

Barriers & Opportunities for Active Transportation and Healthy Eating

Richfield, Minnesota

Public Health Law Center

Richfield Municipal Code provided by Municode

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PROJECT OVERVIEW

Local policy initiatives play a pivotal role in promoting the health of a community, including supporting healthy eating and active transportation. A variety of policy options are available to create a viable transportation system that supports walking and bicycling and provide opportunities to eat healthier foods.

Purpose of this Resource

This policy brief focuses primarily on Richfield’s municipal ordinances and planning documents that impact the local food system and opportunities to walk and bicycle. When appropriate, areas where state law may impact relevant activity at the local level are identified. This analysis can be read in whole or in part. Citations are included at the end of this document for further reference. The analysis divides the material into the following sections:

Food System Components

- Growing and Producing Food
- Processing Food
- Distributing Food
- Getting Food
- Making Food
- Surplus/Waste Management

Active Transportation Components

- Active Transportation Policies and Plans
- Land Use and Local Zoning Designations
- Bicycle Policies
- Traffic Calming
- Municipal Recognition Programs

This policy brief will discuss existing Richfield ordinances and municipal plan language that may directly or indirectly impact healthy eating and walking and bicycling opportunities. Potential opportunities to improve healthy eating and walking and bicycling opportunities in Richfield through the current comprehensive planning efforts and revisions to local ordinance are identified.

Research Process

The Public Health Law Center (PHLC) identified a list of relevant “search terms” in consultation with Bloomington Public Health and Richfield city staff that describe activities or structures likely to impact both the elements of the food system and the active transportation system. (A list of those terms are included in Appendix C.)

Researchers used the online edition of Richfield’s municipal code, available publicly at: https://library.municode.com/mn/richfield/codes/code_of_ordinances. Search results are current as of June 2017.

Each search term was entered into a “search” setting within the online municipal code for any potential matches. If a relevant match was found, the regulatory municipal code language is included. For some search results, the findings were deemed irrelevant. Researchers reviewed all search results and identified those relevant to the scope of this project.

Appendices

This policy brief includes several appendices at the end of the document. The appendices provide additional context to a variety of topics, including:

- Appendix A: Reviewed Richfield Plans and Policies
- Appendix B: Additional State and Regional Resources Reviewed
- Appendix C: Healthy Eating and Active Transportation Search Terms
- Appendix D: General Municipal Food System Resources
- Appendix E: Municipal Food Production Resources
- Appendix F: Minnesota Cottage Food Law
- Appendix G: Municipal Food Waste Management Resources
- Appendix H: Active Transportation Resources
- Appendix I: Sample Comprehensive Plan Language
- Appendix J: Smart Growth America Ranking Methodology
- Appendix K: Richfield Zoning Map

GENERAL MUNICIPAL ORDINANCE ISSUES

Many municipalities include a broad framework for understanding local ordinances to provide direction regarding how to approach activities or land uses that are not specifically defined or addressed in the ordinance. Some municipalities include a general restriction within the zoning code indicating that if a particular land use or activity is not specifically allowed, then that land use or activity is prohibited while others do not include a general restriction, thereby allowing activities or land uses that are not specifically included in the ordinance. Each approach has strengths and weaknesses, and can either support or detract from initiatives to increase healthy eating and active transportation, depending on the local context.

Including a general restriction and requiring activities or land uses to be specifically allowed provides clarity to community members and the local government regarding what activities and land uses are allowed. At the same time, municipalities that use a general restriction approach to governance can inadvertently restrict or prohibit different healthy eating and active transportation activities with new and expanding community initiatives and priorities that are not defined or whose use has evolved from the understanding at the time the restriction was created in local law. For example, the location of local gardening efforts or farmers’ markets in different zones of a city may be restricted based on outdated zoning codes. Not providing a general restriction on unspecified activities or land uses can allow room for innovation and creative

solutions to evolving issues facing the community. However, not providing clear language for new land uses and activities can be a deterrent if people are looking for guidance from the municipality, but only find vague language that is hard to interpret.

Richfield Ordinance

The City of Richfield has a general provision in its zoning code, which states that the more restrictive provision will govern. This is found at the beginning of Richfield's Zoning Code in Section 509 – General Provisions:

[§509.01 – Interpretation and Application](#)

Where the regulations imposed by any provision of this Code are either more restrictive or less restrictive than comparable regulations imposed by this Code, or any other law, ordinance, statute, resolution, or regulation of any kind, the regulations which are more restrictive or impose higher standards shall govern, unless specifically stated otherwise.

In addition to the general provision, almost all specific zoning districts reiterate this approach with specific language that addresses Prohibited Uses. The only districts that do not appear to have this restriction are the Mixed-Use District, Overlay Districts, and the Planned Unit Development District. Here is an example from: Section 518 - Low-Density Single-Family Residential District (R-1).

[518.09. - Prohibited Uses.](#)

Any land use not listed as permitted, accessory or conditional in this Section or subsection [512.05](#) is prohibited in the R-1 District unless the use is found to be substantially similar to a use listed, as determined by the city in accordance with [Section 509.23](#) of this Code.

The city may want to assess if the 'more restrictive provision' and the 'prohibited uses' approaches inadvertently impact activities that promote increased access to healthy food and active transportation.

For example, many municipalities allow residents to operate cottage food businesses out of their home, which is generally considered a home occupation. Richfield's ordinance [509.21. - Home occupations](#) does not mention any type of food-related business other than restricting the sale of honey. Directly following ordinance [509.21 Home Occupations, ordinance 509.23. – Uses Not Listed](#), states that the requirements for the use most similar applies. Since the only food-related use that is addressed is restricting the sale of honey, the restriction on the sale of honey could inadvertently impact cottage food operations.

In addition, many municipal ordinances restrict a property from developing an accessory use or activity on a property before a principal use or structure is established. This type of restriction can impact the establishment of community gardens on vacant lots, especially if gardening activities are only recognized as an accessory use of property. In Richfield, community gardens

are permitted in all zoning districts as an accessory to an established institutional use such as a school, church or park, as stated in [512.03 Permitted uses in all districts](#).

Except as otherwise noted, the following uses shall be construed to be permitted in all zoning districts within the City:

e) Horticulture/community gardens as an accessory to an established institutional use (school, church, park), provided that plants and related materials are maintained in a clean and orderly manner and that waste is disposed of appropriately; and

f) Beekeeping subject to the inspection and licensing requirements and limitations outlined in Section 906.

(Amended, Bill No. 2016-2; Bill No. 2016-7)

Use of Municipal Definitions

Local municipal ordinances often specifically define and approve certain activities in ways that can serve to promote healthy eating and active transportation. For example, definitions in municipal ordinances can provide direction to community members to support healthy eating and active transportation by defining the terms restaurant, community garden, complete streets, or traffic calming. At the same time, local ordinances may include terms that are not specifically defined or approved.

It is important to note that many of the definitions established by Richfield are often narrower than how those terms may be understood by the general public or used outside of a legal context. Additionally, the City has not defined all terms, even those used throughout the municipal code. In that instance, the failure to define a term is highlighted in each section. One unintended consequence of a municipality choosing not to “define” a certain term is that the activity or structure may be captured in an unrelated or overly broad set of regulatory provisions. For example, while food is sold at grocery stores, farmers markets, and restaurants, there could be consequences for treating the sale of food at all three of these entities in the same way. At the same time, a municipality may choose not to specifically define a certain term to allow for greater flexibility in municipal governance. The decision to specifically define or regulate a certain area of the food or transportation system is dependent on the specific needs and community characteristics of an individual municipality.

While many of the Richfield ordinances reviewed included a broad range of definitions for different activities or structures impacting growing and getting food, a number of the ordinances reviewed never used the defined term. For example, a definition for Food Establishments is given in [617.03 Definitions](#), which includes activities such as carts and mobile food units, however, those terms were not addressed in any other ordinances. Providing a definition or an ordinance is a start, but the defined term and ordinance should complement each other.

Delegated Authority - Municipal Government Oversight of Food System

In Minnesota, there are several mechanisms through which a municipal government may be able to regulate the food system. For example, the Minnesota Departments of Agriculture and Health (MDA and MDH) have delegated some of their authority to regulate different aspects of the food system to specific municipalities, including the authority to license food establishments and oversee food safety requirements (this authority is referred to as “delegated authority” because MDA or MDH must delegate powers to the specific municipality). Delegated authority from MDH generally covers a range of licensing, inspection, reporting and enforcement duties over food and beverage service establishments in the city.¹ Delegated authority from MDA includes the authority to license and inspect retail food handlers that are grocery or convenience stores.²

Municipal governments also have the authority to establish zoning and permitting requirements through their municipal codes to impact different aspects of the food system.

At this time, Richfield has delegated authority from MDH over food establishments regulated by MDH but does not have delegated authority from MDA to regulate food establishments under MDA’s regulatory authority.*

Food Establishments, [617.05. - Authority.](#)

The City of Richfield regulates food establishments through delegation of authority from the Minnesota Department of Health, and in conjunction with a designee or contractor.

Minnesota statutes require local municipalities with delegated authority from MDA and MDH to adopt ordinance(s) consistent with the Minnesota Food Code. The local ordinance cannot be in conflict with Minnesota’s Food Code standards. Richfield currently contracts with Bloomington Environmental Health to inspect and license food establishments for which it has delegated authority from MDH.

THE FOOD SYSTEM

The availability and accessibility of healthy food is shaped by activities occurring across all the stages of a community’s food system, from growing and raising produce, animals, and pollinators; to how food is processed or prepared for sale or distribution; to what food outlets are available and easy to get to; to how food surplus and food system waste is minimized or recycled. These activities are in turn influenced and shaped by local government laws and systems.³

* For additional information about delegated authority from MDH and MDA, see: Preventing Foodborne Illness in Minnesota, Public Health Law Center (2016), <http://www.publichealthlawcenter.org/resources/preventing-foodborne-illness-minnesota>.

Minnesotans seeking to improve access to healthy food across the state have developed a framework and policy agenda through the Minnesota Food Charter, discussed below, in an effort to create a consistent approach and understanding of different terms and components of the food system across the state. This memo builds off of the Minnesota Food Charter’s food system framework in evaluating the potential impact of Richfield’s ordinances and policies in supporting a healthy and sustainable local food system.

The Minnesota Food Charter

The Minnesota Food Charter is described as:

“[A] roadmap designed to guide policymakers and community leaders in providing Minnesotans with equal access to affordable, safe, and healthy food regardless of where they live.

The strategies for policy and systems change described in the Food Charter are designed to reduce the risk and cost of obesity and diet-related diseases, like diabetes and heart disease; conserve state resources; and boost economic prosperity.

The Food Charter is intended to guide planning, decision-making, and collaboration for agencies, organizations, policy-makers, and public and private entities across the state.”⁴

The Minnesota Food Charter provides strategies for policy, systems, and environmental changes to increase access to healthy food. The approach to the food system taken by the Minnesota Food Charter informs the analysis of Richfield’s policies impacting different components of the food system. The Food Charter breaks the food system into seven parts: (1) grow, (2) process, (3) distribute, (4) get, (5) make, (6) eat, and (7) dispose.

The Center uses the broad categories of food production, processing, food accessibility/getting food, making food and food system waste management to frame each section of this memo.⁵



Grow/Produce

Growing and producing food includes the process of growing and harvesting fruits, vegetables, and other forms of produce by use of soil, hydroponic/aquaponics/aquaculture, or pasture mediums; and raising or keeping animals and insects for food production or pollination; whether for personal or commercial purposes in urban, suburban, or rural areas (e.g. backyard to large farms). This category includes protecting and providing access to resources needed to carry out this process, such as access to land and structures needed to support the production of food.

Process

The function of turning fresh produce, honey, meat, fish, and other animal-related foods into forms ready for sale, including through restaurants (and other commercial settings), value-added processing that changes the physical form of the product (e.g., making berries into jam), and packaging.

Distribute

The process of transporting and delivering food to wholesale, retail, institutional, and other food access points (such as food shelves, food pantries or food banks). Includes the use of marketing strategies, such as labeling, pricing, placement, promotions, “sell-by” and similar dates, and other marketing techniques; and includes decisions about what types of food will be made available to the consumer, such as procurement decisions.

Get

Facilities, activities, practices, and systems that affect people’s ability to obtain and consume healthy food through the sale, donation, or sharing of food. These activities can include those that affect:

1. The types of food access points available, including food stores of all varieties, restaurants, farmers’ markets, feeding programs, food shelf/pantry or food bank locations. The accessibility of or to food access points, including density or number of outlets; accessibility by bicyclists and pedestrians; and proximity to transit routes and neighborhoods.
2. What foods are available within access points, including standards or practices that impact the nutritional quality, cultural relevance, value, attractiveness, and other factors relating to appeal and health.
3. The affordability of food, including the application of federal nutrition programs such as SNAP and WIC.⁶

Food Preparation

Baking, boiling, bottling, canning, cooking, and otherwise making food for private consumption, family gatherings, and other non-commercial purposes.

Food Surplus and Waste Management

The process of food recovery, including gleaning; this category also includes minimizing, composting, and recycling of food waste or surplus.

Minnesota State Laws Impacting the Food System

A number of Minnesota state laws impact the food system and the authority municipal governments have to regulate a certain area. Areas impacted by state law include, but are not limited to:

- Building construction standards,⁷
- Sale of personally grown, unprocessed agricultural products,⁸
- Licensing and inspection of food establishments,⁹
- Food safety standards,¹⁰
- Sale of products prepared in unlicensed kitchens,¹¹ and
- Food sampling at farmers' markets and other community events.¹²

While an in-depth discussion of state laws impacting the food system is beyond the scope of this project, this memo flags areas that may be impacted by state law when applicable. Additional information on state laws impacting the local and regional food system can be obtained at:

- Preventing Foodborne Illness in Minnesota, Public Health Law Center (2016), <http://www.publichealthlawcenter.org/resources/preventing-foodborne-illness-minnesota>.
- Minnesota Healthy Eating and Active Living, The Public Health Law Center, <http://www.publichealthlawcenter.org/topics/healthy-eating/minnesota-healthy-eating-active-living>

Healthy Eating Policy Options for Minnesota Local Governments

For a general overview of ways in which local governments impact healthy eating in Minnesota, see:

- Healthy Eating Policy Options for Minnesota Local Governments (2017), <http://www.publichealthlawcenter.org/sites/default/files/resources/FGM-PolicyGuide-HealthyEating-2017.pdf>

HEALTHY EATING: RICHFIELD ORDINANCES AND OPPORTUNITIES

The following discussion provides an overview of key components of the food system impacted by Richfield ordinances, followed by a brief discussion of Minnesota state laws that may regulate this area, when appropriate. Specific Richfield ordinances identified through this project

are then identified and discussed. Opportunities for action are included, with examples provided when possible.

1. Food Production

A number of Richfield ordinances impact the production of food in the city. Food production activities impacted by Richfield ordinances, discussed below, include:

- growing structures & season extenders,
- gardening & farming activities,
- pollinators,
- beekeeping, and
- farm poultry and farm animals.

Growing Structures

Growing structures and season extenders such as hoop houses, greenhouses, and cold frames are used to extend the growing season in colder climates and can be effective tools to increase local food production. Richfield ordinances that impact growing structures include those addressing what use designations are given to different structures, such as accessory or primary use, as well as location, number, setback requirements, acceptable building materials, and what permits are required in different areas of the city.

Minnesota Law

In Minnesota, the State Building Code sets requirements for temporary and permanent structures to protect health, safety, welfare, comfort, and security. Permanent and temporary gardening structures, such as hoop houses and greenhouses, may be required to meet minimal structural requirements, including snow load requirements. Agricultural buildings on agricultural lands are exempted from certain provisions of the State Building Code.¹³ In addition, state laws impacting plumbing, electrical wiring, and other structural considerations may also impact different types of growing structures.

Richfield Ordinances

The search of Richfield Ordinances did not find results for hoop house, high tunnel, or cold frame, however, this research did identify Richfield ordinances discussing greenhouses. The definition of greenhouse is covered in [507.7 Definitions](#) under *Appendix B: Richfield Zoning Code*:

Subd. 55. "Greenhouse." A glass or transparent plastic structure, often on a metal or wooden frame, in which plants that need heat, light, and protection from the elements are grown.

Richfield’s approach to the allowed building materials for greenhouses allows for some flexibility with greenhouses. Hoop houses are another common growing structure that serve the same purpose as a greenhouse and are traditionally built with wood or metal framing and heavy plastic sheeting. This type of a hoop house structure would fit under the current Richfield definition for greenhouse.

Zoning Requirements for Growing Structures

The Richfield zoning requirements for greenhouses is addressed in *Appendix B – Richfield Zoning Code, Section 512.05 – Permitted, Conditional, Accessory and Prohibited Uses in Residential Districts*. Greenhouses are allowed as an accessory building in R, R-1 and MR-1.

Land Use	R	R-1	MR-1	MR-2	MR-3
Gazebos/greenhouses	A	A	A	N	N

Size Requirements of Growing Structures

The size requirements of greenhouses as an accessory use in relation to lot size is covered in *Section 514.05 – Accessory building and use regulations*.

Subdivision 1. *The uses listed in this subsection are allowable accessory uses in the R District.*

b) No more than one (1) of each of the following shall be located on a residential parcel: detached garage, greenhouse, storage building or gazebo;

Subd. 4. *Greenhouses, storage buildings, and gazebos that do not exceed 175 square feet (300 square feet in the case of lots of 15,000 square feet or larger) in gross floor area, do not exceed an aggregate of 1,200 square feet (or 13 percent of lot area in the case of lots of 15,000 square feet or more) in gross floor area when combined with all other accessory buildings and attached garages on the lot, and are constructed in accordance with Subdivision 2 of this subsection. (Amended, 2012-2)*

Emerging Opportunities

With increasing interest in expanding local food production, Richfield could:

- Explore opportunities to allow structures used for extending the growing season and assess how current ordinances impact these structures.
- Consider allowing greenhouses on lots primarily used for food production, such as community gardens, since a greenhouse can be a primary use in the same zoning district.

- Assess if growing structures would be better regulated under their own ordinance rather than fall under the general classification of an accessory structure or building.

Promising Practices

Other cities have created separate ordinances specifically for structures related to food production.

Cleveland, Ohio

§ 337.02 AGRICULTURE IN RESIDENTIAL DISTRICTS

(a) Permitted Accessory Structures. In addition to fences, as regulated in paragraph (b) of this section, a permitted agricultural use may be served by the following accessory structures: sheds, greenhouses, coops, cages, beehives, hoop houses, cold frames, barns, rain barrels, composting, farm stands as regulated in paragraph (d) of this section, and similar structures not exceeding fifteen (15) feet in height.

Minneapolis, Minnesota

[§ 537.110. Allowed accessory uses and structures](#)

Cold frames or other structures used to cover food or ornamental crops to protect from cold weather. Cold frames or other structures used to cover food or ornamental crops and provide protection from cold weather shall be allowed as an accessory use subject to the following:

- (1) The use shall not exceed four (4) feet in height.*
- (2) The use shall not be located in a required interior side yard.*

Hoop houses or other structures used solely to extend the growing season for food or ornamental crops shall be allowed as an accessory use subject to the applicable district regulations and subject to the following:

- (1) In the residence and ORI districts the use must be located in the rear fifty (50) feet of the lot.*
- (2) The use shall be located not less than twenty (20) feet from any habitable building on an adjacent property.*
- (3) The use shall not be located in a required interior side yard.*
- (4) Notwithstanding the provisions of this chapter, hoop houses, cold frames or other temporary structures used solely to extend the growing season for food or ornamental crops that are accessory to a community garden, market garden or urban farm, shall be*

exempt from the maximum floor area of all accessory structures, provided that the total size of such temporary structures shall not exceed one thousand (1,000) square feet or fifteen (15) percent of the lot area, whichever is greater, and shall not exceed a duration of one hundred eighty (180) days in a calendar year.

(5) The use shall comply with all applicable requirements of the Minnesota State Fire Code and Minneapolis Fire Department and obtain any required permits.

