

Blueprint 2000 CAC Meeting Minutes
Thursday, October 29, 2009
St. Augustine Branch Ditch
South of the CSX Railroad Overpass, South Monroe Street

Tom O'Steen, Chair, called the Citizens Advisory Committee meeting to order at 4:33 pm.

Committee Members present:

Tom O'Steen	Scott Balog
Jess Van Dyke	Jerry Conger
Kevin McGorty	Stephen Hogge
Nancy Miller	Dale Landry
Burt Davy	

Guests/Presenters/Staff:

Jim Davis	Gary Phillips
Dave Bright	Margie Quillman
Dave Snyder	Shelonda Meeks
Jim Shepherd	Angela Richardson
Latesa Turner	Ed Ringe
Harry Reed	Tim Owens
Jamie Hart	Alicia Wetherell

Agenda Modifications

Dave Bright introduced the two new members of the CAC, Stephen Hogge the CONA representative, and Dale Landry the NAACP representative. He also read the commendations of Jess Van Dyke and Kathy Archibald as stated by Commissioner Bryan Desloge at the September 21, 2009 IA meeting.

Information Items

Item #1: Approved 2010 IA, TCC, and CAC Meeting Schedules

This item was informational only.

Item #2: Capital Circle SE Update (Woodville Highway to Crawfordville Road)

This item was informational only.

Item #3: Capital Circle SW PD&E Study – IA's Actions

This item was informational only.

Consent Items

There were no consent items on this agenda.

Presentations/Discussion

Item #4: Capital Cascade Trail Update

Gary Phillips stated that the reason the CAC meeting was held on site was for the CAC members to get a feel for the location and depth of the channel, the constrained ROW in this area, and to give a perspective of what the Cascade Park would be connecting to. He briefly oriented those present to the trail and pedestrian bridge location and the ROW boundaries, as well as the ditch itself. He also noted that the utility poles and transmission lines would remain because they would be too expensive to bury or relocate. Based on those constraints Blueprint staff along with Kimley-Horn were reviewing options for ditch lining and design between South Monroe Street and South Adams Street.

Alicia Wetherell of Kimley-Horn had reviewed four options and briefly described each along with the associated pros and cons. Tom O'Steen questioned what effect the flooding would have on Monroe Street in any of the proposed options. Also did one help reduce the flood elevations more than others, or hydraulically, were they equivalent? Ms. Wetherell stated the initial purpose was to improve the flood conditions on Monroe Street. All were designed with that as the primary intent and at peak stage to be 6-inches lower than the lowest point underneath the railway. Jim Davis stated that the option would significantly reduce the frequency of flooding on South Monroe. He could not in good faith make claims that it would be totally eliminated but flooding would be exceptionally infrequent.

Nancy Miller questioned what structures would be at the termini points. Also what would happen if the proposed boxed culvert could not contain the flood water in major rain events? Ed Ringe stated that the majority of flooding on South Monroe Street was a function of the FDOT storm sewer (South Monroe runoff) and the lack of conveyance. The water flowed to the natural low spot, Monroe Street at the ditch. The proposed designs allowed for additional water that would come from future improvements by FDOT (they had previously performed the study for said improvements but as of yet they were not funded). FDOT proposed additional pipe down Monroe Street and to connect it to the existing Monroe Street culvert; currently the storm sewer connected to the Adams Street culvert. That system would be maintained. Blueprint was proposing a connection to Monroe Street culvert, continuing and connecting to the Adams Street culvert; to eliminate a hydraulic interruption between the two culverts. The advantage of the boxed culvert or the U-shaped channel was that it kept the flow contained. Ms. Wetherell pointed out the entrance and exit point of the existing boxed culverts at Monroe and Adams Streets.

Regarding permitting, Ms. Wetherell stated that FDEP had requested to walk the ditch with Kimley-Horn staff to determine the current condition of it. Presently it was not in its natural state; it had concrete at both ends, there were only a few habitants within the ditch and it certainly was not fishable.

