



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
STREETS				
Narrow Residential Streets				
<p>Reduce Impervious Surface Area</p> <p>Promote Alternative Transportation—</p> <p>24-foot wide streets safest for pedestrians</p> <p>Decreased width results in lower automobile speeds</p> <p>Safer and more pleasant routes for bicyclists</p>	<p>Access Concerns</p> <ul style="list-style-type: none"> •Fire Departments •Garbage/ Recycling Trucks •Potentially Buses (although they usually stay on larger streets) <p>Response times are extremely important for fire, medical, and other emergencies</p>	<p>Present day engines are nearly twice as wide and longer than pre-WWII models to handle more situations. Fire Department requires 20-foot wide travel lane (national standard) for today’s trucks and risers.</p> <p>Standards are set to accommodate all fire rigs to allow for mutual aid (across municipal boundaries)</p> <p>Must have enough access for Fire Dept. to arrive and for citizens to evacuate.</p> <p>Fire Departments are hesitant to compromise on public safety access issues because any problems arising from compromise cannot be easily undone.</p>	<p>Separate alley ways to provide parking and backyard/garage access (not for emergency access)</p> <p>Locate hydrants strategically to reach buildings within the typical 150 feet of hose length.</p> <p>Grid streets (rather than cul-de-sacs)-- provide multiple alternate emergency access routes (though with increase in response times)</p> <p>Examine entire street ROW for possibilities to treat street edges differently, allowing for reduced impervious surfaces and enough access.</p> <p>Turf block and bike lanes for streetside or fire lane landscaping and additional</p>	<p>Stakeholders: garbage companies, fire departments, utility companies (since rights-of-way can influence stormwater runoff options)</p> <p>Fire Departments have more flexibility with respect to time to leave a site (egress) rather than to reach a site.</p> <p>Would need to consider private property issues, sanitary, stormwater, water, utility, other special easements</p> <p>Design turf block to have 70,000 pound capacity for fire truck loads</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	Parking	<p>Residents want to park in front of their residence.</p> <p>Residents may ignore restricted parking signs.</p>	<p>emergency access width.</p> <p>Install sprinklers in residences, especially those located at far end of narrow streets</p> <p>Tualatin Valley Fire Dept (Oregon) has implemented following idea: Equip police cars or other smaller emergency vehicles with defibrillators. Fire Department concerns with above idea: Not enough funding to staff separate smaller vehicles; not enough time to return to fire station to get smaller vehicle, especially in cases of multiple emergencies. Defibrillators take more than one person to handle effectively.</p> <p>Parking “cut-outs” or “turn-outs”</p> <p>Permeable paving for parking areas.</p>	<p>Sprinklers (\$1.70 to \$2.10 per square foot; \$6,000 to \$12,000 per unit), often offered as add-on, but better homeowner education needed. Developers may be willing to pay in exchange for density bonuses.</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
		<p>Oversized vehicles (moving vans, delivery vehicles, etc. can block street.)</p> <p>If automobile owners park on sidewalks to protect cars from collisions, pedestrians are forced into travelway.</p> <p>Developers want to ensure plenty of parking for marketability</p> <p>Financial lenders may not grant loan if parking requirements not met.</p>	<p>Use alleys for parking</p> <p>Educate automobile owners to properly park near curb to maximize access on roadway and sidewalk.</p> <p>Lenders may be more willing to take risks with well known, larger developers.</p> <p>Conduct outreach to fiscal lenders.</p>	
Cul-de-sacs and Turnarounds				
<p>Less impervious surface area by landscaping the centers of cul-de-sacs or reducing the diameter.</p> <p>Promote Alternative Transportation—Allow pedestrian alleyways to</p>	<p>Adequate room for large vehicle turnaround.</p> <p>Maintenance of landscaping.</p>	<p>Landscaped cul-de-sac must be designed to accommodate 36 foot inside turning radius, for fire access.</p> <p>Costs and management to maintain landscaping.</p>	<p>Fire trucks can back out on short streets.</p> <p>Turf block can be used to accommodate emergency vehicles.</p> <p>Home Owner Association or city can maintain.</p>	



