FRAMEWORK FOR GREEN STREETS INTEGRATION INTO THE SAN MATEO SUSTAINABLE STREETS PLAN

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Definition of Sustainable Streets

– The combination of Complete Streets and Green Streets into street designs that are comfortable and convenient for the breadth of travel choices and that reduce water quality and other environmental impacts while fitting with community character. (need to make sure that the definition works for different audiences – make sure that the human element is tied into the definitions, use graphics to communicate the concept (section diagram of the street – multimodal and water process)

Definition of Green Streets

– "A street that uses natural processes to manage stormwater runoff at its source" (Source: EPA - "Green Streets: A Conceptual guide to effective Green Streets Solutions") [integrate landscape open space function more clearly]

– "Green streets enrich the city streets by adding lushness and color...help clean the air and cool the city, while providing food and habitat for migratory birds and pollinators." (Source: New York City Global Partners - "Best Practice: Green streets: Greening Roadways")

– "A green street incorporates green infrastructure to manage stormwater while making the street more walkable and aesthetically appealing" (Source: US EPA – Green Streets Strategy Technical Assistance Toolbox)

GREEN STREETS FRAMEWORK TABLE

	1. Goals and Objectives	2. Policies	3. Design Guidelines and Standards	4. Implementation (Priorities, Funding, and Construction)	5. Operations, Maintenance, and Monitoring
Purpose of Framework Element	– Highlight key goals and objectives for green streets related to: stormwater, landscape, community identity, and overall sustainability. – Integration of green streets across elements of the SSP – safe and supportive pedestrian and bicycling environment, traffic calming/safety, etc.	– Provide direction and commitment for development, implementation, and O&M of green infrastructure. – Establish requirements for interdepartmental coordination and redistribution of local funding.	– Allow and require best practices in design of green streets. – Define applicability of tool box elements and techniques to specific conditions: ○ Street type (transportation function, emphasis, etc.) ○ Built and natural context ○ Stormwater function ○ Hydrologic context ○ Soils conditions – *Potential additional data – curb cuts, underground utilities, red curbs, on-street parking, right-of-way outside of existing improvements, etc.*	– Maximize potential to implement sustainable streets: ○ Remove barriers; ○ Take advantage of opportunities *(e.g.; repaving, PDA investments, mercury and PCBs, etc.);* ○ Set priorities for effectiveness and ability to fund improvements;	– Coordinate efforts across departments. – Funding ○ Improve efficiency ○ *Linkages to other funding streams – public health, flood, recycle water, etc.* ○ Public/private partnership opportunities
Relationship to other City, Regional, State, and Federal policies and standards	– *Do a table of how green streets overlaps with these different areas to support how green streets contributes to these and contributes to potential for funding.* – Complete Streets; – Public health (e.g. active transportation, Safe Routes to schools, transit…); – Open space and recreation (e.g. a network of green connector streets linking parks and open spaces, Bay Friendly, native, low-water use, etc.); – Water quality and management; – Broader sustainability goals: sea level rise, water use, green house gas reduction, San Francisco Bay protection, urban forest, heat island (landscaping and pavement), energy efficiency (LED, etc.), etc.; – Economic vitality; and, – Community identity.	– Link to regional and federal water quality policy requirements. – Coordinate other city policies to support Sustainable Streets.	Coordinate with: – Street design guidelines and standards; – Public landscape and streetscape guidelines and standards; – Land use planning and development guidelines and standards; and, – Other city guidelines and standards.	– Coordinate between street, landscape, stormwater, and utility operations and maintenance. – Coordinate between private and public development. – *Sanitary sewer overflows (some areas of the city have downspouts going into the sewer system)* – *Can tie into defining local funding opportunities (i.e.; off-site and "adjacent to site" opportunities)* – *Traffic impact fees – to - sustainable streets fees?*	– Coordinate between street, landscape, stormwater, and utility operations and maintenance. – Monitoring program should provide for a feedback loop to design guidelines and standards, construction techniques, and O&M practices.
Emphasis for Framework Element within the SM-SSP and relationship to the GreenPlan Bay Area	– SM-SSP: Development of these is in process.	– SM-SSP: identify key policies supporting implementation of Green Streets Framework.	– Build from San Mateo County, *Sustainable Green Streets and Parking Lots Design Guidebook*: ○ Develop applicability matrix;	– SM-SSP: integrate Green Streets into overall implementation plan, potential focus areas include:	– SM-SSP: Establish strategy and work plan for developing a comprehensive interdepartmental O&M Plan.

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project		– GreenPlan Bay Area project: ○ Potential to develop policies in terms of watershed, soils, and potentially other physical aspects. ○ *Identify/prioritize data gaps so that opportunities for future data gathering can occur in the future.*	○ Integrate other best practice designs as appropriate; and, ○ Refine to address specific conditions and opportunities of SM-SSP. – GreenPlan can document hydrologic, soils, geology, and other physical aspects that inform the applicability of tools to specific locations. – *Flood management planning/watershed plans – current plans (2004) do not go beyond flood management. No current plan to update the plan. Will be doing up to 8 conceptual designs for San Jose and San Mateo to a 10% design level – where should those be in San Mateo. (schedule still being determined, extent of area (to be determined – likely at the element and/or block level)*	○ Priorities for project and program implementation. ○ Performance measures. ○ Framework for shared public/private implementation. – GreenPlan Bay Area project: ○ GreenPlan-IT model runs help establish priorities for specific improvements. ○ Assist in identifying potential funding sources and methods.	– GreenPlan Bay Area: potential contribution unclear. – SFPUC is doing life-cycle cost. – “Adoption” programs with neighborhoods, schools, and other organizations – Seattle, Portland, Virginia tree-stewards. (example – crowd-sourced canine unit for police).