

RESOLUTION R15-18

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PALOS VERDES ESTATES, CALIFORNIA
ADOPTING A GREEN STREETS POLICY FOR TRANSPORTATION CORRIDORS**

WHEREAS, the new Municipal Separate Storm Sewer System (MS4) Permit (Order No. R-2012-0175) was adopted by the California Regional Water Quality Control Board, Los Angeles Region on November 8, 2012 and requires development of Watershed Management Programs (WMPs) or Enhanced Watershed Management Programs (EWMPs) for each watershed that an agency lies in among other requirements; and

WHEREAS, Municipalities electing to prepare an EWMP under this Permit are required to demonstrate that Green Street policies are in place that specify the use of green street strategies for transportation corridors; and

WHEREAS, Green Streets are enhancements to street and road projects to improve the quality of storm water and urban runoff through the implementation of infiltration measures such as bioretention and infiltration trenches and dry wells; biotreatment/infiltration measures such as flow-through planters and vegetated swales; treatment Best Management Practices (BMPs) such as catch basin filters and screens; and implementing and maintaining xeriscaped parkways and tree lined streets; and

WHEREAS, The City of Palos Verdes Estates is participating in the Palos Verdes Peninsula Watershed Management Group (Peninsula WMG). The EWMP has been developed to implement the requirements of the MS4 Permit on a watershed scale. The goal of the requirements is to reduce the discharge of pollutants from MS4s to the maximum extent practicable.

NOW, THEREFORE, the City Council of the City of Palos Verdes Estates DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby adopts a Green Streets Policy attached hereto and incorporated by reference, as the official City policy promoting green street strategies for transportation corridors.

SECTION 2. The City Clerk shall certify to the passage and adoption of this Resolution R15-18.

PASSED, APPROVED AND ADOPTED on this 12th day of May, 2015.

James Goodhart, Mayor

ATTEST:

APPROVED AS TO FORM:

Vickie Kroneberger, City Clerk

Christi Hogin, City Attorney

CITY OF PALOS VERDES ESTATES
GREEN STREET POLICY

Purpose

It is the policy of the City of Palos Verdes Estates (City) to implement green street Best Management Practices (BMPs) as elements of street and roadway projects including public works capital improvement projects. This policy is implemented in compliance with the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Order No. R4-2012-0175, NPDES Permit No. CAS004001 effective December 28, 2012, and any amendment thereto (Municipal Stormwater Permit).

Green streets are amenities that provide multiple benefits including water quality improvement, attractive streetscapes and parkways, traffic calming, enhanced accessibility to all roadway users, reduction in the heat island effect, and creation of linear or pocket parks. Green streets can incorporate a wide variety of design elements and techniques including the minimization of impervious area through reduction in street width and the application of permeable pavements, street trees and landscaped medians, bioretention, vegetated swales, biofiltration, and/or storage of stormwater. Application of green techniques encourages stormwater contact with soil and vegetation to facilitate natural pollutant removal processes as well as retention and/or infiltration of stormwater to reduce runoff.

Policy

- A. **Application.** The City will require the application of green street strategies consistent with USEPA guidance regarding Managing Wet Weather with Green Infrastructure—Green Streets (December 2008 EPA-833-F-08-009) or any successor guidelines adopted by the USEPA and endorsed by the California Regional Water Quality Control Board for the following types of projects:
1. New public and private street and road construction or private development projects that include street and road construction of 10,000 square feet or more of impervious surface area;
 2. Redevelopment of streets and roads that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site.

The term “street and road construction projects” applies to projects that are standalone street, road or highway projects and also applies to such projects within larger projects.

Routine maintenance (as defined in the Municipal Stormwater Permit) 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. It also includes road shoulder work, re-grading of dirt or gravel roadways and shoulders, and performing ditch cleanouts.

- B. Benefits. The City will consider opportunities to improve stormwater quality, eliminate non-stormwater runoff, replenish groundwater, create attractive streetscapes and parkways, and provide enhanced accessibility to all roadway users and safety through new development and redevelopment of street and roadway projects and related capital improvement projects.
- C. Best Management Practice (BMP) Selection and Design. The City will require projects subject to this policy to incorporate green street BMPs to address stormwater runoff from the project area. The attached table is provided to guide selection of BMPs for Green Street projects. The most recent version of the County of Los Angeles Low Impact Development (LID) Standards Manual will serve as the design reference for selected Green Street BMPs. The Director of Planning and Building or Designee has final authority in decisions regarding project/site-specific technical feasibility for selected BMPs.
- D. Retrofit Scope. The City will use the Peninsula Enhanced Watershed Management Program to identify opportunities for green street BMP retrofits. Final decisions regarding implementation will be determined by the City Manager based on the availability of adequate funding.
- E. Training. The City will incorporate aspects of green streets into internal annual staff training of targeted staff.

City of Palos Verdes Estates Green Street Project BMP Selection Guideline

BMP Type	Green Street Project Type						Slopes*
	Commercial Streets w/ Curb and Gutter	Residential Street w/ Curb and Gutter	Roads w/rolled or soft shoulder	Minor Arterials	Major Arterials	Sidewalks	
Alternative Street Designs +	X	X	◆	X	X	X	L/M/S
Street Trees/Canopy Rainfall Interception ++	◆	◆		◆	◆	◆	
VEG-2 : Stormwater Planter	X	X					L/M
VEG-3 : Tree-Well Filter	X	X		X		X	L/M/S
VEG-4: Vegetated Swales	X	X	X	X	X		L/M
VEG-5: Filter Strips			X	X	X		L/M
RET-1: Bioretention	X	X	X	X	X		L/M
RET-3: Infiltration Trench	X	X	X			X	L/M
RET-4: Dry Well			X				L/M
RET-5: Permeable Pavement without Underdrain						X	L
T-5: Permeable Pavement with Underdrain	X	X	X			X	L/M
T-6: Proprietary Treatment Control Measures	X	X		X	X	X	

* L-Low (<5%), M-Moderate, S-Steep (>12%)

◆ Minimum BMPs to be implemented for green street project type

X BMPs to be considered depending on greens street project types and specific location

+ Not included in County of Los Angeles Low Impact Development (LID) Standards Manual, subject to review by the Director of Planning and Building or designee.

++ Typical street tree spacing is 30 feet apart along medians and other public rights-of-way subject to review by the Public Works Director or designee.