Section 3
Site and Facility Design for Water Quality Protection

3.1 Introduction

Site and facility design for stormwater quality protection employs a multi-level strategy. The strategy consists of: 1) reducing or eliminating post-project runoff; 2) controlling sources of pollutants; and 3), if still needed after deploying 1) and 2), treating contaminated stormwater runoff before discharging it to the storm drain system or to receiving waters.

This section describes how elements 1), 2), and 3) of the strategy can be incorporated into the site and facility planning and design process, and by doing so, eliminating or reducing the amount of stormwater runoff that may require treatment at the point where stormwater runoff ultimately leaves the site. Elements 1) and 2) may be referred to as "source controls" because they emphasize reducing or eliminating pollutants in stormwater runoff at their source through runoff reduction and by keeping pollutants and stormwater segregated. Section 4 provides detailed descriptions of the BMPs related to elements 1) and 2) of the strategy. Element 3) of the strategy is referred to as "treatment control" because it utilizes treatment mechanisms to remove pollutants that have entered stormwater runoff. Section 5 provides detailed descriptions of BMPs related to element 3) of the strategy. Treatment controls integrated into and throughout the site usually provide enhanced benefits over the same or similar controls deployed only at the "end of the pipe" where runoff leaves the project site.

3.2 Integration of BMPs into Common Site Features

Many common site features can achieve stormwater management goals by incorporating one or more basic elements, either alone or in combination, depending on site and other conditions. The basic elements include infiltration, retention/detention, biofilters, and structural controls. This section first describes these basic elements, and then describes how these elements can be incorporated into common site features.

Infiltration

Infiltration is the process where water enters the ground and moves downward through the unsaturated soil zone. Infiltration is ideal for management and conservation of runoff because it filters pollutants through the soil and restores natural flows to groundwater and downstream water bodies. See Figure 3-1.

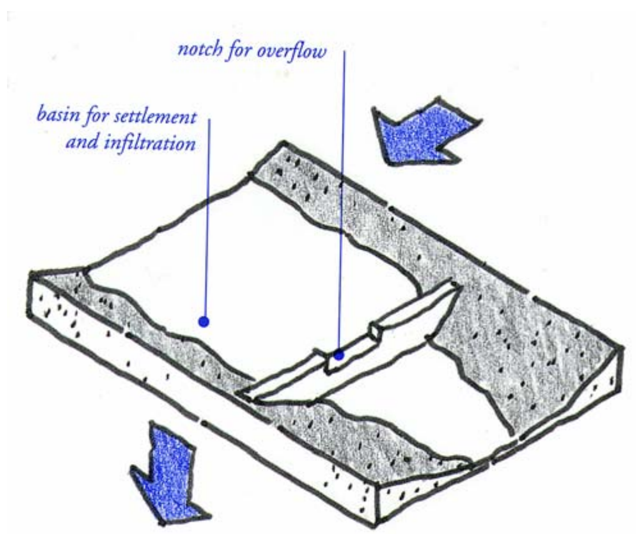

Figure 3-1
Infiltration Basin

The infiltration approach to stormwater management seeks to “preserve and restore the hydrologic cycle.” An infiltration stormwater system seeks to infiltrate runoff into the soil by allowing it to flow slowly over permeable surfaces. The slow flow of runoff allows pollutants to settle into the soil where they are naturally mitigated. The reduced volume of runoff that remains takes a long time to reach the outfall, and when it empties into a natural water body or storm sewer, its pollutant load is greatly reduced.

Infiltration basins can be either open or closed. Open infiltration basins, include ponds, swales and other landscape features, are usually vegetated to maintain the porosity of the soil structure and to reduce erosion. Closed infiltration basins can be constructed under the land surface with open graded crushed stone, leaving the surface to be used for parking or other uses. Subsurface closed basins are generally more difficult to maintain and more expensive than open filtration systems, and are used primarily where high land costs demand that the land surface be reclaimed for economic use.

Infiltration systems are often designed to capture the “first flush” storm event and used in combination with a detention basin to control peak hydraulic flows. They effectively remove suspended solids, particulates, bacteria, organics and soluble metals and nutrients through the vehicle of filtration, absorption and microbial decomposition. Groundwater contamination should be considered as a potential adverse effect and should be considered where shallow groundwater is a source of drinking water. In cases where groundwater sources are deep, there is a very low chance of contamination from normal concentrations of typical urban runoff.

Retention and Detention

Retention and detention systems differ from infiltration systems primarily in intent. Detention systems are designed to capture and retain runoff temporarily and release it to receiving waters at predevelopment flow rates. Permanent pools of water are not held between storm events. Pollutants settle out and are removed from the water column through physical processes. See Figure 3-2.

Retention systems capture runoff and retain it between storms as shown in Figure 3-3. Water held in the system is displaced by the next significant rainfall event. Pollutants settle out and are thereby removed from the water column. Because the water remains in the system for a period of time, retention systems benefit from biological and biochemical removal mechanisms provided by aquatic plants and microorganisms. See Figure 3-3.

