



DRAFT Green Street Policy

Purpose

The City of Azusa DEPARTMENT OF PUBLIC WORKS 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 DEPARTMENT OF PUBLIC WORKS 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.

Alternate A (without General Plan reference).

Application. The DEPARTMENT OF PUBLIC WORKS 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 roadway projects that 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.

Alternatives to the 10,000 sf threshold:

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.

Alternatives to the major arterial:

Use another General Plan defined street classification, such as secondary arterials, and define the transportation corridor as all that type of street and larger arterials.

- B. Amenities. The DEPARTMENT OF PUBLIC WORKS 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 DEPARTMENT OF PUBLIC WORKS 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 developed by the DEPARTMENT OF PUBLIC WORKS for use in public and private developments.
- D. Retrofit Scope. The DEPARTMENT OF PUBLIC WORKS shall use the City's Watershed Management Program or Enhanced Watershed Management Program to identify opportunities for green street BMP retrofits. Final decisions regarding implementation will be determined by the CITY ENGINEER based on the availability of adequate funding.
- E. Training. The DEPARTMENT OF PUBLIC WORKS shall incorporate aspects of green streets into internal annual staff trainings.



**CITY OF AZUSA
ENGINEERING DIVISION**

MEMORANDUM

TO: MS4 NPDES (EWMP) Permit File

FROM: Carl Hassel, Assistant Director of Public Works / City Engineer

DATE: June 26, 2013

SUBJECT: Draft Low Impact Development (LID) Ordinance and draft Green Streets Policy status

As a requirement of the new MS4 Permit, cities are to have in place a LID Ordinance and Green Streets Policy for the future. At the time of the submittal of the NOI at the end of this month, The LID Ordinance and Green Streets Policy are in draft form and will be included in the NOI submittal that the Rio Hondo/San Gabriel River Watershed Quality Control Group are preparing.

The LA Permit Group hired Larry Walker and Associates, a consultant, with permission from the cities from the LA Permit Group to provide services including preparation of a draft LID Ordinance and Green Streets Policy.

On May 16th, 2013, I met with Conal McNamara, Assistant Director of Economic and Community Development, to review the draft LID ordinance and the draft Green Streets Policy. He was in agreement with the drafts and that the City will look to further advance the work but that the bulk of the work is complete. He was in agreement that it would be fine to submit them with the MS4 Permit NOI.

On May 20th, 2013, I checked with Tito Haes, the Assistant City Manager/Director of Public Works regarding the submittal of the draft LID ordinance and the draft Green Streets Policy and he was fine with the submittal but that we would need to look toward any changes to make it fit with the community and to get Council approval before they would be instituted.

It was indicated to me that all parties involved were aware of the implications of the LID Ordinance and the Green Streets Policy and that once adopted they would be part of the conditions of approval for developments or included in CIP's that the City of Azusa conducts.

Carl E. Hassel, P.E.