



South Howard Flood Relief Project Community Meeting – FINAL

Date: Monday, Nov. 18, 2024

Time: 6:00 p.m.

Location: Bayshore Baptist Church Fellowship Hall, 3111 W. Morrison Avenue

Attendees: Vik Bhide, City of Tampa
Jeff DeBosier, City of Tampa
Yuan Li, City of Tampa
Brett Sillman, City of Tampa
Janelle McGregor, City of Tampa
Joshua Cascio, City of Tampa
Councilman Charlie Miranda, Tampa City Council
Lisa Edwards, assistant to Councilman Guido Maniscalco, Tampa City Council
Elie Araj, Applied Sciences
John Zemina, Kimmins Construction Company
Michelle Robinson, Dialogue Public Relations
Robin Bizjack, Dialogue Public Relations
Marleigh Robinson, Dialogue Public Relations
Approximately 175 residents and business representatives signed in

The meeting began with comments from Vik Bhide and a presentation from Brett Sillman on the project (attached).

Michelle Robinson opened up questions and answers by welcoming everyone and stating that many people in attendance have suffered considerable damage from the two recent hurricanes; residents and businesses are concerned with the project and how it can relieve flooding without impacting businesses or causing disruption. She acknowledged that tensions are high, and people are on all sides of the issue. She laid out the ground rules for the Q&A session and asked that everyone remain calm and respectful of others during the meeting.

Residents wanting to speak at the meeting were asked to complete speaker cards when signing in before the meeting began. Residents were called in order of cards received. Ms. Robinson mentioned that there likely would not be enough time for everyone to speak tonight and

referred them to the paper comment forms to leave their comments before leaving the meeting or to scan the QR code on the slide to submit comments electronically afterward.

The panelists (Vik Bhide, Yuan Li, Jeff DeBosier, Brett Sillman, John Zemina and Elie Araj) were seated and the question-and-answer period began after introductions. Joshua Cascio was also seated on the stage with a timer facing the audience for audience members to track their allotted time.

Questions and comments summarized below are the writer's interpretation of the dialogue that took place during the meeting, not a verbatim record:

A representative from the business community (Bern's) asked that the project team consider the 300+ employees and their families in decisions on this project. These individuals will be impacted by the project for many years from adverse impacts to the business during construction.

A resident of Fountain Boulevard asked if a route on Howard from Bayshore to Swann, west on Swann to Armenia or preferably Audubon, combined with additional pipe systems in the neighborhoods would significantly relieve flooding in the area. Second, would that same route with box culverts also help relieve flooding in Palma Ceia Pines? If you help Palma Ceia Pines, you will automatically help Parkland Estates because that water settles to Parkland Estates?

Mr. Sillman responded that the study during the design phase would study the entire watershed and Palma Ceia Pines is in the watershed. Mr. Bhide said the project is a gravity system and that helping Parkland Estate would allow water in Palma Ceia Pines to have somewhere to drain to. This is part of the design process that we're asking City Council to vote on this week.

A representative of the SoHo Business Alliance suggested the information on the project is dated, and the stormwater inlets are not currently maintained. The alternative routes don't include an alternate southbound route to Howard. Shutdowns will kill business even if you work in sections, affecting roughly 2,000 employees along Howard. He said the alliance is not opposed to helping homeowners relieve flooding, but that it needs to be done in a way that does not kill business and urged the City to do an economic impact study.

Mr. Bhide said all systems require maintenance; a box culvert requires less maintenance than other stormwater systems. The City studied numerous routes and invites you to review them on the website. Ponds require a lot of land, and pump systems are inefficient. The biggest challenges for box culvert systems are right-of-way and impact to business and community access and ecology. South Howard is the straightest route where the water wants to go today. It has existing infrastructure under CSX and on

Bayshore that allows this project (down Howard) to be at a lower cost and a faster project compared to the other options. There will be impacts on any project. Kimmins was selected because their emphasis and sensitivity to these situations and experience in urban areas. Most alternative routes have limited right-of-way for the box culvert that would require eminent domain or to obtain easements from all the properties along the route. Anything off Howard would require more bends in the pipe. These were all considered in the JMT study. The required phasing plan will minimize impact and maintain traffic. The design-build team has the flexibility to make adjustments in the project to consider community input, and that's why we have provisioned unprecedented resources for engagement. Mr. Sillman said the issue with the pump stations is that they still require a force main to be built to direct the water, and the station has the potential to fail during power outages.