(6) Notwithstanding the provisions of section 537.50, the maximum height of a hoop house or other structure used solely to extend the growing season for food or ornamental crops shall not exceed six and one-half (6½) feet accessory to single and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units and twelve (12) feet accessory to all other uses. The use shall not exceed the maximum height for any accessory structure as specified in section 537.50.

Local Gardening, Farming and Food Production

Food production occurs at a range of scales from kitchen gardens to urban farms. Richfield encourages food production through community gardens, which are permitted in all zoning districts. However, the scale of food production that is allowed is not clear. For example, general farming is a permitted use in a floodplain district, however, [550.07. - Permitted uses and standards in the floodplain district](#) states that these uses are only allowed if they are also permitted in the underlying zoning district and not prohibited by any other ordinance. None of Richfield's zoning districts list general farming or agricultural uses as a permitted, conditional, or accessory use.

Richfield Ordinances¹⁴

Community Gardens

Currently, Richfield's city code does not provide a definition for community garden or any type of food production activity. Community gardens are permitted in all zoning districts as an accessory to an established institutional use such as a school, church or park. However, other requirements such as lot type, setback or permitting requirements are not addressed for community gardens.

[512.03 Permitted uses in all districts.](#)

Except as otherwise noted, the following uses shall be construed to be permitted in all zoning districts within the City:

- a) Public streets and highways;*
- b) Underground public utilities;*
- c) Municipally-owned parks and related accessory facilities;*

d) Solar equipment as an accessory use;

e) Horticulture/community gardens as an accessory to an established institutional use (school, church, park), provided that plants and related materials are maintained in a clean and orderly manner and that waste is disposed of appropriately; and

f) Beekeeping subject to the inspection and licensing requirements and limitations outlined in Section 906.

(Amended, Bill No. 2016-2; Bill No. 2016-7)

Information on Richfield's community gardens can be found on the City's webpage. The garden run by the City charges a \$40 fee for the use of a plot and offers 184 plots. It also prohibits commercial gardening in community gardens. While the Richfield community garden has been very popular, the garden has ongoing problems with theft and vandalism, leading to some discussions in fall 2017 about possibly closing the community garden.¹⁵

The church-based garden offers the opportunity to tend a communal garden space that donates 100% of its produce to a local food shelf.[†]

REGISTER IN-PERSON ONLY AT WOOD LAKE NATURE CENTER

RICHFIELD RESIDENTS: Saturday, April 6, 10:00 am (please bring photo ID as proof of Richfield residency)

NON-RESIDENTS: Saturday, April 13, 10:00 am

Wood Lake Nature Center is located at 6710 Lake Shore Drive, Richfield.

The Richfield Community Garden is located at 5844 28th Avenue.

Garden plots measure 15' x 20' and are available for seasonal rental on a first-come, first-served basis. Garden plots are plowed and fully irrigated. The cost is \$40 per plot; two-plot maximum per household. Commercial gardening is not allowed. Registration must be done in-person at the nature center.¹⁶

General Farming

Richfield's ordinances loosely touch on the topic of general farming and gardens. *Chapter IV: Building, Housing and Construction Regulations*, [Section 428 Erosion and Sedimentation Control Regulations](#), lists agricultural lands as being an exempt land disturbing activity.

428.09 – General Exemptions

Subdivision 1. The following land disturbing activities that meet all of the requirements of this subdivision are exempt from this Section. The disturbed or fill area is less than (;lt;) 5,000 square feet in area; and:

[†] Community Food Assessment for the Cities of Bloomington, Edina and Richfield, (December 2013). City of Bloomington Division of Public Health.

a. *The volume of soil or earth material stored or moved is 50 cubic yards or less; and*

b. *Impervious surface of less than 10,000 square feet is created; and*

c. *No drainage way is blocked or has its storm water carrying capacities or characteristics modified; and*

d. *The activity does not take place within 100 feet by horizontal measurement from the top of the bank of the watercourse, the ordinary high water mark of the water body, or the ordinary high water mark of a wetland associated with a watercourse or water body.*

Subd. 2. Agricultural lands, including gardens, used mainly for the production of food, general farming, nurseries, etc. are exempt from this regulation.

Ordinances that regulate floodplain districts are adopted due to state requirements, which is explained in [§ 550.01. - Statutory authorization and purpose](#). This ordinance may not be relevant to Richfield, depending on the status of any floodplain designations in the City. Also, these uses are not addressed in any other ordinances.

Food Production in Planned Unit Developments

Mixed-use and high-density areas present a good opportunity to devote some greenspace to gardens for residents, including rooftop gardens. Richfield has an opportunity through its Planned Unit Development district to allow other types of food production in areas that typically do not have that amenity. These types of amenities seem to be in line with the purpose of Richfield's Planned Unit Districts.

542.01. - Purpose.

Subdivision 1. Planned unit development (PUD) regulations provide an opportunity for innovative and creative development, while assuring that the development will complement existing neighborhood character. These regulations allow flexibility beyond that allowed by other zoning districts, if the proposed development is well designed and can be successfully integrated into the neighborhood. Planned developments provide flexibility in the application of the zoning code as it pertains to dimensional requirements, density and land uses without the use of the variance procedure of the code. Planned developments are also intended to encourage the efficient use of land and resources, to promote efficiency in public and utility services, and to encourage innovation in the planning and building of all types of development.

Emerging Opportunities

Richfield has the opportunity to:

- Work with community gardeners to identify opportunities to reduce theft and improve safety in Richfield community garden, including installation of fences, lighting, and other preventive measures.
- Assess allowing multiple levels of local food production in the city beyond community gardens to allow sales of locally grown produce through market gardens, urban farms, and other urban agriculture activities.
- Determine the need for additional community garden sites on public property and ensure garden sites are available and accessible to all residents, especially renters and those without access to land.
- Allow community gardens as a principal use in all zoning districts, with a greenhouse as an accessory use to the garden.
- Evaluate the current community garden registration process, timeline, and fee requirements for obtaining a garden plot to ensure that it is accessible to all residents.
- Provide clear definitions for different types of food production.
- Offer gardening opportunities as an amenity in mixed-use or planned unit developments.
- Include evaluation of developing planned unit development standards in comprehensive plan update to prioritize food production and other healthy eating and active transportation components in new Richfield developments.

Promising Practices

Community Gardens

Raleigh, North Carolina allows community gardens as a Principal Use in different zoning districts. Raleigh’s Ordinances, *Chapter 6. Use Regulations*, [Sec. 6.1.4. Allowed Principal Use Table](#) shows how it regulates community gardens in different zoning districts.¹⁷

“In Raleigh, community gardens are allowed as a principal use of a property in all Residential or Mixed Use zoning districts, although they may be subject to certain conditional or special use approvals.”

Planned Unit Developments

Minneapolis Planned Unit Development standards, [§ 527.120. Alternatives to zoning standards](#), indicate:

The city planning commission may approve alternatives to the zoning regulations applicable to the zoning district in which the planned unit development is located, as authorized in this chapter and as listed in Table 527-2, Authorized Alternatives, where the planned unit development includes site amenities. Site amenities are listed in Table 527-1, Amenities

Figure 1: Table 527-1 Amenities

5	Garden(s) or on-site food production	Permanent and viable growing space and/or facilities such as a greenhouse or a garden conservatory at a minimum of sixty (60) square feet per dwelling unit to a maximum required area of five thousand (5,000) square feet, which provide fencing, watering systems, soil, secured storage space for tools, solar access, and pedestrian access as applicable. The facility shall be designed to be architecturally compatible with the development and to minimize the visibility of mechanical equipment.
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Pollinators

In recent years, the populations of honey bees, bumble bees, and other important pollinators have been decreasing. Pollinator health is important, as pollinators support both ecological health and agricultural production. In Minnesota, pollination from honey bees for food production is valued at \$17 billion annually and pollination from other pollinators is valued at \$6 billion annually. There are two main contributors to the decrease in pollinator health that can be addressed through local government action in Minnesota:

1. the loss of pollinator habitat and
2. the use of neonicotinoid or other systemic insecticides.

Minnesota Policies

The Governor of Minnesota issued an Executive Order in 2016, “*Directing Steps to Reverse Pollinator Decline and Restore Pollinator Health in Minnesota.*” This Executive Order recognizes the significant risk to Minnesota’s agricultural system and economy as a result of the recent decline in pollinators around the state and directs state departments and agencies to take specific steps to protect pollinators throughout Minnesota. The Executive Order includes specific actions to limit or restrict the use of pesticides, increase pollinator habitat throughout the state, raise public awareness about pollinator issues, and promote statewide coordination on pollinator protection efforts.¹⁸

Richfield Ordinances

Pollinators, with the exception of honey bees, are not mentioned specifically in Richfield’s current ordinances, however, the benefits of pollination are referenced in the Beekeeping Section:

906.03. - Purpose.

The purpose and intent of this Section is to permit and establish requirements for the keeping of honey bee colonies, hives, and equipment within the City and to ensure compliance with the requirements of this section. The City of Richfield recognizes that honey bees are an asset to our community, important in the pollination of plants and in the production of honey and other products.

Other Richfield ordinances indirectly impact pollinators through effects on the availability of pollinator habitat or to insecticide exposure. For example, Ordinance [925.06. - Public nuisance](#)

special provision: Lawn maintenance is supportive of the type of landscaping that is beneficial to pollinators.

The Council finds that the establishment of prairie and meadow plant communities is an acceptable landscape treatment in the City.

Additionally, this ordinance addresses maintenance standards for lawn maintenance. It seems to be supportive of a resident establishing a pollinator-friendly yard, by allowing meadow vegetation to exceed the height of 6 inches, which is otherwise considered a nuisance.

a. All turf grasses and weeds, including weeds within a meadow vegetation area, must not exceed a height of six (6) inches, measured from the base at ground level to the tip of each stalk, stem, blade, or leaf.

b. This requirement does not apply to the following:

(5) An area established with meadow vegetation if:

(a) The prior vegetation is eliminated and the meadow vegetation is planted through transplanting or seed by human or mechanical means; and

(b) A sign is posted on the property in a location likely to be seen by the public, advising that a meadow or prairie is being established. This sign is required only if the meadow vegetation is in an area likely to be seen by the public. This sign must be in addition to any sign permitted by the sign ordinance but must be no smaller than ten (10) inches square, no larger than one (1) square foot, and no higher than three (3) feet tall.

While Richfield is creating opportunities to expand meadow vegetation, there is no recognition that these types of plants could be beneficial to pollinator health. Additionally, there is no mention of pollinators in the ordinance on landscaping and screening requirements, which could include guidelines on how to make landscapes pollinator friendly.

Emerging Opportunities

At least twenty-six municipalities (including Duluth, Minneapolis, and Saint Paul), two counties (Ramsey and Washington), and two school districts in Minnesota have resolved to protect pollinator since 2014.¹⁹ These resolutions focus on reducing the exposure to harmful pesticides and increasing the availability of pollinator habitat and food.

Richfield has not yet adopted a pollinator-friendly resolution, so there is little policy support for pollinator health. To do this, Richfield can:

- Develop a pollinator policy to address use of pesticides on public land and support for native landscaping and plants used by pollinators.

- Reduce or eliminate the use of neonicotinoid and other systemic insecticides on public lands and their use on private land.
- Amend city law to prohibit or limit the use of systemic insecticides through landscaping and screening guidelines or regulations.
- Increase pollinator-friendly habitat.
 - Amend city law to allow a higher percentage of lawn cover to be native prairie and long grasses or other pollinator-friendly plants.
 - Encourage the use of pollinator-friendly plants in landscape designs.
 - Planting pollinator-friendly plants in rights of way.

Beekeeping

Due to a growing concern for pollinator health, there has been a rise in people interested in keeping bees, with an estimated 120,000 backyard beekeepers in the U.S.²⁰

Richfield Ordinance

Richfield has put forth good effort on providing guidance for beekeeping and has a dedicated section in *Chapter IX – Public Safety, [Section 906 - Beekeeping](#)*. The location and setback requirements in [Section 906.07 Colony Location](#) seem to fit the character of the lot sizes of Richfield and do not appear to be overly restrictive.

Subdivision 1. *Hives cannot be located in the front yard and must be located a minimum of ten (10) feet from the rear or side property lines and 20 feet from public rights-of-way unless further restricted elsewhere in this Code. A corner lot shall be considered to have two front yards.*

However, *Section 906.09 – Colony Density* only allows one colony on one-half acre or smaller. This requirement is more restrictive than the surrounding municipalities, such as Edina, Eden Prairie, and Minneapolis, which allow two colonies on one-half acre or smaller.

906.09 – Colony density

Subdivision 1. Every lot or parcel of land in the City shall be limited to the following number of colonies based on the size of the apiary site:

- (a) One-half acre or smaller is allowed one colony;*
- (b) More than one-half acre to three quarters of an acre is allowed two colonies;*
- (c) More than three-quarter of an acre to one acre is allowed three colonies;*
- (d) More than one acre to five acres is allowed four colonies;*
- (e) More than five acres, there is no restriction on the number of colonies.*

Emerging Opportunities

Richfield is moving in the right direction by creating a dedicated section for beekeeping, rather than putting them in the same category as farm animals and farm poultry as bees have different management, shelter and habitat requirements as compared to more traditional farm animals. This acknowledgement can also potentially advance the larger pollinator conversation. Unlike farm animals and farm poultry, bees roam beyond the confines of the lot that they are kept on. Part of good bee management is to provide adequate food and water, free of chemicals and pesticides known to be harmful to bees, however, there are city-wide land management practices that can either help or hinder the health of both wild bees and honeybees. Richfield could further support its commitment to beekeeping and pollinators in the city by:

- Adopting a citywide pollinator protection policy.
- Allowing beekeepers to keep up to two colonies on one-half acre or smaller.

Farm Poultry, Farm Animals

As urban agriculture is gaining popularity both locally and nationwide, there is growing interest in keeping farm animals and poultry in an urban environment, especially backyard chickens.²¹ Successfully allowing residents to keep animals in a residential setting is helped by providing guidelines and regulations that focus on controlling noise, smell and adequate living conditions.²²

Richfield Ordinances

Richfield's current ordinance that addresses the keeping of chickens, farm poultry and farm animals is in *Chapter Nine: Public Safety*. Richfield allows the keeping of backyard chickens, ducks, geese, pigeons and other fowl birds on any residential property but there are no ordinances specifically addressing shelter standards, location or setback requirements. There were no search results for the keeping of other types of farm animals and the keeping of fowl and birds was only mentioned in one ordinance, [905.37 Maintenance of fowl and birds](#)

Subdivision 1. Prohibition. No person owning or keeping chickens, ducks, geese, pigeons or other fowl or birds may permit the same to run at large or enter upon the premises of another without permission, nor may any such fowl or birds be kept, raised or permitted to go on any street, park, lake or public ponding area.

Subd. 2. Limitation on number. No more than three (3) fowl or birds may be kept or raised on any residential property in the City. This limitation does not apply to the keeping of pigeons pursuant to a license under the provisions of this section.

Subd. 3. Injury or annoyance to others. No such fowl or birds may be kept or raised in a manner as to cause injury or annoyance to persons on other property in the vicinity by reason of noise, odor or filth.

Subd. 4. Impounding of fowl or birds. A fowl or bird at large in violation of subdivision 1 may be impounded by the City, and, after being impounded for three (3) days or more

without being reclaimed by the owner, may be destroyed or sold. A person reclaiming any impounded fowl shall pay the cost of impounding and keeping the same.

Emerging Opportunities

Richfield has provided some guidance for residents who may want to keep chickens, ducks, geese, pigeons or other fowl or birds, but does not address other farm animals. The City does not require any licensing, permitting or registration, which is a good approach if the other requirements are adequate to ensure proper management and health of both the animals and the interests of the community.

Chickens and Farm Poultry

Actions Richfield could take to further support the keeping of farm poultry include:

- Provide guidance on structure requirements, location, and setback requirements for chickens to ensure that the keeping of these types of animals does not become a nuisance to surrounding properties, as well as ensuring animal welfare.
- Consider allowing residents to keep at least 4 chickens or other fowl.

Slaughtering Chickens/End of Life

It would be beneficial to provide guidance on the restriction on slaughtering and provide direction to residents about managing the end of life issues that come up with chickens. Restricting the slaughter of chickens in Richfield makes sense from a public health standpoint, however, end of life care is a reality when owning animals, especially in the case of poultry, where people may be raising the animal for meat in addition to eggs. Providing guidance on the type of slaughter operation that would accommodate backyard chicken owners would be a great resource.

MDA refers to these types of slaughter operations as Custom Meat and Poultry Processors, which process meat as a service to the owner of the animal. The meat or poultry cannot be sold and must be consumed by the owner, the owner's immediate family, and non-paying guests. There is a live animal market in St. Paul, Long Cheng-Hmong Livestock, but it is unclear if you can bring your own animal in for slaughter. MDA provides a list of plants that slaughter and process meat and poultry. The nearest Custom Meat and Poultry Processor options are in St. Paul, South St. Paul and Inver Grove Heights.

<http://www.mda.state.mn.us/licensing/inspections/meatpoultryegg/custom-meat-processing/customplants.aspx>.

Richfield could support residents in navigating end of life issues with farm poultry by:

- Providing guidance for residents for off-site slaughter and end of life options for chickens.

Sale of Eggs

Richfield's ordinances did not address the advertising or selling of eggs. For more information on state requirements around the sale of eggs, see:

- Sale of Locally Home or Farm Raised Poultry, MDA, http://www.mda.state.mn.us/licensing/inspections/~media/Files/food/foodsafety/poultry_sales.ashx

2. Processing Food

Richfield's Ordinances regulate several aspects of processing food, including:

- Licensed kitchens,
- Odor from food preparation activities, and
- Cottage food preparation and sale.

Licensed Kitchens[‡]

In general, food prepared for sale must be prepared in a kitchen that has been inspected and licensed by MDH as a food and beverage service establishment or MDA as a food handler – or by a local department of health with delegated authority from MDH and MDA. “Food handlers” and “food and beverage service establishments” are both categorized as “food establishments” under Minnesota’s Food Code. (Licensed kitchens are often referred to as “commercial kitchens”, however, “commercial kitchen” is not legally defined.) Richfield has delegated authority from MDH to inspect and license food and beverage food establishments but does not have delegated authority from MDA to inspect and license retail food handlers that are grocery or convenience stores.

Minnesota Law

Minnesota law governs different types of kitchens that are used to prepare food and beverages for human consumption.²³ Kitchens used to prepare food for sale are regulated as food handlers or food and beverage service establishments, depending on how the food is distributed and used by a customer. The classification for licensing of a kitchen is generally distinguished by whether or not the food is processed or prepared for distribution or retail (as in a food processing plant or grocery store) and food prepared for consumption on site (as in a restaurant or coffee shop).

[‡] Note: This project searched Richfield Ordinances for the term “commercial kitchen” as specified in the project search terms (See Appendix B for a list of all search terms). There was one search result for commercial kitchens, directly relating to odor control. However, a search for “kitchen” identified several Richfield ordinances regulating different types of licensed kitchens and food establishments used for processing and preparing food, discussed, below.

These distinctions are enumerated in Minnesota law and determine which regulatory agency (MDA or MDH) regulates the kitchen. Regardless of the classification, a kitchen used for processing and preparing food for sale must be licensed and follow food safety standards established by Minnesota's Food Code,²⁴ with the exception of food that falls under the category of a "cottage food", discussed below.

Richfield Ordinances

Richfield's Ordinances address licensing for food establishments, which are regulated by type. Each type of food establishment is regulated differently based on the type of food prepared, number of individuals served, and other specifications. This ordinance also addresses temporary food establishments and farmers' market stands. An excerpt of the ordinance provides language for the first three types of food establishments.

[617.15. - Food establishment licensing categories and restrictions.](#)

Type I food establishments require a certified food manager as specified in Minnesota Rules, chapter 4626. They include, but are not limited to, full-service restaurants; counter-service restaurants; food retail delis; institutional kitchens; food manufacturing, packaging, and processing plants; bakeries preparing potentially hazardous foods or detailed decorating; and meat markets with complex processing. A supplemental license shall be required for each additional separate and distinct food facility such as a bakery, kitchen, meat market, grocery store, bar, or serving area facility on the same premises.

