

STAKEHOLDER WORKSHOPS ON EROSION CONTROL IN CEDAR KEY

OVERALL GOAL FOR SERIES OF WORKSHOPS: Assess community support for specific project designs and interest for pursuing implementation funding.

OBJECTIVES OF WORKSHOP 1 (Held March 3rd, 2017)

By the end of the meeting, participants will have:

1. Discussed erosion history in the area and preferences for shoreline uses
2. Learned more about and compared various options for erosion control
3. Narrowed down a range of acceptable project types that promise to preserve the shoreline at G-street and airport road location --- according to preferred uses.

GOALS FOR WORKSHOPS 2 AND 3: Discuss and evaluate specific project designs and build consensus around one preferred option

OBJECTIVES FOR WORKSHOPS 2 & 3

1. Review previous workshop process & outcomes
2. Answer questions that stakeholders raised at workshop 1
3. Present design specifics on the 4 options that were selected and discuss specifics for further refinement
4. Come to agreement on best design option for follow up funding & implementation
 - Workshop 2 held on 27 Oct. 2017 focused on G-street
 - Workshop 3 held on 3 Nov. 2017 focused on Airport Road

WORKSHOP 4: 29 March 2018 = Closure of formal process and defining how to move ahead.

The summary below covers **WORKSHOP 4**.

FINAL STAKEHOLDER WORKSHOP ON EROSION CONTROL IN CEDAR KEY

9am – 12:30 on March 29th 2018, Cedar Key Community Center, 809 6th Street
Local Contact = Savanna Barry, UF/IFAS Extension Sea Grant Cell: 804-305-6014

WORKSHOP 4 OBJECTIVES

1. Update stakeholders on progress with permitting, mangroves, sediment tests and funding search
2. Customize final design options for G-street and Airport road
3. Understand how stakeholders can show support for funding and help process
4. Set expectations for next steps toward implementation
5. Outline a pathway forward for continued group communication
6. Provide closure for the facilitated workshop process

WORKSHOP 4 AGENDA

9:00 – 9:45 **Looking Back**

- Workshop process so far
- Follow-up on past questions

9:45 – 10:45 **Customize Designs**

- Quick Presentation of Designs
- Small Group Discussion
- Discussion in Plenary

10:45-11:00 **Break**

11:00 – 11:30 **Conclude Customization Discussion**

11:30 - 12:30 **Looking Forward**

- Moving ahead with projects – what to expect
- Define communication going forward
- Closure, Thanks & Celebration
- Evaluation

12:30 **Lunch** (take out or stay and eat)

Attendance: 35 stakeholders, including 22 property owners (G and Airport)

The workshop began similarly to the way previous workshops have started. We had a short discussion and overview of previous workshops, the rationale for the workshop series, and the general consensus of the group through the series (e.g., something needs to be done and we are just refining WHAT will be done). We also discussed some of the major issues and questions that arose during previous workshops, such as mangrove recruitment into the shoreline areas in question.

Mangrove discussion: During this discussion, Mark Clark and Savanna Barry updated the group on a recent meeting they had in Tallahassee with the regulatory and coastal wing of the Florida Department of Environmental Protection (FDEP). One of the major outcomes of that meeting was an assurance that it is possible to gain a permit condition where mangroves can be removed entirely through mechanical (not herbicidal) means. The allowance would only apply to mangroves that are not already present and that recruit into an area that they presently would not be able to recruit (i.e., most but not all of Airport Rd and G Street). The type of permit we would need to get in order to allow complete mangrove removal (an “individual permit”) would need to be renewed every 5 years and there was a short discussion about how that would be handled and who would be responsible. In sum, the renewal of the permit would likely be the responsibility of the homeowners as would the mangrove removal activity. There was discussion about putting together a volunteer brigade of people that would have a mangrove removal day once or twice per year. If the permit is allowed to lapse, homeowners would lose the right to

remove the mangroves and it would likely be impossible to reinstate, so coming up with a way to ensure the permit is renewed is important.

Pending grant proposals: Mark and Savanna also updated the group on a few pending grant applications, \$30,000 for a shoreline planning grant, \$600,000 for the implementation of the Airport Rd. and G Street projects, and other possible avenues for funding they are exploring (FWC, FDEP, SRWMD, FDOT).

Summary of Pre-workshop Survey: Savanna gave a summary of the results from the pre-survey that was sent out to anyone who has participated in past workshops. For a complete summary of all the data, see the first appendix of this document. In general, the survey respondents were mostly landowners (85% of responses). Most people who responded (70%) had been to at least one workshop and were also attending the in-person workshop.

