our resources away from our dependence on fossil fuels and their disruptive effects on our health, climate, and economy. It encourages our investment in more ef cient energy sources instead of oil, gas, and coal that are demanding steadily higher oil prices to make their production cost-effective. It leads us toward clean air that is essential to life and good health. This strategy empowers us to support local development and jobs in the renewable energy sector.”

Margaret Weiner
Transition Des Moines

Strategy 2B

DON’T THROW IT AWAY – FREECYCLE!

The Freecycle Network is “a grassroots and entirely nonpro t movement of people who are giving (and getting) stuff for free in their own towns. It’s all about reuse and keeping good stuff out of land lls.” The Freecycle Network is an online platform that houses a registry of items people no longer want and connects them with local individuals who have the option of taking and reusing any of those items for free. Local volunteers moderate each group, and membership is free.

The Freecycle concept has expanded to over 85 countries since its inception in Arizona. The organization keeps over 500 tons of waste out of land lls each day. When stacked in garbage trucks, this is the equivalent of ve times the height of Mt. Everest in just one year.

“As we change our perspectives and behaviors, we must also change our logistics.”

Ciji Mitrisin
Recycle Me Iowa Chief Recycling O cer

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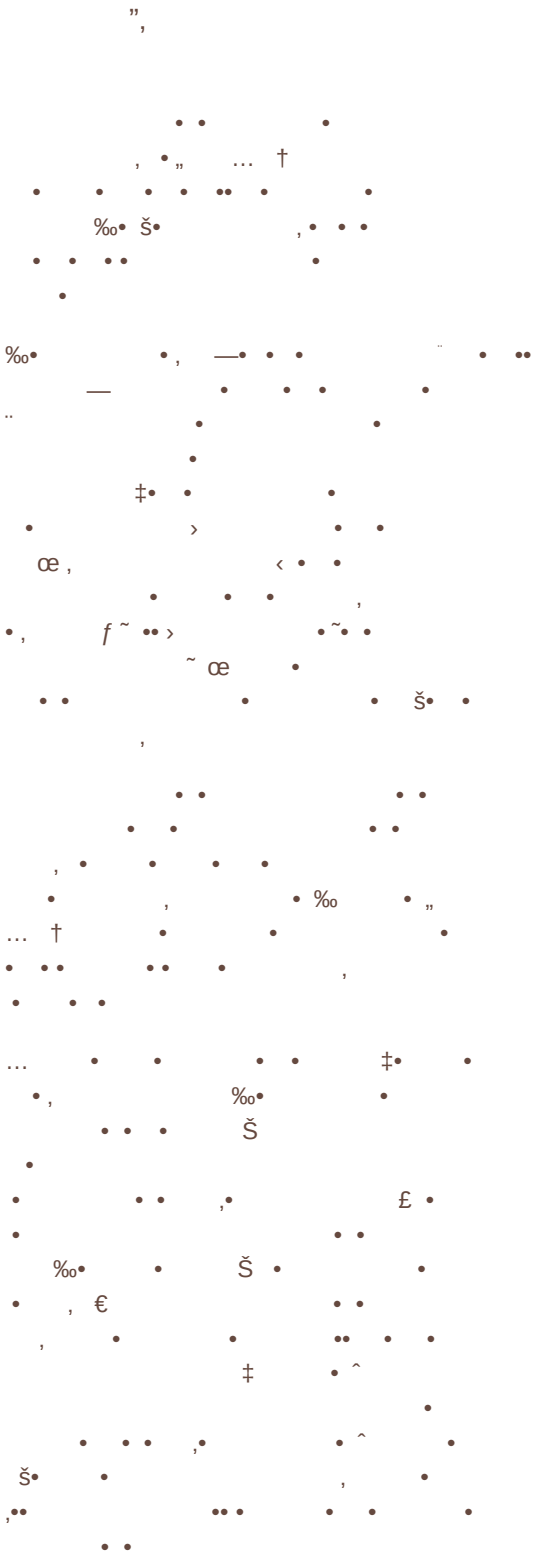
“It has been said that the human spirit needs places where nature has not been rearranged by the hand of man. While it is easy to understand how this holds true in our rural wild places, it is easy to forget that this is equally important in our urban spaces. Wild places are as important to urban dwellers as they are to the bird and the deer and the squirrel. These places cool our air, clean our water, and provide refuge at no expense to us. In turn, we are provided with places to escape the noise and bustle of the city, if for a short walk, a long bike ride, or a relaxing picnic lunch. These places are more than just recreational amenities; they are corridors to the greater natural world that bring life and resources into the urban fabric of our cities.”