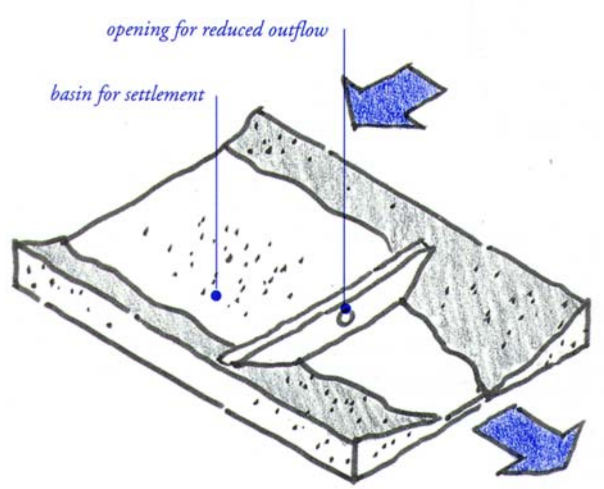

Figure 3-2
Simple Detention System

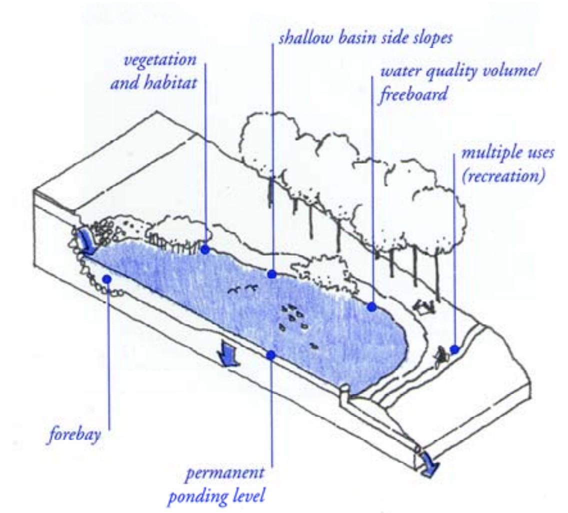

Figure 3-3
Retention System

Retention/detention systems may release runoff slowly enough to reduce downstream peak flows to their pre-development levels, allow fine sediments to settle, and uptake dissolved nutrients in the runoff where wetland vegetation is included.

Bioretention facilities have the added benefit of aesthetic appeal. These systems can be placed in parking lot islands, landscaped areas surrounding buildings, perimeter parking lots, and other open space sections. Placing bioretention facilities on land that city regulations require developers to devote to open space efficiently uses the land. An experienced landscape architect can choose plant species and planting materials that are easy to maintain, aesthetically pleasing, and capable of effectively reducing pollutants in runoff from the site.

Constructed wetland systems retain and release stormwater in a manner that is similar to retention or detention basins. The design mimics natural ecological functions and uses wetland vegetation to filter pollutants. The system needs a permanent water source to function properly and must be engineered to remove coarse sediment, especially construction related sediments, from entering the pond. Stormwater has the potential to negatively affect natural wetland functions and constructed wetlands can be used to buffer sensitive resources.

Biofilters

Biofilters, also known as vegetated swales and filter strips, are vegetated slopes and channels designed and maintained to transport shallow depths of runoff slowly over vegetation. Biofilters are effective if flows are slow and depths are shallow (3% slope max.). The slow movement of runoff through the vegetation provides an opportunity for sediments and particulates to be filtered and degraded through biological activity. In most soils, the biofilter also provides an opportunity for stormwater infiltration, which further removes pollutants and reduces runoff volumes. See Figure 3-4.

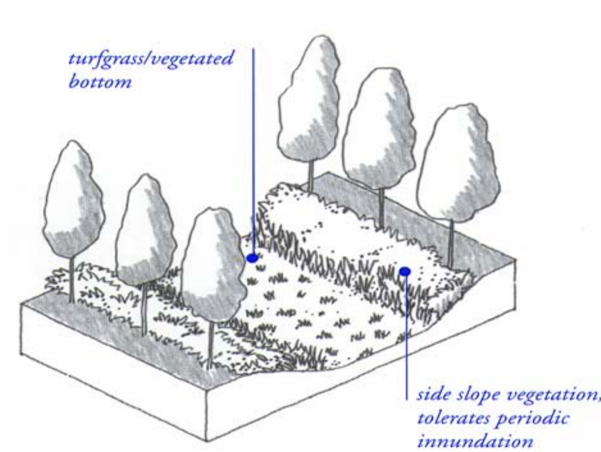

Figure 3-4
Vegetated Swale

Swales intercept both sheet and concentrated flows and convey these flows in a concentrated, vegetation-lined channel. Grass filter strips intercept sheet runoff from the impervious network of streets, parking lots, and rooftops and divert stormwater to a uniformly graded meadow, buffer zone, or small forest. Typically, the vegetated swale and grass strip-planting palette can comprise a wide range of possibilities from dense vegetation to turf grass. Grass strips and vegetated swales can function as pretreatment systems for water entering bioretention systems or other BMPs. If biofilters are to succeed in filtering pollutants from the water column, the planting design must consider the hydrology, soils, and maintenance requirements of the site.

Appropriate plantings not only improve water quality, they provide habitat and aesthetic benefits. Selected plant materials must be able to adapt to variable moisture regimes. Turf grass is acceptable if it can be watered in the dry season, and if it is not inundated for long periods. Species such as willows, dogwoods, sedge, rush, lilies, and bulrush tolerate varying degrees of soil moisture and can provide an attractive plant palette year round.

Structural Controls

Structural controls in the context of this section include a range of measures that prevent pollutants from coming into contact with stormwater. In this context, these measures may be referred to as “structural source controls” meaning that they utilize structural features to prevent pollutant sources and stormwater from coming into contact with one another, thus reducing the opportunity for stormwater to become contaminated. Examples of structural source controls include covers, impermeable surfaces, secondary containment facilities, runoff diversion berms, and diversions to wastewater treatment plants.

3.2.1 Streets

More than any other single element, street design has a powerful impact on stormwater quality. Street and other transportation-related structures typically can comprise between 60 and 70% of the total impervious coverage in urban areas and, unlike rooftops, streets are almost always directly connected to an underground stormwater system.

Recognizing that street design can be the greatest factor in development’s impact on stormwater quality, it is important that designers, municipalities and developers employ street standards that reduce impervious land coverage. Directing runoff to biofilters or swales rather than underground storm drains produces a street system that conveys stormwater efficiently while providing both water quality and aesthetic benefits.

On streets where a more urban character is desired, or where a rigid pavement edge is required, curb and gutter systems can be designed to empty into drainage swales. These swales can run parallel to the street, in the parkway between the curb and the sidewalk, or can intersect the street at cross-angles, and run between residences, depending on topography or site planning. Runoff travels along the gutter, but instead of being emptied into a catch basin and underground pipe, multiple openings in the curb direct runoff into surface swales or infiltration/detention basins.

In recent years, new street standards have been gaining acceptance that meets the access requirements of local residential streets while reducing impervious land coverage. These standards create a new class of street that is narrower and more interconnected than the current local street standard, called an “access” street. An access street is at the lowest end of the street hierarchy and is intended only to provide access to a limited number of residences.

