

Daughtry Bayou Shoreline Projects (G Street and Airport Rd.)

Pre-construction Kick-off Meeting

February 10, 2020

Cedar Key Public Library 6 – 8 PM

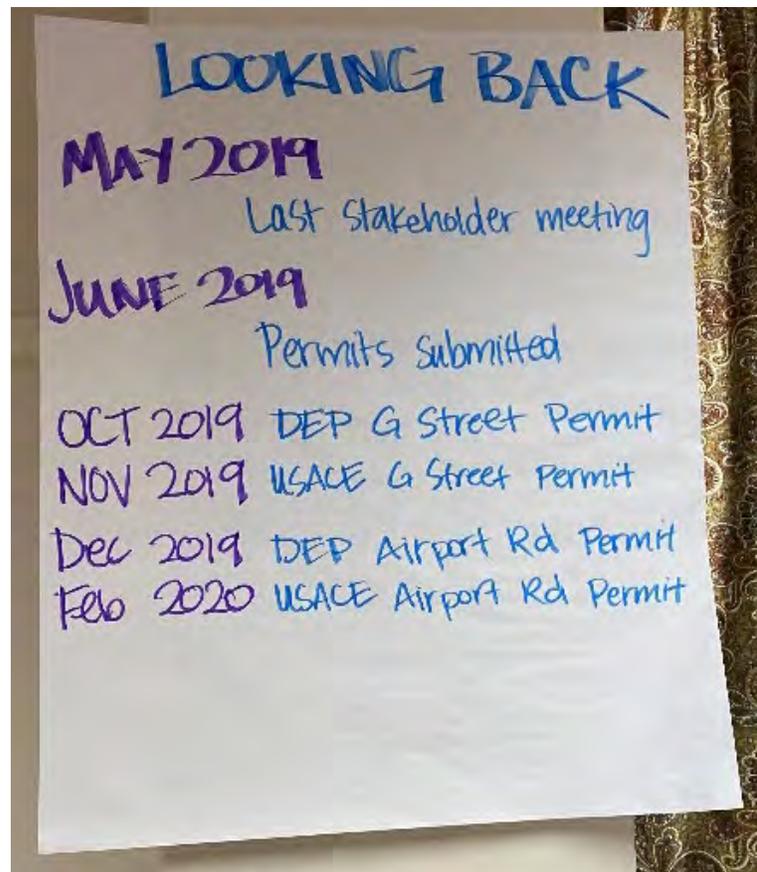
Attendance:

Mark Clark, Savanna Barry, Natalie Stephens

Barbara Jackson, Bill Heckler, Ed Frost, Sue Colson, Fracoise Frost, Frank Offerle, Maggie Griffen, Mandy Offerle, Pope Griffen, Royce Nelson, Sam Gibbs, Sandy Heckler, Mel Beckham, Angie Beckham, Phil Parker, Allison Nelson, Granville Petrie, Rick Anthony, Doris Hellerman, Jim Mason, Niki Mason

The purpose of this meeting is to update everyone. Last and final permit is in place. Major milestones have been made but many more to go.

Looking Back – Presenter – Savanna Barry



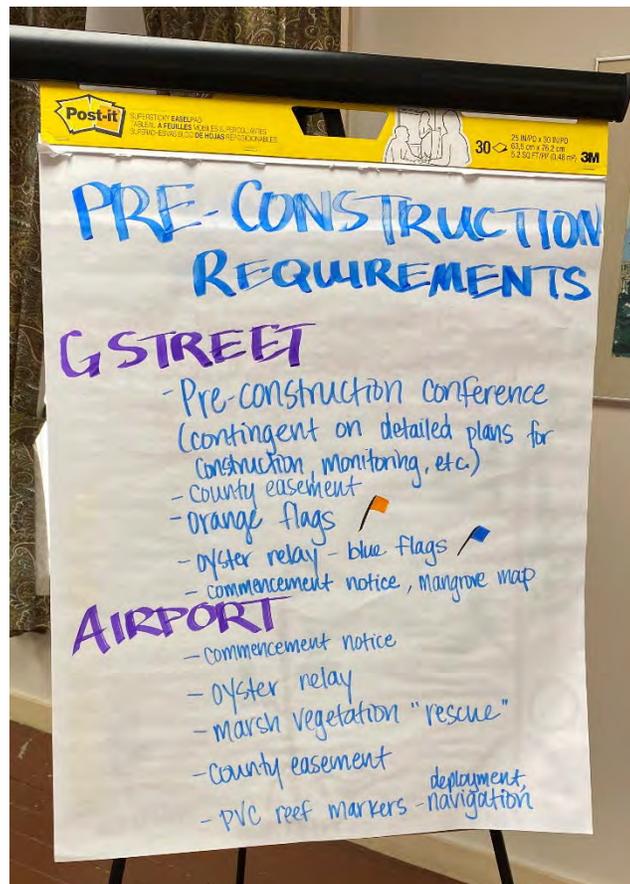
- It has been since May 2019 since last stakeholder meeting at library, but correspondence has occurred outside official meeting times via email and phone with stakeholders and

