Blueprint Intergovernmental Agency
Technical Coordinating Committee
Meeting Minutes

Date: June 10, 2019
To: Technical Coordinating Committee
From: Benjamin H. Pingree, PLACE Director
Subject: Summary Minutes for February 11, 2019 TCC Meeting

Committee Members present:

Wayne Tedder	Steve Shafer
Jodie Cahoon	Rodney Cassidy
Brent Pell	Theresa Heiker
Cherie Bryant	Greg Slay
Ben Pingree	Autumn Calder

Committee Members absent:

Ken Morris	John Kraynak

I. AGENDA MODIFICATIONS

There were no agenda modifications.

II. INFORMATIONAL ITEMS/PRESENTATIONS

- Blueprint Project Updates
  - Megan Doherty provided a brief overview of the status of Blueprint projects that included:
    - Welaunee PD&E Study – the public engagement overview with the first meeting to be held March 11, 2019, at Holy Comforter. Staff estimated completion of the PD&E study in summer 2020.
    - Orange/Meridian Placemaking – incorporation of improvements to the future Super-Stop site, requested by the Intergovernmental Agency Board of Directors (Board) including enhanced sidewalks, temporary restroom, and increased green space.
    - Northeast Connector Corridor: Bannerman Road – on February 28, 2019 staff will be requesting the Board to authorize procurement of the PD&E re-evaluation (including the feasibility study analyzing the widening of Bannerman from Tekesta to Bull Headley) and design services. Staff estimated a 12-18 month schedule unless substantially amended.
    - Skateable Art at Coal Chute Pond – proceeding as a Design Build project with advertisement anticipated spring of 2019.
    - Van Buren Street Improvements – permitting was underway with design plans at 90%; construction was estimated to begin in fall 2019.
    - Capital Circle Southwest – Blueprint funding for roadway lighting was anticipated in FY 2023 & 2024. Changes in the Florida Department of Transportation 5-year Work Plan shifted funding allocations for construction as follows:

- Springhill Rd. to Orange Ave: FY2022: $55,741,000
- Crawfordville Rd. to Springhill Rd: FY2024: $33,879,000

- Presentation is on file at Blueprint Intergovernmental Agency

III. CONSENT

IV. The TCC is a non-voting committee serving to provide professional advice and technical expertise on Blueprint Intergovernmental Agency projects.

ACTION TAKEN: There were minor revisions to the language of the draft Board items however no objections to the presented Consent items.

1. **Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects**
   Option #1: Accept the February 2019 status report of Blueprint Intergovernmental Agency infrastructure projects.
   No Commentary

2. Acceptance of the September 4, 2018 TCC Meeting Minutes
   Option #1: Approve the September 4, 2018 TCC meeting minutes.
   No Commentary

3. Status Update on the Orange/Meridian Placemaking Project
   Option #1: Accept the status update on the East Drainage Ditch component of the Blueprint 2020 Orange/Meridian Placemaking Project.
   No Commentary

4. Authorization to Proceed with Procurement of PD&E Re-Evaluation, including Feasibility Study, and Design Services for the Northeast Corridor Connector: Bannerman Road Project
   Option #1: Authorize Blueprint to proceed with the procurement of the PD&E re-evaluation, including feasibility study for widening from Tekesta Drive to Bull Headley Road, and design services for the Northeast Corridor Connector: Bannerman Road project.
   No Commentary

V. GENERAL BUSINESS

5. Acceptance of the Results from the Capital Cascades Segment 3, Pond 3D-B Modeling Effort and Permitting Direction

   Josh Logan gave a brief overview of the item which included permitting the pond without redevelopment capacity while evaluating it against the current level of development in the St. Augustine Branch and re-evaluation of elements and boundary conditions in Segment 4. Construction of the pond would not compare to the "pre-Cascades" time in history however, it would assist in relieving flood stage elevations

south of Orange Avenue as they currently exist. The recommendation was consistent with the findings of the Stormwater Working Group.

Mr. Logan introduced Cam Snipes with Kimley Horn and Associates who provided a presentation on the modeling efforts and obstacles to permitting which included: flow data from a re-created pre-Cascades model, the revised baseline, and two scenarios, with and without redevelopment, for the two, five, ten, and 25-year rain events.as well as staged data for the 100-year event. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

Ben Pingree stated that the recommended staging and level of analysis would offer the opportunity to prove that redevelopment could be accommodated. Regarding the timeline, Autumn Calder noted that Blueprint anticipated going to construction with Segment 4 of the Capital Cascades Trail Project in 2022.

Rodney Cassidy noted that the model controlled for rate and volume. The engineering indicated that there was more water leaving the discharge points over longer periods of time that changed the antecedent conditions. Jodie Cahoon stated that re-evaluation for the possibility of inclusion of redevelopment capacity could occur later. However, for that to be feasible, the pond would need to offset the forecasted post-construction rates from the model with the pre-Cascades conditions. Autumn Calder expressed concern over the possibility of modifications to the pond design to achieve redevelopment capacity however, modifications downstream through an outfall structure, for example, would not cause delays.