G Street:

- Most respondents wanted to add at least one additional groin to the proposed G Street design
- 70% were satisfied with the proposed kayak launching area and the ones who weren't were worried mostly about parking problems
- For the kayak launch material, geogrid or plank materials were preferred
- Additional comments regarding G Street had to do with concerns from the owners of the dock, parking, and mangrove management

Airport Rd:

- 84% of people were satisfied with the proposed placement of the kayak launching area, the people who were not were concerned about parking and private property issues
- 90% of respondents were happy with the wider gap and safety pole markers that were proposed for the breakwaters for kayaker safety
- For the kayak launch material, geogrid or plank materials were preferred
- Several locations were suggested for additional walkover points, but mostly seemed to slant toward suggesting one on each end and one in the middle – concerns about parking were mentioned again here
- Most respondents were open to varying the size, shape, and materials for breakwaters
- For breakwater materials, reef balls, bagged shell, and wave attenuation devices were favored, and oyster castles were a close second. Caged shell and lime rock were not favored
- Additional comments included questions about what each of the materials look like 10 years down the road and a stated preference for the curved shapes

After the “Looking Back” segment, the group moved on to the next activity. People were asked to self-select into two groups, depending which road’s project they were more personally interested in. These two groups took the next hour to discuss details of each individual project and make decisions regarding things like the desired placement of kayak launching areas, parking, access points, construction materials, etc. These discussions focused on details and on settling outstanding questions regarding design elements for the single preferred design for each shoreline. See the photos on the next several pages for notes from these discussions.

1. mark D1

Kayak launch - Limit to residents & businesses?

- Kids
- Parking (no room for cars on North side)
Park on curve, on driveways
• Could walk from airport?

② - Easement offered near temporary bridge
• could fill* be modified for parking?

③ Alternative parking spot established
④ Signage for parking
⑤ Fines (stiff) enforced by ~~City~~ County

Airport!
- Adjacent to
lanch spot, but not
blocking
- Drop off, then
park

- Will more vehicles park if Kayak launch fixed up
a> "public launch"
- Do need a launch spot - people will come regardless

→ Note: ① Kayak launch AND walkover
② maintenance is liability for landowner

Walkover

filled for profit?

filled for private

Walkover/Crossover Points

Public Access 3 or 4?

4 would reduce trash, etc.

- add garbage cans?

3: one on each end, one in middle

- ① Q/R/S ; ② B/C (Kayak ramp
Serves as walkover)
- ③ H/I/J/K

Bridge or pathway?

If plants, they can be
rolled up in a storm

or embedded grid (Geogrid)

Walkover stairs
(wood)



Maintenance - who maintains?

What happens if walkovers
get wet?

Cost to replace
if damaged?

Would stairs be
on private
property?

⑥ liability
someone
gets hurt?

Other

Additional Groin (S_1 or S_3)?

- Now?

- Manage adaptively (see what happens 1st)?
- Mangrove issue? Would additional groin lead to ↑ mangroves?
- How far into channel? (S_1 Diagonal through)
- "Curved structures to make it more natural
 - a) 20-30% ↑ cost
 - b) would look better/natural

Let engineers decide what provides best protection

Breakwaters

Breakwaters

, oyster harvesting
accidents w/
oysters

If underwater, will people drive into them?

- Signage/markers?

- Sign saying
"breakwater area?"

{ PVC pipes? }
Floating balls? }
Reflective buoy? } yes?
no?

Will Breakwater ↑ mangroves? (existing)

Liability issues on submerged lands?

N/O breakwater; pushed out a little farther?

Materials

- Oyster shells
- Reef balls
- Limerock/caged shell
- Caged shell
- Wave attenuator device (WAD)

Mix and match?
Oysters harvesting
Select larvae
oyster growth
Sarasota; price break?
not so great for
other recruitment
Large boulders vs sm boulder
- Not for recruiting oysters
Will gaps close in?

How much would they "grow"/expand?
Monitoring?

Protect Road } service
Storm water }
- Blend (geotubes) **?* *Consider this!* *run pipe to riprap*

embed geotubes
BLENDS ↑ - But
above rd
→ flooding
unaccepted

Protecting too

Parking 15 min
PPP parking
sign

Committed to:
Group cleanup for mangroves to
help landowners maintain areas

• Greg
• Joe Clark

- Collective

Dockowners want to get boat in + out.)

Groins Best engineering for protection.

But every 100 ft - no strong feelings about
don't damage/disturb dock a)

- upland
sovereign land
property boundary

Where upland area of mangroves are now / owned land
would still be theirs (1.56 ft ↑ b)
Don't put a groin in that area - ↑ HIT
(Joe Survey)

How close to the dock ?

