

**Attachment 5: Press Release for Ashland
Police Department Stormwater Retrofit
Project**

New Ashland Paving Project Will Aid Bay
CINDY HUANG Richmond Times-Dispatch
Published: September 24, 2014

The **Ashland** Police Department plans to use a \$200,000 grant to repave its parking lot with material designed to soak up rainwater before it runs into the Chesapeake Bay. The money is part of \$2.1 million in grants for 13 Virginia projects from the National Fish and Wildlife Foundation for Chesapeake Bay cleanup efforts. Officials announced the grants Tuesday. In addition to the \$200,000, the state is giving the town of **Ashland** \$157,000 in matching funds toward the repaving project.

"We really need to be pulling in the public in this restoration effort, so these grants are going to help us do that," said Jake Reilly, Chesapeake Bay director for the Fish and Wildlife Foundation, speaking Tuesday to about 60 local, state and federal officials at **Ashland** Town Hall. The foundation is funding 45 projects across six states and District of Columbia, totaling almost \$10 million. Officials said more than \$19.6 million in matching funds will accompany those grants.

The **Ashland** police station's cracked parking lot sits in front of a steep creek that carries rainwater, along with harmful nutrients, toward the bay, officials said. The town also plans to make 210 feet of the creek more winding to slow the flow of rainwater. The Chesapeake Bay has suffered from pollution and algae growth from nutrients and sediments from **stormwater** runoff.

Police Chief Doug A. Goodman Jr. said that his job is "about being a steward of your resources," one of which is the police station facility. Town Manager Charles W. Hartgrove said that the town's previous success paving parking lots in a way that traps **stormwater** helped **Ashland** win the grant. The town's municipal parking lot and parts of the College Park subdivision were repaved in 2013. Similar paving projects are underway elsewhere downtown.

Mayor George F. Spagna said that the Police Department paving project is part of a larger community effort to conserve resources and protect the environment. He also credited Randolph-Macon College students who created a system to recycle rainwater for flushing toilets. **Ashland's** reputation as the "Center of the Universe" is at stake, Spagna said proudly and playfully.

"The whole world is watching and we hope we're setting a good example," Spagna said. Russ Baxter, Virginia's deputy secretary of natural resources for the Chesapeake Bay, said that the **Ashland** parking lot project will benefit both town residents and neighboring localities and wildlife.

Baxter said that the decades-long effort to clean up the bay is moving in the right direction, from "parking lot to parking lot, stream by stream." Town Engineer Ingrid Stenbjorn said the project will begin in March or April and take about two months.

Virginia law requires local governments and developers to meet targets for reducing nutrients in stormwater runoff.

Some of Virginia's other grant recipients include the Virginia Department of Transportation, James Madison University, the College of William and Mary, Virginia Tech and the city of Norfolk.

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Ashland Police Plan to Put Grant Toward Bay Cleanup Efforts

CINDY HUANG Richmond Times-Dispatch

Published: September 23, 2014

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Talking Points for Press Release
APD Parking Lot Permeable Paver Project, NFWF Grant

- The parking lot pavement at the Ashland Police Department is in need of maintenance. The Police Chief, Town Council and Town Staff felt that an environmentally sustainable approach should be employed to improve the parking lot surface rather than traditional asphalt pavement maintenance.
- Because permeable paver projects at the Town Municipal Parking Lot on Railroad Avenue, and in the College Park neighborhood have been so successful, a permeable paver design was decided for the APD parking lot. Approximately 9,000 square feet of asphalt will be replaced with permeable pavers.
- The permeable pavers will have a similar appearance as the Municipal Parking Lot. It will also be similar in design and performance. There will be a stone reservoir beneath the pavers to store and detain stormwater rather than allowing it to runoff directly into the adjacent creek as it does currently.
- Stormwater from the APD parking lot discharges to a branch of Mechumps Creek, which is directly adjacent. Mechumps Creek has problems with erosion and sedimentation. It was also assigned a TMDL for E. coli bacteria.
- The permeable pavers will reduce and slow the discharge of stormwater to the creek, which will help with the erosion and sedimentation problem.
- Another part of this project, which will further improve the condition of Mechump Creek, is the planned "restoration" of 210 linear feet of Mechumps Creek adjacent to the Ashland Police Department. The restoration will not only improve the portion of the creek beside the Police Department, but it will slow flows to downstream portions. Slower stream flows improve erosion and sedimentation problems downstream as well.
- In addition, the Town and Randolph-Macon College Environmental Studies Department are collaborating on stream restoration in downstream reaches of Mechumps Creek. One reach (between Cottage Green Drive and Hill Carter Parkway) has been completed, and another reach (between Hill Carter Parkway and I-95) has been designed, and we are seeking construction funding. This upstream restoration will enhance the performance of the restored downstream reaches of Mechumps Creek.
- This project will result in pollutant reduction requirements of Nitrogen, Phosphorus, and Sediment. For environmental compliance purposes, phosphorus is used as the target pollutant for removal. We estimate that this project will remove approximately 14.55 pound of phosphorus per year.
- Town staff (Ingrid Stenbjorn, Tom Dickerson, and Mike Davis) collaborated with our Engineering Consultant, Aislinn Creel with Timmons Group, to locate funding for this project. The Town was received a Stormwater Local Assistance Fund (SLAF) grant from the Virginia Department of Environmental Quality (DEQ) to cover half of the estimated costs for this project. We sought a grant through the National Fish and Wildlife Foundation (NFWF) to fund the remainder of the costs. We were delighted to learn that we will we awarded the NFWF grant, and therefore will be able to move forward with this project.