Street design is usually mandated by local municipal standards. Officials must consider the scale of the land use as they select stormwater and water quality design solutions. Traffic volume and speeds, bicycle lane design criteria, and residential and business densities influence the willingness of decision makers to permit the narrow streets that include curbless design alternatives.

Emergency service providers often raise objections to reduced street widths. Street designs illustrated here meet national Fire Code standards for emergency access. An interconnected grid system of narrow streets also allows emergency service providers with multiple access routes to compensate for the unlikely possibility that a street may be blocked.

Many municipal street standards mandate 80 to 100% impervious land coverage in the public right-of-way, and are a principal contributor to the environmental degradation caused by development.

A street standard that allows an interconnected system of narrow access streets for residential neighborhoods has the potential to achieve several complimentary environmental and social benefits. A hierarchy of streets sized according to average daily traffic volumes yields a wide variety of benefits: improved safety from lower speeds and volumes, improved aesthetics from street trees and green parkways, reduced impervious land coverage, less heat island effect, and lower development costs. If the reduction in street width is accompanied by a drainage system that allows for infiltration of runoff, the impact of streets on stormwater quality can be greatly mitigated.

There are many examples of narrow streets, from both newly constructed and older communities, which demonstrate the impact of street design on neighborhood character and environmental quality. See Table 3-1.

Table 3-1 Adopted Narrow Street Standards (Typ. Cross-Sections, two-way traffic)

City of Santa Rosa	30 ft wide with parking permitted both sides, <1000 Average Daily Traffic (ADT) 26 – 28 ft with parking permitted one side 20 ft - no parking permitted 20 ft neck downs at intersections
City of Palmdale	28 ft wide with parking permitted both sides
City of San Jose	30 ft wide with parking permitted both sides, <21 Dwelling Units (DU) 34 ft wide with parking permitted both sides, <121 DU
City of Novato	24 ft wide with parking permitted both sides, 2-4 DU 28 ft with parking permitted both sides, 5-15 DU
County of San Mateo	19 ft wide rural pavement cross-section with parking permitted on adjacent gravel shoulders

A comparison of street cross-sections is shown in Figure 3-5.

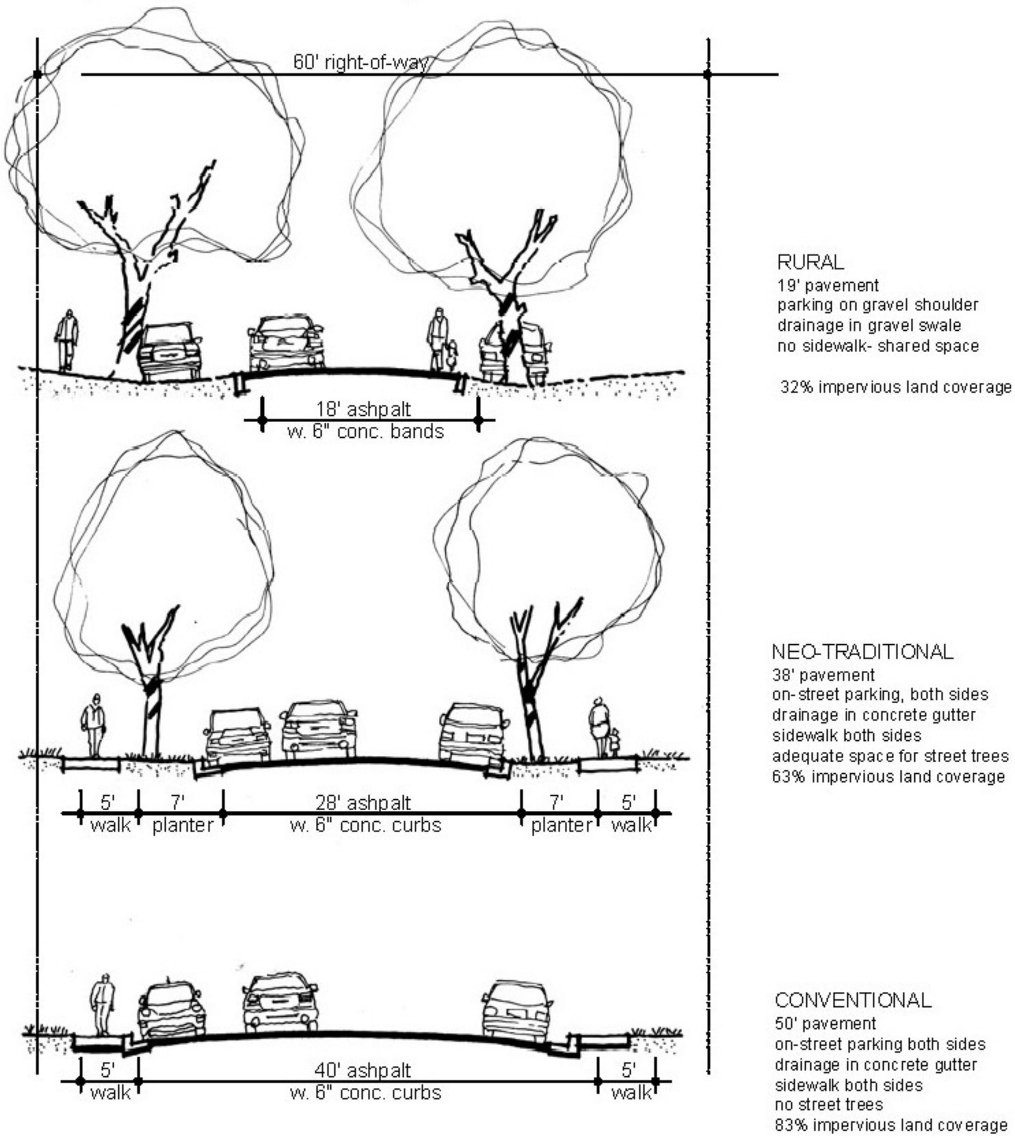

Figure 3-5
Comparison of Street Cross-Sections (two-way traffic, residential access streets)

3.2.2 Parking Lots

In any development, storage space for stationary vehicles can consume many acres of land area, often greater than the area covered by streets or rooftops. In a neighborhood of single-family homes, this parking area is generally located on private driveways or along the street. In higher density residential developments, parking is often consolidated in parking lots.

