

Subtopic Focus Sheet

Integrating LID into Local Codes

Focus on Landscaping, Native Vegetation, and Street Landscaping

Subtopic	Why is this important?	What should I consider during my review?
Tree preservation	Trees provide flow control by intercepting stormwater. Currently, many codes focus on preservation of significant or heritage trees instead of conifers.	<ul style="list-style-type: none"> - Are there regulatory controls over tree clearance and removal of mature trees/forest stands? - Can the code be revised to place greater emphasis on preservation of conifers? - Can the code include strategies to orient retained vegetation and open space to disconnect impervious surfaces?
Screening	Codes typically focus on screening in terms of aesthetics (reducing visual impacts), but screening can also emphasize native vegetation preservation or replanting, which can improve stormwater infiltration and dispersion.	<ul style="list-style-type: none"> - Can the screening requirements be revised to include provisions for retaining native vegetation or replanting? - Can vegetation planted within LID facilities count towards site, parking, or perimeter screening requirements?
Landscaping requirements for street frontages	Codes often only include requirements for street trees, not LID or other vegetation between the sidewalk and the street.	<ul style="list-style-type: none"> - Can the street frontage code be revised to include other landscaping between the sidewalk and the street? - Can vegetation planted within LID facilities count towards open space or landscaping requirements?
Landscaping requirements for parking lots	Codes may not include landscaping requirements for parking lots. Trees can provide flow control by intercepting stormwater, reduce the heat island effect, and also results in a reduction in total impervious area.	<ul style="list-style-type: none"> - Are minimum tree canopy or vegetation requirements specified for parking lots?

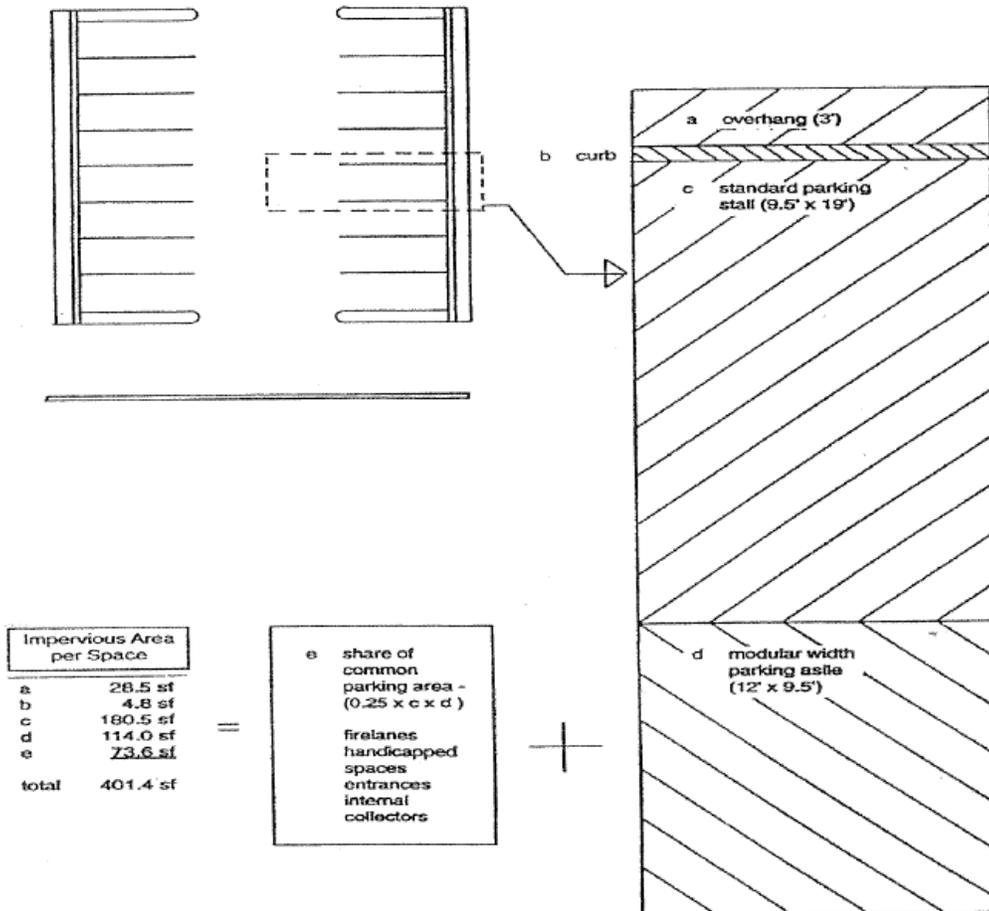
Subtopic Focus Sheet

Integrating LID into Local Codes

Focus on Parking

Subtopic	Why is this important?	What should I consider during my review?
Minimum parking ratios	Adjusting minimum parking ratios can reduce the amount of impervious surface and ensure that you are not requiring more parking than is needed.	<ul style="list-style-type: none"> - What is your minimum parking ratio for the following: <ul style="list-style-type: none"> o Professional office building o Shopping center o Single family home - Can the number of required parking spaces be reduced due to shared parking, proximity to transit, car sharing, etc.?
Maximum parking ratios	Establishment of a maximum parking ratio can be an effective strategy for reducing large and underutilized parking areas.	<ul style="list-style-type: none"> - Are the parking requirements set as maximum or median (rather than minimum) requirements? - Can a maximum number of parking spaces be specified?
Permeable paving use	Permeable pavement is applicable to low-volume, low-traffic surfaces, and allows for infiltration of stormwater.	<ul style="list-style-type: none"> - Can permeable pavement be used for parking areas, parking lanes, and/or parking spaces? - Can permeable pavement be incentivized for spillover (infrequently used) parking areas?
Parking stall dimensions	Impervious surface area can be reduced with: compact spaces/narrowing of the parking space; reduced length; reduced width.	<ul style="list-style-type: none"> - What is the minimum stall length and width for a standard parking space? (See Figure 8.1 for a breakdown of the total impervious area needed to support a single parking stall) - Can the parking stall length and/or width be reduced? - Are a fixed percentage of stalls (15 to 35%) assigned to compact cars?
Driving aisle dimensions	A reduction in driving aisle width can have a significant impact in overall impervious surface coverage.	<ul style="list-style-type: none"> - Is the driving aisle wider than required by the fire department or other emergency responders? - Can one-way aisles be used in conjunction with angled parking stalls instead of two-way aisles?
Off-street parking regulations	Focused on establishing a minimum number of off-street parking spaces based on specific land uses or zones.	<ul style="list-style-type: none"> - Can mechanisms be integrated to reduce parking requirements (e.g., shared parking, proximity to transit, car share, etc.)? - Can structured or tuck-under parking be incentivized?

Figure 8.1: The total impervious area needed to support a single parking stall.



A parking stall is supported by a larger parking space that includes the (a) overhang, (b) curb, (c) stall, (d) parking aisle needed to get into the stall, and (e) the stall's share of common parking area, such as entrances, internal collectors, fire lanes and handicapped parking spaces. When these extra features are added in, the approximately 180 ft² needed for each parking stall increases to over 400 square feet.

Source of above figure (Figure 8.1 - The total impervious area needed to support a single parking stall): Center for Watershed Protection (1998), Better Site Design: A Handbook for Changing Development Rules in Your Community