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
connect dead end and cul-de-sac streets	Public safety concerns with connector alleys.	<p>Liability concerns.</p> <p>Public safety concerns: Connector alleys can be dark, attract graffiti, un-maintained, and quick escape access for burglars, etc.</p>	Keep alleys well lit, maintained.	
Permeable Pavements				
Provide surfaces for walking, driving, and parking while allowing infiltration of runoff.	<p>Concern that they will not hold up under heavy loads and repeated travel.</p> <p>Liability concerns: Tripping or getting shoe heels caught in space between pavers.</p> <p>Disabled Access Issues—Apply to</p>	<p>Must be designed for a 70,000 lb gross weight load, if designed for emergency access.</p> <p>Financing and insurance costs significantly increase at perceived risk of increased liability, and lack of knowledge about marketability of product.</p> <p>Must be a stable, slip-resistant surface.</p>	<p>Design bed to withstand required loads; install in less traveled areas (e.g. parking stalls); install on flat slopes (less than 5%).</p> <p>Lenders may be more willing to take risks with well known, larger developers.</p> <p>Conduct outreach to fiscal lenders.</p> <p>Properly educate maintenance personnel.</p> <p>Consider ADA and Title 24 requirements for access (see</p>	<p>Disability Requirements: California's Title 24 requires the following clearance for sidewalks and pathways:</p> <ul style="list-style-type: none"> • 48" minimum/ preferably 60" (ADA is 36" minimum) (Can be reduced to 36" if natural barriers in the right-of-way restriction); • >300 people occupancy load = 60" minimum; • 60" min when disabled must make a turn; • 60" if no passing



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	<p>public streets and right of ways (not private) and any sidewalk or path that is the only avenue to a public building.</p> <p>Concern with soil compaction during site preparation, or clay soils, that surface will not be truly permeable.</p>		<p>notes at right).</p> <p>ADA and Title 24 do not specifically require having sidewalks on both sides of street.</p> <p>Amend or replace clay soils and protect infiltration areas from over-compaction.</p> <p>Pilot projects needed—examine effectiveness and maintenance requirements.</p>	<p>spaces of 60”x60,” spaces of interval not to exceed 200’ (Can be reduced by State Architect to 48” but not if the issue is occupancy load);</p> <ul style="list-style-type: none"> • 80” clear space height requirement for tree limbs, signs, etc. over a path of travel; • ½” max requirement for grate holes.
SOURCE CONTROLS				
Cover Trash and Recycling Areas				
Prevents rain water from contacting pollutants and carrying pollutants to the storm drain.	Fire danger	<p>Article II of Fire Codes: If the area is within 5 feet of a combustible structure, sprinklers are needed with a connection to the sanitary sewer.</p> <p>If area >5’ away from a combustible structure, then no sprinklers are needed.</p>	<p>Move area greater than 5 feet from combustible structures.</p> <p>Or</p> <p>Add sprinklers (concern: cost).</p>	



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use ❑❖ subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	Access Issues	Covers need to be non-combustible and accessible for trash disposal/pickup.	Design covers to be non-combustible and allow access.	
DRAINAGE TO LANDSCAPING				
Parking Lot and Street Drainage to Swales and Biofilters				
Reduce Directly-Connected Impervious Surface Area	Soil Contamination Concerns	Cost to remove soil. Liability Issues.	USGS City of Fresno study showed metals bind to top 1 “ of soil. Soils need not be considered hazardous waste (USGS, 1995). Supported by other studies as well.	USGS “Potential for Chemical Transport Beneath a Storm-Runoff Recharge (Retention) Basin for An Industrial Catchment in Fresno, CA” by Roy A. Schroeder, 1995.
Provide Natural Treatment				
Reduce Volume and Velocity of Runoff	Not enough land area to dedicate to swale	Cost of land. Utility locations/ right-of-way requirements/ driveways can impact swale length and designs.	Discuss regulations early in the pre-application meeting; combine with landscaping requirements.	Maintenance of surface controls is easier than fixing problems with an underground pipe.
	Maintenance	Maintenance costs.	Costs should not be more than regular landscaping; provide some background education.	
	Plant Selection: Water Conservation	Plants need to be able to withstand inundation and meet water conservation requirements for	Use other, native plants.	Consider new field of phytoremediation as well—plants selected