Subd. 2. *Type II means a Type I food establishment serving on average fewer than 500 meals per day; having fewer than 175 seats; or having fewer than 500 customers per day. Type II establishments require a certified food manager as specified in Minnesota Rules, chapter 4626.*

Subd. 3. *Type III means those food establishments serving or preparing:*

- (a) Mainly non-potentially hazardous foods;*
- (b) Potentially hazardous foods prepared elsewhere and only heated or held cold onsite; and*
- (c) Serving or retailing limited potentially hazardous foods, such as pizza, requiring handling followed by heat treatment.*

Type III establishments require a certified food manager as specified in Minnesota Rule, chapter 4626. They include, but are not limited to, such operations as pizza carry-out and delivery; ice cream dipping; heating for hot holding pizzas, precooked bagged soups and wrapped sandwiches made elsewhere intended for customer self-service; bake-off only bakeries; produce departments; meat markets that only cut or grind meat;

buffet-style breakfasts with hot-held foods or waffle stations; and serving kitchens receiving meals prepared elsewhere.

Odor

Richfield regulates some activities based on the potential for odor from the specific activity to be a nuisance, particularly for residential areas. While Richfield's ordinances regulating odor are not limited to potential odor from food preparation activities, food preparation can often create odors that can be an issue. The regulation of odor could impact Cottage Food-related home businesses.

Richfield Ordinances

Richfield Ordinances regulate activities generating excessive odor as potential nuisances. These odor suppression ordinances are directed towards residential areas as follows:

Zoning Code: General Building and Performance Standards

[544.27. - Environmental Effects.](#)

No activity or operation shall be established or maintained that by reason of its nature or manner of operation will cause the emission of noise, odor, toxic or noxious fumes, smoke, dust or particulate matter in such concentrations as to be detrimental to or endanger the public health, welfare, comfort or safety, or cause injury to property or business.

Subd. 1. Commercial kitchen odor control. All properties that contain cooking apparatus which necessitates the installation of a Type 1 Ventilation Hood (as required by State Building Code) and which abut (or are located within 150 feet even if not abutting) existing and/or future residential property shall mitigate or otherwise address the impact of odors as follows:

a) Adjacent to existing residential. New restaurant sites abutting or adjacent to existing residential properties shall install professionally-designed odor control remedies;

b) Adjacent to future residential. New restaurant sites abutting or adjacent to future residential development (either as a result of the Comprehensive Plan or an approved development plan) shall provide plans for a professionally-designed odor control remedy and a statement by a structural engineer that the building design could accommodate the planned odor control and associated screening in the future. Subsequent complaints of odor impacts may result in the requirement that the planned odor control device be installed.

c) Pre-existing restaurant sites. Pre-existing restaurant sites abutting or adjacent to either existing or future residential development, which are augmenting cooking

equipment and/or intensifying odor emissions, shall follow the requirements of clause b above.

d) Administrative exemptions. The Community Development Director shall have the authority to exempt uses from meeting the requirements of this Subdivision with a written finding that the proposed commercial kitchen is for an institutional (or similar) use that will have limited hours of operation and/or minimal usage.

The issue of odor control as it relates to Home Businesses has a direct correlation to Cottage Food operations, discussed below, which are classified as Type II Home Businesses.

Zoning Code: General Provisions

[509.21. - Home occupations.](#)

Subd. 12. Performance standards. A home occupation may not adversely impact the residential character of the dwelling or its neighborhood because of the emission of noise, odor, water, smoke, dust, gases, heat, glare, vibration, electrical interference, or parking or traffic resulting from the conduct of the home occupation.

Cottage Food Preparation and Sale

Cottage Food is a term used for specific types of foods that can be prepared outside of a licensed kitchen, often in a person's home, and sold to the public. Cottage food vendors are often local food entrepreneurs that sell their product at farmers' markets or other small-scale local retail settings. The preparation of cottage foods is often considered a home occupation or home business under local ordinances.

Minnesota Law

Minnesota's Cottage Food Law allows individuals without a license to sell some prepared foods directly to consumers even if those foods have not been prepared in a licensed kitchen. This law creates a framework governing the sale of food that meets requirements to be considered "not potentially hazardous food." Minnesota's Cottage Food Law includes detailed specifications that must be followed for an individual to sell Cottage Foods, including requirements impacting:²⁵

- Limitation on Sales,
- Registration, and
- Training.

Minnesota's Cottage Food law specifically allows local governments to regulate certain aspects of cottage foods, beyond the state's cottage food law, as follows:

Local ordinances, Minn. Stat. §28A.152, Subd. 6.

This section does not preempt the application of any business licensing requirement or, public health, or zoning ordinance of a political subdivision.

(See Appendix F for full text of Minnesota’s Cottage Food Law and the definition of “not potentially hazardous food”).

Richfield Ordinances

Richfield’s ordinance 509.21 – *Home Occupations* does not address cottage food, or any food-related business. However, Richfield does specifically restrict the sale of honey as follows:

509.21. - Home occupations.

Subdivision 1. Home occupation defined. Home occupations are defined in subsection 507.07 of this Code.

Subd. 2. Purposes. The purposes of this subsection are to allow for home occupations that are appropriate for residential settings; protect those conducting a home occupation from self-induced harm; and protect the property rights of neighbors.

Subd. 11. Specific activities prohibited. The following activities shall not be allowed as home occupations:

i) Sale of honey produced by hives located within the city regulated under section 906 of the city code.

(Amended, Bill No. 2016-2)

This ordinance references *Section 906: Beekeeping*. In that section, *Ordinance [906.03. - Purpose](#)* states

“The City of Richfield recognizes that honey bees are an asset to our community, important in the pollination of plants and in the production of honey and other products.”

The City acknowledges that beekeeping produces useful products, but does not allow the beekeeper to sell those products from residences as a home business.

Following Home Occupations, *Ordinance [509.23. – Uses Not Listed](#)* in the City Code expands on the Home Occupations ordinance, which states that when

“the proposed use of any building, structure, or premises is not specifically described in this Code, the requirements for the use most similar to the proposed use applies”.

Richfield ordinances do not include any additional direction in regard to food-related home occupations, beyond the restriction on the sale of honey. The lack of any additional ordinance language regarding the sale of food leaves ambiguity regarding whether or not other food preparations activities are allowed, and if so, what “*use most similar to the proposed [food preparation activity] applies*”.

Emerging Opportunities

- Assess need to prohibit the sale of honey.
- Specifically allow Cottage Food businesses as home occupations.
- Consider permitting Cottage Food businesses in all residential zoning districts, including multi-family districts.
- Provide opportunities for those living in multi-family zoning districts to participate in Cottage Food preparation and sales.
- Identify spaces or opportunities, such as licensed kitchens, for residents who are not able to operate out of their home.
- Evaluate if there is a need to create exemptions for the temporary parking of larger vehicles that may be used for farmers' markets, or other food-related vehicles.

3. Food Accessibility/Getting Food

This element of the food system presents one of the biggest opportunities for making a difference in increasing people's access to healthy food. There are many different types of zoning districts in Richfield, which support different types of activities impacting how and where community members can access food. The types of food retail that were identified in the ordinance scan include grocery stores, farmers' markets, transient merchants, mobile food vendors, agricultural stands, and restaurants.

Minnesota Law

Minnesota law governs different types of food establishments that are used to distribute, process, sell and prepare food and beverages for human consumption.²⁶ Food establishments are generally categorized at the state level as food handlers or food and beverage service establishments, depending on how the food is distributed and used by a customer. The classification for licensing of a food establishment is generally distinguished by whether or not the food is distributed, processed or prepared for retail (as in a food processing plant or grocery store) and food prepared for consumption on site (as in a restaurant or coffee shop). These distinctions are enumerated in Minnesota law and determine which regulatory agency (MDA or MDH) regulates the food establishment. Regardless of the classification, a food establishment must be licensed and follow food safety standards established by Minnesota's Food Code,²⁷ with the exception of food that falls under the category of a "cottage food", discussed earlier.

Richfield Ordinances

Different types of food retail are included in the definition for Food Establishment under *section 617. – Food Establishments*:

[617.03 Definitions.](#)

Subd. 2. "Food establishment" is defined in Minnesota Rules, chapter 4626, as amended. Food establishments include, but are not limited to, restaurants, cafeterias, bars, clubs, cafes, coffee shops, grocery stores, delicatessens, convenience stores, lodges, resorts, retail bakeries, retail meat markets, produce stands, group childcare centers, group adult care centers, institutions, public and private schools, satellite or catered serving locations, catering food vehicles, carts, packaged retail food sales, vending machines, mobile food units, special event food stands or other short-term food operations, and similar businesses established for the service or retail distribution of food and beverages.

Agricultural Stands

Agricultural and produce stands provide an alternative opportunity for healthy, unprocessed food retail beyond an organized farmers' market or grocery store. These types of stands allow a retail space for small sellers and producers to market healthy food in convenient locations with greater flexibility than found with farmers' markets and other more established retail settings. Access to agricultural stands can also fill in gaps in healthy food access for residents who may not have easy access to a farmers' market or other retail setting.

Minnesota Law

Selling Products of a Farm or Garden

The Minnesota Constitution exempts those selling the products they have grown from a farm or garden from the requirement of obtaining a food license.²⁸ This exemption includes those growing food on land that is rented or leased, so long as the individual selling the food has control over the production on the land.²⁹ This exemption does not extend to the sale of processed food or other products created from the garden or farm from licensing requirements.

At the same time, local governments can regulate other components of the sale of farm or garden products, such as accessory structures or stands used to sell or display farm or garden products and parking requirements for areas where these products are sold. Local governments can eliminate other regulatory and administrative barriers so that these food sellers can become more accessible to local residents.

Richfield Ordinances

The keyword search of Richfield's ordinances did not produce any results for produce or agricultural stands, other than what is included in the definition of Food Establishment. While this definition includes things such as 'mobile food units' and 'produce stands', these terms were not addressed in any other ordinances. However, *Section 1181. – Transient Merchants, Peddlers and Wagon Peddlers, and Solicitors* does address the sale of farm and garden products under [1181.03. – License](#), which states in *Subdivision 3 (d)* that people selling farm or garden products

that they cultivated are exempt from obtaining an itinerant activity license, however, they do have to register with the department of public safety.

Subdivision 1. License required. No transient merchant, wagon peddler, peddler, or solicitor can sell or offer for sale any goods, wares or merchandise without having first obtained the appropriate class of itinerant activity license for such activity from the public safety department. (Amended, Bill No. 1998-6, Sec. 4)

Subd. 2. Classes of licenses. The following are the classes of itinerant activity licenses:

(a) Class I: transient merchant

(b) Class II: wagon peddler

(c) Class III: peddler

(d) Class IV: solicitor (Amended, Bill No. 1998-6, Sec. 4)

Subd. 3. Exception to license requirement. No itinerant activity license will be required for the following:

(d) Sales of products of the farm or garden occupied and cultivated by the person making such sales, except as required pursuant to subsection 617.19 of this code;

Subd. 3a. Registration required. No person or entity shall engage in an itinerant activity listed in subsection 1181.03, subdivision 3 without first registering with the department of public safety. For transient merchant activities that will be conducted on property owned by someone other than the merchant, the registration must be accompanied by a written consent that meets the requirements of subsection 1181.04. Persons claiming an exemption under subsection 1181.03, subdivision 3, paragraph (d) must complete and sign an affidavit, on a form to be provided by the public safety department, attesting that the products being sold are products of the farm or garden occupied and cultivated by the applicant or the applicant's principal and attesting to the location of the farm or garden on which the products were grown. (Added, Bill No. 1998-6, Sec. 4)

Emerging Opportunities

- Consider allowing individuals to set up an agricultural stand at either a home or community garden and sell the produce that they grew.
- Ensure that any provisions allowing the sale of produce from an agricultural stand or community garden do not interfere with farmers' market vendors.
- Provide a definition for "produce stand" or "agricultural stand" to ensure that the sale of small-scale, locally grown produce is not prohibited.

- Clarify how zoning restrictions impact location of agricultural stands and if agricultural stands are impacted by licensing fees.

Farmers' Markets

Farmers' markets provide opportunities for residents to access seasonal and locally grown produce as well as a gathering space for community. Farmers' markets create important environments to support local, small-scale producers, while also educating residents about where their food comes from and allowing them to sample new healthier foods.

Minnesota Law

Food Sampling at Farmers' Markets

Minnesota law allows vendors at farmers' markets to provide food samples so long as specific legal requirements are followed.³⁰

28A.151 FARMERS' MARKET OR COMMUNITY EVENT; FOOD PRODUCT SAMPLING AND DEMONSTRATION.

Subdivision 1. Definitions.

(a) For purposes of this section, the following terms have the meanings given them.

(b) "Farmers' market" means an association of three or more persons who assemble at a defined location that is open to the public for the purpose of selling directly to the consumer the products of a farm or garden occupied and cultivated by the person selling the product.

(c) "Food product sampling" means distributing to individuals at a farmers' market or community event, for promotional or educational purposes, small portions of a food item that include as a main ingredient a product sold by the vendor at the farmers' market or community event. For purposes of this subdivision, "small portion" means a portion that is no more than three ounces of food or beverage.

(d) "Food product demonstration" means cooking or preparing food products to distribute to individuals at a farmers' market or community event for promotional or educational purposes.

Subd. 2. *Food sampling and demonstration.*

The licensing provisions of sections 28A.01 to 28A.16 shall not apply to persons engaged in food product sampling or food product demonstrations.

Subd. 3. *Food required to be provided at no cost.*

Food provided through food product sampling or food product demonstrations must be provided at no cost to the individual.

Subd. 4. Regulatory authority oversight.

Any person conducting food product sampling or food product demonstrations shall provide to the regulatory authority upon request the following information related to the food product sampling or food product demonstration conducted by the person:

- (1) the source of the food used in the sampling or demonstration and whether or not the food was produced at the person's farm or garden;*
- (2) the type and volume of food to be served, held, prepared, packaged, or otherwise provided for human consumption;*
- (3) the equipment used to serve, hold, prepare, package, or otherwise provide food for human consumption;*
- (4) the time period and location of the food product sampling or food product demonstration;*
- (5) the availability of facilities for hand washing by persons conducting the food product sampling or food product demonstrations;*
- (6) information on facilities available for ware washing of multiuse utensils and equipment;*
- (7) the available source of water; and*
- (8) methods of liquid and solid waste disposal.*

Subd. 5. Food safety and equipment standards.

Any person conducting food product sampling or food product demonstrations shall meet the same food safety and equipment standards that are required of a special event food stand in Minnesota Rules, parts [4626.1855](#), items B to O, Q, and R; and [4626.0330](#).

Subd. 6. Definition exception.

The definition of farmers' market in subdivision 1, paragraph (b), does not prohibit a farmers' market association from establishing a definition of farmers' market that applies to its membership that is more restrictive than the definition in subdivision 1, paragraph (b).

Richfield Ordinances

Richfield has one ordinance that produced a search result for the term 'farmers' market', which is [617.15 Food establishment licensing categories and restrictions](#), under Section 617. – *Food Establishments*, but does not address farmers' markets directly.

Subd. 8. Farmers' market stands meaning those food establishments operating at farmers' markets and not exempt from licensing under Minnesota Statutes, Section 28A.

Richfield does have a farmers' market and the City's website provides information for the farmers' market at Veterans Park, which operates from 7:00 am to noon on Saturdays, May 20th - October 21st.³¹ The City has also worked in partnership with the Cornerstone Group to develop the Lyndale Gardens Farmers' Market. Richfield staff have indicated that the City is no longer involved in the Lyndale Gardens farmers' market but that the farmers' market and related activities may be continued through private efforts.³²

Emerging Opportunities

- Evaluate location of farmers' markets and identify opportunities for new farmers' markets in underserved areas.
- Assess if farmers' market could be improved or supported by ordinance language.
- Determine if location of current markets is accessible to public housing, seniors, and other residents with fixed- or low-incomes and limited mobility.
- Assess in the Comprehensive Plan update how Richfield wants to prioritize, plan for, and promote farmers' markets in the future.
- Evaluate opportunities to operate farmers' markets in areas that are accessible by active transportation means.

Grocery and Convenience Stores

Richfield Ordinances

Richfield's ordinances allow for smaller grocery stores and convenience stores to operate in a wider variety of zoning districts as opposed to only one or two districts that only allow for the big box retail stores. [Section 507.07. – Definitions](#), under *Appendix B – Richfield Zoning Code*, provides definitions for different types of retail services.

*Subd. 107. "Retail Services, General." General retail services are single-use or multi-use commercial establishments that are reliant on a more localized market area for patronage and typically have less than 50,000 square feet of combined square footage but may have upwards of 100,000 square feet. General retail services include professional services such as barbershops, salons, real estate, finance (including banking) and insurance offices, general merchandise stores, hardware stores, **small grocery stores**, convenience stores, drug stores, coffee shops, gift or bookshops, appliance and electronic repair shops, video stores, municipal liquor stores, business services (walk-in printing, copying), restaurants, contractors or home repair services, veterinary clinic without boarding, etc.*

Subd. 108. "Retail Services, Neighborhood." Neighborhood retail services are similar in use characteristics to general retail services; however, neighborhood services have a focus on convenience services that rely mostly on the immediate neighborhood for patronage. Their size is typically small, less than 10,000 square feet of contiguous

space. Neighborhood services include **convenience stores**, coffee shops, cafes/restaurants, barbershops, salons, etc.

*Subd. 109. "Retail Services, Regional." Regional retail services are single-use or multi-use commercial establishments that draw upon a broad geographic area for their primary market area. Regional commercial retail services include retail uses typically with greater than 50,000 square feet of combined retail square footage either in one (1) single building or attached in a shopping center/mall-like structure. Regional retail services may include some general retailers that are ancillary to the primary use of the site. Examples of regional retail services include: specialty big box stores, discount retailers, shopping centers, restaurants, **larger grocery stores**, etc.*

Allowing different types of retail services in a variety of zoning districts that offer fresh produce helps with health equity and food access. The zoning districts that allow for food retail are:

[512.07 – Permitted, Conditional, Accessory and Prohibited Uses in Commercial Districts](#)

- Grocery Stores: Permitted/Conditional in C-1 and C-2
- Retail Services, General: Permitted/Conditional in C-1 and C-2

[512.09. – Permitted Conditional, Accessory and Prohibited Uses in Mixed-Use Districts](#)

- Convenience Stores: Permitted in MU-N, MU-C, and MU-R
- Retail Services, Neighborhood: Permitted in MU-N, MU-C, and MU-R
- Retail Services, General: Conditional in MU-N. Permitted in MU-C and MU-R
- Retail Services, Regional: Conditional in MN-C and Permitted in MU-R

Emerging Opportunities

- Assess if grocery stores are located in areas that are easily accessible, especially for people without a car or have other types of mobility issues.
- Allow grocery stores to be a principal use rather than as a provisional or conditional use.
- Adopt a healthy corner store initiative. (See Appendix D for a link for more information).

Restaurants

Similar to the zoning for Grocery Stores, restaurants are not allowed in primarily residentially zoned districts. This affects the development pattern, location, frequency and accessibility of restaurants. Allowing restaurants of a certain Class to be a principal use in mixed-use residential, commercial and other mixed-use zoned areas rather than a provisional or conditional use, could encourage increased access to healthy food.

Richfield provides classifications for restaurants that differentiate between certain types of restaurants, such as full-service, traditional, and fast food/drive-through. Making distinctions between different types of restaurants allows a municipality to better regulate the location and density of different types of restaurants.

Richfield Ordinances

Richfield provides classifications and definitions for different types of restaurants in [Section 507.07. – Definitions](#), under *Appendix B – Richfield Zoning Code*:

Subd. 103. "Restaurant, Class I." Full-Service Restaurant: restaurants where food and intoxicating beverages are served and consumed by customers while seated at a counter or table, and which may provide entertainment, either live or prerecorded.

