SOURCE: NEVUE NGAN ASSOCIATES

Figure 3-2: *A typical low-density residential street in San Mateo County.*

Low-Density Residential Streets

As the most prevalent street type in San Mateo County, low-density residential streets offer the best opportunities for green street design solutions. These types of streets have the fewest conflicts with utilities, the greatest ability to easily create landscape space or modify existing landscape space for stormwater management, and typically have under-used parking zones. Some low-density residential streets in San Mateo County have been built on very steep slopes that quickly convey stormwater runoff downstream. Even these streets can be redesigned into green streets that slow the conveyance of stormwater runoff.

SOURCE: GOOGLE EARTH

Figure 3-3: *The red areas superimposed on this aerial photo illustrate the impervious street area that generates runoff from low-density residential streets.*

SOURCE: NEVUE NGAN ASSOCIATES

Figure 3-4: *A typical high-density residential street in San Mateo County.*

High-Density Residential Streets

Like low-density residential streets, high density residential streets also offer opportunities for green street design solutions. However, the close proximity and frequency of driveway entrances, plus a higher demand for on-street parking, creates little space for landscape-based stormwater facilities. For green streets to work on high-density residential streets, some compromises will need to be made. Pervious paving could be used alone or in conjunction with landscape solutions in high-density residential streets, providing that the site conditions support it.

SOURCE: GOOGLE EARTH

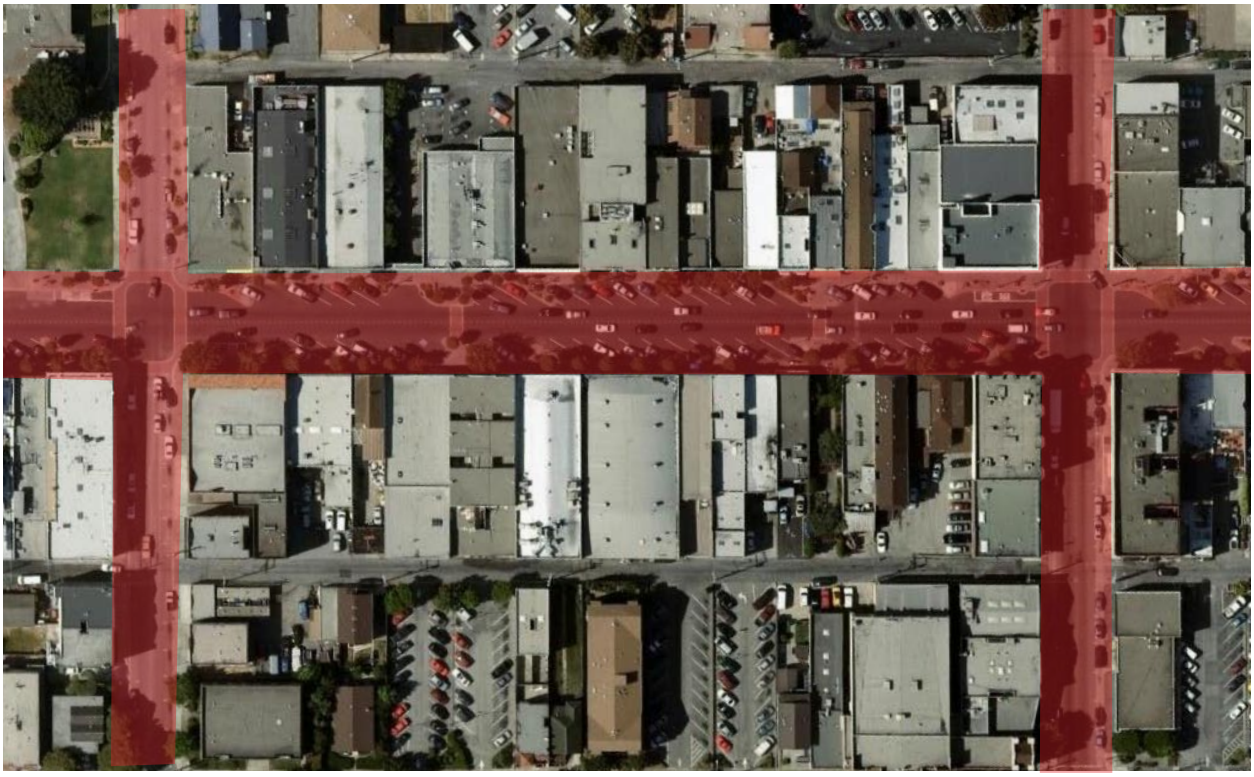
Figure 3-5: *The red areas superimposed on this aerial photo illustrate the impervious street area that generates runoff from high-density residential streets.*

Commercial Streets

Downtown streets in San Mateo County offer some great opportunities for turning a "gray street" into a green street. They also present some of the most difficult constraints to try to overcome. There is fierce competition of space among on-street parking, pedestrians, street trees, and above ground/below ground utilities. Many downtown streets (such as the example shown in Figure 3-6) use angled parking along the street frontage. One way to create a more balanced streetscape is to change the use of angled parking to parallel parking. This simple change in parking configuration would yield significant space for wider walkways, bike lanes, and stormwater facilities with minimal parking loss.

SOURCE: NEVUE NGAN ASSOCIATES

Figure 3-6: *A typical commercial street in San Mateo County.*



SOURCE: GOOGLE EARTH

Figure 3-7: *The red areas superimposed on this aerial photo illustrate the impervious street area that generates runoff from commercial streets.*

SOURCE: NEVUE NIGAN ASSOCIATES

Figure 3-8: *A typical multi-lane arterial street in San Mateo County.*

Arterial Streets and Boulevards

Wide, high-volume arterial streets and boulevards generate significant amounts of stormwater runoff and primarily serve vehicle traffic with little emphasis on walkability or bike transit. Travel lanes and paved shoulders are often oversized. Some arterial streets might benefit from having redundant travel lanes converted into new landscape space, bike lanes, and/or wider sidewalks. In addition, some existing arterial streets have large, landscaped center medians. While this landscape area does help reduce imperviousness, this space would function better if it was transferred next to the street curb where it can buffer the pedestrian zone and capture stormwater

SOURCE: GOOGLE EARTH

Figure 3-9: *The red areas superimposed on this aerial photo illustrate the impervious street area that generates runoff from a multi-lane arterial street.*