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	<p>Pesticide Minimization</p> <p>Solid Waste (for Turf grass)</p> <p>Effectiveness in Clay or Compacted Soils</p> <p>Curb Cuts Blockage</p> <p>Groundwater Contamination Concerns</p>	<p>drought tolerance. Best alternatives should also be pest-resistant.</p> <p>Reduction of waste to landfill requirements result in discouragement of use of turf grass that needs frequent mowing (and watering, see above).</p> <p>Concern that soils compacted during site preparation, or clay soils, are not truly permeable.</p> <p>Localized flooding can contribute to accidents; and can harm road base.</p> <p>Curb cuts placed too close to drain; short-circuits treatment.</p> <p>Concern that infiltration of stormwater poses threat to groundwater quality.</p>	<p>Use bioretention systems (constructed systems using amended soils and underdrains may be located in a planter or concrete box.</p> <p>Suggest curb cuts at least 1 foot in length to provide effective conveyance.</p> <p>Improve design Treating runoff via natural infiltration into soils is considered adequate protection of groundwater.</p>	<p>specifically to take up certain pollutants.</p> <p>Bioretention systems have been successfully used in the Northwest and Eastern U.S. Bay Bridge project will use these systems.</p> <p>See SCVURPPP Infiltration Work Group products.</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use ☐❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	<p>Vector Control Issues</p> <p>Problems with Installation in Redevelopments</p> <p>Design Issues</p>	<p>Mosquito breeding could increase rates of disease, such as West Nile Virus.</p> <p>Streets/parking lots need to be graded to drain to swale.</p> <p>If area too narrow, swale slopes may be too steep causing increased maintenance and decreased effectiveness.</p> <p>Plants or soil blocking entry of water to swale.</p> <p>Scouring.</p> <p>Tree root balls preventing adequate conveyance.</p>	<p>See SCVURPPP Infiltration Work Group Recommendations.</p> <p>Design and maintain to drain within 72 hours.</p> <p>Address in design/review stage.</p> <p>Address in design/review stage.</p> <p>Ensure plants and soil material do not create a lip blocking drainage into the swale.</p> <p>Cobbles can be installed to prevent scouring.</p> <p>Plant trees on the swale slopes rather than in the middle; also helps prevent prolonged inundation of trees by</p>	<p>Consider an impervious surface reduction program for existing businesses, similar to the City of Menlo Park's program.</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
		Infiltrated water could undermine roadbase.	stormwater. Use three stakes for trees to prevent blow-over as roots become established. Can be avoided with installation of barriers and; proper design.	
DISCONNECTING ROOF DOWNSPOUTS				
Slows velocity of runoff Pollutants are naturally treated in upper layers of the soil Reduces volume of runoff to storm drain system Water could be used for irrigation	Mushy lawns Vector (mosquito) concerns for Cisterns	Concerns that water draining from the roof will make lawns mushy, resulting in homeowners filling in low spots or extending drains to sidewalk. Mosquitoes carry various diseases, such as the West Nile Virus.	Educate Homeowners. Have water drain to a cistern, pop-up emitter or dry well instead of allowing it to drain directly to lawn. Cisterns/dry wells can hold water and release it slowly and pop-up emitters can spread it further. Make sure dry wells meet SCVURPPP infiltration guidelines/ SCVWD design requirements. Have sealed cover on cistern or drain completely within 48 hours. Conduct regular	All soils except sands have volumetric response when wet, meaning that they can retain water.



