ENGINEERING POLICY: 2016-200
Parking Lot and Private Road Repair Policy
Date: December 15, 2016

All of the following conditions must be true for a project to be eligible for the Parking Lot and Private Road Repair Policy.

1. The project is a repair to an existing condition and not an elective upgrade.
2. The project does not expand the area of the roadway/parking lot. The impervious area footprint remains the same or is reduced.
3. The proposed paving material matches the existing.
4. No alterations to grading is proposed. Drainage patterns remain the same and runoff is routed to the same outfall point.
5. No other improvements are proposed on the site, such as but not limited to, landscaping, building additions, and/or interior remodels.
6. Proposed snowmelted areas do not drain to the ROW. Any runoff from snowmelt shall be captured and routed to a BMP to avoid ice damming.

If any above condition is not met, the project is considered a major project and shall comply with the Major Grading and Drainage Checklist requirements laid out in the URMP.

If all conditions are met the project is viewed as a minor project and shall comply with the requirements laid out in the URMP for a Minor Drainage and Grading Plan. All impervious areas shall either drain to greenspace or be routed through a hard infrastructure BMP to capture the WQCV.

If the cost to implement a stormwater BMP to treat runoff from the entire repaired paved area exceeds 50 percent of the project cost, excluding the cost of the BMP, than the project may have the option to do a portion of the full treatment at the discretion of the City Engineer. For example, the project may be exempt from installing BMPs to treat the full area if the project cost in $20,000 and the cost to install the BMP is greater than $10,000. The project WILL be required to treat a portion of the area or contribute in some way to improve the water quality of the site runoff. Please contact the COA Engineering Department to discuss options if the project falls in this category.

Approved by: Trish Aragon, P.E., City Engineer