Subd. 104. "Restaurant, Class II." Traditional Restaurant: restaurants where food and nonintoxicating beverages are served and consumed while seated at a counter or table; Cafeteria Restaurant: restaurants where food and nonintoxicating beverages are selected by customers while passing through a service line and taken to a table for consumption.

Subd. 105. "Restaurant, Class III." Fast Food or Convenience Restaurant: restaurants where most customers order and are served their food at a counter or in a motor vehicle in packages prepared to leave the premises, or able to be taken to a table or counter to be consumed; Drive-in Restaurant: restaurants where most customers consume their food on-site in a motor vehicle regardless of how it is served.

Subd. 106. "Restaurant, Class IV." Take Out Only Restaurant: Establishments where food is usually ordered by telephone and prepared on the premises for consumption off the premises, with no seating or other area provided on the premises for consumption. The establishment may deliver food to the customer, or the customer may pick food up.

The following zoning districts allow the following classifications of restaurants:

- [512.07 – Permitted, Conditional, Accessory and Prohibited Uses in Commercial Districts](#)
 - Class I, full-service restaurant: Not permitted in S-O and C-1. Conditional in C-2
 - Class II, traditional or cafeteria: Not permitted in S-O. Conditional in C-1 and C-2
 - Class III, fast food or drive-up: Not permitted in S-O or C-1. Conditional in C-2
 - Class IV, take-out: Not permitted in S-O. Conditional in C-1. Permitted in C-2
- [512.09. – Permitted Conditional, Accessory and Prohibited Uses in Mixed-Use Districts](#)
 - Class I, full-service restaurant: Not permitted in MU-N. Conditional in MU-C. Permitted in MU-R
 - Class II, traditional or cafeteria: Permitted in MU-N, MU-C and MU-R
 - Class III, fast food or drive-up: Not permitted in MU-N. Conditional in MU-C and MU-R
 - Class IV, take-out: Permitted in MU-N, MU-C, and MU-R

Emerging Opportunities

- Assess how the location and Class of restaurants available in the city may impact health.

- Allow restaurants of a certain Class that serves healthier food options to be a principal use in mixed-use residential, commercial and other mixed-use zoning districts.
- Assess opportunities to include health impact of different types of food establishments as part of regulatory framework.

4. Food System Waste Management

A significant amount of waste is generated throughout the food system, including both food products and food packaging that is placed in landfills. Nationwide, an estimated 30-40% of food is wasted or thrown away.³³ In Minnesota, food waste makes up 17.8% of the total waste stream by weight.³⁴ This waste can be repurposed, reduced, diverted from landfills and recycled, or used for other useful purposes, such as through composting and use as fertilizer.

Minnesota municipalities have two key opportunities to reduce food system waste: increasing organics recycling (composting) and reducing food packaging waste.

Minnesota Law

Reduction in Solid Waste Going into Landfills

Minnesota state law recognizes the importance of reducing solid waste going into landfills and has established a statewide goal of recycling 75% of total solid waste, by weight, by 2030.

Minn. Stat. §115A.551 RECYCLING

Subd. 2a. County recycling goals. (a) By December 31, 2030, each county will have as a goal to recycle the following amounts:

for a county outside of the metropolitan area, 35 percent by weight of total solid waste generation; and

for a metropolitan county, 75 percent by weight of total solid waste generation.

Hennepin County plans to meet this goal and to reduce the amount of waste going into landfills to just 25% of its solid waste stream.³⁵ Hennepin County Environment and Energy recommends that the county require all cities to offer residents the opportunity to recycle organics.³⁶

Organic Waste

Hennepin County's 75% recycling goal is broken down into 15% organics recycling and 60% other recycling. As of 2016, however, only 10% of the waste stream by weight in Hennepin County goes into organics recycling, and between 2010 and 2016, there was little progress made to increase this amount.³⁷ Food waste which could otherwise be composted and reused as fertilizer is being thrown into landfills.

Organics recycling at the municipal level can be complicated, as different services may be available to different settings, including:

- Households
 - Backyard composting: Some municipalities, including Richfield, allow for backyard composting, though some products, such as meat, bones, fat, oil, dairy products, and non-plant kitchen wastes cannot be composted in this manner.
 - Curbside organics pickup - Other municipalities offer curbside pickups for food waste.
 - Organics drop-off locations: There are drop-off locations for food wastes in Hennepin County, though the only public facility open to the whole county is in Brooklyn Park.
- Multi-family buildings
- Businesses
- City property and other public buildings
- Nonprofits and community service organizations.

Richfield Ordinances

Richfield provides some definitions that address organic and compostable materials in *Section 601. Garbage, Refuse, Yard Waste, And Recyclables Preparation, Collection, And Disposal; Scavenging; Air Pollution.*

[601.01. - Definitions.](#)

Subdivision 1. The following terms, as used in this section, shall have the meanings stated:

Subd. 2. "Garbage" means animal and vegetable matter resulting from the preparation, cooking, service, consumption or display of meat, fish, fowl, fruit, grains or vegetables. The term does not include organic materials that are composted according to subsection 601.35. (Amended, Bill No. 1990-18)

Subd. 7. "Yard waste" means leaves, grass clippings or other organic materials as may be defined by the City Manager. The term does not include organic materials that are composted according to subsection 601.35.

Richfield does not offer a city-operated waste hauling service. Residents are required to either contract with a licensed waste hauler or dispose of their waste in an environmentally sound way, which includes self-hauling of garbage. The contracted waste haulers, however, are not required to provide organics recycling service.

[601.03. - Disposal of garbage and refuse.](#)

The tenant, owner, or occupant of a private dwelling, house, multiple residence, store, restaurant, and other types of property in the City which accumulate garbage and/or

refuse on such premises shall dispose of such garbage and refuse as provided in this section. Garbage and refuse must be disposed of at least once each week and as often as once each business day if necessary to protect the public health. The tenant, owner, or occupant of a private dwelling, house, multiple residence, store, restaurant, or commercial property must contract with a licensed refuse hauler to provide garbage collection or must provide an environmentally sound alternative. Examples of environmentally sound alternatives include self-hauling of garbage to a licensed disposal facility or shared garbage service with a neighbor or other party. No person may accumulate or permit to accumulate any refuse on any property in the City which might constitute a nuisance by reason of appearance, odor, sanitation, littering of the property on which the refuse is accumulated, or an adjacent property, or a fire hazard. (Amended, Bill No. 1992-4)

It appears that yard waste, which includes certain compostable materials, can be collected by licensed waste haulers.

601.21. - Disposal of yard wastes; approved sites.

Yard wastes collected by haulers must be delivered to a compost site approved by the City Manager or designated by Hennepin County where the materials must be weighed (or volume determined). Verifiable tonnage or volume of yard waste must be reported to the Department of Public Safety as required in the license application.

Further, per §601.35, private composting is permitted, and does not appear to be restricted to a particular type of lot. Since private composting is unable to break down non-plant food wastes (which require higher temperatures than can be achieved in small compost piles), the materials that can be composted are more limited.

601.35. - Composting.

Private composting is permitted if the following conditions are met.

(a) Only organic materials, such as grass clippings, leaves, flowers, dried weeds, sawdust, wood ash and plant trimmings, lake plants, straw, raw vegetable and fruit scraps, coffee grounds, eggshells, and commercially available compost ingredients, may be placed in the compost container.

(b) Composting shall be conducted within an enclosed structure, not to exceed 100 cubic feet (for example, 5;ft;x5;ft;x4;ft;) in volume for individual structures, or 300 cubic feet (approximately 15;ft;x5;ft;x4;ft;) for "three bin" containers. Compost structures must be of a durable material such as wood, brick, concrete block, or sturdy metal fencing material, and must be neat in appearance and capable of securing composting materials. The three bin and barrel composter methods may also be utilized.

(c) The following materials are not permitted in compost containers: meat, bones, fat, oils, whole eggs, dairy products, whole branches or logs, plastics, synthetic fibers, human or pet wastes, diseased plants, or paper.

(d) The compost container shall be located in the rear yard of the property, at least three feet from any property line. If a rear yard location is unavailable or impractical, the compost container may be placed in another location approved by the Public Safety Director or authorized designee.

(e) At no time shall composting create a health hazard or a nuisance to adjoining properties. (Added, Bill No. 1990-18)

The only option for Richfield residents who wish to recycle other food waste or who wish to recycle their food waste without composting it on their own property is to take the food waste to a drop off location. The same is true for all non-residential zones and non-residential uses.

Emerging Opportunities

A few barriers currently prevent Richfield from recycling more organics.

- Limited Organics Drop Off Sites:

While Hennepin County offers a drop-off site for organics composting, it is located in Brooklyn Park, located on the opposite side of Minneapolis from Richfield. Two private facilities, the Mulch Store in Rosemount and the Shakopee Mdewakanton Sioux Community, are located closer to Richfield but charge for dropping off organics.³⁸ Curbside pickup for organics is not currently available in Richfield.³⁹

- Waste and Recycling Services:

Richfield has one licensed waste hauler, Randys, that collects organics recycling.⁴⁰ Requiring waste haulers to provide organics recycling would require the expansion of the services offered to residents in Richfield. Other cities in the metro area set good examples of how to do this. Minneapolis, for example, both offers curbside pickup for organics and is home to seven drop-off sites which will take organics. Even smaller communities, such as St. Louis Park, offer curbside organics recycling to all residents, while others like Edina offer this service through specific haulers.

Possible opportunities for Richfield to address organics recycling include:

- Include recommendation in comprehensive plan to identify opportunities to expand organics recycling for city services and facilities and single and multi-family residential buildings.
- Include a strategy for Richfield to meet the 2030 state and county goals for waste reduction in 2018 comprehensive plan update.

- Coordinate with Hennepin County to provide incentives/technical assistance to local businesses for organics recycling.
- Ensure government agencies and public settings provide organics recycling.
- Ensure that organic recycling is available to Richfield residents (single and multiple family dwellings), institutions, and businesses.
- Amend Richfield’s contracts with solid waste pickup companies to include organics pickups for single family residences, multi-family residences, businesses, non-profits, city buildings, schools, and other locations handling organic matter.
- Educate Richfield’s residents, businesses, schools, and non-profits on how to separate organics from trash for pickup.
- Set up drop-off locations for organics in Richfield.
 - Establish alternative/ additional drop-off locations.

To Go Containers, Plastic Bags and Other Food Packaging Waste

Food packaging makes up a considerable amount of food system waste, and has become a concern for some municipalities. In Minnesota, Minneapolis has worked to address this issue through several initiatives, and other municipalities are actively working on efforts to reduce food packaging waste. Minneapolis developed an Environmentally Acceptable Packaging Ordinance⁴¹ (also known as “Green to Go”). This ordinance requires “food and beverages prepared for immediate consumption and to-go must be placed in environmentally acceptable packaging.” Allowed packaging includes compostable and recyclable materials.

Minneapolis also has restrictions on non-compostable carryout bags, including both paper and plastic bags. Non-recyclable paper bags are prohibited, and there is a 5 cent charge for each bag. Recently, a ban on plastic bags was included in Minneapolis’s ordinances, but was blocked by the Minnesota legislature. A follow up on this initiative, which would have required a charge for plastic bags, has also yet to be implemented, as the vote has been delayed in 2017.

Minnesota Law

Minn. Stat. § 471.9998 MERCHANT BAGS.

Subdivision 1. Merchant option.

All merchants, itinerant vendors, and peddlers doing business in this state shall have the option to provide customers a paper, plastic, or reusable bag for the packaging of any item or good purchased, provided such purchase is of a size and manner commensurate with the use of paper, plastic, or reusable bags.

Subd. 2. Prohibition; bag ban.

Notwithstanding any other provision of law, no political subdivision shall impose any ban upon the use of paper, plastic, or reusable bags for packaging of any item or good purchased from a merchant, itinerant vendor, or peddler.

Richfield Ordinances⁴²

Richfield currently does not restrict or regulate food containers or carryout bags.

Emerging Opportunities

- Evaluate opportunities to regulate take-out containers from food establishments.⁴³
- Explore the possibility of imposing a fee on single-use bags or incentivizing the use of reusable bags.

Promising Practices

Minneapolis adopted the [Green to Go: Environmentally Acceptable Packaging Ordinance](#) in 2017. This ordinance requires food and beverages prepared for immediate consumption and to-go use reusable, recyclable, or compostable packaging. This type of packaging makes up a significant portion of the waste in Minneapolis.

THE ACTIVE TRANSPORTATION SYSTEM

Active transportation includes a range of different modes of travel, such as bicycles, traveling by foot, wheelchairs, and other types of non-motorized vehicles, and users. This project focuses on the most common forms of non-motorized transportation by pedestrians (including individuals using assistive devices such as wheelchairs) and bicyclists. This document aims to identify barriers and opportunities for pedestrians and bicyclists in the following areas:

- Accessibility: The ease and convenience of travel for people of varying ages, abilities, health, and mode choice.
- Built Environment: The physical land use and transportation facilities and elements that either used by or impact the pedestrian and bicycle experience. These elements and facilities include streets, sidewalks, trails, buildings, signage, lighting, driveways and alleys, vegetation, destinations, curb cuts, and other land use.
- Connectivity: Pedestrian- and bicycle accessible links between destinations and gaps in the active transportation system used by bicyclists and pedestrians to safely and efficiently move between different destinations, including workplaces, recreation, healthcare, food retail, educational institutions, and other key destinations.
- Modes and Users: A mode of transportation is the way in which an individual moves through the transportation system – such as by foot, on a bicycle, or in a motorized vehicle. A user is the individual who uses a mode of transportation – such as a bicyclist, driver, or pedestrian.
- Safety: The ability of pedestrians and bicyclists to travel and visit local destinations without fear of risk or harm. Safety considerations include speed limits, traffic calming, lighting, maintenance of sidewalks and other facilities, vegetation, and education.

When considering the impact that different local policies have on each of these elements, it is also important to consider the extent to which local ordinances may have unintended impacts on different populations of the community and affect the ability of different populations or members of the community to equitably participate in bicycling and walking activities in Richfield.

While the scope and implications of the elements of the active transportation system often overlap with each other, each one is used as a lens to view the active transportation system in a distinct way. By examining the transportation system through each of these perspectives, we can better understand the experiences, choices, and concerns of everyone who uses the active transportation system.

Municipalities can impact each of these aspects of the active transportation system through various policies, plans, and internal practices. As discussed below, Richfield's policies impact the active transportation system in the following primary ways:

1. Active Transportation Policies and Plans
2. Land Use and Local Zoning Designations
3. Bicycle Policies
4. Traffic Calming
5. Municipal Recognition Programs

Minnesota State Laws Impacting Active Transportation

A number of Minnesota state laws impact active transportation and how bicyclists and pedestrians move throughout the state and the authority municipal governments have to regulate certain areas. Areas impacted by state law include, but are not limited to:

- Signage
- Funding Transportation Facilities
- Speed Limits
- Pedestrian and Bicyclist Rights and Responsibilities
- Accessibility Standards for Individuals with Disabilities
- Design, Construction, and Maintenance Standards

While an in-depth discussion of state laws impacting the active transportation system is beyond the scope of this project, this memo flags areas that may be impacted by state law when applicable. Additional information on state laws impacting the local and regional active transportation system can be obtained at:

- A Review of Federal and Minnesota Laws on Pedestrian, Bicycle, and Non-Motorized Transportation, Public Health Law Center (2013), <http://www.publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20Review%20MnDOT%202013.pdf>
- Active Transportation in Minnesota: Resources Dedicated to Pedestrian, Bicycle, and Non-Motorized Transportation, Public Health Law Center, <http://www.publichealthlawcenter.org/resources/active-transportation-minnesota-resources-dedicated-pedestrian-bicycle-and-non-motorized-t>

Minnesota Local Governments Walking and Bicycling Policy Options

While state law governs a wide range of transportation issues impacting bicyclists and pedestrians, local Minnesota governments also have a wide range of local policy options available to support increased walking and bicycling in their communities. A review of some of these options for Minnesota local governments is available at:

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- Promoting an Active Minnesota: Local Policy Options to Support Walking and Bicycling in Minnesota, Public Health Law Center (2017), <http://www.publichealthlawcenter.org/sites/default/files/resources/FGM-PolicyGuide-ActiveLiving-2017.pdf>.

KEY RICHFIELD PLANS AND ORDINANCES IMPACTING ACTIVE TRANSPORTATION

Richfield has taken a number of positive steps to support walking and bicycling in the City. The active transportation policy scan reviewed the following key policy areas that impact walking and bicycling:

1. Comprehensive Plan (2008)
2. Bicycle Master Plan (2012)
3. Complete Streets Policy (2013)
4. Small Area Plans
5. Transportation Commission Guiding Principles
6. Richfield Municipal Code

Comprehensive Plan (2008)

Richfield's Comprehensive Plan acts as a general guiding document for all aspects of city development. While it doesn't prescribe specific actions or binding policies, all major infrastructure projects, site plans, and conditional use permits approved by the City Council or Planning Commission are generally required to comply with the vision of the Comprehensive Plan.

The Transportation Chapter of the 2008 Comprehensive Plan provides general goals and strategies to guide development of the City's multi-modal transportation system. This includes two sections with particular relevance to active transportation: The Bicycle and Trail Plan and the Sidewalk Plan. Each of these sections includes a map of proposed trails/bicycle lanes/sidewalks, establishes overarching goals, and recommends strategies for implementation.⁴⁴

Bicycle Master Plan (2012)

Richfield's Bicycle Master Plan includes a list of concepts and strategies taken directly from the Comprehensive Plan, and addresses specific concerns identified in the Comprehensive Plan, such as freeway crossings without bike lanes or sidewalks. The Master Plan also includes recommendations for route locations, implementation measures, and funding strategies.⁴⁵

Complete Streets Policy (2013)

Richfield's Complete Streets Policy establishes a vision of safe and accessible streets, determined with consideration of community values and public involvement. The policy also states that the City will seek to enhance safety and access for users of all modes, ages, and abilities, and will carry out projects to eliminate gaps in the sidewalk and trail network, as identified in the Comprehensive Plan or Bicycle Master Plan.⁴⁶

Small Area Plans

Small area plans can be a highly effective planning tool to direct bicycle and pedestrian-friendly development in specific areas of the city. These plans can also be used to provide more specific and context-sensitive design guidance for bike/pedestrian infrastructure and supportive land use patterns than city-wide plans or policies.

- I-494 Corridor Land Use Plan (2005)⁴⁷
- Lakes at Lyndale Connectivity Plan (2013)⁴⁸
- Cedar Avenue Corridor Master Plan (2016)⁴⁹
- Penn Avenue Corridor Master Plan (2008)⁵⁰

With the exception of the Connectivity Plan, each of these plans includes mixed-use redevelopment which provides commercial destinations in close proximity to a variety of housing types. This development pattern is particularly conducive to active transportation by making walking and biking an easier and more convenient choice. The Lakes at Lyndale Connectivity Plan focuses on pedestrian and bicycle connections in an area which was previously redeveloped into a mixed-use environment.

Transportation Commission Guiding Principles

The Transportation Commission's guiding principles include a number of proactive guidelines for both active transportation infrastructure and supportive land use planning. For example, the guiding principles of multimodal design, connectivity in the public realm, and healthy and active lifestyles include goals to create a more complete and highly interconnected active transportation network that is accessible to users of all ages and abilities. The principles of design for people and local economy also establish the importance of building design and land use types in defining the public realm and maintaining bike/pedestrian-friendly environments.⁵¹

Richfield Municipal Code

For reference, a zoning map of Richfield is available in Appendix K ([link](#)).

