|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Surface Type: Other Hard SurfaceBMP L633: Permeable PavementCity of Tacoma Permit Number: Click here to enter text.Date Prepared: Click here to enter a date. | | | | | |
|  | | | | | |
|  | ***Yes*** | | ***No*** | | ***NA*** |
| Can the permeable pavement be placed 50 feet or more from the top of a steep slope (15% or greater)? |  | |  | |  |
| Can the permeable pavement be placed 10 feet or more from septic tanks and septic drainfields? |  | |  | |  |
| Has a Washington state licensed Professional Engineer or Professional Geologist evaluated the site and determined any of the following to be true (an answer of yes means this BMP is infeasible)? Place a check mark next to those items that apply. Answer requires a report prepared by professional. |  | |  | |  |
| ***Please check the box next to those items that apply.* Answer requires a report prepared by professional.** | | | | | |
| Infiltration should not be used due to reasonable concerns about erosion, slope failure, or downgradient flooding. | | | | |  |
| The project is located in an area whose groundwater drains into an erosion hazard or landslide hazard area. | | | | |  |
| Infiltrating water and ponded water below new permeable pavement would compromise existing adjacent impervious pavements. | | | | |  |
| Infiltrating water would threaten existing below grade basements. | | | | |  |
| Infiltrating water would threaten shoreline structures such as bulkheads. | | | | |  |
| Fill soils used could become unstable when saturated. | | | | |  |
| The facility placement is downslope of steep, erosion prone areas that are likely to erode sediment. | | | | |  |
| The facility is placed on excessively steep slopes where water within the aggregate base layer or at the subgrade surface cannot be controlled by detention structures and may cause erosion and structural failure, or where surface runoff velocities may preclude adequate infiltration at the pavement surface. | | | | |  |
| The permeable pavement cannot provide sufficient strength to support the anticipated loads. | | | | |  |
| The underlying soils are unsuitable for supporting traffic loads when saturated. | | | | |  |
| Facility installation would threaten the safety of reliability of preexisting underground utilities, preexisting underground storage tanks, preexisting structures, or preexisting road or parking lot surfaces. | | | | |  |
| The only area available for siting the rain garden would threaten the safety or reliability of preexisting underground utilities, preexisting underground storage tanks, preexisting structures, or preexisting road or parking lot surfaces. | | | | |  |
| The only area available for siting the rain garden would threaten the safety or reliability of preexisting underground utilities, preexisting underground storage tanks, preexisting structures, or preexisting road or parking lot surfaces. | | | | |  |
|  | | ***Yes*** | | ***No*** | ***NA*** |
| Can the permeable pavement be located outside of designated erosion or landslide hazard areas? | |  | |  |  |
| Can the permeable pavement be located greater than 100 feet from an area known to have deep soil contamination? | |  | |  |  |
| Will infiltration increase or change the direction of the migration of pollutants in the groundwater (an answer of yes means this BMP is infeasible)? Answer requires a groundwater modeling report performed by a Washington State Licensed Professional Engineer or Professional Geologist. | |  | |  |  |
| Are surface soils contaminated and proposed to remain in place? (An answer of yes means this BMP is infeasible). Answer requires a report from an appropriate licensed professional. | |  | |  |  |
| Is this type of facility prohibited by an approved cleanup plan under the state Model Toxics Control Act or Federal Superfund Law, or an environmental covenant under Chapter 64.70 RCW? (An answer of yes means this BMP is infeasible). | |  | |  |  |
| Can the permeable pavement be located greater than 100 feet of a closed or active landfill? | |  | |  |  |
| Can the permeable pavement be located greater than 100 feet from drinking water well or a spring used for drinking water supply? | |  | |  |  |
| Can the permeable pavement be located greater than 10 feet from a small onsite sewage disposal drainfield? | |  | |  |  |
| Is the project a multi-level parking garage or over a culvert or bridge? (An answer of yes means the BMP is infeasible). | |  | |  |  |
| Can the permeable pavement be located greater than 10 feet from any underground storage tank? In this context, an underground storage tank means any tank used to store petroleum products, chemicals, or liquid hazardous wastes of which 10% or more of the storage volume (including the pipes) is beneath the ground surface. | |  | |  |  |
| For porous asphalt, can the permeable pavement be designed at a slope less than 5%? | |  | |  |  |
| For pervious concrete, can the permeable pavement be designed at a slope less than 10%? | |  | |  |  |
| For permeable interlocking concrete pavement, can the permeable pavement be designed at a slope less than 12%? | |  | |  |  |
| For permeable grid systems, can the permeable pavement be designed at slopes recommended by the manufacturer? | |  | |  |  |
| Is the depth from the bottom of the lowest gravel base course to the seasonal high groundwater table or other impermeable layer equal to or greater than 1 foot? Answer requires a soils report prepared by professional. | |  | |  |  |
| For pollution generating pervious pavement surfaces, can the soil suitability criteria for treatment be met (see SWMM Volume 6, Section 2.2.2.5.5)? Answer requires a soils report prepared by a professional. | |  | |  |  |
| Does the permeable pavement road receive very low traffic volumes or very low truck traffic? Very low truck traffic volumes are those with a projected average daily traffic volume of 400 vehicles or less. Very low truck traffic is defined as those areas with less than 2% of ADT as through truck traffic. Very low truck traffic may have up to weekly use by utility trucks (ex. garbage), daily bus use, and multiple daily use by pick-up trucks, mail/parcel delivery trucks, and maintenance vehicles. See RCW 35.78.010, RCW 36.86.070, and RCW 47.05.021. | |  | |  |  |
| Is the existing impervious surface that will be replaced non-polluting generating and located over an outwash soil with a saturated hydraulic conductivity of 4 inches/hour or greater? | |  | |  |  |
| Is the site considered a high use site (see SWMM glossary)? An answer of yes means this BMP is infeasible. | |  | |  |  |
| Will the permeable pavement be located in an area with industrial activity as defined by 40 CFR 122.26(b)(14)? An answer of yes means this BMP is infeasible. | |  | |  |  |
| Will the permeable pavement be located in an area with a risk of concentrated pollutant spills such as a gas station, truck stop, or industrial chemical storage site? An answer of yes means this BMP is infeasible. | |  | |  |  |
| Will the permeable pavement be located in an area where routine, heavy applications of sand occur in frequent snow zones to maintain traction during weeks of snow and ice accumulation? | |  | |  |  |
| Will installing permeable pavement cause conflicts with any of the following? An answer of yes means this BMP is infeasible. | |  | |  |  |

|  |  |
| --- | --- |
| ***Please check the box next to those items that apply.* Answer requires a report prepared by professional.** | |
| Requirements of the Historic Preservation Laws and Archeology Laws, Federal Superfund or Washington State Model Toxics Control Act, Federal Aviation Administration requirements for airports, or Americans with Disability Act | |
| Special zoning district design criteria adopted and being implemented through any City of Tacoma planning efforts |  |
| Public health and safety standards |  |
| Transportation regulations to maintain the option for future expansion or multi-modal use of public rights-of-way |  |
| Critical Area Preservation Ordinance |  |