A representative from the Epicurean did not agree with the project plan, stating that the City has not done an economic impact study to determine what this would mean to businesses. He said delivery trucks would not be able to be rerouted through neighborhoods for the businesses on Howard. He suggested the benefit of helping 45 homes did not outweigh the devastation to businesses on Howard.

Another representative of a business on South Howard reiterated that an economic study is needed. He discussed how many trucks his business received even with being closed for more than a week after storms and suggested there are too many trucks to reroute for this project.

Mr. Bhide acknowledged the City has not conducted an economic impact study. Stormwater projects typically do not perform economic impact studies. It's important to understand the difference between economic impact in the short term and economic and ecological impact in the long term. This project creates infrastructure for 70-100 years. We're hearing from the community that we need this infrastructure sooner rather than later. Timing is a factor. Regarding alternative solutions, we have looked at those. We do not envision a full closure of Howard – it's a phased closure of 1-2 blocks at a time. We will work with the businesses on a "Shop Howard" campaign. Businesses are also being impacted by flooding and insufficient drainage and feeling those impacts today. He suggested the possibility of waiving fees for City-owned parking during the project.

A resident from Palma Ceia Pines was interested to learn if and how this project will help Palma Ceia Pines.

Mr. Bhide said the proposed project is a gravity stormwater project so water that is cleared downstream will help areas upstream including Palma Ceia Pines. Part of the

project evaluation is to look at the entire basin and make project modifications if necessary. Parkland Estates is a low point, so when it drains better, Palma Ceia Pines will drain better. Palma Ceia Pines is also connected to the Cleveland basin system that pumps the water west. This system needs to be upgraded, and we're currently performing a watershed management plan to understand all infrastructure needs, which could elevate this project to a higher priority. Mr. DeBosier said the Cleveland system is currently overtaxed, and residents will likely see benefits from the South Howard project. We have an opportunity to extend the South Howard project beyond Swann and Audubon. After completing the watershed study, the City be looking at Palma Ceia Pines more closely based on what we've learned from recent storms.

A resident of Parkland Estates asked if the power lines could be buried along the route in Parkland Estates as well as Howard. We all want flood relief, and I think we can all agree we want to support the businesses along Swann and Howard that are suffering either from direct flooding or construction.

Another resident from Parkland Estates thanked the engineers for the meeting and said the South Howard Flood Relief Project was a wonderful plan. He said his house on Fountain Boulevard has flooded several times. Correcting a previous statement that only 45 homes flooded, he said between 150-250 homes flooded. Every engineering report since 2015 has suggested this [South Howard route] solution. How many gallons of water were dispersed during Hurricane Milton in this basin? Would a retention pond provide the same benefits of this project, and if so, how big would the retention pond need to be? Is there an alternative to the box culverts such as round pipe, and if so, how much will it take to move the same amount of water?

Mr. DeBosier said about 50 million gallons of water dropped from the sky during the storm over the 200-acre area that contributed to the neighborhood. A retention pond would have to be about 25 acres which would consume a large part of the neighborhood; it's just not feasible. Box culverts are the most efficient system to move this volume of water. Round pipes cannot accommodate as much water.

A resident of Parkland Estates asked if the lowest point was Audubon and Fountain; it is. He asked if the largest pipe in the stormwater system was at that intersection; it is. He asked if it would be most efficient to begin the drainage at the lowest point in the area, meaning Parkland Estates; that's correct. He also asked if any design work has been done other than drawing the proposed pipeline route, which the team said was correct.

Another Parkland Estates resident said he understands the businesses are worried about losing revenue and that the residents would help with promoting business on social media during

construction. For residents concerned about vibration damaging their homes, he asked if any structural damage had occurred from installing box culverts in other projects.