Single-Family Residential District (R) - Section 514

The majority of land area in Richfield falls under the Single-Family Residential (R) district. Development in this district is generally limited to single-family dwellings, but two-family

dwelling and cluster home developments are designated as conditional uses (meaning that such a development must meet certain conditions and have a conditional use permit approved by the Council). This provision helps to increase residential density, which in turn makes pedestrian/bicycle infrastructure and transit improvements more economically feasible.⁵²

Service Office District (S-O) - Section 529

The S-O zoning district is designed to allow small office businesses in a residential setting. This type of limited mixed use could preserve residential neighborhood character while enabling residents to live and work in the same local area, making them more likely to choose to walk or bike to work.⁵³

Mixed Use Districts (MU) - Section 537

The MU zoning district is intended to provide a mix of residential densities, promote greater pedestrian and bicycle access and connections, discourage auto-oriented uses in favor of pedestrian-friendly development, and promote increased use of transit.⁵⁴

Pedestrian circulation and access - Section 544.15

This ordinance designates pedestrian circulation and access standards for all new developments. These standards include required pedestrian access at all arrival points to a development, coordination of pedestrian access with neighboring developments, accessibility for the mobility-impaired and sight-impaired, and required crosswalks where walkways cross any paved area accessible to vehicles.⁵⁵

Bicycle parking - Section 544.17

Richfield's current bicycle parking ordinance requires all developments with more than 20 required off-street parking spaces to provide bicycle parking facilities near the major building entrance. These facilities must support the bicycle frame and be usable for cable or U-shaped locks. The number of bicycle parking spaces required is equal to five percent of the required number of automobile parking spaces.⁵⁶

Bicycles: license required - Section 1335.01

Under this ordinance, it is unlawful to ride a bicycle on any street in Richfield if the bicycle is not registered by the State of Minnesota. However, since the relevant Minnesota statute was repealed in 2005, this ordinance is now out of date.⁵⁷

ACTIVE TRANSPORTATION: RICHFIELD OPPORTUNITIES

Many suburban municipalities grew and developed without a comprehensive requirement to prioritize or require sidewalks throughout the city. As a result, suburbs interested in developing an integrated multi-modal transportation network are now faced with the challenge of filling in gaps in the existing sidewalk network.

Fortunately, a wide range of organizations support city efforts to develop more complete and accessible transportation systems. At the national level, Smart Growth America and the National Complete Streets Coalition evaluated and ranked all available municipal complete streets policies in their 2017 report.⁵⁸ At the state level, MnDOT's Minnesota Walks plan provides goals, guidelines, and strategies for local governments as well as regional and state entities.⁵⁹ Finally, the Hennepin County Pedestrian Plan provides specific performance measures for pedestrian safety, which may serve as a helpful model for municipal plans.

This report discusses each of the plans and ordinances, identified above, in further detail below, and identifies specific considerations and opportunities to make Richfield an even better place to walk and bike in the future.

1. Active Transportation Policies and Plans

Municipalities can provide safe and accessible active transportation infrastructure using a variety of approaches, such as separating pedestrians from vehicle traffic using sidewalks or off-street trails; or creating safe shared spaces using traffic calming elements, on-street walkways, or woonerfs.^{§ 60} Successful implementation of any of these approaches requires planning and guidance in the form of active transportation policies and plans.

Richfield Policies and Plans

Richfield has taken a number of positive steps to maintain and expand its citywide network of sidewalks, trails, and bike lanes.

Comprehensive Plan (2008)

Richfield's 2008 Comprehensive Plan includes a Sidewalk Plan, with the stated goal of filling gaps in the existing sidewalk network:

“Currently the majority of north-south roadways (i.e., Penn Avenue, Lyndale Avenue, Nicollet Avenue, Portland Avenue, and Bloomington Avenue) have adjacent pedestrian

[§] A woonerf (Dutch word meaning “living yard”) is a street or alleyway designed with a single shared lane for pedestrians, cyclists, and motorists. The complete lack of designated lanes, sidewalks, and traffic signals in a woonerf causes motorists to drive slowly and cautiously, and causes all users to remain alert. While this design can be highly effective in reducing traffic collisions, it also requires special care and design elements for the hearing- and vision-impaired (Brandt 2016).

facilities in the way of concrete sidewalks. The City has identified the following key points as guiding factors in their future sidewalk improvement and implementation plan:

- *Goal is to fill gaps in the existing sidewalk network.*
- *Install new sidewalks as roadways are reconstructed.*
- *Locate the majority of new sidewalks on east-west routes to minimize impacts to private property.*
- *The current methodology is to locate sidewalks to connect major recreation, shopping and institutional uses.*
- *Strive to limit gaps in the sidewalk infrastructure to no more than a ¼ mile apart.*
- *Ensure sidewalks can connect to potential trail network.*
- *Ultimate goal is a complete sidewalk network (This is costly because the City maintains all sidewalks - as shown in Figure X). ”⁶¹*

If implemented consistently, these guidelines could be instrumental in creating a complete sidewalk network. Installing new sidewalks as roadways are reconstructed would help address the relative lack of existing east-west sidewalks, and the ¼-mile threshold for gaps in the sidewalk network could be used as a benchmark for evaluating plan implementation. The fact that Richfield maintains all sidewalks (including snow plowing) is also helpful in maintaining sidewalk accessibility throughout the year.

Bicycle Master Plan (2012)

In addition to providing guidance and recommendations for the city’s network of bicycle lanes and trails, Richfield’s Bicycle Master Plan includes responses from the Mobility Survey of Richfield residents:

“Mobility Survey Response Summary:

The top three destinations selected by the survey participants include the following: around the neighborhood (73%), a local park (55%) and to a destination outside of Richfield (47%)”⁶²

The high percentage of participants who listed “around the neighborhood” in their top three destinations (73%) indicates substantial demand for bike/pedestrian connections within neighborhoods. Considering that these intra-neighborhood connections are formed by local streets (most of which currently lack sidewalks or bike lanes), as opposed to the inter-neighborhood connections formed by arterial and collector streets, sidewalk/trail gaps on local streets appear to be a significant priority.

Complete Streets Policy (2013)

Richfield's Complete Streets Policy states that the City will address the sidewalk and trail gaps identified in the Comprehensive Plan and/or Bicycle Master Plan, and maintain a comprehensive inventory of existing pedestrian/bicycle infrastructure:

“POLICY.... The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the Capital Improvements Plan and will carry out projects to eliminate gaps in the sidewalk and trail networks that are identified in the City's Comprehensive Plan and/or Bicycle Master Plan.”⁶³

Transportation Commission Guiding Principles

The Transportation Commission's guiding principles document establishes guidelines for planning decisions with the goal of promoting active transportation, and includes a number of proactive elements that aren't directly addressed by other plans or policies. However, these guidelines also present opportunities for improvement such as additional guidelines for bike/pedestrian-friendly building design and land use, and accommodating local bike/pedestrian traffic over through traffic.

In relation to active transportation infrastructure, the guiding principles of multimodal design, connectivity in the public realm, and healthy and active lifestyles include goals to create a more complete and highly interconnected active transportation network that is accessible to users of all ages and abilities.

“I. Multimodal Design....

- *Provide bike lanes at least 5 feet wide*
- *Include transit facilities, plan for intermodal transfers, and provide bike lockers & racks....*

II. Connectivity and Public Realm....

- *Provide a well-connected network of streets, paths & transit*
- *Accommodate multimodal connections to local destinations....*

VII. Healthy and Active Lifestyles....

- *Create safe, convenient, and fun non-motorized travel opportunities*
- *Design a safe, well-defined network of routes to walk and bike to school....”⁶⁴*

The principles of design for people and local economy also establish the importance of building design and land use types in defining the public realm and maintaining bike/pedestrian-friendly environments.

“IV. Design for People....

- *Design streets that are a human scale with narrower lane widths, bump-outs, etc.*
- *Plant boulevard and shade trees....*

III. Local Economy....

- *Employ parking strategies that provide safe access for all users and modes of movement....*
- *Promote building use and type that reinforces street enclosure and defines the public realm....”*

Richfield Municipal Code

In Mixed Use zoning districts, sidewalks are required along both sides of all public rights of way. On-site pedestrian and bicycle circulation system must comply with the vision of the Comprehensive Plan and any redevelopment plan adopted for the district.

“Section 537 – Mixed Use Districts (MU).

537.11 – Other Performance Standards

Subd. 8. Pedestrian and Bicycle Circulation. Pedestrian and bicycle circulation and access shall comply with the standards in Subsection 544.15 and the following standards:

a) Developments shall implement an on-site pedestrian and bicycle circulation system that complies with the Vision Plan for the district as adopted in the Comprehensive Plan or any other redevelopment plan for the district; and

b) Sidewalks are required along both sides of all public rights-of-way.”⁶⁵

Vehicle parking and loading requirements, which apply to developments in all zoning districts, include provisions that could potentially incentivize sidewalk construction and promote bicycle- and pedestrian-friendly development.

Required parking may be reduced for developments that meet certain requirements, one of which is the presence of sidewalks along all sides of the lot that abut a public street. This provision helps promote pedestrian- and bike-friendly development by allowing for more compact parking lots (thus reducing the distance between destinations), and it may incentivize developers to construct public sidewalks adjacent to new developments if they do not already exist on all adjacent streets. However, that incentive may not be sufficient if sidewalk construction costs more than the additional 10% of parking spaces, or if the development is too small to necessitate a sidewalk-accessible entrance on every side.

“544.13 - Vehicle parking and loading requirements.

Subd. 8. Modification of number of required parking spaces.

1) An applicant may request a modification of the minimum required number of parking spaces by submitting a study of anticipated parking demand. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis, unless an equally qualified individual is authorized by the Director.

2) Parking may be reduced by ten (10) percent for development on any parcel which is located within one-fourth (1/4) mile of a frequently operating transit line provided that separate pedestrian ways are provided which connect the parcel to a transit stop. A frequently operating transit line is defined as having:

- i. Weekday frequency of two (2) runs/hour between 7:00 a.m. and 6:30 p.m.;
- ii. Regularly scheduled service weekdays after 6:30 p.m.; and
- iii. Some Saturday, Sunday, and holiday service.

This reduction is in addition to reductions by PUD, and for shared parking.

3) Parking for retail and service uses may be reduced if on-street parking is adjacent to the parcel and where all of the following conditions exist:

- i. The principal building is located within 20 feet of the front property line;
- ii. No parking exists between the front face of the principal building and the street;
- iii. A sidewalk exists along all sides of the lot that abut a public street;
- iv. A primary building entrance must face the street with parking; and
- v. If the Council finds that such parking will not be detrimental to the surrounding neighborhood.”⁶⁶

Emerging Opportunities

Each of the reviewed policies contributes in some aspect to the complete sidewalk network envisioned in the 2008 Comprehensive Plan. However, they also present potential opportunities to make all neighborhoods and destinations in Richfield walkable and bikeable, whether by constructing sidewalks, making residential streets safer for pedestrians, or other strategies. Richfield could consider the opportunities listed, below, to inform the 2018 comprehensive plan update and future planning decisions and further enhance walking and bicycling opportunities in the City.

- Identify and evaluate any completed street reconstruction projects that left streets without pedestrian/bicycle improvements, and investigate the reason those improvements were not included.
- Develop a Pedestrian Master Plan, either as a section in the Comprehensive Plan or Bicycle Master Plan, or as a standalone document.

- Inventory available opportunities for grant funding, partnerships, and funding from county/state/federal/NGO sources.
- Explore opportunities to supplement street reconstruction funds with a dedicated revenue stream for active transportation improvements, such as a Pedestrian and Cyclist Safety Fund.⁶⁷

Comprehensive Plan Update

- Evaluate progress toward the complete sidewalk network envisioned in the 2008 Comprehensive Plan.
- Provide specific performance measures in the Comprehensive Plan to track Richfield's progress toward a complete pedestrian/bicycle network, and establish accountability for continued improvement.
- Establish design guidelines for traffic calming and walkability improvements on local neighborhood streets without sidewalks.

Richfield Complete Streets Policy

- Provide specific performance measures to track progress toward the established Complete Streets Vision.
- Develop specific implementation steps and benchmarks in an amendment or supplement to the Complete Streets Policy.

Transportation Commission Guiding Principles

- Add guidelines for zoning and building design to the "Design for People" principle to encourage human-scale and bike/pedestrian-friendly design in Richfield's land use development as well as transportation infrastructure.
- Revise the guiding principle, "Emphasize design that accommodates local traffic over through traffic" to specifically include local bike and pedestrian traffic.
- Develop Comprehensive Plan language that advances these guiding principles by providing more specific and directed planning and policy recommendations.

Richfield Municipal Code

- Evaluate feasibility of expanding the MU district's sidewalk construction requirements to additional zoning districts.

- Assess developers’ use and awareness of the 10% parking reduction available for locations with sidewalks on all sides. ^{**}, ⁶⁸ Evaluate whether this policy successfully incentivized new sidewalk construction.

2. Land Use and Local Zoning Designations

For someone to walk or bike on a regular basis, daily destinations must be close-by and easily accessible by foot and bike. However, the number and type of destinations accessible from home depends largely on land use patterns and zoning.

Richfield Ordinances and Plans

Richfield has adopted multiple plans and policies that help to promote bicycle- and pedestrian-friendly land use patterns, such as medium/high density and mixed-use development.

Richfield Comprehensive Plan (2008)

The Bicycle/Pedestrian Trail Plan within Richfield’s Comprehensive Plan recommends four specific land use planning strategies for promoting greater pedestrian and bicycle accessibility:

“Land Use Planning

Policy/Strategy 1 – Encourage development of areas where vehicle use is minimized.

Policy/Strategy 2 – Encourage new large developments to provide bike racks and new employment centers to provide shower facilities for bicycle commuters.

Policy/Strategy 2A (Optional) – Strongly encourage pedestrian-friendly and transit-friendly building and site design through measures such as higher density development and growth which is located along major transportation routes.

Policy/Strategy 3 – Locate high-density developments along arterial corridors with designs that provide easy access for transit riders, bicyclists and pedestrians. Also, provide bike lanes in or near these corridors.

Policy/Strategy 4 – Require pedestrian and bicycle connections between complementary land uses”.⁶⁹

City of Richfield Bicycle Master Plan (2012)

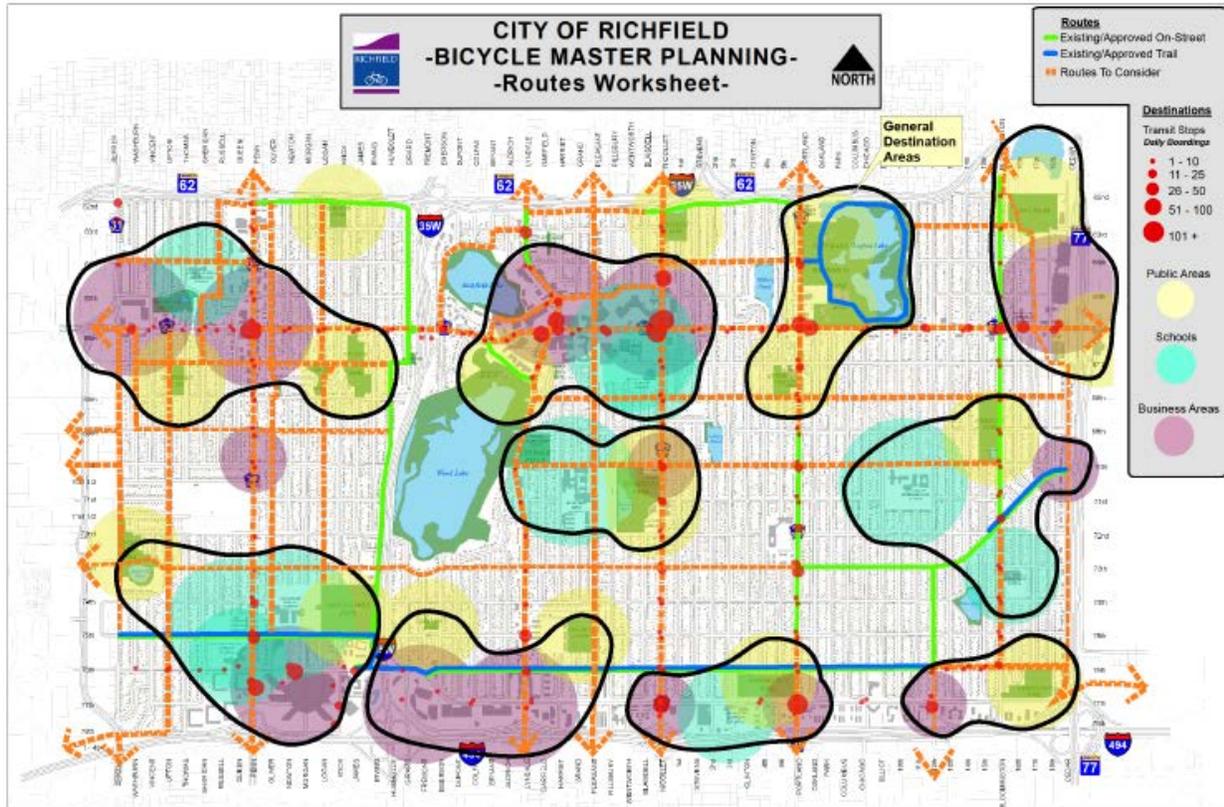
Richfield’s Bicycle Master Plan includes a map of “General Destination Areas” – Clusters of bicycle/pedestrian destinations including public spaces, schools, business areas, and transit stops. This model is somewhat similar to the Sector Mapping process outlined in the *Sprawl Repair Manual*. Sector Mapping is a strategy used to identify and prioritize locations for “sprawl

^{**} See pg. 54 for ordinance text and discussion. (*Sec. 544-13 – Vehicle parking and loading requirements.*)

repair”: redeveloping areas of low-density, single or separated land use into denser, vibrant, walkable/bikeable activity centers. As noted in the manual, “The domains for sprawl repair are chosen for their potential to become mixed-use and transit-connected nodes for the larger region”.⁷⁰

Among the General Destination Areas identified in the Bicycle Master Plan, existing regional business areas may be candidates for redevelopment into Town Centers. Local business areas, on the other hand, may be better suited as smaller Neighborhood Centers.

Full-size map available on pg. 6 of Richfield Bicycle Master Plan ([web link](#))



Small Area Plans

I-494 Corridor Land Use Plan (2005)

The I-494 corridor plan promotes bicycle and pedestrian-friendly development through mixed-use zoning, and is intended to encourage pedestrian activity outside of normal 9-5 business hours. Furthermore, the plan recommends that bike routes intersecting with transit routes should provide bicycle parking facilities and informational signage.⁷¹

Cedar Avenue Corridor Master Plan (2016)

The Cedar Avenue Corridor is planned for redevelopment into a mixed-use area with diverse housing stock and a high level of accessibility by transit, bicycle/pedestrian connections, and Minnesota Highway 77. By encouraging a range of residential densities, a variety of commercial destinations in close proximity to housing, and regional connectivity, this vision could be instrumental in encouraging bicycle/pedestrian activity in the corridor.⁷²

Richfield Ordinances

Residential Zoning

The Single-Family Residential (R) district designates two-family dwellings and cluster home developments as conditional uses. This provision helps to increase residential density, which in turn makes pedestrian/bicycle infrastructure and transit improvements more economically feasible.

“Section 514 – Single-Family Residential District (R)

514.07. - Conditional uses.

Subd. 2. Two-family dwellings, provided the following conditions are met:”

Commercial and Office Zoning

The S-O zoning district is designed to allow small office businesses in a residential setting. This type of limited mixed use could preserve residential neighborhood character while enabling residents to live and work in the same local area, making them more likely to choose to walk or bike to work.

“SECTION 529 - SERVICE OFFICE DISTRICT (S-O)

529.01. - Purpose.

The Service Office District provides limited locations for low-intensity, small office businesses in a residential neighborhood setting. Service Office districts may be located on blocks with residential land uses. Buildings, parking, landscaping and signs should be designed to help the commercial development harmonize with the residential character of the rest of the block. This district does not allow retail sales.”⁷³

Mixed Use Zoning

Richfield’s mixed-use zones are specifically intended to provide a mix of residential densities, promote greater pedestrian and bicycle access and connections, discourage auto-oriented uses in favor of pedestrian-friendly development, and promote increased use of transit.

“537.01 - Mixed Use Districts (MU).

....

Subd. 2. Purpose and Intent. The purpose and intent of the Mixed Use Districts shall be to:

- a) Encourage vertical mixed-uses clustered at primary (regional) and secondary (community) transportation nodes to build identity within the district;*
- b) Provide a mix of residential densities along the corridor;*
- c) Provide appropriate transitions between uses;*
- d) Promote greater pedestrian and bicycle access and connections throughout the corridor and along the length of the corridor;*
- e) Discourage auto-oriented uses in favor of pedestrian-friendly mixed-use development;*

....

