



Winter 2022

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CT NEMO MS4 Program

This newsletter was created to relay occasional updates and important information to MS4 regulated communities.



2021 Annual Report Template Available

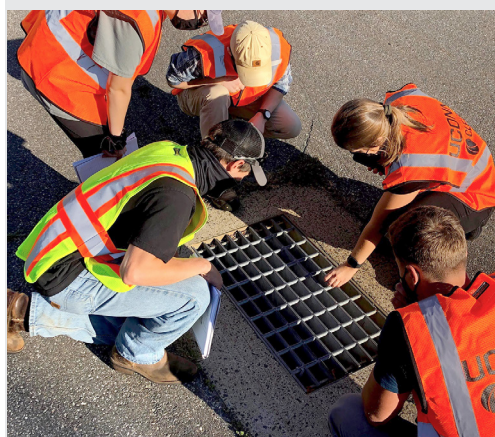
It's MS4 annual report time again. Right on cue, a new, somewhat streamlined version of the annual report template is on the Annual Reports page of our website (<https://nemo.uconn.edu/ms4>). We worked with DEEP to try to reduce and condense the information that is required by the permit. No huge changes, but some tweaks here and there. To learn what changed, refer to our Guide to Changes and How-To video, also available on our website.

made, while also explaining why you may be behind on some portions (ex. limited staff, key staff turnover, unhelpful weather during monitoring season, reduced budgets, pandemic slowing progress, etc.).

As a reminder, a public announcement that your annual report will be available for review and comment must be made by January 31st. Your "draft" annual report must then be posted online and made available in hardcopy at town hall or a public library by February 15th. Your final annual report is due to DEEP by April 1st!

Please don't hesitate to reach out if you have any questions about completing your report.

Of course, while this template is preferred by DEEP, permittees can use this new version, update last year's version, or submit their own as long as the required info is provided. While never a fun task, annual reports are an opportunity to update DEEP and your community on the progress you have



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Pervious Pavements Encouraged in Colchester



In an effort to reduce stormwater runoff volumes and impacts, in 2015, the Town of Colchester began requiring that impermeous surfaces can occupy no more than seventy-five percent (75%) of any parking lot.” The change in regulations was motivated by an evaluation of municipal land policy for the lower CT watershed by the environmental engineering firm, Horsley Witten, in 2009. We sat down with Colchester’s Town Engineer, Sal Tassone, to see how the program is going.

In order to satisfy the requirement, the [new zoning regulations](#) suggest the incorporation of pervious materials for parking stall surfaces, overflow parking, and snow storage space, as well as minimizing clearing and conserving the natural, pervious surfaces already on site. As a result, the town now has 10 new private installations of pervious pavement, with 3 new projects in the works, including the town’s public elementary and middle school.

One of the chief concerns with pervious pavements is ensuring that the surface is properly maintained so that it continues to allow stormwater to sink into it rather than run over it. For example, the town uses a rubber edged blade as well as power leaf blowers on public installations to remove snow and debris from the surface and prevent damage to the materials. The regulation requires that applicants create and provide a long-term maintenance plan to be reviewed by the town. However, there are no municipal enforcement actions or inspections after installation.

Despite the success, there has been some pushback. Sal said that developers were initially concerned with the higher

cost and more labor-intensive installation process required for pervious pavements. However, much of that higher cost was due to it still being a newer product. The regulation helped increase demand for pervious paving materials and local contractors with experience in installing it. Local suppliers and contractors have since met that need, which has led to a significant decrease in cost. While the cost for the pervious asphalt used to be around \$140/ton, today the cost has dropped to \$120/ton. Only \$20 more than the \$100/ton cost for standard asphalt.

In addition to the decrease in cost, Colchester is reporting other benefits of the new requirement. Sal says that the permeable pavements are holding up well. The town has seen a decrease in the overall volume of stormwater runoff entering the stormwater system, creating a reduced need to implement other stormwater management controls, such as catch basins or detention ponds. This has led to a smaller development footprint and savings on additional installation and maintenance costs. On top of this, he adds that, “another possibly underappreciated benefit is that ice doesn’t form on permeable pavement in cold weather since snowmelt infiltrates into the pavement instead of creating an ice slick on the surface which reduces the need for salt applications.”

Thank you to Sal for sharing the town’s experience! If you have any stormwater LID methods, projects, or experiences you’d like to have featured in our next newsletter, send us an email: mary.looney@uconn.edu



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In Stormwater News

In this section of each newsletter, you'll find a few recommendations of good stormwater reads - big news articles, projects, research, etc. If you have recommendations, send them our way!

[Health and Stormwater Equity](#)

- This article focuses on viewing stormwater through the lens of public health. It dives into the health disparities within marginalized communities caused by stormwater and addresses inequities within stormwater programs.

[NYC to turn concrete medians into green stormwater infrastructure](#)

- NYC is planning on disconnecting 121,600 square feet of impervious pavement in Queens. The new green infrastructure is projected to capture a minimum of 5 million gallons annually.

[Too Much Salt: Good for Winter Travel, but with Consequences for Environmental and Human Health](#)

- This article examines the impacts and consequences of overusing road salt in the winters on groundwater and wildlife. It also features CLEAR's very own Mike Dietz discussing UConn's Green Snow Pro Training to help address the issue of over-salting.



MS4 Question of the Day

As we approach the 2% disconnection goal for disconnecting impervious areas, what does it mean to properly disconnect an impervious area and have it count towards our goal? And how do we track this?

Answer

An impervious area is considered disconnected when the first 1" of rainfall (i.e., minimum "Water Quality Volume"), infiltrates into the ground or is otherwise permanently retained on site. Detention does not count.

You can retain stormwater on site in many ways as long as it infiltrates the ground or is reused without a surface or storm sewer discharge. In most cases, disconnection will be achieved through the use of Low Impact Development (LID) practices like rain gardens, bioretention areas, pervious pavements, green roofs, etc. It can also be accomplished by simply directing runoff to a vegetated area such as a lawn rather than into the stormwater system.

To help track your disconnections, check out the [DCIA tracking spreadsheet](#) we use to track disconnections on the Storrs campus!



In case you missed it...

Climate change / stormwater authorities webinar

- Back in December, UConn CLEAR and CIRCA participated in a webinar as a part of CT DEEP's Climate Solutions Webinar series: "[Funding Climate Solutions for Chronic Flooding, Extreme Rainfall Events, and Water Quality with Stormwater Authorities](#)". It featured Joe Lanzafame, director of New London Public Utilities, as well, who discussed the takeaways from implementing Connecticut's first stormwater authority.

CIRCA grants

- The Connecticut Institute for Resilience and Climate Adaptation (CIRCA) has announced a new Municipal Resilience Grant Program for 2022. Connecticut municipalities, NGOs in partnership with municipalities, and COGs can apply for funding along 2 tracks: (1) exploring stormwater authorities, and (2) developing a project pipeline. More information can be found on CIRCA's [Municipal Resilience Grant Website](#). The deadline to apply is February 1st, 2022 at 5pm.

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