Kevin McGorty stated that the proposal (of the boxed culvert and subsequent park design elements at the terminus of the pedestrian bridge) seemed to be a great alternative and an extension of Cascade Park. He requested an orientation moving west along the trail. Mr. Davis

stated that the original plan would open up into a pond west of Adams Street (generally between Adams and Bronough) with attenuation during rain events. The original plan was for a smaller pond at that location and with Blueprint acquiring the Myers Industrial Park for an additional pond. The Myers parcel and pond had been eliminated due to the contamination levels at the Myers Industrial Park; however, after further calculation and by expanding the pond directly west of Adams Street they would maintain the same volume there that would have been originally in both. Also, the original plan incorporated a boxed culvert beginning at the Kent Deeb property (elevated houses) past the electric sub-station. Now, it is planned to continue the box culvert to Railroad Avenue past the Myers property.

Furthermore, Mr. Davis stated that the concept for the property to the south side of Railroad Square was to run both a box culvert and a "babbling brook" on top of it through the length of Railroad Square, with Coal Chute Pond to be constructed west of that. The ditch would revert to an open channel past Coal Chute Pond.

Steven Hogge questioned if the use of the boxed culverts would increase the volume and accelerated flow rather than have the natural flow of the ditch. Would that have a positive benefit on a healthier, more aesthetically pleasing pond? Ed Ringe stated that there were approximately 330-feet of storage in the two sections. They would not get any appreciable attenuation in that ditch section, even in the higher stages. Ms. Wetherell further stated that there would be an improvement, as she pointed out there were areas of the ditch that required continuous stabilization because large chunks of bank kept eroding causing significant sedimentation and turbidity along the corridor. That would be eliminated with all of the hardening options.

Tom O'Steen questioned if there was a cost differential between this design and the previous proposal. Mr. Davis stated that it would depend on which of the options they were comparing it to. Anything that caused Blueprint to acquire additional ROW would obviously cost more. It would become a trade off of ROW expenses needed for the open ditch or possibly higher construction expenses with the box culvert. Blueprint staff felt they could build the boxed culvert for approximately \$2500 per linear foot or in the region of \$750K for a double boxed culvert. He agreed that it was a lot of money. However, when compared to the additional ROW that would need to be acquired otherwise, it might not be. Furthermore, Mr. Davis noted the additional land that would become available by virtue of the land on top of the boxed culvert. That space would be available for park amenities. Safety would also be an issue; an open ditch with less than a 4:1 slope would require fencing and railings, which were fairly expensive as well. The bottom line, however, was that staff had not completed a cost comparison. They did not think there would be a huge delta between the options.

Dale Landry questioned the location of the pond west of Adams as well as its design appearance. Mr. Davis oriented him. It would be a large open area with gradual slopes. During normal flow it would literally have a meandering, babbling brook moving through it. During key events it would be designed to flood. The bottom line was that it would be a "pretty pond."

Burt Davy stated that he liked the option but questioned the reality of it coming together. Mr.

Davis stated that if they could get it designed, there were no ROW costs associated with it, and money would become available for Capital Cascade Trail Segment 3 and Segment 4 in 2012-2013 ... realistically in approximately 2013-2014. Three priorities had been identified by the Board as "high pay-off" items in Segment 3 and Segment 4. The Pedestrian bridge would certainly be a priority. Mr. Davy questioned if it would get bumped for a roadway project. Mr. Davis stated that he certainly doubted it.

Mr. Davis further stated that he could not tie himself or Blueprint down based on the current economic uncertainty. It was their intention, however, that the money that was dedicated and currently budgeted for Capital Cascade Trail Segment 3 and Segment 4 remain on Segment 3 and Segment 4. In his opinion, the probability of having it completed with some of the funds that would be available, assuming it was one of the top three priorities for that segment by 2013-2014, he felt positive.

Nancy Miller questioned what the bio-swale shown on the graphic would be. Alicia Wetherall stated that it was a concept to treat any impervious surface that was on the Park site and to handle the Water Management District's requirements. It would be landscaped ...similar to a rain garden.

Jess Van Dyke moved that they proceed with the concept of the boxed culvert between South Monroe Street and South Adams Street. Kevin McGorty seconded the motion; it passed unanimously.

Citizens To Be Heard

There were none.

Items From Members Of The Committee

Jess Van Dyke stated that it had been an honor to work with the CAC and Blueprint 2000 and spoke to the great job that Jim Davis was doing with the program. He thanked Mr. Davis for making it easy for the committee to review the work Blueprint had done because he had gotten so good at it. He encouraged the remaining CAC members to review the original EECC and Blueprint documents for the original direction and to be cognizant of the money and how it was allocated. He reiterated the honor he felt in having served on the committee for eight years.

Adjourn

The meeting adjourned by consensus at 5:11 pm.