Regarding modeling, Autumn Calder felt it important to know the impact of Capital Cascades Trail improvements to the whole system. From a permitting standpoint though, time and other municipal improvements impacted the quantity of runoff entering the system. Therefore, holding Blueprint to the pre-Cascades standard, would make it increasingly harder to show positive impacts to the next level of improvements.

Craig Barkve stated that the pre-Cascades model was the standard to maintain. The system as a whole would be fine as long as it current flood stage elevations were not exceeded at the end of the project. However, the situation surpassed that and despite all efforts, the ability to reach preconditions (Pre-Cascades Flood Stages) was not there. Autumn Calder agreed and noted the pressure on 3D-B pond to correct the upstream issues when it was also understood that planned improvement would restore preconditions.

Jodie Cahoon stated that the purpose in the standard was not to cause damage to someone downstream due to another's development activities. Evaluation of the improvements, made against the results of those projects, would identify what needed to be mitigated. The capacity for redevelopment would not exist without the mitigation of the increases. A reasonable approach would be to make improvements to the conveyance system in Segment 4; creating the capacity to handle more water. However, check-ins would be necessary to safeguard against damages.

Cam Snipes stated the permitting applications (for Pond 3D-B) would be based on the revised baseline, without redevelopment. Part of that challenge (of meeting pre-Cascades conditions) was also, that neither the model nor data on the pre-Cascades condition existed at the beginning of the Capital Cascades Trail projects. Autumn Calder questioned if that would be an issue with the permitting process. Craig Barkve stated that he did not want to stop construction of the pond because of the relief it would provide downstream. However, it did not meet the code.

Cam Snipes stated that without a clear definition of "pre" from the code, the Stormwater Working Group determined that, with minimal flooding issues or challenges in the lower segments, Blueprint could be held to the pre-Cascades standard. Any permits issued then would be to current conditions. Autumn Calder reiterated the benefits of the pond on the community: improved water quality, removed trash from the system, and reduced downstream flooding, and recommended that Kimley Horn proceed with submitting the permit application, on the revised baseline model; consistent with the recommendation of the Stormwater Working Group.

Jodie Cahoon stated that the revised baseline was intended to view the project as a net improvement over what currently existed and provide a way forward. There were improvements to water quality and rate discharge. Redevelopment intentions were a different obstacle that was not met. However, the revised baseline allowed real time progress, without changing what it should be compared to in the future.

Autumn Calder concurred and stated that, as she understood it, the reason that the Stormwater Working Group and TCC wanted to review the pre-Cascades model was to view the system holistically and determine how it impacted flooding and water quality in the community. By pinning all expectations on Capital Cascades Trail, specifically 3D-B Pond, the opportunity was lost to positively impact downstream flooding by building the pond. Permitting and constructing the pond created immediate benefits and allowed for Blueprint to continue evaluating Capital Cascades Trail as a whole system, with the pre-Cascades model, moving into Segment 4.

Jodie Cahoon noted that the results also assumed modifications to Tallahassee Junction. Cam Snipes concurred; it would mean a slight modification to the outfall structure but that could be overcome through permitting.

Jodie Cahoon stated that the project was approached with the perspective of determining what could be done to improve the existing conditions and capitalize on the opportunities available with the 2.5-acres of 3D-B Pond in a much larger watershed. Anything could be modified in the future, however, for now, 3D-B was at its maximum capacity.

Wayne Tedder revisited the permit approval process to note the IA Board agenda item needed to include specific details particularly if it would require a Linear Infrastructure Variance that the City Manager would approve. The Board needed to be clear regarding exactly what they would be approving. If, however, it was a Code or Variance Board approving the permit, the outcome of the project would be in their hands.

Autumn Calder questioned if, using the revised baseline condition, the variance process was necessary given that there was no redevelopment capacity in the pond. Craig Barkve stated no, because 3D-B Pond could meet pre versus post evaluation. The primary issue was one of construction tolerance. Cam Snipes stated that Tallahassee Junction would be modified to similar levels; however, other variances could be necessary in Segment 4.

Jodie Cahoon reiterated that the engineering showed that while flooding was reduced in one area, that water was only passed on to another. That was in direct opposition to the holistic approach and the commitment to correcting it was imperative. He recommended that, Option 2 state specifically that the pre-Cascades condition was the target of the project. Rodney Cassidy and Craig Barkve concurred. Mr. Barkve stated with that, the project would meet the code and permitting would be feasible.

The TCC adopted the revised Options #1 and #2 below.

Option #1: Concur with permitting the Capital Cascades Trail Segment 3D-B without redevelopment capacity in the proposed pond and use the "revised baseline" model for pre versus post comparison during permitting per the recommendations of the multi-agency Stormwater Working Group.

Option 2: Recommend evaluating opportunities to add redevelopment capacity to Pond 3D-B and re-permit the pond according to the results of the evaluation as part of the Capital Cascades Segment 4 Project.

Regarding trash collection options, the TCC agreed that the Flex Rake system would be the most effective method for 3D-B Pond. Autumn Calder confirmed that funding for the Flex Rake system was available in the approved project budget.

VI. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS

There were no speakers to be heard.

VII. ITEMS FROM MEMBERS OF THE COMMITTEE

There were no speakers to be heard.

VIII. ADJOURN

The meeting adjourned by consensus at 2:23 pm.