

Blueprint 2000 TCC Meeting Minutes

SunTrust Bank Building
2727 Apalachee Parkway, Suite 200
Thursday, February 5, 2015

Attendees: (TCC Members in Bold) (TCC Member Substitutes In Bold Italics)

Tony Park	<i>Steve Palmer</i>	Gary Phillips
Gabe Menendez	<i>Anna Padilla</i>	John Buss
Theresa Heiker	<i>Kathy Burke</i>	Steve Shafer
Jodie Cahoon	Wayne Tedder	Angela Ivy
<i>Deborah Thomas</i>	Charles Hargraves	Cameron Snipes
<i>Greg Burke</i>	Autumn Calder	Alicia Wetherell

Charles Hargraves called the meeting to order at pm.

I. Agenda Modifications

There were no agenda modifications.

II. Information Items

There were no information items.

III. Consent

Item #1: TCC Meeting Minutes: August 28, 2014

There were no comments.

IV. Presentations/Discussions

Item #2: Magnolia Drive Multiuse Trail Project Phasing and Funding

Wayne Tedder presented to the TCC on the provided agenda material. Kathy Burke added that, based on the community meeting, the residents would rather forgo amenities and extensive landscaping and have the funding applied to furthering the multiuse trail. Furthermore, an offer was made on the parcel at _____ to further the construction of the trail plus allow for a staging area for the contractor. Absence the purchase of the property, the retaining wall was estimated to be \$650K. Purchasing the parcel would decrease disruption to the public, move the project along more quickly, and allow for a better looking final project. Mr. Tedder stated that Blueprint and County staff anticipated the acquisition to come in at a much lower cost.

Ms. Burke stated that phase 7 community comments were clear that the piece on the north side, adjacent to the golf course, was not needed at all. It was expressed that they would like the sidewalk; they want curbing, to eliminate the drainage ditch, and more connectivity for crossing safely.

Mr. Tedder clarified that funding was up to \$6,150,000.00 to be constructed through the proposed phasing. The County would stretch it as far as possible. If there was a shortfall, the agencies would determine at a future date how to cover those costs.

Regarding stormwater, the County plans indicated closed basins under sidewalks; essentially French drains. It was a unique drainage system for the roadway, however, the County had agreed to maintain the system. The 10' multiuse trail above would be maintained by the City.

Greg Burke stated that the CRTPA met the week prior with FDOT Traffic Operations regarding pedestrian safety issues at Magnolia and Apalachee. They anticipated adding that intersection as a TSM priority project list for study funding. It was considered a dangerous intersection and with sidewalks being installed, it would be a great tie in on safety. Mr. Tedder stated that with the development on the two parcels on the northwest corner of that intersection, the connection would become more important. Mr. Burke noted that currently, there were only three pedestrian crossings at that intersection. It was not unusual to see people crossing on the piece that was not marked. There was the potential for geometric changes with regard to the service road of the southeast quadrant.

Item #3: FAMU Way Alignment and Stormwater Update

Charles Hargraves stated that Blueprint, along with Kimley Horn, City Public Works and Stormwater, presented on FAMU Way alignment to the City Manager and at the City Commission Long Range Target Issue Committee meeting. The presentation was shared with the TCC by Mr. Hargraves, Wayne Tedder, and Steve Shaffer. A copy of the presentation is on file at Blueprint.

John Buss stated that his comment was premature, however he speculated about a theoretical pond that could be constructed at the north end of the Lake Bradford Treatment Plant. He noted that state jurisdiction of water was severed not far from there, at the RSF. It was possible it could also be severed to the south side of the theoretical pond, and perhaps an online alum system could be installed for serious treatment of the stormwater. The sludge could be delivered directly to the adjacent treatment plant.

Wayne Tedder questioned if the entire treatment plant would be abandoned. Mr. Buss stated that the City held an active permit on the facility. He thought that they would be open to discussion about clipping the north end for a pond. They used the southern half for operations, not treatment. Although it held a treatment permit, that could be used as a pretreatment facility that would pump to TP Smith. That permit would need to be modified based on the decisions made about the road and trail. He did not anticipate that

the City would want to abandon the remainder of the site.

Steve Shaffer questioned if Mr. Buss envisioned it being contained on the west side of the ditch or would it expand to the east side as well. Jodie Cahoon stated that they would try to keep it contained to the west side.

Mr. Tedder questioned if truly mattered if the conveyance system were north or south of the railroad. Mr. Cahoon stated that the City reviewed the restrictions and if both the utility crossing and Gamble Street were realigned, the potential was there for it to be made however was necessary. From a hydraulic standpoint and taking into account that it was a gateway project and the associated factors, it would be gained when the restriction was removed. He felt it was something that the working group could quickly review and come to a decision on.

Theresa Heiker stated that she would need to review the data before commenting or making a recommendation on behalf of the County.

Mr. Hargraves stated that the existing roadway and large portions of the existing ditch were located on CSX right of way. That brought complications from an ownership perspective.

