

PORTLAND GREEN STREETS

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email (optional)
✓ Bob Sallinger	Auburn 5151 NW Cornell Rd PDX 97210	bsallinger@auburnportland.org
✓ Greg Baker	3104 NE 35TH PLACE, PDX 97212	greg.baker@amec.com
✓ John Tyler	John 5115 NE Mallory Ave	john.tyler@clark-wa.gov
✓ Tom Puttman	DAVID EVANS AND ASSOCIATES / PORTLAND SE 2100 SW RIVER PARKWAY	tjpe@deainc.com
✓ Brian Wegener	Tualatin Riverkeepers 12360 SW Main St - 100 Tigard 97223	brian@tualatinriverkeepers.org
✓ Brett Vandenhoevel	Columbia Riverkeepers	

City of Portland
STORMWATER ADVISORY COMMITTEE

Advising the City on policy and implementation issues related to stormwater management

April 18, 2007

The Honorable Tom Potter
City of Portland
1221 SW Fourth Avenue
Portland, OR 97201

Re: Green Streets Policy and Cross-Bureau Phase 2 Report

Dear Mayor Potter and Council Members:

On behalf of the Stormwater Advisory Committee (SAC), we are writing in support of the proposed Green Streets Policy and Green Streets Cross-Bureau Phase 2 Report that are being presented to City Council today.

The SAC has worked for many years to identify and promote measures that will improve stormwater management of the City's transportation system. Recognizing that the City's streets are a very significant contributor of urban runoff and pollution, the SAC presented its *Stormwater Management Recommendations for Transportation Related Development* to City Council in 2004. That report strongly urged expanded implementation of Green Streets approaches as a cost-effective way to reduce runoff and pollution. The SAC has also provided input to the Phase 1 and Phase 2 work of the Green Streets Cross-Bureau Team.

The Phase 2 report and policy reflect a number of elements that are very important to both effective stormwater management and Portland's overall commitment to sustainable practices: a multi-bureau cooperative effort, a watershed context, and integration of multiple City goals such as neighborhood livability, improved urban habitat, and connectivity. Incorporation of the Green Streets Policy into the City's Comprehensive Plan, Transportation System Plan, and Citywide Systems Plan is also essential to ensure that Green Streets are an integral consideration in all City programs. We strongly support making the policy binding, and urge the City to pursue funding sources to initiate, encourage, implement, and maintain Green Streets projects.

We are encouraged to see the City's commitment to improved stormwater management and watershed health and urge City Council to accept and endorse the Phase 2 report and policy. Thank you.



Eric W. Strecker, P.E.
SAC Co-Chair
Tryon Creek Watershed Council Representative
55 SW Yamhill, Suite 200
Portland, OR 97204



Katherine Futornick
SAC Co-Chair
Environmental Science Representative
5335 SW Meadows Road, Suite 365
Lake Oswego, OR 97035

Green Streets Initiative
PURB Statement of Support
April 3, 2007

36500

The PURB supports the concept of the Green Streets Initiative. We believe that this initiative will benefit the City of Portland, its citizens and utility ratepayers. Implementation of this policy may lead to positive rate impacts by:

- Encouraging City Bureaus and Departments to work together on projects that have a overlapping service and maintenance responsibilities.
- Treating stormwater on site or where it falls can result in a cost savings. It reduces the amount of stormwater that must be transported and treated at facilities that are owned and operated by the city.
- Reducing the amount of stormwater flowing through the stormwater system could extend the life of this expensive infrastructure.
- Meeting multiple policy objectives and compliance obligations (federal, state, regional and local) through one set of actions can result in a net benefit to the City and its utility rate payers.

Treating stormwater onsite where appropriate and within the watershed where it falls allows for ground water recharge. This can have a positive environmental effect when groundwater is a source or contributes to surface water runoff.

The PURB further recommends that monitoring and analysis of future projects including the proposed Burnside and Couch St. project be conducted to better understand:

- Cost savings in construction and maintenance.
- The sediments in the soil and water quality and volume control.
- Tracking problems associated with particular green street design features.

Green Streets Cross Bureau Phase 1 and 2

Outcomes

COMPLETED:

- ❑ **Citywide Green Street Policy** (incorporation of Policy into other City plans and processes, 1% for Green Street fund for certain projects)
- ❑ **Community Outreach Strategy Plan**, Materials and Presentations
- ❑ **Green Street Maintenance Policy**
- ❑ **Technical Specification Sheets** for swales, curb extensions and planters to aid the development of green streets
- ❑ **Greenstreet "Notifiers"**; signage, facility markers, and property owner door hangers

IN PROCESS:

- ❑ **Multi-Bureau collaboration** on SE Clay Green Street "Route to River"
- ❑ **Gateway Stormwater Masterplan** for the Urban Renewal Central District
- ❑ **Enhanced Multi-Bureau CIP / Green Street Implementation Process**
- ❑ **Green Street Notebook** cataloging designs and new prototype development
- ❑ **EPA Funding Proposal**

