



## Do your codes permit green infrastructure?

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**Outdated local codes and regulations** may prohibit the use of green infrastructure techniques or may discourage developers by requiring special permits or variances. Modifications to local codes can encourage builders and property owners to apply such techniques, while ensuring high quality development, adequate access, and public safety.

Some communities may also wish to enact a Stormwater bylaw, but a comprehensive review of local codes should happen before writing a bylaw; the emphasis of both efforts should be on creating a predictable, streamlined process that encourages developers to try LID techniques. The following are examples of ways to update your community's codes and ordinances.

### Parking Requirements

- Permit use of permeable paving for parking stalls and spillover parking areas.
- Do not require more than 3 off-street parking spaces per 1000 square feet of gross floor area in professional office buildings.
- Do not require more than 4.5 off-street parking spaces per 1000 square feet gross floor area of shopping centers.
- Do not require more than 2 off-street parking spaces per single family home.
- Establish parking maximums.
- Establish formulas for the utilization of shared parking for uses with different peak demand periods (e.g., office peak demand period 9am – 5pm; housing peak demand period 6pm – 8am.) Allow reduction of parking requirements if shared parking is proposed. Provide model shared parking agreements that can be included as deed restrictions or permit requirements.
- Allow reduced parking for homes and businesses near major transit stops.
- Permit stall width of 9 feet or less for a standard parking space.
- Permit stall length of 18 feet or less for a standard parking space.
- Recommend or require smaller stalls for compact cars, up to 30% of total number of

parking spaces.

- Establish landscaping requirements for parking areas that include vegetated islands with bio retention functions.

## Street Cross Sections

- Permit a minimum pavement width of 18-22 feet on low-traffic local streets in residential neighborhoods. Allow narrower pavement widths along sections of roadway where there are no houses, buildings, or intersections, and where on-street parking is not anticipated. It is especially important to involve public works officials and emergency response officials in this discussion.
- Permit the use of “open section” roadways with roadside swales. Do not require the use of conventional curbs for the full length of all streets in residential neighborhoods. Where curbs are deemed necessary to protect the roadway edge, allow the use of perforated curbs (that allow runoff to flow into swales) or “invisible curbs” (flush with the road surface.)
- Establish criteria for the design of roadside swales to ensure adequate stormwater treatment and conveyance capacity.
- Permit placement of utilities under the paved section of the right of way or immediately adjacent to the road edge (so that the land adjacent to the roadway can be used for swales.)
- Permit use of permeable paving for road shoulders/parking lanes in residential neighborhoods, with use of conventional paving for travel lanes only.
- Permit the use of permeable paving for sidewalks.
- Permit sidewalk placement on one side of the street only in low-density residential neighborhoods.
- Provide flexibility with sidewalk layout; e.g., alternative pedestrian circulation layout that uses common areas, rather than street rights of way.



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