The space for storage of the automobile, the standard parking stall, occupies only 160 ft^2, but when combined with aisles, driveways, curbs, overhang space, and median islands, a parking lot can require up to 400 ft^2 per vehicle, or nearly one acre per 100 cars. Since parking is usually accommodated on an asphalt or concrete surface with conventional underground storm drain systems, parking lots typically generate a great deal of DCIA.

There are many ways to both reduce the impervious land coverage of parking areas and to filter runoff before it reaches the storm drain system.

Hybrid Parking Lot

Hybrid lots work on the principle that pavement use differs between aisles and stalls. Aisles must be designed for speeds between 10 and 20 mph, and durable enough to support the concentrated traffic of all vehicles using the lot. The stalls, on the other hand, need only be designed for the 2 or 3 mph speed of vehicles maneuvering into place. Most of the time the stalls are in use, vehicles are stationary. Hybrid lots reduce impervious surface coverage in parking areas by differentiating the paving between aisles and stalls, and combining impervious aisles with permeable stalls, as shown in Figure 3-6.

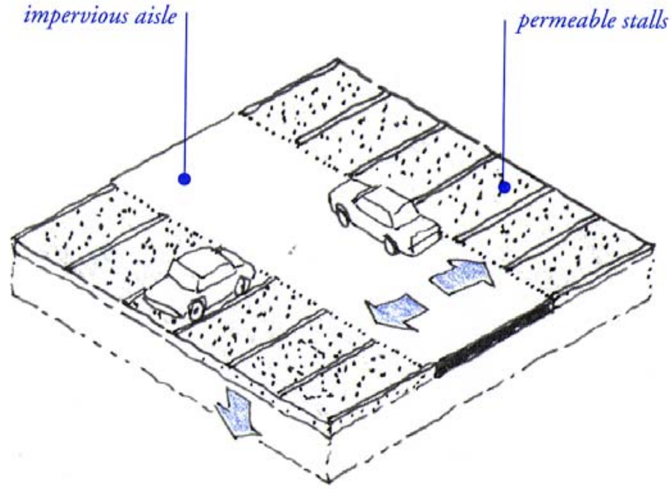

Figure 3-6
Hybrid Parking Lot

If aisles are constructed of a more conventional, impermeable material suitable for heavier vehicle use, such as asphalt, stalls can be constructed of permeable pavement. This can reduce the overall impervious surface coverage of a typical double loaded parking lot by 60% and avoid the need for an underground drainage system.

Permeable stalls can be constructed of a number of materials including pervious concrete, unit pavers such as brick or stone spaced to expose a permeable joint and set on a permeable base, crushed aggregate, porous asphalt, turf block, and cobbles in low traffic areas. Turf blocks and permeable joints are shown in Figures 3-7 and 3-8.

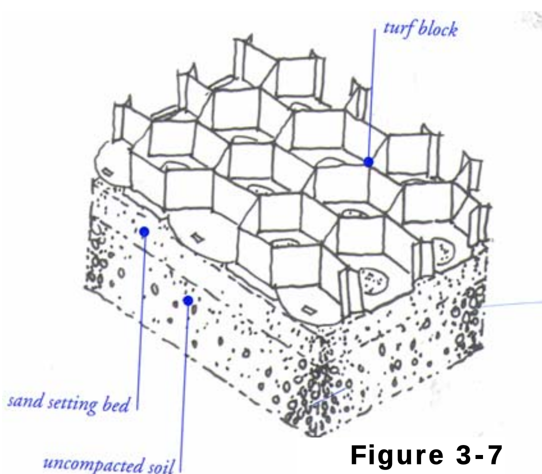

Figure 3-7
Turf Blocks

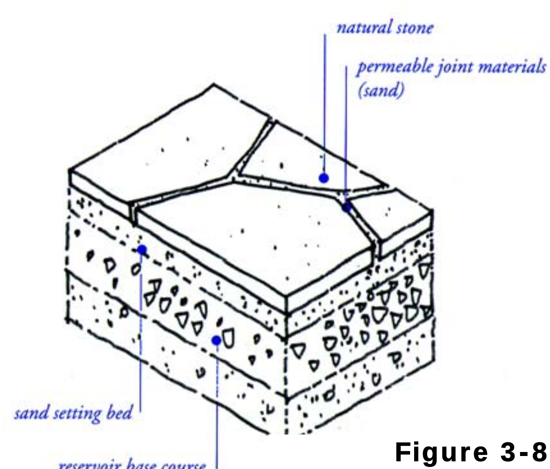

Figure 3-8
Permeable Joints

Parking Grove

A variation on the permeable stall design, a grid of trees and bollards can be used to delineate parking stalls and create a "parking grove." If the bollard and tree grids are spaced approximately 19 ft apart, two vehicles can park between each row of the grid. This 9.5 ft stall spacing is slightly more generous than the standard 8.5 to 9 ft stall, and allows for the added width of the tree trucks and bollards. A benefit of this design is that the parking grove not only shades parked cars, but also presents an attractive open space when cars are absent. Examples of parking groves are shown in Figures 3-9 and 3-10.