Mr. Zemina said Kimmins has not had structural damage to any homes in the Upper or Lower Peninsula projects and that the company has many tools in its toolbox to prevent structural damage from vibrations.

A representative of Bern's, Haven, and the Epicurean Hotel did not believe the project was being transparent about disruption. Does the City plan for interruption and loss of business? He is concerned about the impact to the wine cellar in Bern's from vibration and asked what his recourse was if wine was damaged.

Mr. Bhide said there is no business loss compensation plan within the City, but they will work with the Risk Management team to support any option available through the state and federal governments. Mr. Zemina said he is aware of the wine cellar. Kimmins will have vibration monitors in place and there are different options to work with soil to minimize disruption. We will work with you. Regarding phasing, we still have to complete design, and we will restore very closely behind ourselves to get back to normal as quickly as possible. We will maintain access.

Another business owner on Howard acknowledged the stormwater problem and wants a solution that does not kill business. Even phased closing will kill business. He requested an economic impact study.

Mr. Zemina gave Hyde Park Village as an example of a project where work was done while business stayed open.

A restaurant group partner asked what happens to the stormwater at high tide or storm surge and said that Howard didn't seem to be a good solution because of traffic for businesses.

Mr. Bhide said the upstream neighborhoods are not as affected by high tide, but high tide does impact areas downstream, and as sea level rises, areas upstream could see more impact from high tide. However, that's not a reason not to do the project. Mr. DeBosier said storm surge is much slower than a rain event, but storm surge will seek equilibrium throughout the area, and water will be stored in the box culvert. Mr. Zemina said there would be challenges with traffic but that they will work with the City's Mobility Department and business owners to develop Maintenance of Traffic (MOT) plans. Mr. DeBosier said they have looked at alternative ways for trucks to access Howard businesses but will look at them more closely once the project design starts.

A resident asked how many inches of rainfall per hour the proposed project can handle.

Mr. DeBosier said the contract specifies achievement of service level C during a 100 - year storm event, which means there will be no structural flooding. For street flooding, the plan is to alleviate street flooding in a normal rainy season. The typical system is designed for a 5-year event.

Palma Ceia Pines drains through multiple directions. If the 36-inch pipe in Palma Ceia Pines is insufficient, will it be replaced and is it included in the cost? What is City Council approving on Thursday? And who decides the design?

Mr. DeBosier said the 36-inch is not currently included in the project, but it could be added after we run the modeling and complete our watershed management plan. Mr. Bhide said the City is already working on the watershed management plan and will be completed two years before the South Howard project is complete and could be added at the end of the project or become its own project immediately afterward. **(Mr. Bhide clarified after the meeting that upgrades to the 36-inch system will be included in the project via change order or contingency funds should the modeling during design dictate that it is needed)**. The design task for the South Howard Flood Relief Project is going before City Council on Thursday. If approved, it will take about approximately a year to complete, upon which we will know the guaranteed maximum price (GMP) of the project. The GMP will then go back to Council for approval.

Another resident reiterated the need for an economic impact study and asked what happens if the project goes over budget. When complete, will there be no flooding?

No stormwater project can guarantee no flooding. That's not a reason not to do anything. It's a balance of how much infrastructure we can build with the resources we have. Projects do sometimes go over budget. The project budget is based on the best available information we have right now, and there are ways to mitigate going over budget or making adjustments within the project. Mr. Araj said they work to maximize flood protection within the budget parameters. No city can design for impacts like we saw with Helene, but if you have a good drainage system in place, it will alleviate flooding from normal rain and help with larger events.

A resident of Parkland Estates thanked the team for the meeting. She said residents are already patrons of local businesses and will continue to patronize the businesses through construction.

An owner of a business at Habana and Azele thanked the team for the meeting. My business is north of where this plan will be implemented. Will this project help me? Recent storms have devalued my property, but my tax assessments are the same.

Mr. DeBosier said this business is in the target watershed in which to reduce flood levels, so you should see relief.

A Parkland Estates resident discussed flooding caused by redevelopment stating that over the years tiny homes in the neighborhood had been razed and replaced with huge or multiple homes on a lot. Has the City considered a short-term moratorium on building until the needed infrastructure is in place? The resident has already put in her own culvert and sump pump to help with flooding on her property.

