Article 1

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The Importance of Imperviousness

The emerging field of urban watershed protection often lacks a unifying theme to guide the efforts of its many participants—planners, engineers, landscape architects, scientists, and local officials. The lack of a common theme has often made it difficult to achieve a consistent result at either the individual development site or cumulatively, at the watershed scale.

In this article a unifying theme is proposed based on a physically defined unit: imperviousness. Imperviousness here is defined as the sum of roads, parking lots, sidewalks, rooftops, and other impermeable surfaces of the urban landscape. This variable can be easily measured at all scales of development, as the percentage of area that is not "green."

Imperviousness is a very useful indicator with which to measure the impacts of land development on aquatic systems. Reviewed here is the scientific evidence that relates imperviousness to specific changes in the hydrology, habitat structure, water quality and biodiversity of aquatic systems. This research, conducted in many geographic areas, concentrating on many different variables, and employing widely different methods, has yielded a surprisingly similar conclusion: stream degradation occurs at relatively low levels of imperviousness (~10%). Most importantly, imperviousness is one of the few variables that can be explicitly quantified, managed and controlled at each stage of land development. The remainder of this article details the relationship between imperviousness and stream quality.

The Components of Imperviousness

Imperviousness represents the imprint of land development on the landscape. It is composed of two primary components: the *rooftops* under which we live, work and shop, and the *transport* system (roads, driveways, and parking lots) that we use to get from one roof to another. As it happens, the transport component now often exceeds the rooftop component in terms of total impervious area created. For example, transport-related imperviousness comprised 63 to 70% of total impervious cover at the site in 11 residential, multifamily and commercial areas where it had actually been measured (City of Olympia, 1994b). This phenomenon is observed most often in suburban areas and reflects the recent ascendancy of the automobile in both our culture and landscape. The sharp increases in per capita vehicle ownership, trips taken, and miles travelled have forced local planners to increase the relative size of the transport component of imperviousness over the last two decades.

Traditional zoning has strongly emphasized and regulated the first component (rooftops) and largely neglected the transport component. While the rooftop component is largely fixed in zoning, the transport component is not. As an example, nearly all zoning codes set the maximum density for an area, based on dwelling units or rooftops. Thus, in a given area, no more than one single family home can be located on each acre of land, and so forth.

Thus, a wide range in impervious cover is often seen for the same zoning category. For example, impervious area associated with medium density single family homes can range from 20% to nearly 50%, depending on the layout of streets and parking. This suggests that significant opportunities exist to reduce the share of imperviousness from the transport component.

Imperviousness and Runoff

The relationship between imperviousness and runoff may be widely understood, but it is not always fully appreciated. Figure 1 illustrates the increase in the site runoff coefficient as a result of site impervious cover, developed from over 40 runoff monitoring sites across the nation. The runoff coefficient ranges from zero to one and expresses the fraction of rainfall volume that is actually converted into storm runoff volume. As can be seen, the runoff coefficient closely tracks percent impervious cover, except at low levels where soils and slope factors become more important. In practical terms, this means that the total runoff volume for a one-acre parking lot (Rv = 0.95) is about 16 times that produced by an undeveloped meadow (Rv = 0.06).

To put this in more understandable terms, consider the runoff from a one-inch rainstorm (see Table 1). The total runoff from a one-acre meadow would fill a standard size office to a depth of about two feet (218 cubic feet). By way of comparison, if that same acre was completely paved, a one-inch rainstorm would completely fill your office, as well as the *two* next to it. The peak discharge, velocity and time of concentration of stormwater runoff also exhibit a striking increase after a meadow is replaced by a parking lot (Table 1).