- i) Promote increased use of transit; and*
- j) Encourage redevelopment in a manner that is consistent with the Comprehensive Plan and any redevelopment plan(s) that exist for the district.”⁷⁴*

In addition, residential uses in MU districts have slightly lower minimum parking requirements than equivalent residential zones (1.5 per unit instead of 2).⁷⁵ Reducing the total space required for parking allows for more compact development, ultimately reducing the distance that cyclists and pedestrians must travel between destinations.

Emerging Opportunities

Looking forward, Richfield has the opportunity to expand upon these positive steps in the 2018 comprehensive plan revision, as well as future plan updates and code amendments. The following opportunities could further improve bicycle/pedestrian accessibility, and make active transportation a more attractive option for residents.

Comprehensive Plan

- Provide specific performance measures to track progress toward the Land Use Strategies established in the Bicycle/Pedestrian Trail section of the comprehensive plan.
- Identify potential code amendments and plan revisions to fulfill those strategies.
- Include language in the Comprehensive Plan or small area plans indicating a preference to discourage drive-through restaurants in certain areas, due to their impact on pedestrians/cyclists, healthy food access, and the environment.

Bicycle Master Plan

- Assess levels of commercial activity and employment in the general destination areas identified in the plan, and identify regional activity centers.
- Ensure that small area plans for these regional activity centers prioritize mixed-use, bicycle/pedestrian-friendly development.
- Prioritize improvement of bicycle/pedestrian infrastructure and supportive land use in all destination areas.

Small Area Plans

- Establish specific performance measures for bike/pedestrian activity and safety.
- Measure and evaluate progress toward the visions and goals outlined in small area plans.

Richfield Municipal Code

- Implement a Pedestrian Oriented Overlay District, with design standards to improve bike and pedestrian accessibility.⁷⁶
- Assess need for two-family dwellings in R districts to be located on an arterial or collector street (as currently required), rather than locations within one block of an arterial or collector.
- Assess benefits of a code amendment allowing residential uses in some commercial zoning districts (similar to Bloomington’s §21.302.02 Residential Uses in Commercial Zoning Districts).
- Assess performance of the S-O district as an incentive for residents to live and work in the same local area. Survey residents and employees in the district and identify further measures to encourage live-work neighborhoods as needed.
- Reduce minimum parking requirements and implement parking maximums where appropriate. Reducing the size of parking lots reduces the distance between buildings, making them more easily accessible by foot or bike.
- Provide incentives for office developments that provide changing space and showers for bicycle commuters.

3. Bicycle Policies

Richfield Ordinances

Bicycle Parking

Municipalities use a variety of targeted policies and plans to influence the use of bicycles and other wheel-based modes of active transportation. These policies guide the construction and maintenance of bicycle lanes, trails, and end-of-trip facilities such as bike parking, and protect

the safety of cyclists and pedestrians by regulating where and how residents are permitted to bike.

Richfield's ordinances indicate that, in all zoning districts, developments with more than 20 required off-street parking spaces are required to provide bicycle racks. These developments must provide a number of bicycle parking spaces equal to five percent of the number of required automobile parking spaces.

"544.17 - Bicycle parking.

Subdivision 1. [Purpose.] In order to encourage and aid bicycling as a means of transportation for utilitarian and recreational trips, the Council finds that these requirements are necessary.

Subd. 2. Number of spaces required. For auto parking lots with more than 20 parking spaces, bicycle racks shall be provided in the ratio of five (5) percent of the number of required off-street parking spaces. This number can be reduced by the Director if proof can be provided that such spaces will not be used.

Subd. 3. Location. Bicycling facilities shall be located conveniently near the major entrance to the building.

Subd. 4. Facilities. The bicycle facilities shall be designed to support the bicycle frame and not just one (1) wheel and shall be usable for cable or U-shaped locks".⁷⁷

By adopting this bicycle parking ordinance, Richfield has taken a significant step forward in creating a more bike-friendly environment. However, further evaluation of the impact of this ordinance could provide additional information regarding opportunities to make biking a viable daily transportation option.

In Mixed Use districts, bicycle racks or storage are required for all developments with off-street parking areas. The performance standards for MU districts state that "Bicycle racks or storage shall be provided", but do not provide any specific standards for applicability or number of bicycle parking spaces required.

"537.11 - Other performance standards.

Subd. 7. Vehicular Circulation and Parking. Parking and vehicular circulation shall comply with the standards in Subsections 544.11, 544.13 and the following standards:

- a) Bicycle racks or storage shall be provided; and*
- b) Cross access and circulation across adjoining parcels is required, where appropriate and feasible. Joint circulation shall be documented in a cross access and circulation easement and agreement...."⁷⁸*

In addition, Richfield provides a direct incentive to businesses and organizations to install bicycle parking facilities through the city's Bike Rack Cost Share Program. Under this program, Richfield pays 50% of purchase and installation costs for bike racks. After the property owner

submits a brief [online application form](#), Richfield staff schedule a site visit with the bike rack supplier to verify site feasibility, prepare a cost estimate, and schedule an appointment for installation.⁷⁹

Bicycle Registration

Required bicycle registration is intended to mitigate bike theft and protect residents' investment in bicycle ownership. However, the state bicycle registration program was repealed in 2005.⁸⁰ Richfield's city code currently requires state registration of all bicycles used within city boundaries, as outlined in the following ordinance:

"1335.01. - Bicycles: license required.

It is unlawful to operate or use any bicycle as defined in Minnesota Statutes, section 168C.02 on a street, alley or highway if the bicycle is not currently registered by the State of Minnesota or which does not display a currently valid license sticker issued by the State of Minnesota".⁸¹

Emerging Opportunities

Bicycle Parking

Richfield's bicycle parking ordinance requires parking lots with more than 20 required auto spaces to provide bike racks in the ratio of 5% of the required number of off-street parking spaces. In addition, the number of bike parking spaces may be reduced by the Director provided proof that such spaces will not be used.

Some potential opportunities to evaluate and improve this ordinance include:

- Assess bike parking availability at businesses and multi-family residential buildings with fewer than 20 required parking spaces.
- Clarify the criteria used by the Director to determine the anticipated demand for bike parking at a given site.
- Assess the frequency and location of any bike parking reductions that have been approved in the past.

Under the current ordinance, bicycle parking may not be available near small businesses or apartment complexes with fewer than 20 required auto parking spaces. Richfield could address this issue by expanding minimum bicycle parking requirements to smaller parking lots, or by encouraging shared bicycle parking facilities in close proximity to multiple destinations.

One example of recommended minimum bike parking requirements is provided in Edina's Comprehensive Bicycle Transportation Plan. The table, "Recommended provision of bicycle parking spaces", designates comprehensive bike parking requirements by land use type, including multi-family residential, commercial, industrial, institutional, and recreational uses.⁸²

By requiring a minimum number of bicycle parking spaces at both small and large businesses and multi-family residences, as well as a range of commercial, industrial, and institutional uses, this model could make biking a substantially more convenient and attractive option.⁸³

Bicycle Registration

Considering that the pertinent state statute has been repealed, Richfield now has the opportunity to amend or repeal its bicycle registration ordinances accordingly.

4. Other Considerations – Lighting and Traffic Calming

The active transportation policy scan identified the following additional issues for Richfield to consider:

- Traffic calming site prioritization
- Streetlight bulb replacement procedure
- Funding sources for active transportation projects

Suburban and urban neighborhoods of all types often see the emergence of certain problem areas where traffic speeds are too high for the surrounding context. In residential areas and near schools, these areas can be especially dangerous to children, pedestrians, and bicyclists. Municipal governments have two primary tools available to address this issue: Either redesign the street segment (which often requires waiting a number of years for scheduled maintenance), or install less costly traffic calming devices such as speed tables, bulb-outs, or traffic circles. Similar problem areas can also result from burnt-out streetlight bulbs as well.

However, the process that the city uses to identify and address problem areas can have substantial consequences for neighborhoods and residents. When a city relies on complaints from residents to identify an area with dangerous traffic speeds or insufficient lighting, they are not necessarily prioritizing improvements according to need. Instead, these policies tend to favor neighborhoods where residents are more vocal, wealthy, and accustomed to being listened to by their government.

Richfield Policies

In the scan of Richfield's policies, ordinances, and plans, we were unable to identify the City's current procedure for identifying areas in need of traffic calming or replacing streetlight bulbs. Nonetheless, the equity outcomes of these procedures are important considerations for all cities.

Emerging Opportunities

Richfield has the opportunity to examine the City's current policies on traffic calming, streetlight bulbs, and any other resident-driven procedures, and consider how the city could more accurately prioritize projects by level of need.

For example, if streetlight bulbs are currently addressed according to resident complaints, the city could simply replace all bulbs on a regular schedule according to their expected lifespan. This also has the potential to save costs and improve efficiency by reducing the total number of maintenance trips needed.

Similarly, if Richfield currently uses a resident-driven process for traffic calming devices, the City could make regularly scheduled assessments of traffic speed at local street intersections to identify and prioritize problem areas.

Opportunities to improve Richfield's traffic calming policies include:

- Regularly evaluate traffic speeds in residential areas and near schools, and assess need for traffic calming devices.
- Explore additional opportunities for reducing traffic speed, such as narrower lane widths, roadside trees, and reducing the speed limit to 25 mph for eligible streets.⁸⁴

Finally, the Center recommends seeking alternative funding sources for active transportation improvements. In the short term, this could include a systematic review of available grants, particularly in cases where the project coincides with MnDOT's Safe Routes to School program, the Metropolitan Council's Regional Bicycle Transportation Network, or State Health Improvement Partnership goals. In the long term, programs such as Edina's Pedestrian and Cyclist Safety Fund (PACS) can be implemented to generate a consistent revenue stream for active transportation projects.⁸⁵

5. Municipal Recognition Programs

Various nonprofit and governmental organizations offer recognition programs to municipalities to incentivize progress and recognize achievement in areas such as bicycle/pedestrian-friendly design, aging in place, or environmental sustainability. These programs typically review applications submitted by municipal staff, then apply a scoring system or set of criteria to evaluate relevant policies and practices, and provide feedback to the applicant in the form of an award or ranking, along with information on how the city could improve in the subject area.

Recognition programs provide external incentives for improvement, metrics for evaluating progress, and guidance from subject matter experts, which can ultimately help cities create more effective policies and improved resident outcomes.

For example, the *Bicycle Friendly Communities* program offered by the *League of American Bicyclists* incentivizes cities to improve their bicycle infrastructure and policies by awarding Platinum/Gold/Silver/Bronze and honorable mention designations, encouraging constructive competition between cities. These awards also act as a metric for tracking improvement over time and demonstrating progress to residents. Finally, the report card includes key steps to the next award level, suggesting individual steps that the city can take to work toward a more bicycle-friendly environment.⁸⁶

Current Participation in Richfield

Bicycle Friendly Communities

Richfield received the Bicycle Friendly Communities Bronze designation in 2013. The accompanying report card noted that the City was in the process of developing its Bicycle Master Plan, promoted bike month and bike to work events, and had an active bicycle advisory committee.⁸⁷

Minnesota GreenStep Cities

Richfield also participates in the Minnesota GreenStep Cities program. This program, administered by the Minnesota Pollution Control Agency, provides a step-by-step framework that participating cities can follow to improve their environmental sustainability. Richfield is currently on Step 2, meaning that the City has adopted a GreenStep resolution and completed the first round of best practice actions. Completed actions related to active transportation include limiting barriers to higher density housing, modifying a street according to the city's complete streets policy, and establishing parking maximums in the municipal code.⁸⁸

Emerging Opportunities

Richfield has the opportunity to expand current municipal programs and pursue additional recognition programs, such as:

Bicycle Friendly Communities

The program's evaluation criteria have been significantly revised and expanded since 2013. As a result, participating again would provide a more thorough analysis, as well as annual benchmarks for tracking progress over time.

Best Complete Streets Policies (Smart Growth America)

The National Complete Streets coalition, organized by Smart Growth America, publishes an annual report evaluating and ranking complete streets policies at the city, county, regional, and state level. The 2016 edition of this report did not include Richfield's Complete Streets Policy, though we were unable to determine the reason.⁸⁹ Richfield could contact Smart Growth America and request to be evaluated in the next edition.

Walk Friendly Communities

The University of North Carolina Highway Safety Research Center administers this program and awards bronze/silver/gold/platinum designations to communities that show "...a commitment to improving and sustaining walkability and pedestrian safety through comprehensive programs, plans, and policies".⁹⁰

Network of Age-Friendly Cities

The Network provides a step-by-step framework, timeline, and information resources to help cities assess community needs, compose an action plan, implement the plan, evaluate performance, and connect with other network members. This program is administered by AARP as the US affiliate of the World Health Organization's Age-Friendly Cities and Communities program. Membership is not an endorsement as a currently age-friendly place, but instead is an official commitment to actively making the city a great place for people of all ages.⁹¹

APPENDICES

APPENDIX A: REVIEWED RICHFIELD PLANS AND POLICIES

- Richfield Code of Ordinances (Municode - Reviewed June 2017)
- Comprehensive Plan (2008)
- Bicycle Master Plan (2012)
- Complete Streets Policy (2013)
- Transportation Commission Guiding Principles (2013)
- Small Area Plans
 - I-494 Corridor Land Use Plan (2005)
 - Lakes at Lyndale Connectivity Plan (2013)
 - Cedar Avenue Corridor Master Plan (2016)
 - Penn Avenue Corridor Master Plan (2008)

APPENDIX B: ADDITIONAL STATE AND REGIONAL RESOURCES REVIEWED

Healthy Eating

- Community Food Assessment for the Cities of Bloomington, Edina and Richfield
- The Minnesota Food Charter - <http://mnfoodcharter.com/>
- Food Access Planning Guide - <http://mnfoodcharter.com/planningguide/>
- MN Department of Revenue Restaurant and Bars Sales Tax Fact Sheet (2017)

Walking and Bicycling

- Minnesota Walks (2016) - <http://www.dot.state.mn.us/peds/plan/pdf/minnesota-walks-2016.pdf>
- Hennepin County Complete Streets Policy (2009)
- Metropolitan Council Regional Bicycle System Study (2014)
- Metropolitan Council 2015 System Statement for City of Richfield
- Minnesota Complete Streets Coalition Local Government Toolkit - <http://www.mncompletestreets.org/s/MnCSLocalGovtToolkit.pdf>

APPENDIX C: SEARCH TERMS

Healthy Eating Search Terms

- Accessory Structure
- Agriculture
- Arbor
- Bees
- Beekeeping
- Chicken
- Chicken Coop
- Compost
- Commercial Kitchen
- Community Garden
- Farm
- Farm Animal
- Farmer's market
- Farm Stand
- Fence
- Food Establishment
- Food Truck
- Fowl
- Front Yard
- Greenhouse
- Grocery
- Honey
- Hoop House
- Horticulture
- Market Garden
- Mobile Market
- Raised Plant Bed
- Restaurant

Active Transportation Search Terms

- Bicycle OR bike
- Crosswalk
- "Drive through"
- Non-motorized
- Parking
- Pedestrian
- "School safety"
- Sidewalk
- Signs OR signage
- "Speed limit"
- "Traffic circulation"
- "Traffic flow"
- Trail
- Transit

APPENDIX D: GENERAL MUNICIPAL FOOD SYSTEM RESOURCES

- [Baltimore City, MA: Zoning Applications to Create Healthy Food Environments](#)
- [Best Practices of the Regional Food Systems Working Group](#)
- [Iowa Local Food and Farm Plan](#)
- [Municipal Zoning for Local Foods in Iowa: A Guidebook for Reducing Local Regulatory Barriers to Local Foods](#)
- [Good Food Procurement Resolution 2014](#)
- [Good Food Purchasing Policy: Center for Good Food Purchasing](#)
- [Healthy Corner Store Initiatives](#)
- [Healthy Corner Stores: Minneapolis](#)
- [Minneapolis Food System: An Overview](#)
- [Minneapolis Food System: Food Production](#)
- [Model Community Agriculture and Forest Protection District: Model Ordinances for Sustainable Development](#)
- [NYC Food Policy and Procurement](#)
- [NYC Green Cart Mobile Food Vendors](#)
- [Organizing Steps to be Recognized as a Green Step City](#)
- [University of Missouri Extension: Urban Agriculture Best Practices and Possibilities](#)
- [USDA Calorie Labeling on Restaurant Menus and Vending Machines](#)
- [USDA Conservation Practice Standard, High Tunnel System](#)

APPENDIX E: MUNICIPAL FOOD PRODUCTION RESOURCES

Hoop House, Greenhouse, and Urban Agriculture Municipal Examples

Other cities have created ordinances to address the types of structures that are used to extend the growing season.

- Cleveland, Ohio

The City of Cleveland, Ohio has developed a rather comprehensive list of policies and ordinances to address the growth of urban agriculture and local food production. Below is an example for local food production activities and structures:

Permitting Process for High Tunnels and Hoop Houses: Due to the increasing number of high tunnels being constructed on urban farms in Cleveland as a result of the " [USDA EQIP Seasonal High Tunnel Initiative](#), the [City of Cleveland's Department of Building and Housing](#) issued a clarification of the permitting process and fee schedule for these types of structures in December 2012. Link to [Hoop House Permit Process](#)

Urban Garden District: Established as part of the zoning code to ensure that urban garden areas are appropriately located and protected to meet needs for local food production, community health, community education, garden-related job training, environmental enhancement, preservation of green space, and community enjoyment on sites for which urban gardens represent the highest and best use for the community.⁹² Link to: [Urban Garden District Ordinance](#)

Urban Agriculture Overlay District (DRAFT): Introduced to Cleveland City Council as a measure that would allow for more intensive uses of urban agriculture in certain areas designated by the city. The legislation is currently pending before Cleveland City.⁹³ Council. Link to: [Urban Agriculture Overlay District](#)

Agriculture in Residential Districts: Amendments to the zoning regulations for residential districts that permit farm stands, different design guidelines for fencing, and allow agriculture as a principal use on vacant lots.⁹⁴ Link to: [Agriculture in Residential Districts](#)

- Minneapolis, MN

The City of Minneapolis, MN adopted regulations for greenhouses, cold frames, and hoop houses in March of 2012 as part of their Urban Agriculture Policy Plan.

Cold frames or other structures used to cover food or ornamental crops to protect from cold weather: Cold frames or other structures used to cover food or ornamental crops and provide protection from cold weather shall be allowed as an accessory use subject to the following:

- The use shall not exceed four (4) feet in height.