Ryan Ellsworth
OPN Architects

Strategy 2C



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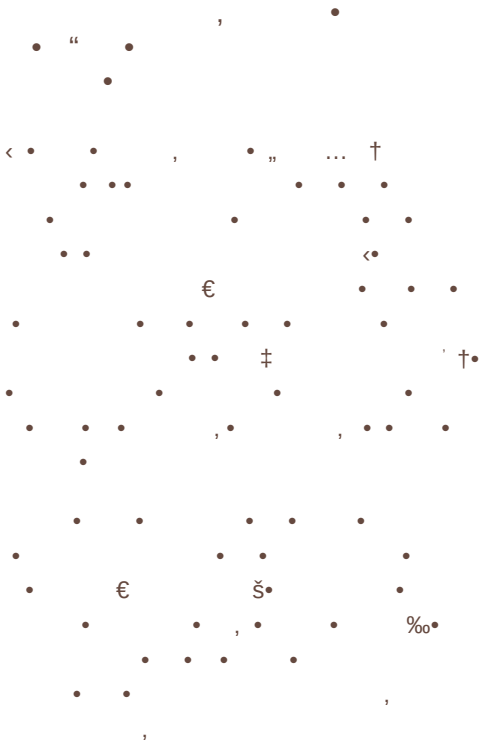
WHAT IS GREEN INFRASTRUCTURE?

“Green infrastructure” sometimes refers to constructed or site-based features that connect the natural and built environments. This can include streetscapes, rain gardens, green roofs or walls, street trees, and permeable pavement. At the regional level, “green infrastructure” refers to a connected network of larger scale open spaces and natural areas like greenways, stream buffers, wetlands, parkland, connected tree canopies, forest preserves, and native plant vegetation that, in combination, conserve natural ecosystem functions; improve water and air quality; and, provide enjoyment, health, and safety bene ts to people. Site-based green infrastructure systems complement and work in conjunction with the regional green infrastructure network but are not a substitute.

Image Source: US Environmental Protection Agency

Strategy 2D



A COOL EXAMPLE: VERMILLION RIVER WATERSHED TROUT STREAM

The Vermillion River Watershed Joint Powers Organization (JPO) in Dakota County, Minnesota, worked with municipalities to develop ordinances that support one of the best trout sheries of any urban area in the country. The JPO recommended that all new developments retain 98 percent of all rainfall on site, primarily by in ltrating the runoff.[14] Besides virtually eliminating pollution, this standard replenishes the groundwater that keeps the stream cold and trout alive despite summer heat. Municipalities and the JPO developed a watershed plan in 2005, standards in 2006, and rules in 2007. At each step of the way, municipalities weighed in, setting the tone and modifying the requirements. This collaborative approach resulted in the adoption of the standards and rules by all 20 municipalities in the watershed.

GREENING THE GRAY

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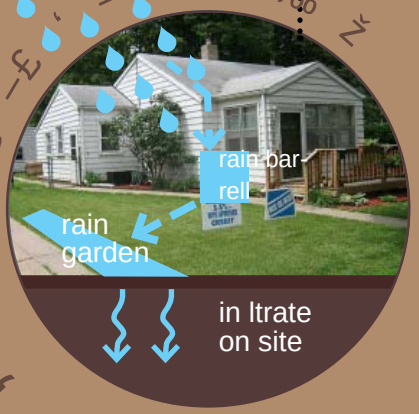
a stormwater utility responding to natural rather than political boundaries



