

Shore News 2020

ISSUE #1

South Patrick Residents Association
www.spranews.com

SPRA MEMBERSHIP MONTH

It's time to renew your membership or become a new member of South Patrick Residents Association. SPRA is an "all-volunteer" community association dealing with government policies, giving you important information, and working to make local improvements. Your \$16 per household annual dues goes toward paying for printing and distribution of the *Shore News* and to support projects, like signs, landscaping projects, safety issues, and Santa's fire engine ride. Join us at the SPRA meetings, and share your ideas about community improvements. Visit the SPRA website at www.spranews.com for more information.

Inside this *Shore News* is the **2020 SPRA Membership Form and Envelope**. You can also print the form from our website. Paying your dues is even easier now by using the **PayPal option** on the website. Help support a safer community and our quality of life. Thank you for being an important part of our community!

RESIDENT CONCERNS

Question & Answer by Rick Mariani

Can tree branches, yard waste, and debris be placed in the roadway? FL Statute 316.2045 states *Obstruction of public streets, highways, and roads: It is unlawful for any person or persons willfully to obstruct the free, convenient, and normal use of any public street, highway, or road.* Clearly, the roadway is not a proper or safe place for any debris. Garden, yard clippings, and tree branches should never hang into the roadway, and they should be cut to lengths of 4 ft. maximum for pickup. In addition, leaving waste in the roadway from a renovation, or from moving, is not acceptable. All of these become driving and safety hazards. Street debris can also block or limit the flow of water from watering and rainfall events and can push the debris into the storm drains that flow into the lagoon, thereby further polluting the waterways. If common sense fails, or if the owners can't be reached, you may call County Commissioner Smith's office at 633-2044 or call Code Enforcement at 321-633-2086, ext. 58283 to speak with Mark Engel.

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SANTA'S RIDE & CHRISTMAS BOAT PARADE

Thank you to our friends and neighbors who came out to support the December 2019 SPRA Santa Ride. Santa appreciated the waves, cookies, and cheers. It was wonderful to see the families and parties outside waiting for us, along with so many of our neighbors gathering together to welcome Santa. Please join us in thanking the managers at the Publix, Lowes, and Walgreens on A1A for their support over the years. Many thanks to the Elf Volunteers for their time and support of our SPRA community! Thanks to our dedicated Elfs - Larry, and Lynne Lendo, Jo Allyson and Kirra Cattaneo, Susan and Mike McBride, Humberto Diaz DeArce, Scott Stewart, and Bill, JoAnn, Sierra, and Jace Davis, and thank you to Tortoise Island HOA for their annual donation of \$125 toward the Santa event. A special thanks to Robert Schenklerberg and the entire fire station crew at our Brevard County Fire Rescue Station #62. Without Brevard County's support it would not be possible to make the Santa Fire Engine Run. One last thought: It's very important to remember that Santa will see you all next year once again, and always remember that he knows if you've been naughty or nice!

The Banana River Sail and Power Squadron boat parade was rescheduled due to the forecast of bad weather, but it went off without a hitch one week later. Thanks to all the boaters who provided the great lights and music all along the Grand Canal.

SPRA ELECTIONS

SPRA annual election of officers and area directors will be held on February 10, 2020 at our SPRA Annual meeting. The slate of volunteer candidates is listed on the SPRA website on the Home Page.

SPRA Community Meeting • David Schechter Center
Monday, February 10, 2020, 7:15 p.m.
SPRA, PO Box 372357, Satellite Beach, FL 32937

By Ayn Samuelson

GRAND CANAL MUCK DREDGING PROJECT

Muck Project Revisited: The Grand Canal dredging project will resume in March 2020 in full force after dredging began in November for a month duration. Nearly 500,000 cubic yards of muck will be removed from the Grand Canal system as part of our Indian River Lagoon restoration project. It is expected to take up to four years to complete the project, as dredging is expected to continue intermittently due to seasonal manatee closures as required by regulatory agencies. Muck will be removed from the Grand Canal, three entrance canals, and 16 finger canals south of the Pineda and north of Samson's Island. It is important to remember that this project will not only remove muck, but also sources of nitrogen and phosphorus that adds to toxic algae blooms in the IRL. The \$27 million project is funded through the Save Our Indian River Lagoon (SOIRL) half-cent sales tax and \$9 million in grant funds approved by the State.

The County conducted sediment sampling in 2015, 2018, and 2019. These samples were tested for chemical constituents often found in dredged sediment plus analytes selected due to proximity to the military disposal site. Sampling results published by the County showed that none of the 45 volatile organic compounds, pesticides, metals or PCBs tested for exceeded state cleanup target levels for soils, although Arsenic exceeded state target levels. Muck deposits can be brought within approved compliance targets levels by blending it with other soils during further testing. The County indicated that

about 5 percent of the samples taken would require a blending with other soils before relocation for agricultural use. In addition, the County secured a sediment sampling plan that will be utilized during the project.