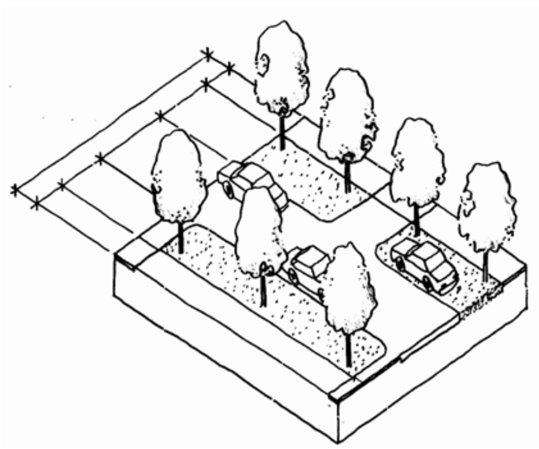

Figure 3-9
Parking Grove

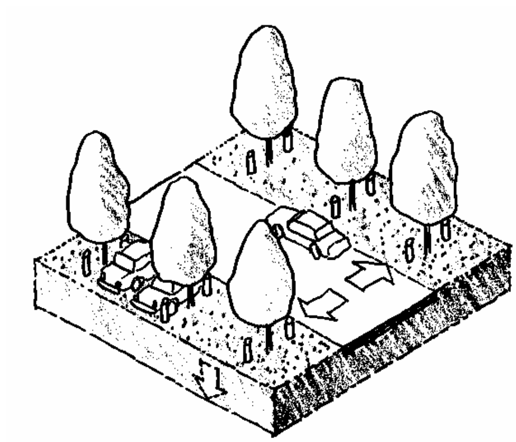

Figure 3-10
Parking Grove

Overflow Parking

Parking lot design is often required to accommodatepeak demand, generating a high proportion of impervious land coverage of very limited usefulness. An alternative is to differentiate between regular and peak parking demands, and to construct the peak parking stalls of a different, more permeable, material. This "overflow parking" area can be made of a turf block, which appears as a green lawn when not occupied by vehicles, or crushed stone or other materials. See Figure 3-11. The same concept can be applied to areas with temporary parking needs, such as emergency access routes, or in residential applications, RV, or trailer parking.

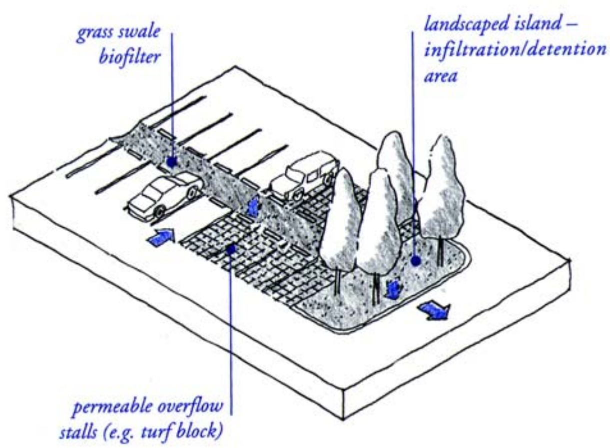

Figure 3-11
Overflows Parking

Porous Pavement Recharge Bed

In some cases, parking lots can be designed to perform more complex stormwater management functions. Constructing a stone-filled reservoir below the pavement surface and directing runoff underground by means of perforated distribution pipes can achieve subsurface stormwater storage and infiltration as shown in Figure 3-12. Subsurface infiltration basins eliminate the possibilities of mud, mosquitoes and safety hazards sometimes perceived to be associated with ephemeral surface drainage. They also can provide for storage of large volumes of runoff, and can be incorporated with roof runoff collection systems.

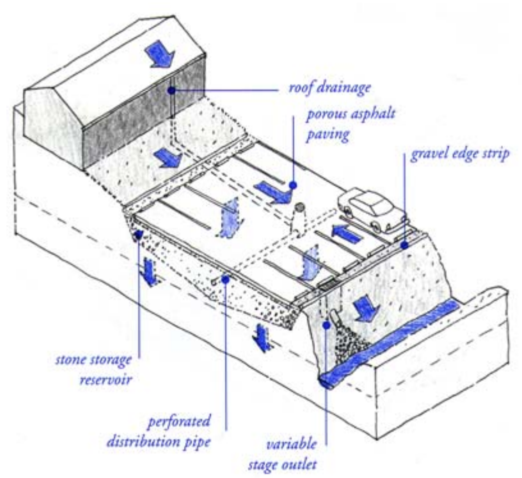

Figure 3-12
Porous Pavement Recharge Bed

3.2.3 Driveways

Driveways can comprise up to 40% of the total transportation network in a conventional development, with streets, turn-arounds, and sidewalks comprising the remaining 60%.

Driveway length is generally determined by garage setback requirements, and width is usually mandated by municipal codes and ordinances. If garages are setback from the street, long driveways are required, unless a rear alley system is included to provide garage access. If parking for two vehicles side by side is required, a 20 ft minimum width is required. Thus, if a 20 ft setback and a two-car-wide driveway are required, a minimum of 400 ft^2 of driveway will result, or 4% of a typical 10,000 ft^2 residential lot. If the house itself is compact, and the driveway is long, wide, and paved with an impervious material such as asphalt or concrete, it can become the largest component of impervious land coverage on the lot.

Municipalities can reduce the area dedicated to driveways by allowing for tandem parking (one vehicle in front of another on a narrow driveway). In addition, if shared driveways are permitted, then two or more garages can be accessed by a single driveway, further reducing required land area. Rear alley access to the garage can reduce driveway length, but overall impervious surface coverage may not be reduced if the alleys are paved with impervious materials and the access streets remain designed to conventional municipal standards.

Alternative solutions that work to reduce the impact of water quality problems associated with impervious land coverage on city streets also work on driveways. Sloping the driveway so that it drains onto an adjacent turf or groundcover area prevents driveways from draining directly to storm drain systems. This concept is shown in Figures 3-13 and 3-14. Use of turf-block or unit pavers on sand creates attractive, low maintenance, permeable driveways that filter stormwater. See Figure 3-15. Crushed aggregate can serve as a relatively smooth pavement with minimal maintenance as shown in Figure 3-16. Paving only under wheels (Figure 3-17) is a viable, inexpensive design if the driveway is straight between the garage and the street, and repaving temporary parking areas with permeable unit pavers such as brick or stone can significantly reduce the percentage of impervious area devoted to the driveway.