Savanna/Mark. At the last meeting, stakeholders said they wanted to hear updates in email form until the next major milestone, like pre-construction when activity was starting.

- On June 21st, 2019 submitted all 4 permit applications from state and federal gov. Various delays. Obtained DEP permit in Oct 2019, November 2019 Army Corps permit received, Dec 2019 DEP Airport Rd permit received, USACE Feb 2020 (last Thursday) permit obtained. Several rounds back and forth, request for additional information occurred. PDF to permit drawings will be made available to stakeholders.
 - PDFs can be downloaded from the links below
 1. [Airport Rd. Environmental Resource Permit \(FDEP\)](#)
 2. [Airport Rd. Nationwide 54 Permit \(USACE\)](#)
 2. [G Street Individual Permit \(USACE\)](#)
 3. [G Street Joint Coastal Permit \(FDEP\)](#)

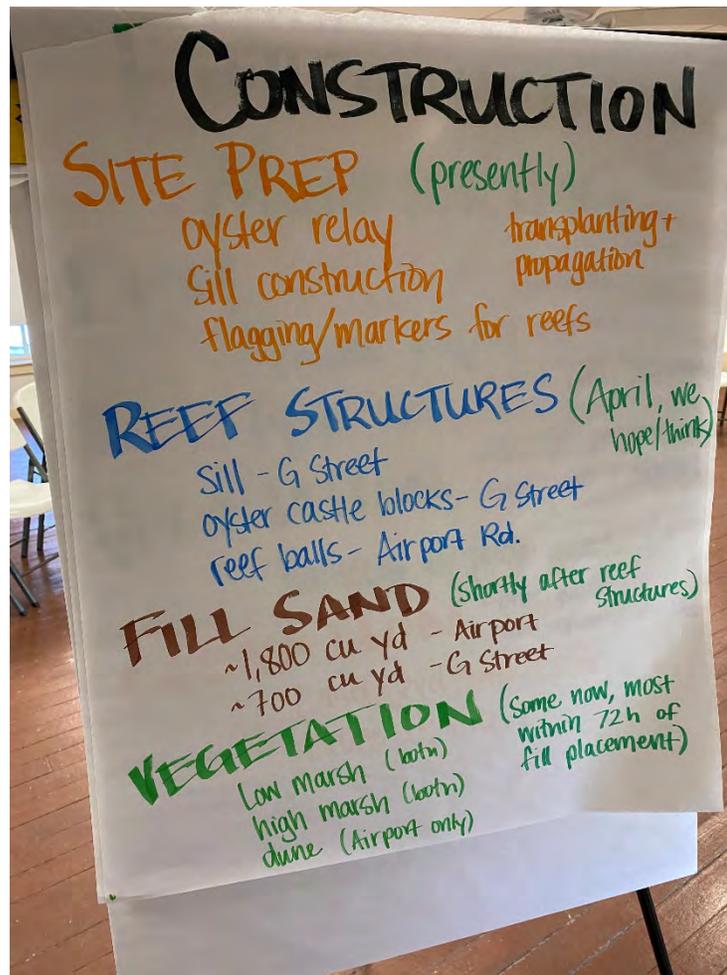
Pre-Construction Requirements

- **Presenter – Mark Clark:** You get the permit and still have special conditions to work with. What you will be seeing/activities (if you see anything you can contact Savanna)
- Two different entities within DEP for G-street (beaches and coastal) vs airport road (DEP, environmental resource)