Geomat for dock - geomaterial can be rough on feet when it degrades - check on this
- maintenance by city
- make it easy will towns own
(to visit cemetery)

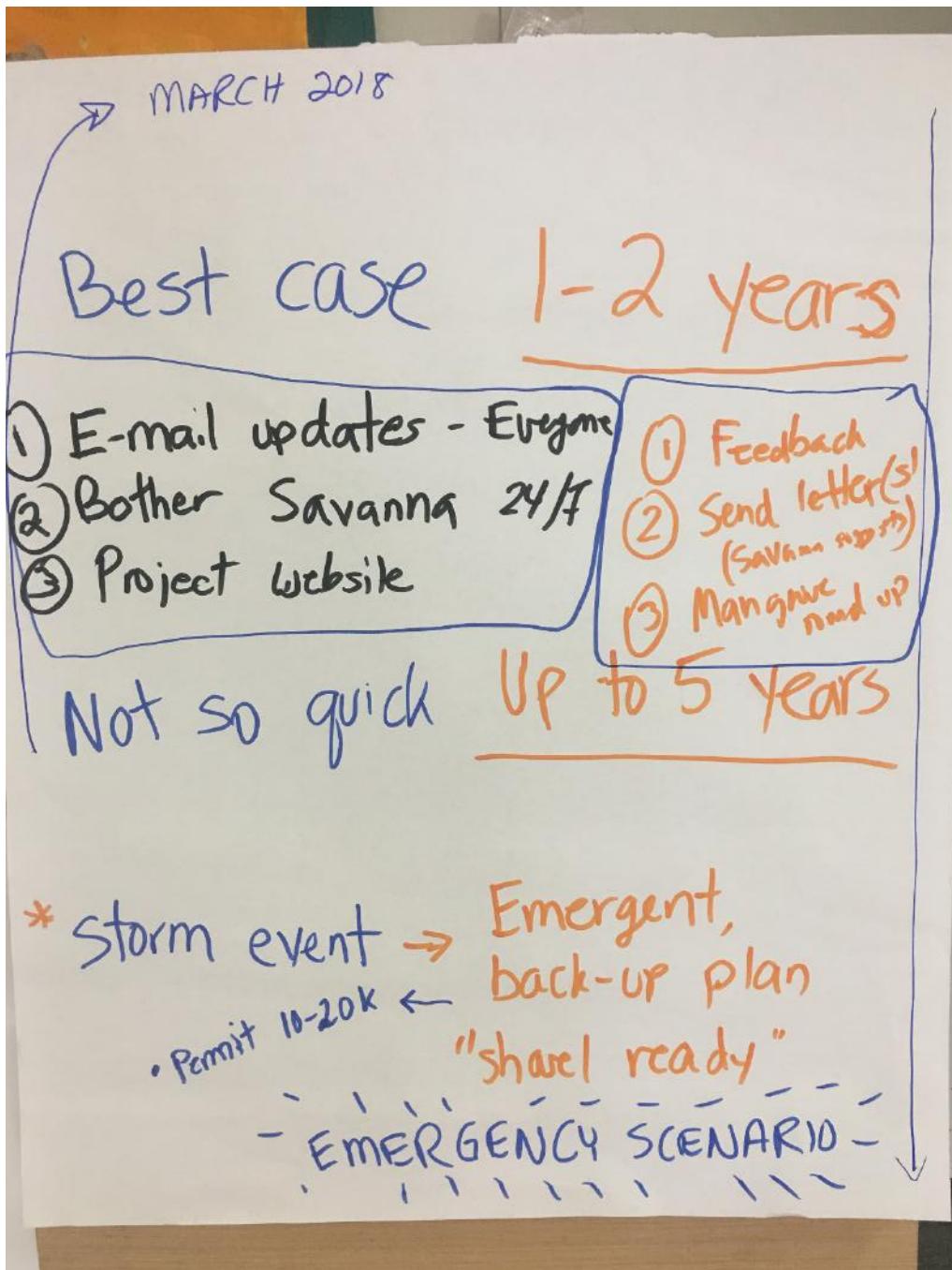
During the small group discussions, several additional questions/ideas came up regarding the following. Words in **BLUE** represent the best answers available as of 4/26/2018 after following up on most items:

