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| Advantages | <ul style="list-style-type: none">➤ Thoughtful siting and design of streets improves stormwater control “at the source”, which means less runoff requiring management, reduced stormwater infrastructure, and a smaller impact on downstream water bodies.➤ Reducing paving lowers development and maintenance costs.➤ Forgoing curb-and-gutter in favor of a rural residential section is a cost savings.➤ Rural-section streets can incorporate attractive “rain garden” plantings in low areas adjacent to the roadway, when soil permits.➤ Narrower streets tend to slow traffic and create a more pedestrian-friendly environment.➤ Reducing pavement lessens the urban heat island effect - the increase in air temperature that occurs when highly developed areas are exposed to the sun. |
| Limitations | <ul style="list-style-type: none">➤ Local ordinances may preclude narrowed or curbless street design.➤ The city’s desire to design roads to accommodate future growth may impede innovations.➤ Roadside swales are difficult to accommodate in single family residential developments with net densities above 8 units per acre.➤ Good drainage for road subgrade must be provided when using roadside infiltration methods.➤ Soil and topography may limit street siting opportunities. |
| Construction Requirements | <ul style="list-style-type: none">➤ Take care not to compact adjacent, permeable soils during road construction.➤ Protect swales and other infiltrations areas from sediment influx during construction, or remove sediment after construction is complete. |
| Maintenance | <ul style="list-style-type: none">➤ Swales planted with perennials grasses and wildflowers rather than turf grass must be weeded at least monthly during the first two to three years. After that, weeding once or twice a growing season may suffice.➤ Swales will need periodic sediment removal to maintain volume and filtering ability. |