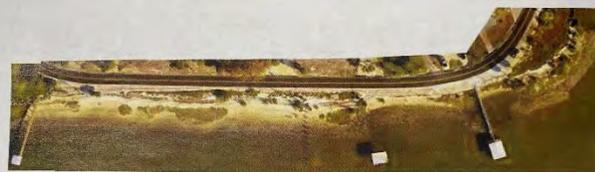


- Pre-construction conference occurs through phone call, turbidity monitoring, construction methodology sorted out, county easement with county (meeting occurred this morning 2/11/20), orange flags are secondary survey to determine mean high water lines i.e. erosion control line (boundary above and below MHW line), flags went out late January 2020
- The state will recognize where to partition public below and private above that MHW line (2-3 months finalized delay); did start relaying oysters out of area where sand fill will be put in and demarcated this with blue flags, no oyster=footprint of sand fill, arced area vegetated (see handout)
- We must submit letter to Army Corps saying we are starting project construction.
- **Question:** Mangrove management decision (is it for everyone or just the law?) **Answer:** It is a special permit just for stakeholders within these two projects
- Kayak launch optional add-on if parking was made available but this is being tabled, does not have to be done but is permitted (blue line on map); may be something done in the future
- Airport road: Wed-Friday of Feb. 12-14 oyster relay, offshore oyster breakwaters on airport (reef balls), PVC pipes out and bare rectangles where footprint of reef balls will be will relay marsh vegetation to where DOT temporary bridge is Zone B of airport road after fill comes in, along shoreline of airport road as well; county easements, PVC demarcating bounds of reef units (16 units) 7 feet long marking edges of reef, narrow opening=gap, bigger openings=50 feet; 24 units
- Made of a pallet ball - concrete (4 inches thick), 3 feet tall, 4 foot on bottom, 2 ranks of 12
- Reef balls will absorb wave energy and reduce energy that hits shoreline, vegetation in sands to hold them in place, stabilize sand; property managers deal with mangroves
- Components of permit still need to be submitted; erosion control line will delay G-street until April, county easement and placement of reef balls delay for Airport Rd because contractor has other jobs (earliest April)
- Oysters not being moving far, just outside/adjacent, NOT being poached, just moving oysters so they are not crushed by sand fill

Construction – Presenter: Savanna Barry



- Phasing of construction: Site preparation currently ongoing with volunteers (oyster sill construction, oyster relay); outer edging of semi-circle shape=oyster recruitment substrate



C. Airport Rd. – Present Condition



D. Airport Rd. – Proposed Project

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- Reef prism-get away from plastic materials



- Jute mesh material for erosion control embedded in concrete, prevents wave energy from undermining sand being put in place, at tow of fill area, burlap on backside with sand, oysters laying on side, 6in drop, vegetated to edge, volunteers making them, filled with oyster or clam shell to increase interstitial spaces and added weight, low cost (materials=\$8.25); palette balls (reef balls) weigh 1300 lbs. and cost \$230; reef prisms a fraction of the cost and easy to put out (6 prisms to 1 ball), has been tested in different shapes and heights and are completely covered in oysters-they love it





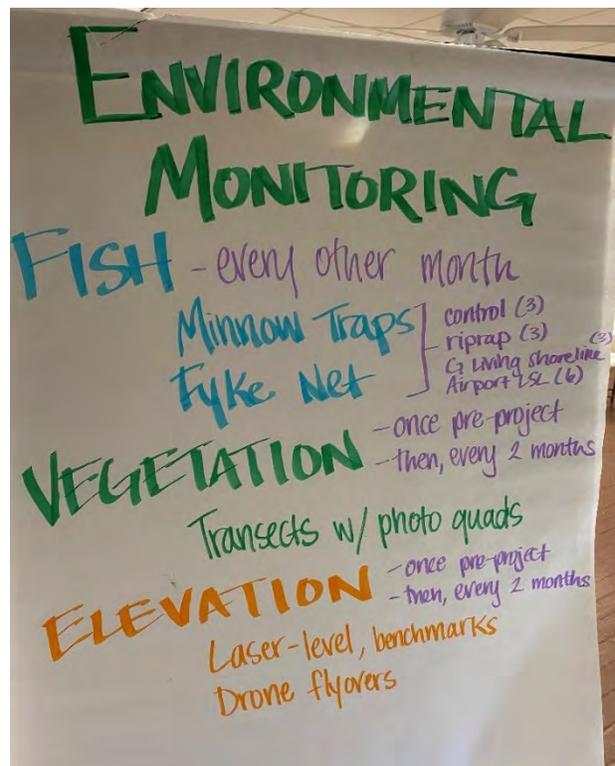
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- Flagging and markers are out at the shoreline sites
- Transplanting and propagation (divide marsh plants from Mark, buy sea oats from nursery down south) , Cemetery park will be the place of the nursery now (repurposing the dredged sediments that were placed there)
- Phased approach: sill, castle blocks (perpendicular structures), reef balls are all three put out FIRST and reduce wave energy and make site more suitable, looking at April based on tides and pre construction conference (need 3 month; delay on g-street); reef balls are currently being built, deployment date TBD, reef balls deployed from barge and crane at city marina and may be of traffic concerns (10 days total, 8 days doing it, no more than 2 weeks at marina, 1 day break down, contractor not optimistic can be done from shore) sills and castle reefs will be deployed by hand by volunteers.
- **Question:** Isn't it too shallow to use a barge? **Answer:** They are using a shallow draft barge, only needs 2 feet to operate and won't be an issue (time of day will be limiting factor).
- **Question:** Where is funding coming from? **Answer:** Funding coming from EPA, Gulf of Mexico, FWC through license plate grants, DEP funding for getting permits (\$40,000) (EPA-\$384,000)