- (2) The use shall not be located in a required interior side yard.⁹⁵

Hoop houses or other structures used solely to extend the growing season for food or ornamental crops: Hoop houses or other structures used solely to extend the growing season for food or ornamental crops shall be allowed as an accessory use subject to the applicable district regulations and subject to the following:

- (1) In the residence and OR1 districts the use must be located in the rear fifty (50) feet of the lot.
- (2) The use shall be located not less than twenty (20) feet from any habitable building on an adjacent property.
- (3) The use shall not be located in a required interior side yard.
- (4) Notwithstanding the provisions of this chapter, hoop houses, cold frames or other temporary structures used solely to extend the growing season for food or ornamental crops that are accessory to a community garden, market garden or urban farm, shall be exempt from the maximum floor area of all accessory structures, provided that the total size of such temporary structures shall not exceed one thousand (1,000) square feet or fifteen (15) percent of the lot area, whichever is greater, and shall not exceed a duration of one hundred eighty (180) days in a calendar year.
- (5) The use shall comply with all applicable requirements of the Minnesota State Fire Code and Minneapolis Fire Department and obtain any required permits.
- (6) Notwithstanding the provisions of section 537.50, the maximum height of a hoop house or other structure used solely to extend the growing season for food or ornamental crops shall not exceed six and one-half (6½) feet accessory to single and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units and twelve (12) feet accessory to all other uses. The use shall not exceed the maximum height for any accessory structure as specified in section 537.50

Link to full City Ordinance: [537.110 Allowed Accessory Uses and Structures](#)

Urban Agriculture Resources

Urban agriculture is becoming more prominent, at the local, state, regional and national level. The following resources provide an expanded discussion of urban agriculture as well as regional food systems:

- Municipal Zoning for Local Foods in Iowa: A Guidebook for Reducing Local Regulatory Barriers to Local Foods:

<https://blogs.extension.iastate.edu/planningBLUZ/files/2012/01/ZONING-FOR-LOCAL-FOODS-GUIDEBOOK.pdf>

- Minnesota Department of Agriculture, Urban Agriculture in Minnesota, A Report to the Minnesota Legislature:
<http://www.mda.state.mn.us/news/~media/Files/news/govrelations/legrpt-urbanag2016.pdf>
- Iowa Local Food and Farm Plan, Report to the Iowa Legislature from the Leopold Center for Sustainable Agriculture:
http://lib.dr.iastate.edu/cgi/viewcontent.cgi?article=1093&context=leopold_pubspapers
- The Minnesota Food Charter's, Food Access Planning Guide:
<http://mnfoodcharter.com/planningguide/>
- [City of Cleveland: Urban Agriculture Ordinances](#)
- [Minnesota Department of Agriculture: Urban Agriculture in Minnesota, a Report to the Minnesota Legislature](#)

Pollinator and Beekeeping Resources

- Pollinate Minnesota, <http://www.pollinatemn.org/pollinator-friendly-twin-cities/>.
- Xerces Society for Invertebrate Conservation
 - <https://xerces.org/>
 - http://www.xerces.org/wp-content/uploads/2010/11/pollinator-three-steps_fact_sheet2.pdf
 - <http://xerces.org/pesticides/>
- *Pollinator Conservation*, Vera Krischik and Emily Tenczar, University of Minnesota for Center for Urban Ecology and Sustainability,
<http://www.extension.umn.edu/garden/plant-nursery-health/docs/2014-Krischik-pollinator-conservation.pdf>
- [Cass Clay Blueprint for Urban Agriculture and Backyard Beekeeping: Developed by the Cass Clay Food Systems Initiative](#)
- [Minneapolis Beekeeping Ordinance](#)
- [Plants For Minnesota Bees: UMN Bee Lab](#)
- [Policies to Protect Pollinators, Berkeley Food Institute, UC Berkeley](#)
- [Pollinator Protection Task Force Report: City of Madison, WI](#)
- Minnesota DNR Pollinator Best Management Practices and Habitat Restoration Guideline,
http://files.dnr.state.mn.us/natural_resources/npc/2014_draft_pollinator_bmp_guidelines.pdf

Poultry, Chicken, and Sale of Eggs Resources

Slaughtering Backyard Poultry

Some examples were found for slaughter options for backyard chicken owners. The City of Chicago, in partnership with the Illinois Department of Agriculture, established that chicken owners could take their chickens to a type 2 establishment for slaughter, which are “licensed to receive live animals and provide slaughter and processing as a service, but not to sell the meat. The meat has to be for the owner’s personal use.”⁹⁶ Similarly to Chicago, the Minnesota Department of Agriculture provides a list of plants that slaughter and process meat and poultry, but there are no nearby slaughter options for residents of Richfield.⁹⁷

It seems that the MDA refers to these types of slaughter operations as Custom Meat Processors, which process meat as a service to the owner of the animal and the meat or poultry can’t be sold and must be consumed by the owner, the owner’s immediate family, and non-paying guests.⁹⁸

- The following reference guides provide samples of chicken ordinance language and a comparison of other municipal approaches to regulating local poultry efforts:
 - The Cass Clay Chicken Keeping Blueprint as part of the Cass Clay Food Systems Initiative with the University of Minnesota Extension Regional Sustainable Development Partnerships:
<https://www.extension.umn.edu/rsdp/northwest/sustainable-agriculture-and-food-systems/docs/Cass-Clay-Blueprint-Chicken-Keeping.pdf>
 - Municipal Zoning for Local Foods in Iowa: A Guidebook for Reducing Local Regulatory Barriers to Local Foods:
<https://blogs.extension.iastate.edu/planningBLUZ/files/2012/01/ZONING-FOR-LOCAL-FOODS-GUIDEBOOK.pdf>

General Chicken Resources

- [Cass Clay Blueprint Chicken Keeping, University of Minnesota Extension](#)
- [Minnesota Department of Agriculture Egg Grading and Sales for Small Producers Exempt from Licensing Poultry Slaughter and Sales Direct to Consumers Exemption](#)
- [Minnesota Department of Agriculture Sale of Locally Home or Farm Raised Poultry](#)
- [Minnesota Department of Agriculture Sale of Locally Raised Eggs to Food Facilities](#)
- [Selling Your Minnesota Shell Eggs, MISA, MFMA](#)

APPENDIX F: MINNESOTA COTTAGE FOOD LAW

COTTAGE FOODS EXEMPTION, Minn. Stat. § 28A.152.

Subdivision 1. Licensing provisions applicability.

(a) The licensing provisions of sections 28A.01 to 28A.16 do not apply to the following:

(1) an individual who prepares and sells food that is not potentially hazardous food, as defined in Minnesota Rules, part 4626.0020, subpart 62, if the following requirements are met:

(i) the prepared food offered for sale under this clause is labeled to accurately reflect the name and address of the individual preparing and selling the food, the date on which the food was prepared, and the ingredients and any possible allergens; and

(ii) the individual displays at the point of sale a clearly legible sign or placard stating: "These products are homemade and not subject to state inspection."; and

(2) an individual who prepares and sells home-processed and home-canned food products if the following requirements are met:

(i) the products are pickles, vegetables, or fruits having an equilibrium pH value of 4.6 or lower;

(ii) the products are home-processed and home-canned in Minnesota;

(iii) the individual displays at the point of sale a clearly legible sign or placard stating: "These canned goods are homemade and not subject to state inspection."; and

(iv) each container of the product sold or offered for sale under this clause is accurately labeled to provide the name and address of the individual who processed and canned the goods, the date on which the goods were processed and canned, and ingredients and any possible allergens.

(b) An individual who qualifies for an exemption under paragraph (a), clause (2), is also exempt from the provisions of sections 31.31 and 31.392.

Subd. 2. Direct sales to consumers.

(a) An individual qualifying for an exemption under subdivision 1 may sell the exempt food:

(1) directly to the ultimate consumer at a community event or farmers' market;

(2) directly from the individual's home to the ultimate consumer, to the extent allowed by local ordinance; or

(3) through donation to a community event with the purpose of fund-raising for an individual, or fund-raising for an educational, charitable, or religious organization.

(b) If an exempt food product will be delivered to the ultimate consumer upon sale of the food product, the individual who prepared the food product must be the person who delivers the food product to the ultimate consumer.

(c) Food products exempt under subdivision 1, paragraph (a), clause (2), may not be sold outside of Minnesota.

(d) Food products exempt under subdivision 1 may be sold over the Internet but must be delivered directly to the ultimate consumer by the individual who prepared the food product. The statement "These products are homemade and not subject to state inspection." must be displayed on the Web site that offers the exempt foods for purchase.

Subd. 3. Limitation on sales.

An individual selling exempt foods under this section is limited to total sales with gross receipts of \$18,000 or less in a calendar year.

Subd. 4. Registration.

An individual who prepares and sells exempt food under subdivision 1 must register annually with the commissioner. The annual registration fee is \$50. An individual with \$5,000 or less in annual gross receipts from the sale of exempt food under this section is not required to pay the registration fee.

Subd. 5. Training.

(a) An individual with gross receipts between \$5,000 and \$18,000 in a calendar year from the sale of exempt food under this section must complete a safe food handling training course that is approved by the commissioner before registering under subdivision 4. The training shall not exceed eight hours and must be completed every three years while the individual is registered under subdivision 4.

(b) An individual with gross receipts of less than \$5,000 in a calendar year from the sale of exempt food under this section must satisfactorily complete an online course and exam as approved by the commissioner before registering under subdivision 4. The commissioner shall offer the online course and exam under this paragraph at no cost to the individual.

Subd. 6. Local ordinances.

This section does not preempt the application of any business licensing requirement or sanitation, public health, or zoning ordinance of a political subdivision.

Subd. 7. Account established.

A cottage foods account is created as a separate account in the agricultural fund in the state treasury for depositing money received by the commissioner under this section. Money in the account, including interest, is appropriated to the commissioner for purposes of this section.

Potentially hazardous food, Minn. Rules 4626.0020, Subp. 62.

A. "Potentially hazardous food" means a food that is natural or synthetic and is in a form capable of supporting:

(1) the rapid and progressive growth of infectious or toxigenic microorganisms;

(2) the growth and toxic production of Clostridium botulinum; or

(3) in raw shell eggs, the growth of Salmonella enteritidis.

B. Potentially hazardous food includes a food of animal origin that is raw or heat-treated, a food of plant origin that is heat-treated or consists of raw seed sprouts, cut melons, and garlic and oil mixtures that are not acidified or otherwise modified at a food processing plant in a way that results in mixtures that do not support growth as specified in item A.

C. Potentially hazardous food does not include:

(1) an air-cooled hard-boiled egg with shell intact;

(2) a food with an a_w value of 0.85 or less;

(3) a food with a pH level of 4.6 or below when measured at 24 degrees C (75 degrees F);

(4) a food, in an unopened hermetically sealed container, that is commercially processed to achieve and maintain commercial sterility under conditions of nonrefrigerated storage and distribution;

(5) a food for which laboratory evidence demonstrates that the rapid and progressive growth of infectious and toxigenic microorganisms or the growth of Salmonella enteritidis in eggs or Clostridium botulinum cannot occur, including a food that has an a_w and a pH that are above the levels specified in subitem (2) or (3) and that may contain a preservative, other barrier to the growth of microorganisms, or a combination of barriers that inhibit the growth of microorganisms; or

(6) a food that may contain an infectious or toxigenic microorganism or chemical or physical contaminant at a level sufficient to cause illness, but that does not support the growth of microorganisms as specified in item A.

APPENDIX G: MUNICIPAL FOOD WASTE MANAGEMENT RESOURCES

Plastic Bag Ban

Minneapolis Ordinance (Repealed)

225.920 *Single-use plastic carryout bags prohibited. No retail establishment shall provide a single-use plastic carryout bag to a customer.*⁹⁹

225.930 *Carryout bag restrictions and requirements. (a) No retail establishment shall provide a paper carryout bag that is not a recyclable paper bag, and retail establishments shall collect a pass-through charge of not less than five center for each paper carryout bag, compostable carryout bag or reusable bag provided to customers. It shall be a violation of this section for any retail establishment to pay or otherwise reimburse a customer for any portion of the pass-through charge. All retail establishments shall indicate on the customer transaction receipt the number of paper carryout bags, compostable carryout bags and/or reusable bags provided and the total amount of the pass-through charge.*¹⁰⁰

Minnesota Legislature Bill

Sec. 9. [471.9998] *MERCHANT BAGS.*

Subdivision 1. Merchant option. All merchants, itinerant vendors, and peddlers doing business in this state shall have the option to provide customers a paper, plastic, or reusable bag for the packaging of any item or good purchased, provided such purchase is of a size and manner commensurate with the use of paper, plastic, or reusable bags.

Subd. 2. Prohibition; bag ban. Notwithstanding any other provision of law, no political subdivision shall impose any ban upon the use of paper, plastic, or reusable bags for packaging of any item or good purchased from a merchant, itinerant vendor, or peddler.

*EFFECTIVE DATE. This section is effective May 31, 2017. Ordinances existing on the effective date of this section that would be prohibited under this section are invalid as of the effective date of this section.*¹⁰¹

Minnesota State and Hennepin County Resources

- *Solid Waste Management Master Plan Briefing* from Hennepin County Environment and Energy, <http://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/documents/solid-waste-management-master-plan-board-briefing-july-2017.pdf?la=en>
- *Organics Recycling for Residents*, Hennepin County, <http://www.hennepin.us/residents/recycling-hazardous-waste/organics-recycling>
- *Report on 2015 SCORE Programs*, Minnesota Pollution Control Agency, <https://www.pca.state.mn.us/sites/default/files/w-sw-1-33.pdf>

APPENDIX H: ACTIVE TRANSPORTATION RESOURCES

Local

- Brockton MA Complete Streets Ordinance (top scoring example from SGA)
<https://drive.google.com/file/d/0B2sMN8qiyoYEaWVGX3Bfd2t0UHM/view>
<http://www.webcitation.org/6sn88DQRu>

County and Regional

- Metropolitan Council, Thrive MSP 2040, Transportation Policy Plan Ch. 7: Bicycle and Pedestrian Investment Direction: [https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Chapter-7-Bike-and-Pedestrian-Investment.aspx](https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Chapter-7-Bike-and-Pedestrian-Investment.aspx)
- Hennepin County 2040 Bicycle Transportation Plan, <http://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/bicycle-transportation-plan.pdf?la=en>

State

- Minnesota Walks (2016) <http://www.dot.state.mn.us/peds/plan/pdf/minnesota-walks-2017-final.pdf>
- MnDOT Complete Streets Policy: <http://www.dot.state.mn.us/policy/operations/op004.html>

National

- SmartCode: <https://transect.org/codes.html>
 - Modules: <https://transect.org/modules.html>
 - Sprawl Repair Module: https://transect.org/docs/sprawl_pdfs.zip
- Retrofitting the Suburbs to Increase Walking (Access Magazine):
<https://www.accessmagazine.org/fall-2011/retrofitting-suburbs-increase-walking-2/>
- Retrofitting the suburbs to increase walking: Evidence from a Land-use-Travel Study:
<http://journals.sagepub.com/doi/abs/10.1177/0042098010364859>
- The Best Complete Streets Policies of 2016, Smart Growth America,
<https://smartgrowthamerica.org/app/uploads/2017/06/best-complete-streets-policies-of-2016-1.pdf>

APPENDIX I: SAMPLE COMPREHENSIVE PLAN LANGUAGE

Food Production

[Food Access Planning Guide: Food Production, page 30](#)

URBAN FARMS SAMPLE PLAN LANGUAGE

POLICY I

[Local government] supports the establishment of urban farms in appropriate areas and will promote and expand the range of urban farming activities that are allowed.

- Review city land use regulations to evaluate how they may restrict urban farms from locating in the community.
- Consider expanding types of structures allowed as part of urban farming enterprises in appropriate locations to allow urban farms to extend the growing season.
- Consider adopting a policy that provides concrete support to urban farming enterprises, using mechanisms such as business finance tools, property tax relief, or low-cost water access.
- Consider allowing agricultural projects as an appropriate use for land in the local park system.
- Follow the emergence of new forms of food production that are occurring on public lands, including food forests and planting for foraging.
- Encourage urban farms to take on outreach and education related to growing healthy food, and to partner with schools, nursing homes, food shelves, local restaurants, and nurseries as outlets for produce.

POLICY II

[Local government] will adopt regulations that establish standards for urban farming, improve compatibility with neighboring properties, and promote public health.

- Take steps to establish a stable regulatory structure for urban farms—such as an Urban Agriculture Zoning Ordinance and/or Comprehensive Farm Review—to clarify the locations that are allowed and the physical and operational conditions that must be maintained.

THINGS TO CONSIDER

- Our Minnesota climate means that season-extending options, such as indoor production, greenhouses, and high tunnels, are very important.
- Even structures with significant visual impact may be appropriate in certain zoning districts.
- An analysis of financial feasibility can be an important element in considering support for an urban farming initiative.
- Urban farms may need indoor space for food cleaning, sorting, packaging, and processing as well as staff bathrooms and break rooms.

COMMUNITY GARDENS SAMPLE PLAN LANGUAGE

POLICY III

[Local government] will support the establishment and maintenance of community gardens throughout the community to provide residents with easy access to healthy food.

- Review and clarify standards for boulevard gardens.
- Establish clear policy support for community gardens, while determining the appropriate balance between community gardens and land redevelopment.
- Ensure permanent sites and a “no net loss” policy for community gardening space in underserved areas. Where relocation is necessary, provide clear and early disclosure, and help gardens get established in new locations.
- Provide for community gardens in zoning regulations by defining it as an allowed use in residential zoning districts, with clear site and operational standards.
- Provide proactive support for community gardens through soil testing, water provision, or leasing publicly owned property to gardens.
- Encourage community gardens to take on outreach and education related to growing healthy food, and to partner with schools, nursing homes, food shelves, local restaurants, and nurseries as outlets for produce.



READ MORE ABOUT THE TOPIC

Community Garden Policy Reference Guide
(Public Health Law Center, 2012)
publichealthlawcenter.org/sites/default/files/resources/PHLC%20Community%20Garden%20Policy%20Guide%202012_0.pdf

THINGS TO CONSIDER

- Community gardens need a long-term site, with access to water and tool storage, in order to reach their potential with respect to food production and community building.
- Balanced policies around community gardens demonstrate appreciation for the benefits of community gardening and the benefits of land development.
- Community gardens are often embedded in residential neighborhoods, making their responsible management more important.
- Requiring a responsible party, and adopting site and operational standards for community gardens, builds support for community gardens from neighbors, mitigates impacts, and promotes public health.
- More park and recreation departments are recognizing that community gardening is an active form of recreation and a valid use of some public park land.

Food Aggregation, Processing and Distribution

[Food Access Planning Guide: Food aggregation, Processing and Distribution, Page 33](#)

FOOD INFRASTRUCTURE SAMPLE PLAN LANGUAGE

POLICY I

[Local government] will support the development of local food-processing businesses.

- Develop or expand business grant and loan programs to help with start-up and capital costs.
- Work to clarify and streamline business-licensing processes for food-processing businesses.
- Ensure that there are reliable educational opportunities for food-processing entrepreneurs to learn about food safety.
- Review local zoning restrictions on food-processing businesses to determine whether additional locational flexibility can be provided under appropriate conditions.
- Take steps to reduce barriers to business creation by people of color and other low-resourced communities.

THINGS TO CONSIDER

- Because start-up costs can be high and profit margins slim for food processing entrepreneurs, business development support is critical.
- Processing food involves food safety regulation at the federal, state, and local levels. Both business owners and local health departments must learn about safety requirements and work together to facilitate safe food production.
- Many food-processing entrepreneurs are members of immigrant groups, such as halal meat producers. Relationships between these businesses, local governments, and community members, as well as a mutual willingness to learn, need to be nurtured in order to promote success.
- University Extension services can be a good resource for food processing businesses.
- Often zoning codes confine food processing uses to industrial districts. However, small-scale facilities can be compatible in neighborhood commercial districts, particularly when they offer some product for sale at the front of the store.
- Local government actions related to business development and support may be carried out through a city or county department, or a public authority such as a Community Development Authority, Economic Development Authority, or Port Authority.
- Given our state's short growing season, frozen and canned foods are an important component of the local food system and food economy.

Healthy Retail

[Food Access Planning Guide: Healthy Retail, Page 35](#)

GROCERY STORES SAMPLE PLAN LANGUAGE

POLICY I

[Local government] will partner in efforts to bring a new grocery store business to the community/underserved location.

- Play an active role in a coalition that includes community, health, economic development, community financing, and/or food organizations who share the goal of this policy, with a focus on building community awareness and taking collaborative action on a well-informed strategy.
- With the coalition, devote time to understanding the intricacies and challenges of establishing a grocery store in the target area.
- Contribute to the research needed for establishing realistic expectations and an appropriate strategy.
- Modify zoning codes that may restrict or not permit grocery stores, particularly in neighborhood commercial districts near residential uses.
- Streamline the permitting process for development of grocery stores and other stores selling healthy food in identified high-need areas.
- Consider proactive steps that can build toward attracting a grocery store developer/business owner—such as assessing potential business locations, identifying and building relationships with potential retailers, gathering consumer data that a grocery store operator may need to consider a store opening, and offering public financial support and other incentives.
- Build relationships with people working on this issue at the state-wide level to take advantage of resources they can offer and learn about potential changes and improvements.

POLICY II

[Local government] will identify mechanisms for supporting existing grocery stores, while encouraging upgrades in the prominence and marketing of the healthy foods they offer.

