

CITY OF PALM BAY, FLORIDA

INFRASTRUCTURE ADVISORY AND OVERSIGHT BOARD MEETING 2021-06

Held on Monday, the 28th day of June 2021, in the City Hall Council Chambers, 120 Malabar Road, SE, Palm Bay, Florida.

This meeting was properly noticed pursuant to law; the minutes are on file in the Public Works Department located at 1050 Malabar Road, SW, Palm Bay, Florida. The minutes are not a verbatim transcript, but a brief summary of the discussions and actions taken at the meeting.

CALL TO ORDER:

The meeting was called to order by Mr. Gaume, Chairperson, at 7:00 PM.

ROLL CALL:

CHAIRPERSON:	Thomas Gaume	Present
VICE CHAIRPERSON:	Rebecca Thibert	Present
MEMBER:	Ann-Marie Fraser	Present (Late)
MEMBER:	Paul Edwards	Present
MEMBER:	David Jones	Present
MEMBER:	Terry Muller	Present

ALSO PRESENT:

Juliet Misconi, Acting Public Works Director; Frank Watanabe, City Engineer; and Vincent Colombo, Administrative Assistant.

ADOPTION OF MINUTES:

1. Meeting 2021-05; May 24, 2021

Motion by Ms. Thibert, seconded by Mr. Jones, to approve the minutes as presented. Motion carried unanimously.

PUBLIC COMMENTS: (Non-agenda items only)

There were no public comments.

NEW BUSINESS:

1. Overview of City's Stormwater System

Mr. Watanabe gave a presentation and overview of the City's stormwater system. Mr. Gaume asked the requirements for new developments. Mr. Watanabe responded that all required an Environmental Resource Permit through St. Johns River Water Management District (SJRWMD). The majority of the City's Project Development and Environmental Studies were within the Melbourne-Tillman Canal System and they had more stringent requirements because they did not want the canal system to flood. Mr. Jones asked if new developments were using newer technologies. Mr. Watanabe said that the new developments now had a curb and gutter piping system which discharged into a large retention facility, typically a pond. Many of the new roads and older parts of town had piping and inlets but the issue now was that scatter lots had the swale and ditches that resulted in challenges. Mr. Edwards asked about the paved swales. Mr. Watanabe responded that pipes were installed at a minimum of fifteen inches and ten inches, if needed. Ponding of water was sometimes an issue.

Ms. Thibert asked if the two new baffle boxes would be similar to the Oldcastle Bold and Gold boxes. Mr. Watanabe confirmed same and added that Bold and Gold was a proprietary name so it would be similar with its own proprietary name. Ms. Thibert asked if staff was trying to standardize the boxes. Mr. Watanabe said it was easier for maintenance and it was something to look into but, overall, they were all similar with different proprietary names.

Ms. Thibert asked if staff had applied for grant funding with other agencies. Mr. Watanabe answered in the affirmative – one for water quality the three types of grants were SJRWMD and what they referred to as a 50/50 water quality for baffle boxes and retention ponds. The others were the Florida Department of Environmental Protection known as Section 319, and Total Maximum Daily Load. All three water quality grants were annual. Ms. Thibert asked if the City used any Save-the-Indian-River-Lagoon-Funding. Mr. Watanabe said yes and that staff used it for the nutrient baffle boxes. Mr. Jones asked if staff would apply for these grants in the future. Mr. Watanabe said it was based on staffing needs and it took time but he knew people at the agencies and applying for the grants was easy to do after doing it before.

2. Florida Department of Transportation 2020 Generalized Volumes for Level of Service

Mr. Watanabe gave a presentation on Florida Department of Transportation 2020 Generalized Volumes for Level of Service. Mr. Jones asked if it was only Palm Bay that

stopped at Service Level C. Mr. Watanabe said everyone else had Service Levels D and E. Mr. Jones asked if there was any benefit for having it at Level C. Mr. Watanabe responded he was not sure if someone had a certain vision or if the needs were different at the time. He said it was limiting because the road had more capacity. Mr. Gaume stated that he preferred it at C because of the rapid growth in the City. Mr. Watanabe agreed to a certain extent but added that excess capacity was not needed most of the time.

3. Average Daily Traffic for Malabar Road Between Minton Road and Garvey Road.

Mr. Watanabe gave a presentation on Average Daily Traffic for Malabar Road Between Minton Road and Garvey Road. Ms. Fraser asked if all the Planned Urban Developments were considered in the traffic counts. Mr. Watanabe responded that it was average daily traffic, so it was just actual traffic and did not include ghost trips, but they did have a head count for developments that were approved. Ms. Fraser asked if he had those numbers and if it would keep them in Level C. Mr. Watanabe said he did not have the numbers on hand, and it would not keep them in Level C because they are pushing it right now. Ms. Fraser asked if they are Service Level D with their numbers. Mr. Watanabe responded they would be in D with their numbers. Ms. Fraser asked if being in Level C was beneficial with their construction because they can look back at the road to make another consideration as opposed to Level D, where they would have remained in threshold and had no reason to evaluate. Mr. Watanabe responded that when he first started he conducted an evaluation and noticed there were several streets near capacity. Where they are now is Emerson was the only street that increased because of the pandemic by about a few thousand. Mr. Gaume said that some of the volume that went away was the school so would they do a new count to see where things are at. Mr. Watanabe responded that it takes a lot of manpower and there is a good chance that if the city does another large-scale program, they will have to delegate it to another agency.

Ms. Fraser asked if changing to Level D would change the road extension programs. Mr. Watanabe responded no. Ms. Fraser asked if switching to Level D would give them room to approve more developments in the future. Mr. Watanabe responded it is a policy question because if they are at C then they should be cautious and there are funding constraints. Ms. Fraser said she was trying to get an idea of how detrimental it was to remain at the Level C threshold levels. Mr. Watanabe responded they were talking about Malabar Road but they needed to look at all roadways and keeping it the way it was when it was established just is not right. The capacity threshold level should be at D or E and that is how it is everywhere else he knows does it, state-wide and federal-wide too. It needs to be revised, along with some of their roadway classifications.

4. Discussion and Vote to Cancel July Meeting

Mr. Gaume asked the board if anyone was planning to go out of town or had other plans since July has traditionally been a difficult month to have a quorum. Ms. Fraser made a motion to cancel the July meeting, seconded by Mr. Muller. Motion carried unanimously.

ADJOURNMENT:

There being no further business, the meeting adjourned at 8:05 P.M.

Thomas Gaume, Chairperson

ATTEST:

Vincent Colombo, Recorder