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use ❑❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
<p>area ratio can have widely different impervious coverage, depending on the site coverage and floor area ratio</p> <p>Reducing the building footprint reduces the overall impervious surface area.</p>	<p>Town/City Character; Not in my back yard (NIMBY) Attitudes</p> <p>Privacy Issues</p> <p>Personal Preferences</p> <p>Lack of Available Insurance</p>	<p>General aesthetics.</p> <p>People do not want tall buildings in their neighborhoods because people in taller buildings can look into the backyards of other residents.</p> <p>Developer perception that most people want private homes, own land.</p> <p>Only two insurance companies in California are willing to insure</p>	<p>Provide open spaces for recreation. Not only do open spaces provide pervious surfaces, but they will encourage more people to move in mixed-use areas because they are providing an area for recreation.</p> <p>Design to protect privacy.</p> <p>Educate, market to modify preference ideals.</p> <p>Market higher density, mixed use to older demographic desiring to be close to various social activities and not required to care for larger pieces of property. Work to provide financial incentives to this demographic (e.g., reduction capital gains tax)</p> <p>Solve potential problems to improve marketability: During</p>	<p>to longer commutes and associated transportation impacts to the watershed.</p> <p>Closer examination of this issue needed.</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	Costs	<p>connected or mixed use projects due to liability issues with these projects.</p> <p>Costs to developers in terms of delays in obtaining approval, and higher lending rates for any innovative site designs that lenders fear is risky from a marketability standpoint.</p> <p>For four-story buildings or lower, construction industry can use wood. Any higher and steel frames are necessary, but not cost effective unless buildings are seven-stories or higher.</p>	design carefully consider parking availability, increase in traffic, hazardous materials, and environmental impediments when considering mixed use projects.	
GREEN ROOFS				
Green roofs will reduce the amount of impervious area and provide some treatment	Initial cost of green roof; maintenance costs	Fear that green roofs will cost a lot of money.	Green roofs currently cost about \$8-\$11/sq. ft. but in Europe the cost is much closer to about \$2/sq. ft. because of mass	Costs are on par with tile and slate roofs. Green roofs provide



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
and detention of runoff.	Fire Concerns	<p>Lifespan.</p> <p>Air Conditioning Units.</p> <p>Use in Retrofits.</p> <p>If vegetation is not properly maintained, there is a fear that it will</p>	<p>production of materials. As more roofs installed, costs will decrease.</p> <p>Costs can be recouped by energy savings.</p> <p>Ensure proper design and installation to reduce costs over time.</p> <p>Properly designed, installed, and maintained, green roofs can last over 50 years.</p> <p>Need not always be moved; condensate can be used to help irrigate the roof. Intakes near plants will take in cooler air to begin with to help reduce costs.</p> <p>Consider load requirements. Would need to remove and replace existing roof seal.</p> <p>An irrigation system can be installed to reduce the risk of</p>	<p>insulation; which can save money in the long run.</p> <p>Green roofs also reduce the amount of noise pollution that enters the building, increasing productivity.</p> <p>Stanford Medical Center's green roof will hold</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	<p>Earthquakes</p> <p>Maintenance</p>	<p>become a fire hazard, especially in Mediterranean climates.</p> <p>Load, structural requirements.</p> <p>Amount needed.</p> <p>Concern re: soil erosion from roof.</p>	<p>fires. Also, planting succulents and sedums and providing adequate maintenance will reduce the risk of fires.</p> <p>Properly design and anchor trees.</p> <p>Maintained like any other landscape. Can be designed to be low maintenance. For roofs with native grasses such as the Gap Building, only maintenance is mowing of the grasses once or twice a year (with weed eaters) and providing irrigation if needed.</p> <p>Choose correct soil and plant types to avoid erosion, depending on local climate, depth of soil, allowable weight, roof slope, etc. and mechanical and nutrient requirements.</p>	<p>18,000 gallons of water in a 1-hour storm event resulting in a weight load of 80 lbs per square foot, equivalent to that of tile or slate roofs.</p> <p>Recommend use of GIS to map utility and other lines.</p>



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use ☐❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
			irrigation, fertilizers or pesticides); San Bruno (the Gap Building); Palo Alto (SGI Building (now Google)), Stanford (Stanford Medical Center parking lot); Santa Cruz mountains (Presentation Center); Oakland (Kaiser Building; and Oakland Museum); and San Francisco (California Academy of Sciences, under development).	green wall to a vegetated swale); Seattle, WA (Justice Department Building); Portland, OR (Civic Center); Salt Lake City, Utah (Latter Day Saints Conference Center); Vancouver, BC (public library); Tehama (Clint Eastwood golf course, containing underground parking beneath the course) and Venice Beach (high density live-work development).