rooftop storage cistern

green roof

greywater recycling

bioswale

permeable pavers and plantings

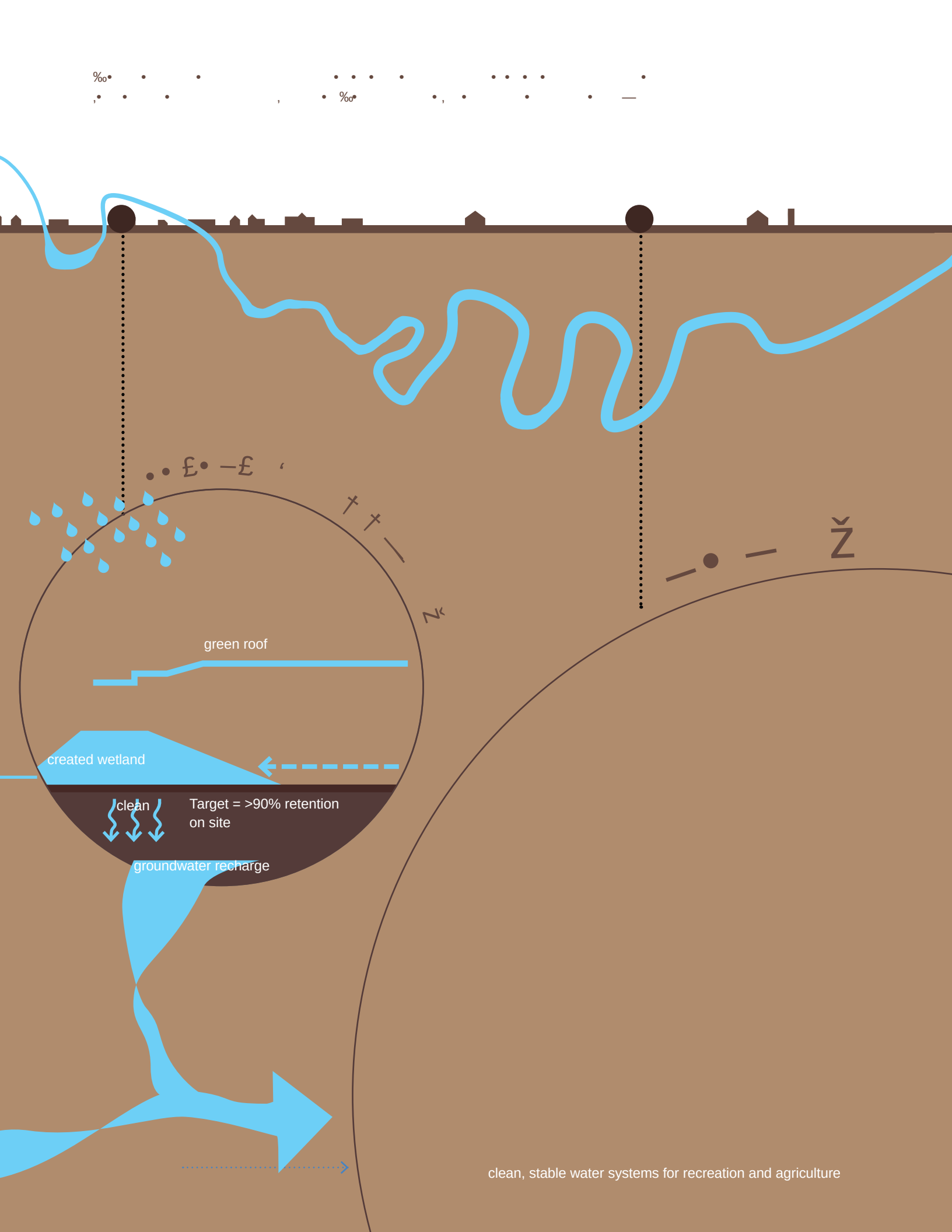
clean

TARGET = >90% retention on site

clean

groundwater recharge

TARGET = <10% over ow to conventional storm sewer system


green roof
created wetland
clean
Target = >90% retention
on site
groundwater recharge
clean, stable water systems for recreation and agriculture