(FWC-\$60,000) no local money or county tax dollars, moving to a greener approach opens up more funding opportunities

- All of the grants are 3 year grants that end in late 2021
- After reef structures are put in, bring in fill sand, only sand mine of color/quality/texture that we must use to match local sand is in Grandin (80 miles away)
- Sand fill: 700 cubic yards at G Street, about 1,800 cubic yards at Airport, \$150,000 (mostly trucking cost) cost; must be exactly like local sand to be approved, dump or semi-trucks dump into fill placement area at low tide and then grade to drawing, within 72 hours planted with vegetation (3 days), airport road will get more sand because of steep slope and more difficult dump in road and backhoe put it in fill placement area, county talks about getting sand movement done and traffic patterns, county road (requesting help with staff and equipment for traffic but not sure if we will get help there), each truck can bring 18 cubic yards of sand, airport road zone A is split into 4 subsections (200 feet each)-1 day disruption broken up by planting and relaying vegetation, will be done mid-late April after festival and after reef structures (stakeholders will be given advance notice to this)
- **Question:** What about how the county has a hole in the middle of the road? **Answer:** Airport road needs to be done because of what happened in the past hurricane and prevent costs in the future to repairing airport road
- **Question:** What about the sidewalk and no trespassing? **Answer:** DOT did that, rocks being unsafe, no railing, so just said no walking, ramps not safe for wheelchair, we did not know about rocks being placed by DOT but we will work around them for project, vegetation phased on airport road
- **Comment:** reef balls will surprise everyone with how much they will break up the wave action and oysters on reef balls in other projects he has seen implemented (**comment by stakeholder**)