- Consider strategies similar to the Small Food Market strategies (discussed on the next page), to help existing stores upgrade the prominence and attractiveness of their healthy food offerings.
- Consider extending local government financial support for existing store expansion, remodeling, or equipment upgrades.

THINGS TO CONSIDER

- Strong partnerships between local government and other stakeholders and advocates are important for bringing needed energy to the complex issues of attracting a grocery store and make for stronger customer support after opening.
- Because of its many benefits to the public, the development of a grocery store can justify public financial support, but only where the store will generate sufficient sales to cover operating expenses.
- Small towns and rural regions of Minnesota are particularly vulnerable. Many already lack adequate access to grocery stores. Furthermore, many small town grocers will retire in the next five years; over 70% of them report having no succession plan in place.
- Industry-specific market research may be needed to assess the viability of, and need for, a new grocery store in a given location.
- Grocery store experience is hard-won. An experienced owner or manager of a successful store in a comparable location might be a good candidate for opening a store locally.

SMALL FOOD MARKETS SAMPLE PLAN LANGUAGE

POLICY III

[Local government] will play a proactive partnership role in efforts to support the efforts of small food stores to sell more healthy and fresh foods.

- Build constructive relationships with store owners, to foster improvements in healthy food offerings, as well as extending general assistance in business planning and technical support.
- Play a full partnership role in a coalition of civic, health-oriented, community organizations, and individuals who are interested in a small food store initiative.
- With the coalition, devote time to understanding the best practices for healthy food makeovers in small food stores.
- Offer funding to purchase equipment and merchandising options that provide appealing displays of healthy options.
- Consider the provision of financial or technical support to small food store businesses.
- Stay informed on corner store initiatives in peer cities and on emerging statewide initiatives and resources.
- Pursue relationships with small food store owners or convenience store chains outside of the community, who demonstrate a commitment to providing affordable, healthy food, and who may be willing to establish a store in a community.
- Consider a staple foods ordinance, which would require small food stores to sell a certain amount of basic food items including fruits and vegetables, whole grains, eggs, and dairy products.

THINGS TO CONSIDER

- Simply expecting small food stores to start stocking healthy and fresh food products is not effective in the long run. If the new food products don't benefit the business financially, they are not likely to be maintained over time. Step-by-step changes and ongoing support are critical.
- Effective training likely requires the engagement of a knowledgeable and energetic grocery store consultant.
- Fresh foods may require an innovative supply chain. Traditional suppliers for small food stores may require purchases of produce in large quantities that don't work for these stores.

Pollinators

Food Access Planning Guide: Pollinators, Page 39

POLLINATORS SAMPLE PLAN LANGUAGE

POLICY I

[Local government] will support property owners in the establishment and expansion of pollinator-friendly landscapes.

- 📍 Use local government communication outlets to educate and encourage city residents and property owners on improving pollinator-supportive practices.
- 📍 Take steps to link people to practical how-to resources, such as the best management practices information for yards, gardens and agricultural landscapes published by the Minnesota Department of Agriculture, Department of Natural Resources, and University Extension Services.
- 📍 Support the growth of organizations that educate property owners and communities on pollinator-friendly practices and facilitate their adoption.
- 📍 Establish or encourage low-cost distribution of pollinator-friendly plant seeds and landscape mixes.
- 📍 Review lawn maintenance ordinances to ensure that pollinator-friendly landscapes are not prohibited or overly restricted, while distinguishing between these landscapes and overgrown or unmaintained yards.
- 📍 Modify development and subdivision ordinances and review procedures to ensure that new townhome and single-family developments do not include association provisions preventing residents from installing pollinator friendly landscapes.

POLICY II

[Local government] will review management of locally owned public land, and take steps to increase its contribution to pollinator health.

- 📍 Inventory municipal land such as parks, rights of ways, municipal facility properties, and drainage ditches to identify existing pollinator-friendly landscapes. Assess their quality for pollinator habitat and identify opportunities for adding new areas of pollinator-friendly landscape. Establish demonstration projects with signage to educate the public.
- 📍 Take progressive steps to revise property management practices to increase the land area and improve the quality of landscapes for pollinator habitat.
- 📍 Provide staff training in best management practices for the development and maintenance of pollinator-friendly landscapes.
- 📍 Adopt city practices that reduce or eliminate the use of systemic pesticides, including neonicotinoids, on publicly owned and managed land.



READ MORE ABOUT THE TOPIC

Pollinator Friendly Parks

www.nrces.org/en/content/uploads/2009/05/pollinator_friendly_parks_21ed_nrces_society.pdf

THINGS TO CONSIDER

- Residents will need to adopt to new aesthetic approaches to landscaping, which may require a period of communication and education.
- Cities and counties can create new pollinator habitats by establishing new landscapes along roads and utilities easements they own and manage. Government maintenance staff will require training to manage these landscapes.
- New roadside landscapes must address important considerations related to maintaining driver sightlines and the accumulation of blowing trash.
- The time required to manage new landscapes matters.
- Reductions in pesticide use must be balanced against the risks to crop health from insect infestation.

APPENDIX J: SMART GROWTH AMERICA RANKING METHODOLOGY

Including specific performance measures and implementation steps in a plan or policy can substantially improve its effectiveness and encourage continued, tangible progress toward its vision and goals. However, many existing plans and policies don't include these elements. For reference, Smart Growth America defines these two elements in their ranking methodology for the "Best Complete Streets Policies of 2016":

"9. Performance measures

Communities with Complete Streets policies can measure success a number of different ways, from miles of bike lanes to percentage of the sidewalk network completed to the number of people who choose to ride public transportation.

- 5 points: Policy includes at least one performance measure. A direction to create measures without naming any is credited in the next element, "Implementation steps."*
- 0 points: Policy does not include any performance measures.*

....

10. Implementation steps

.... The Coalition has identified four key steps to take for successful implementation of a policy:

- 1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.*
- 2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or state level recognized design guidance.*
- 3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision.*
- 4. Develop and institute better ways to measure performance and collect data on how well the streets are serving all users.*

Assigning oversight of implementation or requiring progress reports is a critical accountability measure, ensuring the policy becomes practice.

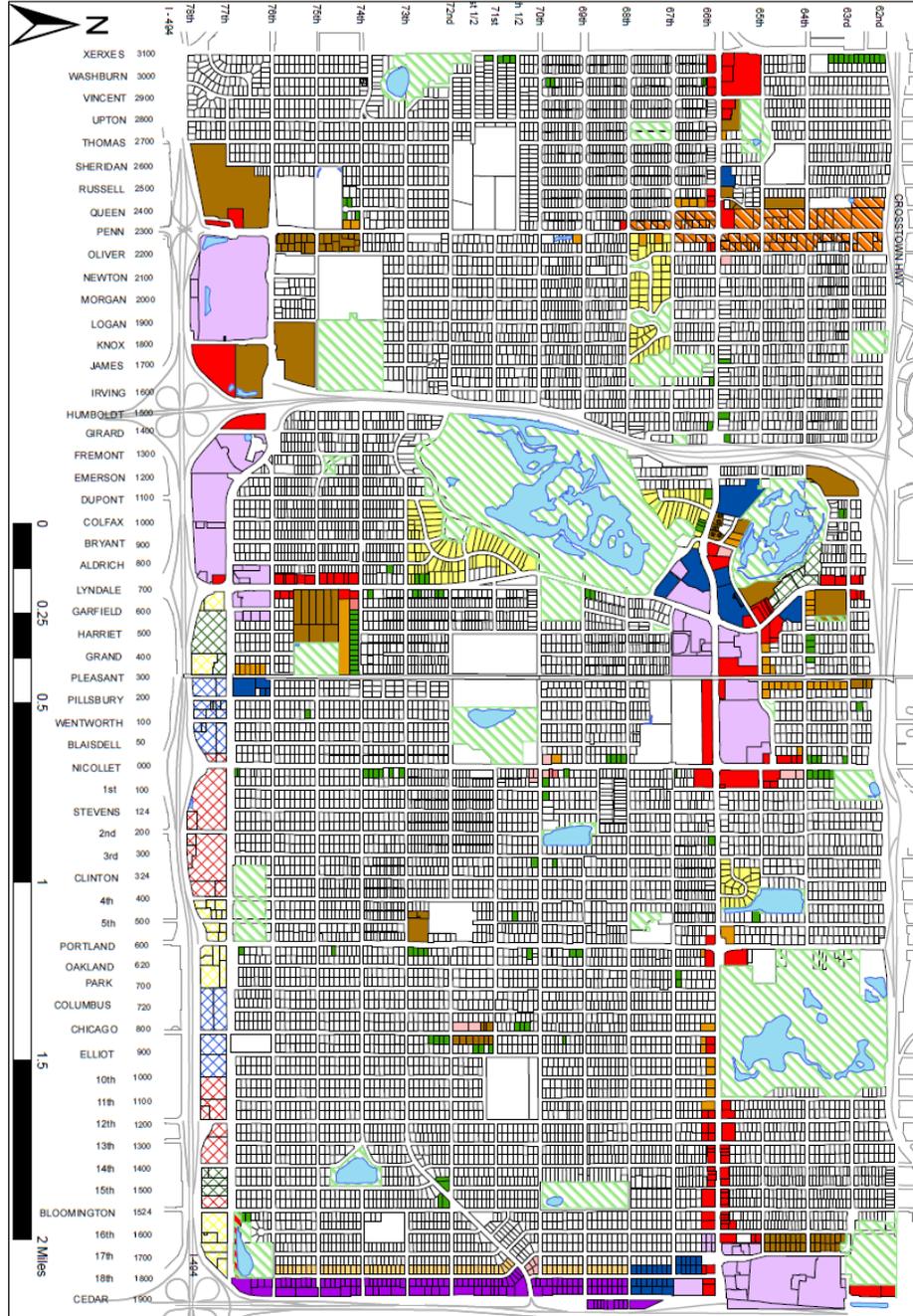
- 3 points: Policy specifies the need to take action on at least two of the four steps identified above.*
- 1 point: Policy includes at least one of the above four implementation steps.*

- *0 points: Policy does not include any implementation or accountability measures.*
- *1 additional point available: Policy identifies a specific person or advisory board to oversee and help drive implementation, or establishes a reporting requirement.*
- *1 additional point available: Policy changes the way transportation projects are prioritized.”¹⁰²*

APPENDIX K: RICHFIELD ZONING MAP

UPDATED 9/2017

Richfield Zoning Map



- Zoning Designation**
- Park (Zoning District is R)
 - R Single-Family
 - R-1 Low-Density Single-Family
 - MR-1 Two-Family
 - PWR Planned Multi-Family
 - MR-2 Multi-Family
 - MR-2/CAC Multi-Fam + Cedar Overlay
 - MR-3 High-Density Multi-Family
 - SO Service Office
 - C-1 Community Commercial
 - C-2 General Commercial
 - PC-2 Planned General Commercial
 - Industrial
 - MU-N Mixed Use-Neighborhood
 - MU-C Mixed Use-Community
 - MU-C/CAC Mixed Use + Cedar Overlay
 - MU-C/PAC Mixed Use + Penn Overlay
 - MU-R Mixed Use-Regional
 - PMU Planned Mixed Use



CITATIONS

¹ MINN. STAT. § 145A.07.

² MINN. STAT. § 28A.075.

³ Minnesota Food Charter. Food Access Planning Guide, p. 6.

⁴ About, <http://mnfoodcharter.com/about/> (last visited May 14, 2015).

⁵ This analysis does not include the category of “eating” as local governments do not regulate this area as directly as the other areas identified.

⁶ Caitlin E. Caspi et al., The Local Food Environment and Diet: A Systematic Review, 18 Health Place 1172 (Sept. 2012), <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3684395/>.

⁷ MINN. STAT. §§ 326B.101, 326B.41.

⁸ MINN. CONST., art. 13, § 7.

⁹ MINN. STAT. §§ 157.16, 28A.04; MINN. R. CH. 4626.

¹⁰ Minn. Rules Ch. 4626.

¹¹ MINN. STAT. § 28A.152 (2015).

¹² MINN. STAT. § 28A.151 (2014).

¹³ MINN. STAT. § 326B (2016); MINN. R. 1303 (2015).

¹⁴ See Appendix C for specific ordinance language identified through key word research process.

¹⁵ Discussions with Richfield staff, Fall 2017.

¹⁶ City of Richfield Community Garden,

<http://www.richfieldmn.gov/Home/Components/News/News/222/853?arch=1&npage=14>.

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(<http://www.raleighnc.gov/environment/content/AdminServSustain/Articles/CommunityGardeningInRaleigh.html>).

¹⁸ https://mn.gov/governor/assets/2016_08_25_EO_16-07_tcm1055-253931.pdf.

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²⁰ Fong, W., Weber, S. (September 4, 2016). Why urban beekeeping is a rising trend in major cities. PBS News Hour. Retrieved on 9/21/17 from online source: <http://www.pbs.org/newshour/bb/urban-beekeeping-rising-trend-major-cities/>.

²¹ Nolden, N., Wieland, B. (2017). Backyard Chicken Basics. Small Farms, University of Minnesota Extension. Retrieved on 9/21/17 from online source: <http://www.extension.umn.edu/food/small-farms/livestock/poultry/backyard-chicken-basics/>.

²² MRSC, (2015). Livestock and Other Farm Animals; Regulating Farm Animals in Residential Districts. Retrieved on 9/21/17 from online source: <http://mrsc.org/Home/Explore-Topics/Public-Safety/Licensing-and-Regulation/Animal-Control/Livestock-and-Other-Farm-Animals.aspx>.

²³ Minn. Stat. §§28A, 157; Minn. R. 4626.0020.

²⁴ Minn. R. 4626.0020.

²⁵ MINN. STAT. §28A.152.

²⁶ Minn. Stat. §§28A, 157; Minn. R. 4626.0020.

²⁷ Minn. R. 4626.0020.

²⁸ MINN. CONST., art. XIII, § 7; *Minnesota v. Hartmann*, 700 N.W.2d 449 (2005).

²⁹ Local Foods Advisory Committee, (March 2017). Selling Produce in Minnesota. Obtained on 10/31/2017 from online source: http://misadocuments.info/LFAC_local_produce.pdf.

³⁰ MINN. STAT. §28A.151.

³¹ City of Richfield, (2017). Richfield Farmers Market, retrieved on 9/25/17 from online source: <http://www.richfieldmn.gov/departments/parks-and-recreation/farmers-market>.

³² Conversations with Richfield City staff, December 2017.

³³ United States Department of Agriculture. <https://www.usda.gov/oc/foodwaste/faqs.htm>.

³⁴ Minnesota Pollution Control Agency. 2013 Statewide Waste Characterization. <https://www.pca.state.mn.us/sites/default/files/w-sw1-60.pdf>.

³⁵ <http://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/documents/solid-waste-management-master-plan-board-briefing-july-2017.pdf?la=en>.

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- ³⁶ <http://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/documents/solid-waste-management-master-plan-board-briefing-july-2017.pdf?la=en>.
- ³⁷ <http://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/documents/solid-waste-management-master-plan-board-briefing-july-2017.pdf?la=en>.
- ³⁸ <http://www.hennepin.us/business/recycling-hazardous-waste/organics-recycling>.
- ³⁹ <http://www.hennepin.us/residents/recycling-hazardous-waste/organics-recycling>.
- ⁴⁰ Communications with Richfield staff, December 2017.
- ⁴¹ <http://www.minneapolismn.gov/health/inspections/greentogo>.
- ⁴² See Appendix C for specific ordinance language identified through key word research process.
- ⁴³ Minneapolis, Minn., Code § 204.30 (2017).
- ⁴⁴ City of Richfield (2008), Comprehensive Plan, Ch. 6.
- ⁴⁵ City of Richfield (2012), Bicycle Master Plan.
- ⁴⁶ City of Richfield (2013), Complete Streets Policy.
- ⁴⁷ City of Richfield Comprehensive Plan (2005), Volume 3, I-494 Corridor Land Use Plan.
- ⁴⁸ City of Richfield (2013), Lakes at Lyndale Connectivity Plan.
- ⁴⁹ City of Richfield (2016), Cedar Avenue Corridor Redevelopment Masterplan Update.
- ⁵⁰ City of Richfield (2008), Penn Avenue Corridor Master Plan.
- ⁵¹ City of Richfield Transportation Commission, Guiding Principles (2013).
<https://www.richfieldsweetstreets.org/wp-content/uploads/Guiding-Principles-Revised.pdf>
- ⁵² City of Richfield, Code of Ordinances §514.
- ⁵³ City of Richfield, Code of Ordinances 529.
- ⁵⁴ City of Richfield, Code of Ordinances §537.01.
- ⁵⁵ City of Richfield, Code of Ordinances §544.15.
- ⁵⁶ City of Richfield, Code of Ordinances §544.17.
- ⁵⁷ City of Richfield, Code of Ordinances §1335.01.
- ⁵⁸ Smart Growth America. (2017). The Best Complete Streets Policies of 2016.
- ⁵⁹ Minnesota Department of Transportation. (2016) *Minnesota Walks*.
- ⁶⁰ Brandt, Steve. (2016). "Downtown Minneapolis gets its first 'woonerf'". Star Tribune.
<http://www.startribune.com/downtown-minneapolis-gets-its-first-woonerf/393491981/>
- ⁶¹ Richfield Comprehensive Plan (2008) Ch. 6 p. 42.
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- ⁶³ City of Richfield Complete Streets Policy (2013).
- ⁶⁴ City of Richfield Transportation Commission, Guiding Principles (2013).
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- ⁶⁵ City of Richfield, Code of Ordinances §537.11.
- ⁶⁶ City of Richfield, Code of Ordinances §544.13.
- ⁶⁷ City of Edina. Pedestrian and Cyclist Safety (PACS Fund). <https://www.edinamn.gov/496/Pedestrian-Cyclist-Safety-PACS-Fund>.
- ⁶⁸ City of Richfield, Code of Ordinances §544.13.
- ⁶⁹ Richfield Comprehensive Plan (2008) Ch. 6 p. 41.
- ⁷⁰ Tachieva, Galina (2010). Sprawl Repair Manual. p. 35-36.
- ⁷¹ City of Richfield Comprehensive Plan (2005), Volume 3, I-494 Corridor Land Use Plan.
<http://www.richfieldmn.gov/home/showdocument?id=11944>.
- ⁷² City of Richfield (2016), Cedar Avenue Corridor Redevelopment Masterplan Update.
<http://38.106.4.176/home/showdocument?id=11056>.
- ⁷³ City of Richfield, Code of Ordinances §529.01.
- ⁷⁴ City of Richfield, Code of Ordinances §537.01.
- ⁷⁵ City of Richfield, Code of Ordinances §537.09.
- ⁷⁶ An example of the Pedestrian Oriented Overlay District can be found in the Minneapolis City Code. See Minneapolis Code of Ordinances Ch. 551, Art. II: Pedestrian Oriented Overlay District.
- ⁷⁷ City of Richfield, Code of Ordinances §544.17.
- ⁷⁸ City of Richfield, Code of Ordinances §537.11.
- ⁷⁹ City of Richfield, Bike Rack Cost Share Program. <http://www.richfieldmn.gov/departments/community-development/bike-rack-cost-share-program>.
- ⁸⁰ Minn. Stat. Chapter 168C. Bicycle Registration <https://www.revisor.mn.gov/statutes/?id=168C&view=chapter>.

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- ⁸¹ City of Richfield, Code of Ordinances §1335.01.
- ⁸² City of Edina Comprehensive Bicycle Transportation Plan, p. 113. (2007).
- ⁸³ City of Edina Comprehensive Bicycle Transportation Plan, p. 113. (2007).
- ⁸⁴ MINN. STAT. §§169.14, Subd. 2. Speed Limits; §169.011, Subd. 64. Residential roadway; §160.263, Subd. 4. Speed on street with bicycle lane.
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- ¹⁰⁰ Minneapolis, Minn., Code §225.930 (2017).
- ¹⁰¹ H.F. 2209, 90th Les., Reg. Sess. (Mn. 2017).
- ¹⁰² Smart Growth America. (2017). The Best Complete Streets Policies of 2016. 21-25.