

10/27 Item 45 - Water Quality
CM Vela Amendment 5 - V2
Pervious Pavement

§ 25-8-63 - IMPERVIOUS COVER CALCULATIONS is amended to add the following:

- (A) Impervious cover is calculated in accordance with this Section and the Environmental Criteria Manual.
- (B) Impervious cover calculations include:
- (1) roads;
 - (2) driveways;
 - (3) parking areas;
 - (4) buildings;
 - (5) concrete;
 - (6) impermeable construction covering the natural land surface;
 - (7) for an uncovered wood deck that has drainage spaces between the deck boards and that is located over a pervious surface, 50 percent of the horizontal area of the deck; and
 - (8) the portion of a site used for the storage of scrap and metal salvage, including auto salvage.
 - (9) for porous pavement designed in accordance with the Environmental Criteria Manual, a percentage of the area as set forth in the Environmental Criteria Manual, except as provided for by 25-8-63(C)(8)
- (C) Impervious cover calculations exclude:
- (1) sidewalks in a public right-of-way or public easement;
 - (2) multi-use trails open to the public and located on public land or in a public easement;
 - (3) water quality controls, excluding subsurface water quality controls;
 - (4) detention basins, excluding subsurface detention basins;
 - (5) drainage swales and conveyances;
 - (6) the water surface area of ground level pools, fountains, and ponds;
 - (7) areas with gravel placed over pervious surfaces that are used only for landscaping or by pedestrians and are not constructed with compacted base;
 - (8) porous pavement designed in accordance with the Environmental Criteria Manual, limited to only pedestrian walkways and multi-use trails, and located outside the Edwards Aquifer Recharge Zone

Additional Staff Direction

Where pervious pavement is currently counted as 100% impervious cover, Staff is encouraged to develop appropriate criteria and standards to execute this section, and provide partial credit where appropriate to incentivize the use of pervious pavement, calibrating the credit given to mitigate risks and ensure the use and credit of impervious pavement provides a net benefit to the environment.

Reasoning

Under current code, the criteria for where pervious pavement is credited for being pervious, and not counted as 100% impervious, is very limited. For example, sidewalks using pervious pavement are not counted as impervious cover. Fire lanes built using pervious material may also be allowed to not count as impervious.

In other circumstances, no credit is given and pervious pavement is counted as 100% impervious cover. There are reasons to not count pervious pavement as 100% pervious. The Watershed Protection Department has expressed concerns that pervious pavement may lose its pervious nature if it is not maintained properly. Heavy vehicles compacting the soil underneath pervious pavement may also make it functionally impervious.

Pervious pavement costs significantly more than conventional impervious pavement. By not giving any credit for using impervious pavement vs pervious pavement, we are providing no incentive for a development to bear that additional cost. By allowing pervious pavement to be given partial credit and not count as 100% impervious, we are providing an incentive to use pervious pavement while accounting for the fact that pervious pavement may not always be 100% effective.