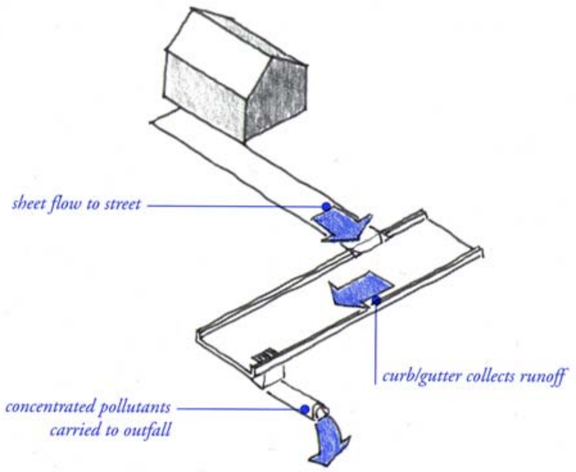

Figure 3-13
Traditional Design
Drains Flow Directly to Storm Drain

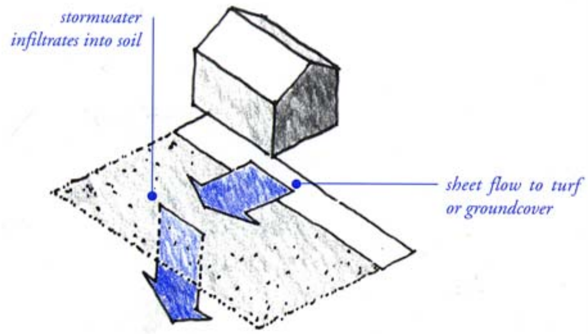

Figure 3-14
Alternative Solution
Slopes Flow to Groundcover

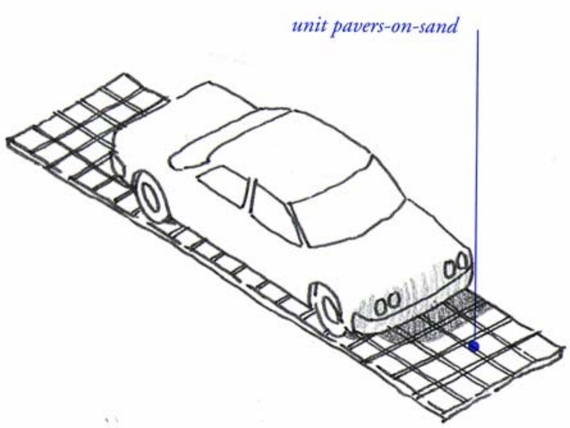

Figure 3-15
Unit Pavers

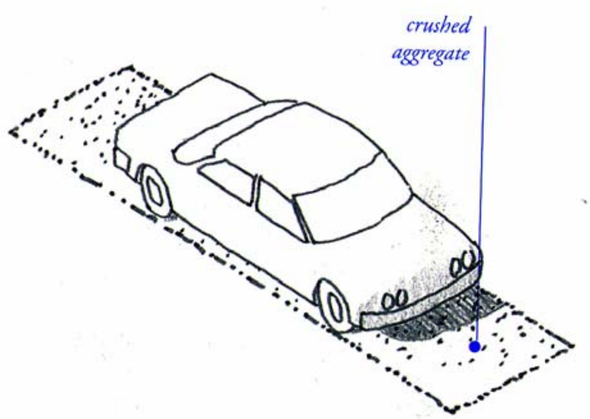

Figure 3-16
Crushed Aggregate

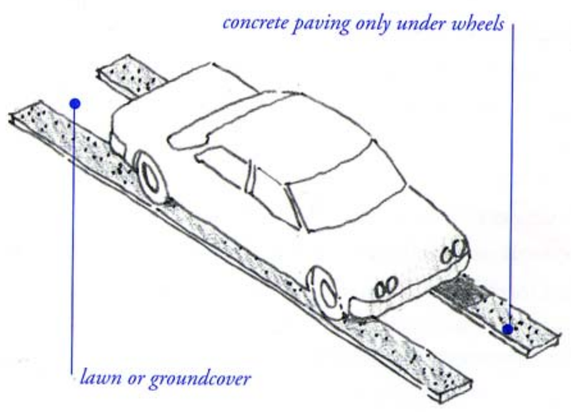

Figure 3-17
Paving Only Under Wheels

3.2.4 Landscape and Open Space

In the natural landscape, most soils infiltrate a high percentage of rainwater through a complex web of organic and biological activities that build soil porosity and permeability. Roots reach into the soil and separate particles of clay, insects excavate voids in the soil mass, roots decay leaving networks of macro pores, leaves fall and form a mulch over the soil surface, and earthworms burrow and ingest organic detritus to create richer, more porous soil. These are just a few examples of the natural processes that occur within the soil.

Maintenance of a healthy soil structure through the practice of retaining or restoring native soils where possible and using soil amendments where appropriate can improve the land's ability to filter and slowly release stormwater into drainage networks. Construction practices such as decreasing soil compaction, storing topsoil on-site for use after construction, and chipping wood for mulch as it is cleared for the land can improve soil quality and help maintain healthy watersheds. Practices that reduce erosion and help retain water on-site include incorporating organic amendments into disturbed soils after construction, retaining native vegetation, and covering soil during revegetation.

Subtle changes in grading can also improve infiltration. Landscape surfaces are conventionally graded to have a slight convex slope. This causes water to run off a central high point into a surrounding drainage system, creating increased runoff. If a landscape surface is graded to have a slightly concave slope, it will hold water. The infiltration value of concave vegetated surfaces is greater in permeable soils. Soils of heavy clay or underlain with hardpan provide less infiltration value. In these cases, concave vegetated surfaces must be designed as retention/detention basins, with proper outlets or under drains to an interconnected system.

Multiple Small Basins

Biofilters, infiltration, retention/detention basins are the basic elements of a landscape designed for stormwater management. The challenge for designers is to integrate these elements creatively and attractively in the landscape – either within a conventional landscape aesthetic or by presenting a different landscape image that emphasizes the role of water and drainage.

Multiple small basins can provide a great deal of water storage and infiltration capacity. These small basins can fit into the parkway planting strip or shoulders of street rights-of-way. If connected by culverts under walks and driveways, they can create a continuous linear infiltration system. Infiltration and retention/detention basins can be placed under wood decks, in parking lot planter islands, and at roof downspouts. Outdoor patios or seating areas can be sunken a few steps, paved with a permeable pavement such as flagstone or gravel, and designed to hold a few inches of water collected from surrounding rooftops or paved areas for a few hours after a rain.