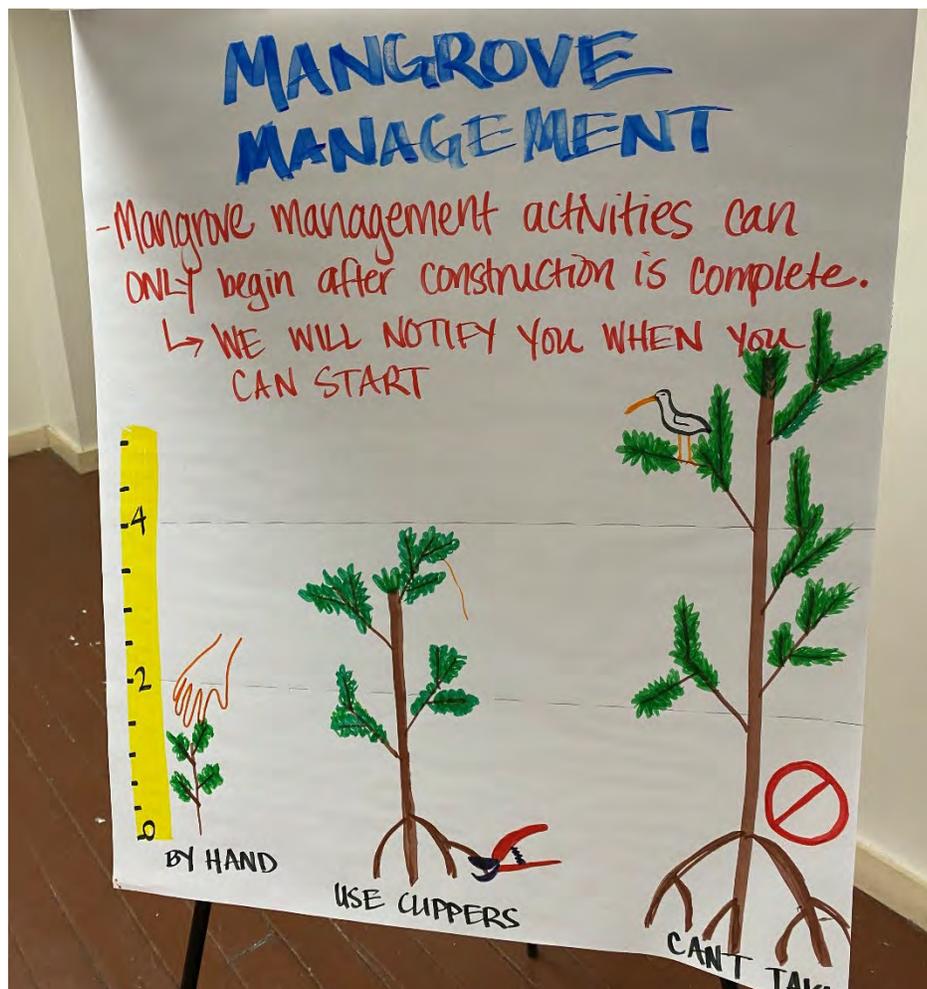
Environmental Monitoring

- **Presenter: Mark Clark:** Charlie Martin and Ashley McDonald are leading effort especially on fish, Mark is lead on vegetation, grant funding sources as a means of improving habitat, monitor before and after living shoreline and see improvement, however we may not be monitoring long enough to see efforts
- Fish: juvenile habitat or smaller fish targeted, use minnow traps with stakes 2 meters apart with 6 along g-street (3 near rip-rap) (3 near natural shoreline) hardened rip-rap, present condition, and reference
- Before changes, conduct change (treatment), and after – data analysis



- Airport road: minnow trap places more nearshore at marsh vegetation, 6 pairs, every other month before and follow up after living shoreline put in fish monitoring will be done
- Also have the fyke nets with 2 wings (25 feet on both sides) and funnel; not much luck because its too cold but baseline
- Minnow trap deployment around Joe Raynes used as a reference point, 3 communities different 1st time, then the last time matched the natural marsh so fish started using natural/living shoreline, deployed near high tide cycle; fish are measured, identified, then released
- Vegetation: pre-monitoring along transects, brass plate with nail with stamped identifier, run perpendicular to shore, photo quadrats every meter (before and after) almost like a belt transect
- Drones flown for surveys and elevation profiles (monitor over time to see if sand stays in place)
- Drone: since not manned airport, go to city manager to get permission to fly drone around airport, usually Mark doing so

