

Definitions

Directly Connected Impervious

Area: Any impervious surface which drains into a catch basin, area drain, or other conveyance structure without first allowing flow across pervious areas (e.g. vegetated areas).

Hydromodification: The alteration of hydrologic characteristics and channel geometry within a watershed.

Impervious Surface / Area: A hard surface area which either prevents or reduces the entry of water into the soil mantle. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled, macadam or other surfaces which similarly impede the natural infiltration of storm water.

Low Impact Development

(LID): An integrated site design methodology that uses small-scale detention and retention (Integrated Management Practices, or IMPs) to mimic pre-project site hydrological conditions or improve pre-project conditions.

New Development: Development activity that includes site alteration (e.g., paving, grading, excavating, filling, or clearing) or installation of structures and other impervious surfaces.

Parking Lot: A land area or facility for the parking or storage of motor vehicles used personally, for business, or for commercial purposes.

Permeable Pavements:

Pavements for roadways, sidewalks, or plazas that are designed to infiltrate a portion of rainfall, including pervious concrete, pervious asphalt, unit-pavers-on-sand.

Pre-project: The existing land use condition prior to a proposed development activity.

Redevelopment: The creation, addition, and/or replacement of impervious surface on an already developed site. Examples include the expansion of a building footprint, road widening, the addition to or replacement of a structure, and creation or addition of impervious surfaces. Replacement of impervious surfaces includes any activity that is not part of a routine maintenance activity where impervious materials are removed, exposing underlying soil during construction. Redevelopment does not include trenching and resurfacing associated with utility work, resurfacing and reconfiguring surface parking lots and existing roadways, new sidewalk construction, pedestrian ramps, or bike lane on existing roads, and routine replacement of damaged pavement, such as pothole repair.

Roadway: Any paved surface used to carry vehicular traffic (cars/trucks, forklifts, farm machinery, or any other large machinery).

Runoff: Stormwater that does not infiltrate into the ground during and after a rainfall event.

Stormwater: runoff that originates as precipitation on a particular site, basin, or watershed.

Additional Resources

SLO Green Build SLO Guide Low Impact Development

<http://www.slogreenbuild.org/Library/documents/general/20101117LIDguide.pdf>

City Of Santa Barbara Post-Construction Best Management Practice Manual

http://www.santabarbaraca.gov/Resident/Community/Creeks/Storm_Water_Management_Program.htm

Southern California Storm Water Coalition Southern California LID Guidance Manual

<http://www.casqa.org/LID/SoCalLID/tabid/218/Default.aspx>

Contra Costa Clean Water Program Stormwater C.3. Guidebook

http://www.cccleanwater.org/Publications/Guidebook/Stormwater_C3_Guidebook_5th_Edition.pdf

Participating Agencies:



Interim Low Impact Development Guidelines



Handout

Created in Partnership with the Central Coast

Hydromodification
Technical Advisory Committee

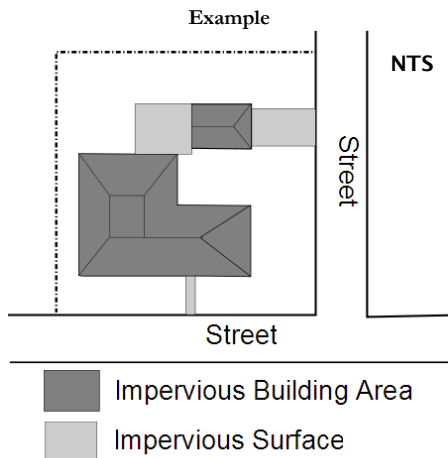
Why The Need?

The interim Low Impact Development (LID) guidelines are a pilot project sponsored by municipalities in San Luis Obispo County and the Central Coast Regional Water Quality Control Board. These guidelines and regulations act as a transition into new rules that will be developed as a part of a joint effort to develop new hydromodification control criteria. In addition to the environmental benefits, LID may provide aesthetic benefits, and in some cases, an economic benefit as well. These guidelines should be utilized to the extent feasible to reduce on-site stormwater runoff.

Our local agency is participating in this effort to meet goals developed by the Central Coast Regional Water Quality Control Board. If you have any questions regarding the information in this handout, please contact a planner or public works representative.

Exempt Projects

Any projects that create less than 2,500 square feet (sf) of increased impervious surface are exempt from these guidelines. These projects are still encouraged to reduce stormwater runoff as much as possible by utilizing any of the provided stormwater runoff reduction measures included in this handout.



Project Tiers

Tier 1 Projects

Any project that creates between **2,500 sf to 5,000 sf** of increased impervious surface is considered a Tier 1 project. A Tier 1 project is required to utilize **at least one (1) agency approved** stormwater runoff reduction measure. Please contact this agency's project engineer or planner for additional guidance.

Tier 2 Projects

Any project that creates **more than 5,000 sf** of increased impervious surface is considered a Tier 2 project. A Tier 2 project is required to utilize **at least two (2) agency approved** stormwater runoff reduction measures. Please contact this agency's project engineer or planner for additional guidance.

Tier 3 Projects

The following projects within this agency's jurisdiction require additional measures that may not be outlined in this handout. Please contact this agency's planning or public works department for information on additional requirements. Tier 3 projects will require **at least two (2) LID measures** that retain or reduce runoff and meet any additional agency requirements.

- Automotive repair shops
- Commercial developments of 100,000 sf or more
- Gasoline stations
- Parking lots that are larger than 5,000 sf that are potentially exposed to stormwater runoff
- Parking lots of 25 spaces or more that are potentially exposed to stormwater runoff
- Single family residential homes on Hillside
- Residential tentative subdivisions maps with a potential of 5 or more units
- Restaurants

On-site Stormwater Runoff Reduction Measures

The first step in reducing stormwater runoff may be as simple as revisiting a proposed site plan with a design professional and adjusting the location of a development to preserve natural areas, natural drainage, and limit the amount of grading. Ways to achieving this may include:

- Clustering building(s)
- Reducing impervious paved areas
- Reducing the footprint of a proposed building and increasing its height as permitted by local ordinance
- Increasing landscaping with the use of drought tolerant plant material

In addition to some basic site plan/design modifications, a proposed project that is considered **Tier 1 shall incorporate at least one (1) of the following Low Impact Development (LID) measures**. A project that is considered **Tier 2 and Tier 3 shall incorporate at least two (2) LID measures**. A partial list of measures are located below. If an applicant proposes to use a measure to fulfill their project requirement, **the local agency may require drainage calculations**.

LID Measures

- Rain garden
- Vegetated swales
- Hollywood driveway
- Bio-retention system
- Infiltration planters
- Amend soils
- Down-spout disconnect
- Reduce roadway surface (where permitted)
- Porous paving systems
- Open-cell block pavers
- Open-joint block Pavers
- Porous turf pavement
- Pavement disconnection
- Rain barrel
- Rain water harvesting
- Green roofs
- Stormwater ponds
- Wetland creation
- Other, as approved by this agency