1. Using the kayak launch material that is at the Cemetery Point Park
 - a. Definitely a possibility and will explore based on cost when writing the grant – basically equivalent to the geo-grid material (top-rated material for both sites) so would be acceptable to switch if cost is comparable. The material is proven to work locally.
2. Using geotubes to reinforce the sand spit on G Street
 - a. Still being explored
3. Parking enforcement and a 15-min loading zone for kayaks
 - a. Would be a City/County issue but UF team would make every effort to engage them regarding parking before taking any action that would exacerbate the issue
4. Mangrove management/community work days
 - a. Pending the permit and careful marking of the allowable boundaries in advance, we believe this would be a positive thing for the community to organize regularly (no less frequently than every three years) so that marsh displacement does not occur.
5. An extra groin added to the Airport Rd. Project to protect Goose Cove
 - a. Pending funding, we believe this should be added to the project as discussed and agreed during the meeting
6. Liability for landowners/submerged landowners for walkover points, kayak launch, and oyster bars
 - a. Based on discussions with our lawyer, as long as the property owner is not negligent a lawsuit would likely not hold up in court but there would be nothing to stop someone from attempting to bring suit. Diligently marked oyster bars, well-maintained infrastructure, signage, and other precautions can all reduce the likelihood that a liability suit would be successful. There are also some protections against liability for property owners who allow shoreline access for recreational purposes at no charge, though this would not excuse “gross negligence” cases.
7. Who will monitor the project?
 - a. UF researchers and interns, any citizens who are interested in getting involved. Any grant funding we acquire will include a monitoring plan and budget.
8. How to prevent subsidence of breakwater material into the mud
 - a. Scott Wasman (UF engineer on the project team) will complete soil strength tests over the summer and determine what precautions are needed
9. Who would maintain kayak launch and walkovers/stairs? Will an easement be needed?
 - a. Still exploring this with City and County
10. Monofilament bins and trash cans at every walkover point
 - a. Can easily be done but would need to get city or county to agree to empty trash cans
11. Working with DOT regarding parking proposal – Phil Parker’s idea/land
 - a. Project team members have completed two in person meetings, several emails, and a few phone calls regarding Mr. Parker’s idea and regarding potential mitigation funding opportunities from DOT. Though the DOT reps were very diligent in following up on our requests and did their best to explore our ideas, they will NOT be able to help with either funding or with the parking lot idea Mr. Parker set forth. The reasoning given was that the permitting process has already been completed and it would represent a large cost to DOT to re-open the permit. Also, mitigation for marsh impacts has already been paid into an outside fund and thus no additional funding is available for our living shoreline project.

12. Applying for a group permit

- a. Yes, this is possible and the only remaining question would be who will be the main permit holder – perhaps the county, perhaps homeowners can form an LLC, perhaps the City

After the group discussions, each group reported a summary of their discussion back out to the broader group. Following that, we moved into the final section of the agenda: Looking Forward/Next Steps. Mark and Savanna presented a timeline for the project and initiated a discussion with the group about how fast we might be able to expect any significant activity to occur (see summary photos below).



DAUGHTRY BAYOU COASTAL EROSION PROJECT TIMELINE

November '17



Nov 2016 - Mar 2017:
Stakeholder meetings begin.
The goal was to explore the
options and BRAINSTORM ideas



Sep 2016: Signs of CHRONIC
EROSION combined with severe
erosion during Hurricane Hermine
stakeholder triggers discussion.



Oct 2017 - Jan 2018: Benefits and
drawbacks of 4 design options for
each road DISCUSSED. Design
options narrowed down and
feedback captured.

SEPTEMBER '16

MARCH '18

Mar 2018: Final formal workshop
to CUSTOMIZE design for each
road and GAIN SUPPORT for
grant proposals and permitting.

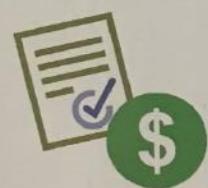


TODAY



OCTOBER '18

NOW



Mar 2018 and thereafter:
Obtain PERMITS and GRANT
FUNDING to implement projects
designed with stakeholders.



After procuring funding and
permits, IMPLEMENT projects and
monitor success. Demonstrate
living shorelines to others.

MARCH '18

for more see: <http://bit.ly/2oIIKA>

UF IFAS
NREI
Sea Grant

In general, it was decided that the permits for the projects should be pursued as soon as possible in case emergency funding became available. In the meantime, Mark, Savanna, Scott, and the rest of the team are planning to prepare grant applications until funding is granted. There are several promising avenues already that they are exploring.

Next Steps: When asked how they would like to receive communication from the UF team going forward, the group agreed that email communications and the website were sufficient. The group also talked about ways that individuals could help move the process along. The main suggestions were:

- Write a letter of support and send to Savanna or Mark – these will be included in grant application and could help chances of success
- Offer services like assistance with contacting neighbors, county officials, city officials, etc. to show support
- Stay involved and respond to requests for information, especially regarding permitting process
- Stay in touch 😊