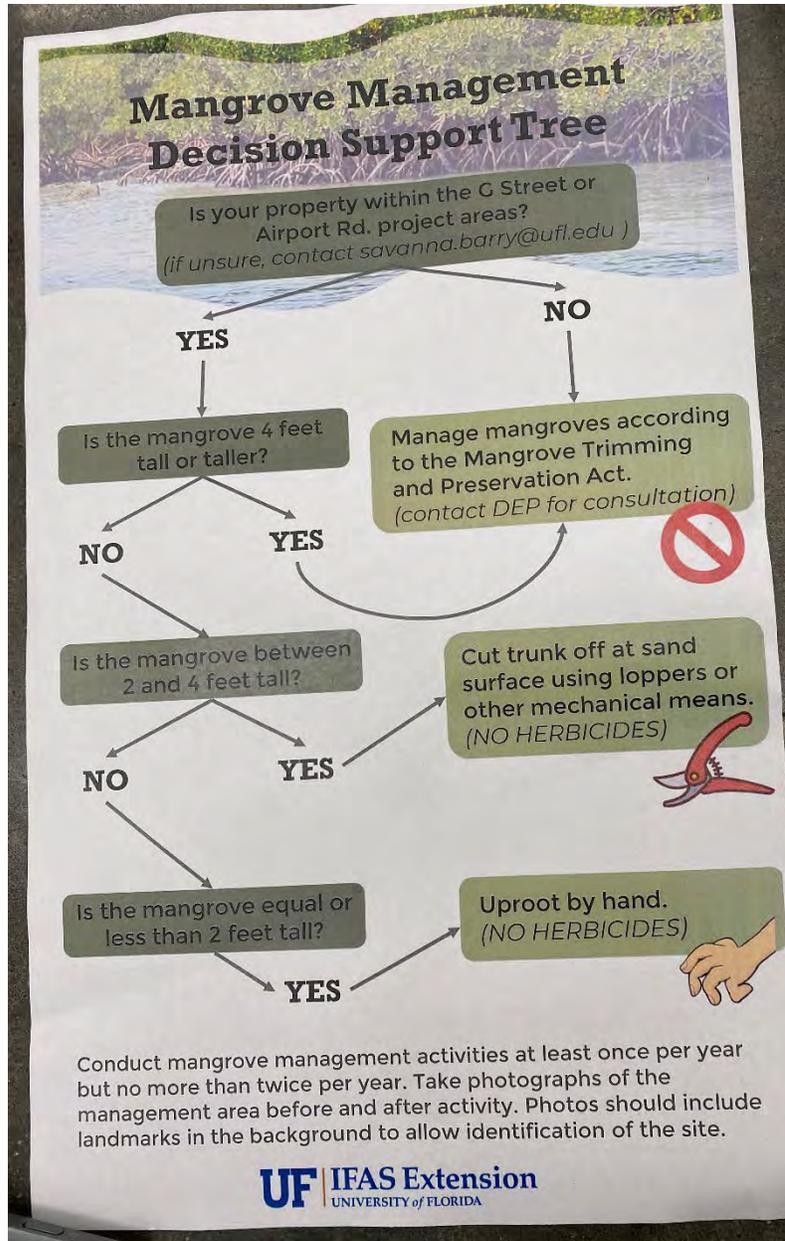
Mangrove Management



- Mangrove management must be done AFTER construction is complete, will mitigate for some and replant at Joe Rains site, if rooted in the ground you CANNOT currently pull them, but we

will notify you when permitted mangrove management can be implemented, apply tag to mangroves so you can trim but not destroy, no new mangroves will be coming in,

- You don't have to remove the mangroves but the permit gives you permission to follow plan in handout once you get the notice from UF.



- 1) Is your property within project footprint i.e. talked and have an agreement with UF and within permit; only ones that have it YES→
- 2) Determine how tall mangrove is; taller than 4 feet then CANNOT touch it unless under normal mangrove laws (can't trim yourself if over 10 feet (must hire private contractor), if 6-10 feet can trim yourself but most only trim 25% of foliage or until mangrove is 6 feet, whichever is less removal)
- Also accounts for new mangroves that are allowed to grow to 4 feet tall or higher

- Takes 2-3 years for mangroves to get to 4 feet
- If mangroves are 2-4 feet tall then lop off at sediment surface, 2 feet or shorter pull by hand, no herbicides can be used, free mangrove consultations are done by DEP, ask Savanna if you have any questions
- When you go out and pull: Once but no more than twice per year, best time to do this would be Fall, survey around Fall, (68 mangroves after 3 years at Joe Rains)
- Don't have to go after every seedling in spring-many will go away before Fall
- Tool: PVC at 2-4 foot and take pictures to document when neighbor calls on you
- Take photos to protect you as land owner and have buddy with you using pole to measure the mangrove, tell DEP the day before you do it, we are the pilot program to see how well it works, herbaceous living shorelines better than hardened shorelines but don't want mangrove heavy shoreline
- Expanding in North Florida with permitting mangroves and Cedar Key is the pilot program
- Marsh vegetation is thought of as the more threatened vegetation by some
- 2,000 linear feet on Airport Rd., only marsh left
- If there is ever a house for sale we would like to know beforehand if possible and let neighbors know and share information
- Idea to create home owners club or other ways to make new people aware of rules on mangroves, new folks can go to Savanna or Mark to get the messages/emails

Questions? **Comment:** Thanks for not giving up 😊 Community appreciates

Question: If over time perspective of folks that own the dock changes is there an option to do the rest of that area? **Answer:** Need ink on paper commitments, is an option, money could be obtained, need stakeholder cooperation, need another entity, pre-vetted approval of property owners needed for it to move forward. Still probably worth exploring the corner of g-street and 1st as a spoiled disposal area because to get sand would cost a lot of money, not off the table but need clear path so we don't get into an issue that we are not in a position to handle. If wanted we can provide checklist for those who want to get it moved forward to a point where funding could be applied

- More volunteer dates may be added, upcoming ones are this week Wed.-Friday Feb. 12-14
- Oyster sills are being made at NCBS



