GREEN STREETS

Progress and Challenges in San Diego

Wednesday, October 4th
11:30 am to 1:30 pm
Speakers

Mike Singleton, PLA, AICP CTP, LEED AP, Principal KTUA
Bob Leiter, FAICP, Retired Planning Director
Kathleen Garcia, FASLA, LEED AP, Planning & Community Development Director, City of Del Mar
Rick Barrett, LEED ND, ASLA, Principal MIG
Phil Armstrong, PLA, ASLA, Senior Landscape Architect, The Lightfoot Planning Group
A Big Thanks to Our Organizers

Jennifer Sabo Spencer, RLA, ASLA, LEED AP

Greg Konar, AICP

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Bill Figge, AICP

Madison Roberts
GREEN STREETS
Complete Streets
Green Streets
Sustainable Streets
Great Streets
Green Infrastructure
Reclaimed Roadways
Traffic Calmed Streets
3rd Places
Smart Streets
Public Realm
Complete Streets

Green Streets

A Green Street is not automatically a Complete Street, but for a Street to be Complete, it must include Green Street Elements
What is a Complete Street?

- Accommodates alternative non-vehicular modes
- Reclaims streets for multiple public purposes
- Assures smooth flowing & calm vehicular traffic
- Improves safety and universal access for all users
- Provides transit priorities and amenities
- Includes “Green Infrastructure”
What is a Reclaimed Street?

- Taking an incomplete street and making it complete
- Converting excess vehicular space to other modes or uses
  - Adding public realm walking and sitting spaces
- Mitigating street impacts such as safety, heat island affect, water and air quality through stormwater runoff, urban forestry, and sustainable materials, all done through proper planning outreach and design processes
What is Green?
**Seattle:** “A street that gives priority to pedestrians and open space over other transportation uses. Treatments may include sidewalk widening, landscaping, traffic calming, and other pedestrian features”.

**Portland:** “Manages stormwater runoff as a resource rather than a waste. Landscaped streets with planters or swales that capture stormwater and allow it to soak in as soil and vegetation filter pollutants”.

**EPA:** “Infrastructure that involves reducing and treating stormwater. They achieve multiple benefits, such as improved water quality and more livable communities, through the integration of stormwater treatment techniques”.

**Smart Growth America:** “Sustainable Complete Streets include narrow widths, traffic calming, pervious pavement, cool pavements, bioswales, raingardens, street trees, and encourage low-emissions travel”.

**APA:** “Sustainable Great Streets-promote sustainability through minimizing runoff, reusing water, ensuring groundwater quality, minimizing heat islands, and responding to climatic demands”.

**ASLA:** A complete green street provides for a diversity of transportation options, balancing a history of auto-centric street design in favor of opportunities for cyclists and pedestrians”.

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**How Would You Define a ”Green Street”?**
What should be included on a Green Street?

- Needs to handle stormwater runoff and water quality
- Should offer carbon capture through urban forests (oxygen production and particulate matter as well)
- Urban forestry that can help to improve safety & comfort
- Shade and not too bright or dark of paving materials
- Take opportunities to improve community aesthetics
- Should create “3rd Places” (home, office and social places)
- Must support healthy and safe walking exercise options
Most agree on the aesthetic value of trees but often dismiss the functional ones.
Trees provide human scale, define edges, increase spatial wayfinding, delay runoff, buffer walkers from vehicles & calm traffic through edge friction.
Trees change our micro-climate and our macro (global)-climate.
Why Streets instead of Parks and Plazas?

- 25-30% of U.S. urban land are streets, sidewalks and alleys
  - Largest portion of undeveloped urban land
  - Already publicly owned and accessible
  - Re-allocation can address many unmet needs
  - Better urban design has high return on investment
  - Right of ways connect land uses, people and places
When you only design for vehicles, your streets will remain mostly devoid of cars and people.
When you design streets for people, you get streets filled with people!
Yet we still seem to keep producing streets like this!
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Let's get moving!