Continued Collaboration on City constructed or funded Green Street Projects. In last 24 months 11 projects completed:

- | | |
|--|---|
| ▪ SE 57 th (1) | ▪ SW 17 th and Taylors Ferry Rd. (1) |
| ▪ SE 21 st and Tibbetts (2) | ▪ New Columbia (132) |
| ▪ Capitol Hwy (2) | ▪ Lents Phase 3 LID (20) |
| ▪ NE Fremont (1) | ▪ NW Morgan Lane Swale (1) |
| ▪ NE Sandy Blvd (6) | ▪ SW Moody and Lowell (Streetcar Line) (2) |
| ▪ 92 nd Ave. (23) | |

Total Number of New Facilities in 24 months: **189**



CITY OF PORTLAND
ENVIRONMENTAL SERVICES

36500



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204-1912 ■ Sam Adams, Commissioner ■ Dean Marriott, Director

1. **Ordinance Title:** Accept and endorse the Portland Green Streets Policy and Green Streets Cross-Bureau Phase 2 Report.
2. **Contact Name, Department, & Phone Number:** Linda Dobson, Watershed Services – Sustainable Stormwater Management, 823-7640
3. **Requested Council Date:** Time Certain April 18th; 9:30.

Consent Agenda Item: ___ or **Regular Agenda Item:** XX

Explain why this does or does not require a presentation or Council discussion: This report and Policy establishes a City commitment and directive to incorporate Green Streets into City funded projects. The report is a culmination of a year and half long effort involving multiple Bureaus and their Directors and staff in addressing programmatic aspects of a Green Street effort.

Emergency Item (answer below): ___ or **Non- Emergency Item:** X

If emergency, why does this need to take effect immediately:

4. **History of Agenda Item/Background:** The Cross Bureau Green Street Effort began in August 2005. Commissioner Adams charged city staff with creating a programmatic approach to implementing green street elements as a component of street projects, and to increase feasibility by identifying solutions to current implementation issues and challenges.

A Green Streets Team was assembled comprised of staff members from ten City Bureaus and offices with interdisciplinary expertise in stormwater engineering, transportation, planning, utilities, parks, sustainability and maintenance. In March 2006 a first phase report and recommendations were adopted by City Council. Work has continued and now a second phase report and Citywide Policy has been drafted for Council adoption.

Five tasks were the focus of development in Phase 2 culminating in the following recommendations:

- Adoption of a binding Green Streets Policy;

- Incorporation of this policy into the Transportation System Plan, City Comprehensive Plan and the Citywide Systems Plan;
 - Developing processes to better integrate citywide system planning processes across Bureaus;
 - Pursuing a Central Eastside green street Demonstration project;
 - Creating a Green Street Profile Notebook of green street facilities;
 - Convening an intra-bureau task force to analyze existing funding and recommend new sources of funding for construction and maintenance;
 - Establishing a 1% percent for Green Street Fund;
 - Re-applying for additional EPA appropriations to help fund ongoing implementation; and
 - Continuing to work cooperatively among Bureaus to realize cost savings and efficiencies by jointly planning infrastructure work across bureaus.

- 5. **Purpose of Agenda Item:** To adopt the Citywide Green Street Policy and Report recommendations.

- 6. **Legal Issues:** None

- 7. **What individuals or groups are or would be opposed to this ordinance?** The Water Bureau may not be supportive of the “1% for Green Street” fund provisions.
Supportive? Other City Bureaus, the Stormwater Advisory Committee, and numerous citizens and associations are supportive of this effort.

- 8. **How Does This Relate to Current City Policies?** It supports and enhances many of the City’s existing policies for Watershed Planning, Sustainable Development and the River Renaissance goals.

- 9. **Community Participation:** Numerous Presentations have been made regarding the Green Street effort to citizens groups and professional organizations over the course of the 2-phase project. The City’s Stormwater Advisory Committee and the PURB have been given specific presentations on the Policy, Resolution and Report Recommendations.

- 10. **Other Government Participation:**

- 11. **Financial Impact:** The Report and Policy reinforce the current direction of the City related to implementing Green Streets and as such the additional financial impact is limited. The Policy and Report call for joint planning and coordination of capital and infrastructure projects across Bureaus in an effort to capitalize on opportunities and achieve the implementation of green streets in a more cost effective manner. The policy provides a foundation to the existing Stormwater Manual regulations and other City efforts such as the Watershed Management Plan and BES/PDOT street construction projects.
 - The “1% for Green Street” Fund requirement is the only new expense to City Bureaus where public right of way work does not trigger the Stormwater Manual requirements. It is estimated that BES, PDOT and Water will pay \$200-250,000 a year into the Fund, which will create more green streets citywide.