



Avon Stormwater Management

The Town of Avon is currently studying options to address stormwater management, including the formation of a Stormwater Utility, owned and operated by the Avon Department of Public Works.

System Needs

Avon has seen significant population growth, and this positive trend is expected to continue.

Unfortunately, components of our stormwater infrastructure are more than 20 years old and in need of maintenance. Residents and businesses are suffering the consequences.

Avon has roughly \$3 million in capital stormwater needs RIGHT NOW, with no funding mechanism to complete those projects.

Benefits

- Long-term, dedicated funding for the system
- Effective management of capital assets
- Proper maintenance of infrastructure
- Fair and equitable stormwater rates
- Improved customer service

Customer Types

- **Residential** – Single-family residences, up to three units per building
- **Non-Residential** – Commercial, industrial, retail, multi-family, government, community organizations, schools, churches, agriculture, etc.
- **Rail Yard** – Rail yard and related facilities

Transfer of County Drains

If the Stormwater Utility is approved, Avon will collaborate with Hendricks County to transfer the existing regulated drain system to the Utility.

Establishing the Utility would eliminate the legal drain fee assessed by the Hendricks County Drainage Board and replace the fee with stormwater utility rates based on the amount of impervious surface area on each parcel or property.

Feasibility Study

Avon town officials commissioned a feasibility study to look at an equitable, research-based structure for potential customer rates.

The potential rates are based upon the amount of impervious surface area on each property. Impervious surfaces – roofs, paving, concrete, gravel, etc. – do not allow stormwater to soak into the ground. Impervious surfaces increase urban runoff that must be directed through drainage infrastructure. More runoff creates more demand on infrastructure.

The study calculated the average impervious area from the residential customer class to establish the base billing unit, called the Equivalent Residential Unit (ERU). Residential customers would be charged one ERU per billing cycle. Other customer classes would be charged multiple ERUs per billing cycle based on the property's impervious area ratio to the base billing unit.

Proposed Customer Class Rates

Category	Residential	Non-residential	Rail Yard
Rate (\$/ERU/month)	\$6	\$4	\$2