REDUCING THE PARKING FOOTPRINT

Encourage Fewer Parking Spaces Via Parking Maximums or Incentives

Encourage use of alternative transportation to reduce transportation related pollutants Reduce impervious	Non-competitiveness	Fear that maximum parking requirements makes city less competitive and not as business friendly compared to surrounding communities that do not have such requirements, resulting in lost tax revenue for cities.	San Jose found parking ratio incentives are more effective than maximum requirements. Promote mass transit, carpool, vanpool.	.
--	---------------------	---	--	---



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
surface area	Fewer parking spaces available on busy days	<p>Developers and lenders fear loss of business.</p> <p>Lending agencies not willing to finance because they perceive risk is too high .</p>	<p>Uniform adoption at regional/state/ nationwide level.</p> <p>Permeable paving in overflow areas for peak day use.</p> <p>Lenders may be more willing to take risks with well known, larger developers.</p> <p>Provide landscape reserves in parking lots that can be eventually developed if the site development increases or more parking is needed.</p> <p>Conduct outreach to fiscal lenders.</p>	
Structured, Multi-story Parking				
Reduce impervious surface area	Costs	<p>Surface parking lots are less expensive than structured lots (not taking into account cost for land).</p> <p>Costs to developers in terms of delays in obtaining approval, higher lending rate.</p>	Provide credit for parking structures for transit-oriented developers (e.g., savings on floor area).	



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
	Public Safety	For four-story buildings or lower, construction industry can use wood. Any higher and steel frames are necessary, but not cost effective unless buildings are seven-stories or higher.	Incorporate safety features (higher ceilings, bar railings, lighting, shrubbery height, etc.)	
Shared Parking -Businesses With Offset Hours				
Reduced impervious surface area	Obtaining fiscal lending approval-concern that uses will change over life of project resulting in not enough parking	Fears that agreement will end. Less parking available if hours overlap or there is a busy day resulting in fears of less profitability.	City owned-multiple-use lot.	Reduce width of parking spots/require compact parking spaces. Use tuck-under parking.
Permeable Pavements.				
<i>See section under "Streets."</i>				
STRUCTURAL SOILS				
Structural soils allow for tree to grow to maximum ability in	Initial cost of using structural soils; maintenance costs	Structural soils are thought to be expensive to use in projects since they cost more that regular soils.	Structural soils provide the roots room by allowing the roots to grow downwards. Regular soils	Structural soils are a mix of topsoil and jagged rocks. The rocks mesh



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

land use □❖subgroup



Summary of Fall 2003 SCVURPPP/SCBWMI LUS Site Design Dialogue Results

Site Design Goal	Potential Conflict	Underlying Issues	Brainstormed Potential Solutions	Notes/ Comments
<p>tight areas without damaging sidewalks, etc.</p> <p>Soils can help naturally treat and reduce amount of stormwater runoff.</p> <p>Increased tree canopy absorbs more rainwater.</p>		<p>Structural soils cost \$40 per cubic yard compared to regular soils that cost \$29 per cubic yard.</p> <p>Along with structural soils, a one-time slow release of fertilizer is introduced. This is the only associated cost with structural soils.</p>	<p>do not allow as much room for growth for a tree so tree roots grow upwards, causing cracks in sidewalks and streets. Trees growing in structural soils don't encounter this problem so structural soils cost bring savings over the life of the project (20-40 year lifespan).</p>	<p>together to form a latticework; as the spaces in the lattice fill with soil, the resulting mix can be compacted enough to support pavement while still allowing roots and water to penetrate easily.</p>