Mr. Bhide agreed that development and redevelopment have had an impact, especially because of the increase in impervious surfaces. Swales in neighborhoods in the past have been lost for a number of reasons, and the infrastructure that was built in the 1930s is no longer sufficient. The City is working on a watershed management plan that will look at how the properties are currently being used. City staff have no authority to implement a moratorium; development approval is a function of City Council. Staff are currently overhauling the land development code.

A Parkland Estates resident said 56 homes in Parkland Estates, 146 homes and 56 business in Palma Ceia Pines flooded, many of which were doctors' offices who now cannot serve patients. She asked if Kimmins worked on the Southeast Seminole Heights project; if not, did Kimmins study the issues with that project to avoid them in this project, and will Kimmins provide vibration monitoring equipment for the buildings to ensure they are not impacted by construction.

Mr. Zemina said Kimmins was not the contractor for Southeast Seminole Heights but is aware of the issues with that project and has used it as a learning exercise. Kimmins will install vibration monitoring and perform soil borings and testing to determine how far the vibrations can travel.

A Parkland Estate resident had not experienced flooding but understands the serious problems of flooding in Parkland Estates. He said he realizes that businesses and residents will be affected by construction, but something must be done to address the flooding. The City has set aside money to address this issue, and it must be addressed before it worsens.

Another resident said she would like more stringent criteria for the project such as specific details during construction, tree replacements, etc.

Mr. Sillman said the City has learned a lot from the Seminole Heights project about how to formulate the design criteria package to minimize impacts on the community. They have put a lot of work into making the design criteria more robust to hold Kimmins feet to the fire. The design criteria have design milestones that allow for further public input.

A business owner along Howard Avenue asked how sidewalks will be widened on Howard Avenue with no space available. He also asked where the closest City parking lot/garage is to offer parking during construction. He lauded Kimmins on other projects but is concerned with shuttling people back and forth on golf carts. How will people get to his business during construction with no side streets? He also pushed for an economic impact study, as he believes this project will be detrimental to the businesses along Howard.

Mr. Sillman said the team will look at all opportunities to widen the sidewalks. There are some center medians that could be taken out and the road narrowed to allow for wider sidewalks. Mr. Bhide clarified that sidewalk widening could only occur where the City has the right-of-way and opportunity to do so. The streetscape idea came from the Hyde Park study on Howard Avenue, and we'll incorporate those ideas where feasible. Mr. Zemina said Kimmins would work closely with businesses to maintain business operations and access.

A doctor with a business on Swann asked to confirm that Memorial Hospital was flooded during the recent storms. Homes are flooding but so are businesses. He said his business has flooded twice, and he's been shut down for a month. He said he loves and is a customer of the businesses on South Howard and understands the concerns of lost business. However, not addressing the flooding is a safety issue.

A Parkland Estates resident asked if the City has done any analysis on the intersection of Swann and Howard for this project; where will box culverts be included along Swann and Howard; and based on your modeling, your level of service is a 5-year event, but in a 10-year event, the intersection of Audubon and Swann will have a foot of water, and in a 100-year event, it will have two feet of water. Is the modeling correct?

Mr. DeBosier said all routes would use box culverts. There are two criteria points in the design-build contract: 1) to relieve street flooding in a 5-year (8-hour) rain event, and 2) to avoid structural damage in 100-year rain event. Flooding is minimized if these milestones are achieved.

A resident of Bristol Avenue who has a 100-year-old home is concerned with vibrations and asked if the City would take care of damages if her home were damaged. She asked if all other options, such as retention ponds and using smaller pipes, had been or could be considered and used together, or if the route down Howard was already determined.

Mr. Zemina clarified that they would not be excavating curb to curb for box culvert. He then said they would conduct pre-construction surveys and photographs of all the homes along the route; they take the age of the home into account based on tax records, and how close the home is to the right-of-way. Then, using the geotechnical

information, they will determine exact methods to avoid disturbing any structures. If Bristol is selected, there will be no sheet-piling work on that street. Regarding damage, Kimmins would take care of it. Mr. Bhide said the City has already explored other options for flood relief in this area, and after several studies and analysis, have determined Howard is the most viable and feasible relative to impacts.

