

**SCVURPPP
C.3 Workshop
June 10, 2021**

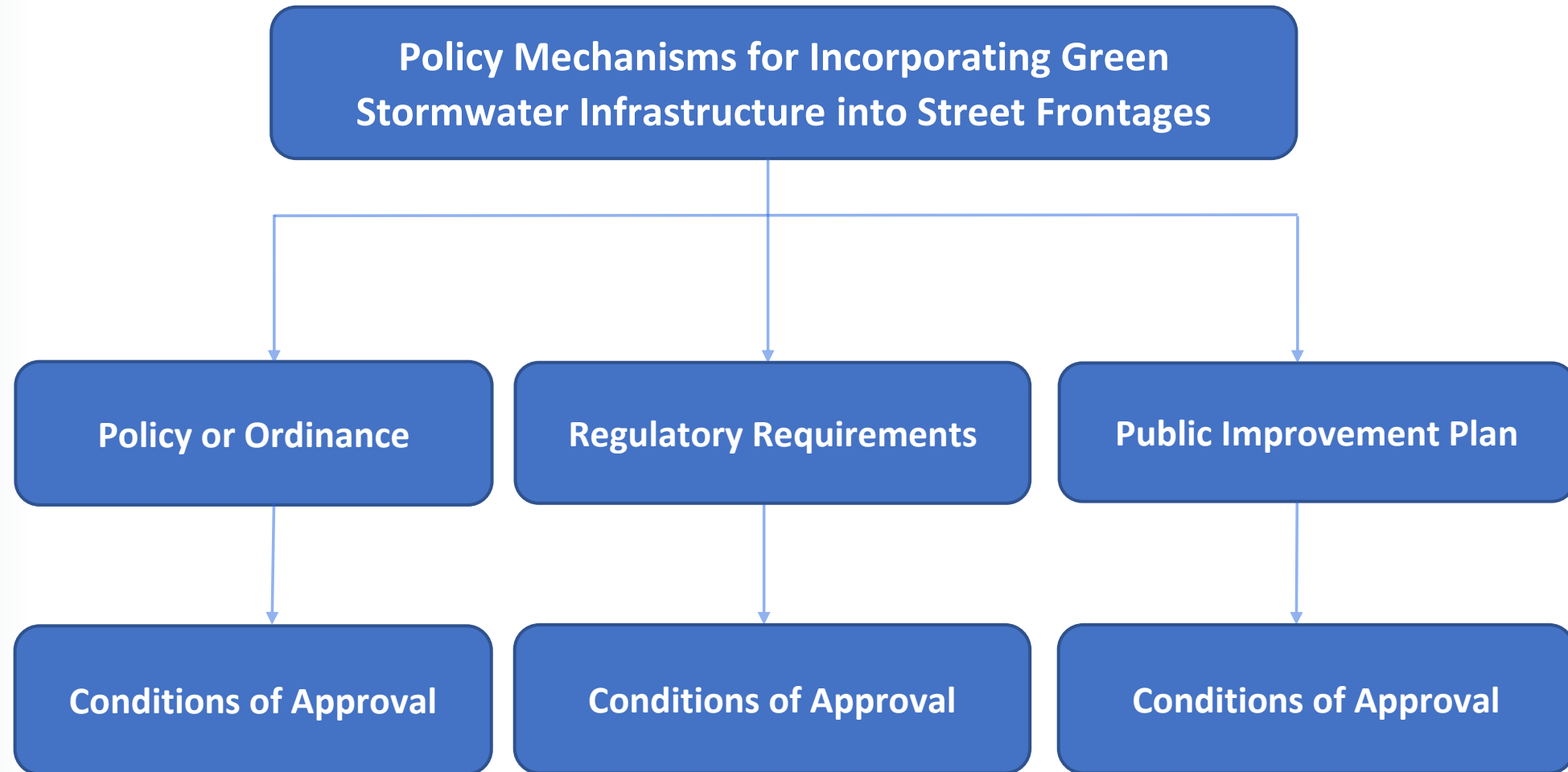
**Municipal GSI Implementation:
Leveraging C.3 Regulated Projects
to Treat the Public Right of Way**

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What are we talking about?

- Treating runoff from impervious surfaces in the public right of way (PROW), such as sidewalks, planter strips, roadways and bike facilities in front of the regulated private project (aka frontages).
- Construction of GSI in the PROW by regulated private project developers/owners building (and if desired, maintaining) as a condition of approval for their project.
- Leveraging private dollars to construct (and maintain, if desired) GSI in the PROW to help municipalities achieve GSI implementation goals.
- Policies, mechanisms, conditions of approval (CoA), plans and/or ordinances that implement GSI (or cause to be implemented).

Mechanisms for Integrating GSI into Projects



Example of GSI in the Public Right of Way (Frontage Area)

Campbell



Campbell



Emeryville



Example of a Missed Opportunity for GSI in the Public Right of Way (Frontage Area)



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Example Policy Mechanisms: Municipal Code

- In accordance with the City municipal code, regulated projects are required to install and maintain GSI in the frontage area (PROW) of their property/project.
 - City of Redwood City
 - City of San Mateo
- When Feasible/Applicable
 - City of Emeryville - require regulated projects to install and maintain GSI when feasible/appropriate or when required as part of an approved plan such as an active transportation plan

Example Policy Mechanisms

Conditions of Approval

- Maintenance of GSI
 - City of Campbell - use Community Facility Districts to fund maintenance of GSI and using the PROW for treatment of PROW and private impervious surface runoff
- Special Projects
 - City of South San Francisco - require Special Projects to install GSI in the frontage when they can't do LID on-site

Model Policy

The [Jurisdiction] will incorporate, implement, or cause to be implemented, GSI and Complete Streets features, designs, systems and maintenance, in accordance with the [Jurisdiction's] GSI Plan and the SCVURPPP GSI Handbook, into all projects in the public right of way, including in and along the frontages of new and redevelopment projects, to the maximum extent practicable or feasible to create safe and environmentally resilient streets for the community of the [Jurisdiction].

Model CoA

Applicant shall construct stormwater control measures within and along the project's [Frontage Street Name] frontage.

- The control measure area will be sized to treat the stormwater flows from the entire drainage area (that is the the applicant's side of the right of way - typically from the street crown or center line of the roadway to the parcel property line) from [Cross Street to Cross Street]).
- The control measure area shall be located either as shown on the tentative map or within the landscape area between the sidewalk and curb, or within a combination of both areas.

Model CoA, continued

- The control measures shall be designed and sized using the details and guidance in the SCVURPPP GSI Handbook.
- The control measures shall also be built to comply with other requirements for the fronting public right of way, as identified in the [Jurisdiction]'s [name of pertinent plan, e.g. Bike-Ped Plan, Active Transportation Plan, Transportation Master Plan, Specific/Area Plan etc.]

More Information

- SMCWPPP Sustainable Streets Master Plan (Appendix F)
www.flowstobay.org/data-resources/plans/sustainable-streets-master-plan/
- SCVURPPP GSI Handbook
<https://scvurppp.org/2019/09/01/scvurppp-green-stormwater-infrastructure-handbook/>



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