Regarding utility coordination, Mr. Buss stated that there was a 36" sewer line on the west side of the ditch, north of the railroad. It was a north/south line. As well as an aerial crossing of a 24" line nearby (indicated on the map). There were several restrictions that had the potential to be moved however it would depend on the decisions made about alignment. Options were discussed on the provided maps by Mr. Buss and Mr. Hargraves.

Cameron Snipes stated that Kimley Horn (KHA) was expanding the consolidated model to the north. They were comfortable with the results of their analyses and did not think that a FEMA permit was necessary for 3D options to the north if they continued using the previously approved CLOMAR. If the group determined that the consolidated model should be used for their decisions, it would be a process that would add time to the schedule. His options was that a decision needed to be made as to which model decisions would be based on, the consolidated model or the one used for St. Augustine Branch which garnered permits for Segment 3D and 3C; which was currently under construction.

Mr. Snipes stated that preliminary findings indicated that the St. Augustine Branch peaked before reaching the Central Drainage Ditch. He offered a theory and stated that until the consolidated model was completed, the true impacts to the limits; down to Munson Slough and up to Stadium Drive. Mr. Buss stated it sounded as though the consolidated model should be used however, he suspected there was a drawback otherwise KHA would have moved forward. Mr. Snipes stated that the drawback was timing, it would cause a delay to obtain City and County approval because there were so many parts involved. Mr. Buss questioned how long he expected that delay to be. Mr.

Snipes stated that KHA could submit their report by the end of February. The second and third phases of review and options was subjective. Also though, the expanded consolidated model (including the basin for the French Town Pond, FSU, and Pensacola Street) held the potential to cause issues with FEMA. (The original consolidated model included the St. Augustine Branch through Munson Slough.)

Steve Palmer questioned if there was any reason not to model the southside other than to 'sidestep' the FEMA issue. Was the north side the preferred option to forgo dealing with FEMA? Mr. Snipes stated that if the City had no plans to remap the Central Drainage Ditch, the consolidated model was only a tool to be used. If there were plans to remap it through FEMA, KHA needed to ensure the project could be permitted by them in the future. Mr. Palmer questioned how the TCC would know if the changes made to the St. Augustine Branch would not impact the Central Drainage Ditch model. Mr. Snipes stated that the initial indications were of rises downstream that included construction through Segment 3C.

Mr. Palmer stated that it seemed that it would be prudent to incorporate it into the overall model and submit to FEMA for review. Before a decision was made to go to the north or south, to see the whole picture in both the St. Augustine Branch and the Central Drainage Ditch. Alicia Wetherell stated that the review process through FEMA could be up to 18 months. That would delay the decision and create tremendous repercussions on FAMU Way. Mr. Hargraves stated that it was understood that at some point it would have to be submitted to FEMA. Now that there was one tool for the whole area, he expected that there would be a desire by both regulatory agencies to create a FEMA adopted model.

Gabe Menendez speculated that if the decision was made to move the box to the south. When could city Public Works begin construction on it if FEMA had not yet approved it? The consensus was that it could be constructed but it would need to be kept dry until their approval. Mr. Hargraves added the caveat that they would need to know the impacts it would have once it was wet however.

Mr. Cahoon stated that once the restrictions were removed, it did not matter, from a hydraulic perspective, if the box was to the north or south. Mr. Buss clarified that removing restrictions included clearing up the utilities and a better bridge at Gamble. Before that however, it would make a difference. Mr. Cahoon stated that small differences could be mitigated up the lower Central Drainage Ditch. Increasing the segment from the current Gamble Street to Kissimmee Street by 2-feet would create tremendous storage that would offset the minor increases they might be seeing with timing.

Regarding FEMA review, Mr. Cahoon stated he would need to follow up with the experts on it. They were discussing a body with a floodway. All that was really necessary was to complete an analysis and state that they had no rights. That would be followed up with a certificate within 6-months of construction. However, if they moved a ditch, would it trigger anything? The adjacent elevations could still be the same. The floodplain had not

been changed per se. His question was, would the action of moving the ditch and conveyance to the south cause a need to send it to FEMA first?

Ms. Heiker questioned if the existing design of Segment 3D incorporated a reduction in or an elimination of the restrictions at Gamble Street. She clarified that it was the ditch stabilization plans. Mr. Cahoon stated that the plans that were ready to go to bid ended at Kissimmee Street and were therefore fine. Mr. Buss stated that the upper half would not be constructed until this issue was resolved.

Circling back to scheduling, Ms. Heiker questioned what the goal of the working group was by the end of February. Mr. Hargraves stated that Blueprint would be scheduling a meeting to begin talking through the identified issues. Mr. Tedder stated that he thought the priority was the north/south alignment. Followed by retrofit, redevelopment, and flood attenuation as step two.

Mr. Menendez questioned what was wanted from the working group by March IA meeting. Mr. Tedder stated that it would be great to state that there was a preferred north/south side.

V. Citizens to be Heard

There were no speakers.

VI. Items from Members of the Committee

VII. Adjournment

There being no further business, the meeting adjourned at pm.