



City of Bradbury Memorandum

DATE: June 3, 2013
TO: David Gilbertson, Assistant City Engineer
CC: Michelle Keith, City Manager
SUBJECT: Draft Green Street Policy

Green Street Policy

Purpose

The City of Bradbury shall implement green street BMPs for transportation corridors associated with new and redevelopment street and roadway projects, including Capital Improvement Projects (CIPs). This policy is enacted to demonstrate compliance with the NPDES MS4 Permit for the Los Angeles Region (Order No. R4-2012-0175).

Green streets are an amenity that provides many benefits including water quality improvement, groundwater replenishment, creation of attractive streetscapes, creation of parks and wildlife habitats, and pedestrian and bicycle accessibility. Green streets are defined as right-of-way areas that incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes.

Policy

- A. Application. The City shall require new development and/or redevelopment streets and roadway projects and CIP projects conducted within the right-of-way of transportation corridors to incorporate green street BMPs. Transportation corridors projects are major arterials as defined in the [CITY'S] General Plan which add at least 10,000 square feet of impervious surface. Routine maintenance or repair and linear utility projects are excluded from these requirements. Routine maintenance includes slurry seals, repaving, and reconstruction of the road or street where the original line and grade are maintained and new impervious surface is not added.

Comment [m1]: Decision point on how to define transportation corridors. Is the preference to use the 10,000 sf threshold from the Land Development section of the Permit or to use a street type definition from the General Plan, e.g. major arterials.

Alternatives:

Use other mechanism in lieu of the 10,000 sf of impervious area to determine threshold for green streets requirements. As an example, City of Santa Monica utilizes construction costs (>\$500,000) as the trigger for green street BMPs. Another option would be to establish a threshold of either the 10,000 sf impervious area or construction cost >\$500,000 whichever is smaller.

- B. Amenities. The City shall consider opportunities to replenish groundwater, create attractive streetscapes, create parks and wildlife habitats, and provide pedestrian and bicycle accessibility through new development and redevelopment of streets and roadway projects and CIPs.
- C. Guidance. The City shall use the City of Los Angeles Green Streets guidance, USEPA's *Managing Wet Weather with Green Infrastructure Municipal Handbook: Green Streets*¹, or equivalent guidance for use in public and private developments.
- D. Retrofit Scope. The City shall use the City's Enhanced Watershed Management Program to identify opportunities for green street BMP retrofits. Final decisions regarding implementation will be determined by the City Council based on the availability of adequate funding.
- E. Training. The City's contract City Engineer shall incorporate aspects of green streets into internal annual staff trainings.

¹ EPA-833-F-08-009, December 2008.