All of these are examples of small basins that can store water for a brief period, allowing it to infiltrate into the soil, slowing its release into the drainage network, and filtering pollutants. An ordinary lawn can be designed to hold a few inches of water for a few hours after a storm, attracting birds and creating a landscape of diversity. Grass/vegetated swales can be integrated with landscaping, providing an attractive, low maintenance, linear biofilter. Extended detention (dry ponds) store water during storms, holding runoff to predevelopment levels. Pollutants settle and are removed from the water column before discharging to streams. Wet ponds serve a similar purpose and can increase property values by providing a significant aesthetic, and passive recreation opportunity.

Plant species selection is critical for proper functioning of infiltration areas. Proper selection of plant materials can improve the infiltration potential of landscape areas. Deep-rooted plants help to build soil porosity. Plant leaf-surface area helps to collect rainwater before it lands on the soil, especially in light rains, increasing the overall water-holding potential of the landscape.

A large number of plant species will survive moist soils or periodic inundation. These plants provide a wide range of choices for planted infiltration/detention basins and drainage swales. Most inundated plants have a higher survival potential on well-drained alluvial soils than on fine textured shallow soils or clays.

Maintenance Needs for Stormwater Systems

All landscape treatments require maintenance. Landscapes designed to perform stormwater management functions are not necessarily more maintenance intensive than highly manicured conventional landscapes. A concave lawn requires the same mowing, fertilizing, and weeding as a convex one and often less irrigation because more rain is filtered into the underlying soil. Sometimes infiltration basins may require a different kind of maintenance than conventionally practiced.

Typical maintenance activities include periodic inspection of surface drainage systems to ensure clear flow lines, repair of eroded surfaces, adjustment or repair of drainage structures, soil cultivation or aeration, care of plant materials, replacement of dead plants, replenishment of mulch cover, irrigation, fertilizing, pruning and mowing. In addition, dead or stressed vegetation may indicate chemical dumping. Careful observation should be made of these areas to determine if such a problem exists.

Landscape maintenance can have a significant impact on soil permeability and its ability to support plant growth. Most plants concentrate the majority of their small absorbing roots in the upper 6 in. of the soil surface if a mulch or forest litter protects the surface. If the soil is exposed or bare, it can become so hot that surface roots will not grow in the upper 8 to 10 in. The common practice of removing all leaf litter and detritus with leaf blowers creates a hard-crusted soil surface of low permeability and high heat conduction. Proper mulching of the soil surface improves water retention and infiltration, while protecting the surface root zone from temperature extremes.

In addition to impacting permeability, landscape maintenance practices can have adverse effects on water quality. Because commonly used fertilizers and herbicides are a source of organic compounds, it is important to keep these practices to a minimum, and prevent overwatering.

When well maintained and designed, landscaped concave surfaces, infiltration basins, swales and bioretention areas can add aesthetic value while providing the framework for environmentally sound, comprehensive stormwater management systems.

Street Trees

Trees improve water quality by intercepting and storing rainfall on leaves and branch surfaces, thereby reducing runoff volumes and delaying the onset of peak flows. A single street tree can have a total leaf surface area of several hundred to several thousand ft^2, depending on species and size. This aboveground surface area created by trees and other plants greatly contributes to the water holding capacity of the land. They attenuate conveyance by increasing the soil's capacity to filter rainwater and reduce overland flow rates. By diminishing the impact of raindrops on un-vegetated soil, trees reduce soil erosion. Street trees also have the ability to reduce ambient temperature of stormwater runoff and absorb surface water pollutants.

When using street trees to achieve stormwater management goals, it is important to use tree species with wide canopies. Street tree design criteria should specify species expected to attain 20 to 30 ft canopies at maturity. Planter strips with adequate width and depth of soil volume are necessary to ensure tree vitality and reduce future maintenance. Structural soils also provide rooting space for large trees and can be specified along narrow planter strips and underneath sidewalks to enable continuous belowground soil and root connections.

3.2.5 Outdoor Work Areas

The site design and landscape details listed in previous sections are appropriate for uses where low concentrations of pollutants can be mitigated through infiltration, retention, and detention. Often in commercial and industrial sites, there are outdoor work areas in which a higher concentration of pollutants exists, and thus a higher potential of pollutants infiltrating the soil. These work areas often involve automobiles, equipment machinery, or other commercial and industrial uses, and require special consideration.

Outdoor work areas are usually isolated elements in a larger development. Infiltration and detention strategies are still appropriate for and can be applied to other areas of the site, such as parking lots, landscape areas, employee use areas, and bicycle path. It is only the outdoor work area within the development – such as the loading dock, fueling area, or equipment wash area – that requires a different drainage approach. This drainage approach is often precisely the opposite from the infiltration/detention strategy – in other words, collect and convey.

In these outdoor work areas, infiltration is discouraged and runoff is often routed directly to the sanitary sewer, not the storm drain. Because this runoff is being added to the loads normally received by the water treatment plants (publicly owned treatment works – POTWs), it raises several concerns that must be addressed in the planning and design stage. These include:

- Higher flows that could exceed the sewer system capacity
- Catastrophic spills that may cause harm to POTW operation
- A potential increase in pollutants

These concerns can be addressed at policy, management, and site planning levels.

Policy

Piping runoff and process water from outdoor work areas directly to the sanitary sewer for treatment by a downstream POTW displaces the problem of reducing stormwater pollution. Municipal stormwater programs and/or private developers can work with the local POTW to develop solutions that minimize effects on the treatment facility. It should be noted that many POTWs have traditionally prohibited the discharge of stormwater to their systems. However, these prohibitions are being reviewed in light of the benefits possible from such diversions.

Management

Commercial and industrial sites that host special activities need to implement a pollution prevention program minimizing hazardous material use and waste. For example, if restaurant grease traps are directly connected to the sanitary sewer, proper management programs can mitigate the amount of grease that escapes from the trap, clogging sewer systems and causing overflows or damage to downstream systems.

Site Planning

Outdoor work areas can be designed in particular ways to reduce their impacts on both stormwater quality and sewage treatment plants.

- Create an impermeable surface such as concrete or asphalt, or a prefabricated metal drip pan, depending on the use.

- Cover the area with a roof. This prevents rain from falling on the work area and becoming polluted runoff.

- Berm or mound around the perimeter of the area to prevent water from adjacent areas to flow on to the surface of the work area.