Ms. Robinson closed the question-and-answer session and thanked attendees for acting civilly. She reminded attendees that the project will go before City Council Thursday as agenda items 58 and 59. She apologized for not being able to get to everyone who signed up to speak and asked them to complete the comment form or scan the QR code to comment online.

The meeting concluded at approximately 8 p.m.

Presentation

South Howard Flood Relief Project



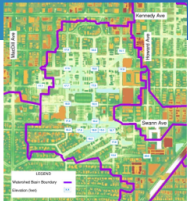
Capital Improvement Projects
Stormwater Engineering Division
Mobility Department

City of Tampa

1

Problem Description


- Water flows down hill to low street elevations
 - Palma Ceia Pines: 17.5-18.5
 - Parkland Estates: 15.5-17.5
- Current 48" storm pipe is undersized
- To relieve structural flooding, we need **five times (5X) more capacity than existing system**
 - 5'x10' Box Culvert or
 - 25-acre pond



2

Basin Stormwater System Overview

- Flooding occurs in low areas at the most remote point of several drainage basins
- Primary drainage: 48" Pipe
- Secondary drainage: 3-mile Cleveland System to Tampa Bay



3

Three Primary Stormwater Solution Methods

- Pipes/Culverts**
 - Most resilient & long-term cost-efficient solution
 - No operational cost, minimal maintenance cost
 - Flood relief benefits can extend to surrounding areas
- Ponds**
 - Very resilient solution
 - Requires large storage volumes to be an effective
 - Very expensive in urban setting due to large land needs
 - Only localized flooding relief benefits
- Pumps**
 - Least resilient solution
 - Requires backup power; operational failure risk
 - High operational costs
 - Requires extensive preventative maintenance




4

Summary of Alternatives

Alternative	Stormwater Management	Structural	Non-Structural	Other
1	11 Pipe/Culvert			
2	3 Pipe/Culvert with Pond			
3	5 Pump Station with Force Main			
4	2 Miscellaneous			

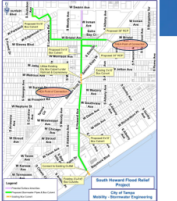
- 11 Pipe/Culvert
- 3 Pipe/Culvert with Pond
- 5 Pump Station with Force Main
- 2 Miscellaneous



5

Shift from Morrison to Bristol


- Preliminary arborist review recommended shift
- Limit grand tree impacts
- Limit tree canopy impacts



6

Two Additional Segments for Analysis

- City conducted preliminary public outreach
- Two additional segments will be analyzed during design based on public input
 - Swann
 - Bristol
 - Morrison



7

Project Expectation & Design Goal

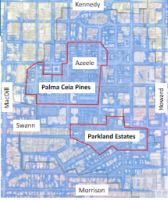
- Relieve structural flooding for 100-year event; and
- Relieve street flooding for:
 - Parkland Estates
 - Palma Ceia Pines
 - Additional neighborhoods



8

Hurricane Milton Effects

- 150-250 flooded structures
- Streets flooded for 13-16 hours
- Hospital inaccessible



9

Benefits Beyond Flood Relief

- All new streetscape on South Howard
- New roadways in and near project area
- New, upgraded utilities
- Improved water quality discharges to the Bay
- Established stormwater spine for future flooding resolutions



10

Schedule & Budget

- Preliminary Schedule (contingent on City Council approval):**
 - Modeling & Final Route: Dec. 2024 to Apr. 2025
 - Design Phase: Mar. 2025 to Spring 2026
 - Early works Construction: Begin Summer 2025
 - Major construction: Spring 2026 to Summer 2029
- Budget:**
 - Stormwater Engineering Division: \$39,000,000
 - THEA: \$11,000,000
 - Water Department Upgrades: \$4,500,000
 - FDEP Resilient Florida Grant: \$10,000,000
 - TOTAL BUDGET: \$64,500,000**

11



Questions?

- For more information:
 - www.tampa.gov/projects/sw40007
 - SouthHowardFloodRelief@gmail.com

12