- Directly connect runoff. Unlike other areas, runoff from these work areas is directly connected to the sanitary sewer or other specialized containment systems. This allows the more highly concentrated pollutants from these areas to receive special treatment that removes particular constituents. Approval for this connection must be obtained from the appropriate sanitary sewer agency.

- Locate the work area away from storm drains or catch basins. If the work area is adjacent to, or directly upstream from a storm drain or landscape drainage feature (e.g., bioswales), debris or liquids from the work area can migrate into the stormwater system.

- Plan the work area to prevent run-on. This can be accomplished by raising the work area or by diverting run-on around the work area.

These design elements are general considerations for work areas. In designing any outdoor work area, evaluate local ordinances affecting the type of work area, as many local jurisdictions have specific requirements.

Some activities are common to many commercial and industrial sites. These include garbage and recycling, maintenance and storage, and loading. These activities can have a significant negative impact on stormwater quality, and require special attention to the siting and design of the activity area.

3.2.6 Maintenance and Storage Areas

To reduce the possibility of contact with stormwater runoff, maintenance and storage areas can be sited away from drainage paths and waterways, and covered. Implementing a regular maintenance plan for sweeping, litter control, and spill cleanup also helps prevent stormwater pollution.

Specifying impermeable surfaces for vehicle and equipment maintenance areas will reduce the chance of pollutant infiltration. A concrete surface will usually last much longer than an asphalt one, as vehicle fluids can either dissolve asphalt or be absorbed by the asphalt and released later. See Figure 3-18.

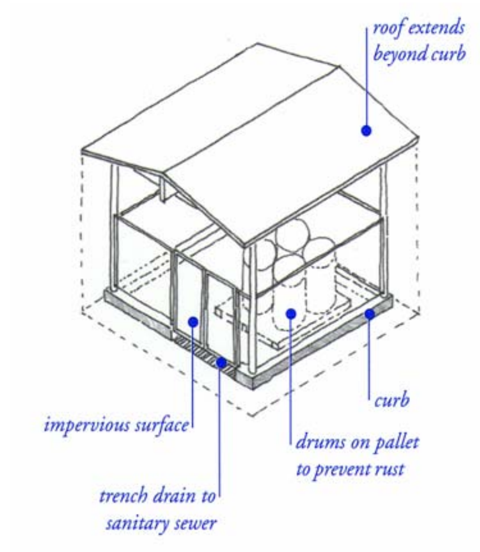

Figure 3-18
Material Storage

3.2.7 Vehicle and Equipment Washing Areas

It is generally advisable to cover areas used for regular washing of vehicles, trucks, or equipment, surround them with a perimeter berm, and clearly mark them as a designated washing area. Sumps or drain lines can be installed to collect wash water, which may be treated for reuse or recycling, or for discharge to the sanitary sewer. The POTW may require some form of pretreatment, such as a trap, for these areas.

Fueling and maintenance activities must be isolated from the vehicle washing facilities. These activities have specific requirements, described later in this section.

Storage of bulk materials, fuels, oils, solvents, other chemicals, and process equipment should be accommodated on an impervious surface covered with a roof. To reduce the chances of corrosion, materials should not be stored directly on the ground, but supported by a wire mesh or other flooring above the impervious pavement. In uncovered areas, drums or other containers can be stored at a slight angle to prevent ponding of rainwater from rusting the lids. Liquid containers should be stored in a designated impervious area that is roofed, fenced within a berm, to prevent spills from flowing into the storm drain.

If hazardous materials are being used or stored, additional specific local, state, or federal requirements may apply.

3.2.8 Loading Area

Loading areas and docks can be designed with a roof or overhang, and a surrounding curb or berm. See Figure 3-19. The area should be graded to direct flow toward an inlet with a shutoff valve or dead-end sump. The sump must be designed with enough capacity to hold a spill while the valve is closed. If the sump has a valve, it must be kept in the closed position and require an action to open it. All sumps must have a sealed bottom so they cannot infiltrate water. Contaminated accumulated waste and liquid must not be discharged to a storm drain and may be discharged to the sanitary sewer only with the POTW's permission. If the waste is not approved for discharge to the sanitary sewer, it must be conveyed to a hazardous waste (or other offsite disposal) facility, and may require pretreatment. Some specific uses have unique requirements.

3.2.9 Trash Storage Areas

Areas designated for trash storage can be covered to protect containers from rainfall. Where covering the trash storage area is not feasible, the area can be protected from run on using grading and berms, and connected to the sanitary sewer to prevent leaks from leaving the designated trash storage area enclosure.

3.2.10 Wash Areas

Areas designated for washing of floor mats, containers, exhaust filters, and similar items can be covered and enclosed to protect the area from rainfall and from overspray leaving the area. These areas can also be connected to the sanitary sewer to prevent wash waters from leaving the designated enclosures. A benefit of covering and enclosing these areas is that vectors may be reduced and aesthetics of the area improved.

3.2.11 Fueling Areas

In all vehicle and equipment fueling areas, plans must be developed for cleaning near fuel dispensers, emergency spill cleanup, and routine inspections to prevent leaks and ensure properly functioning equipment.

If the fueling activities are minor, fueling can be performed in a designated, covered, and bermed area that will not allow run-on of stormwater or runoff of spills.

Retail gasoline outlets and vehicle fueling areas have specific design guidelines. These are described in a Best Management Practice Guide for retail gasoline outlets developed by the California Stormwater Quality Task Force, in cooperation with major gasoline corporations. The practice guide addresses standards for existing, new, or substantially remodeled facilities. In addition, some municipal stormwater permits require RGOs to provide appropriate runoff treatment.

Fuel dispensing areas are defined as extending 6.5 ft from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus 1 ft, whichever is less. These areas must be paved with smooth impervious surfaces, such as Portland cement concrete, with a 2-4% slope to prevent ponding, and must be covered. The cover must not drain onto the work area. The rest of the site must separate the fuel dispensing area by a grade break that prevents run-on of stormwater.

Within the gas station, the outdoor trash receptacle area (garbage and recycling), and the air/water supply area must be paved and graded to prevent stormwater run-on. Trash receptacles should be covered.