Muck removal uses the auger-head and vacuum-style/hydraulic dredge and is sucked from the bottom of the canals and pumped through a pipeline to the dredge material management area (DMMA) along the Pineda, where the muck is pumped into geotubes and dewatered. Once a geotube is filled with muck, it settles for several days to allow the muck to dry out, and each geotube is then cut open, and the dried muck is loaded into trucks and hauled to agricultural land west of I-95 for re-use as a fertilizer-base. The decanted water/dredge effluent from the geotubes is sent through the on-site, temporary water treatment system to reduce any nitrogen and phosphorous concentrations prior to being returned into the Grand Canal system.

Muck Composition: Muck consists of decades of stormwater runoff, wastewater treatment facility discharges, septic system drain fields, excess fertilizer applications, and plant material. Muck found on the bottom of the lagoon creates an environment hostile to seagrass, shellfish, and other marine life. In addition, muck adds hydrogen sulfide and nutrients into the water column that contribute to algal blooms, creating turbid conditions that impact seagrass, and reduce oxygen that can lead to fish kills.

Monitoring Matters: SPRA will seek to ensure that

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the demucking process is properly monitored and that the promised treatment train is followed by the agencies involved, according to the approved sediment sampling plan. In addition, this site must not be used for additional muck dredging projects due to the intrusive impact on residents, as well as concern for the well-being of wildlife over time. If executed and monitored properly, dredging can yield positive environmental results without seriously impacting water quality conditions. Dredging operations should aim to remove sediment as efficiently as possible while minimizing environmental impacts, such as re-suspension of sediments to maintain acceptable water quality levels for people and wildlife. The U.S. Army Corps of Engineers (USACE) and Environmental Protection Agency (EPA) established guidelines for estimating environmental impacts of dredging, and they emphasize monitoring in order to allow project managers to act promptly if re-suspended sediment levels exceed safety levels, by either slowing down or by altering the dredging process.

PINEDA STORM DRAIN & OUTFALL

Stormwater drains and outfalls may not be sexy, but they are a critical part of our infrastructure. Commissioner Smith's office was contacted by SPRA regarding the condition of the Pineda Causeway/SR 404 area drain and ocean outfall, and it was confirmed that maintenance is the responsibility of FDOT Brevard Operations. Significant drainage flows from the east of South Patrick Drive/SR 513 to SR A1A, including drainage from the Pineda Causeway roadway. There are four drains on the east-bound lane that are situated underneath the Pineda Causeway that flow northward into the stormwater

drainage pipe that runs east to the Atlantic Ocean. This outlet/outfall along the beach empties all of the storm drains from the Pineda Causeway. At the point the drain reaches the Ocean, it often becomes partially buried in the sand, as well as clogged with material that entered the drainage system. This build-up of material retards proper drainage flow from the Pineda Causeway, and that can lead to flooding along NE 3rd Street, the northernmost street in South Patrick Shores. Issues with this drain first came to our attention in 2008 with tropical storm Faye, when this drain clogged and flooded NE 3rd Street.

At the end of 2019, FDOT followed their plan and exposed the pipe at the beach, restored the structure protecting the pipe, and desilted the pipe. FDOT's long-term plan is to have the structure on the beach replaced with a more sustainable, upgraded structure, and they stated that their department will continue to maintain this outfall pipe as often as needed.

MELBOURNE UTILITIES WATER UPDATE

Currently, there are two 20 inch water pipes that cross between the mainland and the barrier island to service customers with drinking water, with the SPRA area on the tail end of the waterlines. Melbourne Utilities indicated that their concerns are pressure and flow of water coming to the beaches. In a conversation with Harold Nantz from Melbourne Public Works - Melbourne Utilities, the proposed water line that will be laid along the Pineda Causeway will occur in late 2020. This new main will be 16" in diameter, with a booster pump station near Holy Trinity on the mainland, which will connect to the new 16" main. Once it crosses the Pineda, the line will connect to a 12" line along the north side. PAFB

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informed SPRA that the line will be laid along the south side of their marina, where it will then connect to the new 12" pipe along SR 513/South Patrick Drive. With regard to design and permitting, the plans are at about 90% completion, with bid letting in the summer of 2020 and construction beginning in the fall of 2020. Public meetings will also be held for citizens' comments. The horizontal direct drive drilling process will be utilized in the process, and this requires specialized equipment. Nantz indicated that this installation would be unlikely to interfere with muck dredging project. With respect to water quality, pressure, and flow, these improvements should have a positive impact for Melbourne Utilities customers in south Patrick Shores.

VUE DEVELOPMENT & TRAFFIC IMPACTS

The proposed VUE at Satellite Beach development on the west side of SR A1A, directly across from Hightower Beach Park, will include three 85' multifamily condo towers and one 85' hotel. Questions remain as to how, especially the commercial development portion, will impact our current, over-burdened flow of traffic along both SR A1A and SR 513.

Traffic Impacts: The developer submitted a "Conclusion to the Traffic Impact Study", which indicates that there will be more traffic injected into the area. Impacts to the level of service (LOS) along SR A1A and SR 513 will occur, and this fact is something that both the County and FDOT should review on behalf of residents and visitors. It is significant that the developers would not be responsible for improvements because of the current deficiencies in the existing LOS. Recommendations were made in the Impact Study to add

two more lanes through our unincorporated residential area, making SR 513 a four-lane highway, in addition to suggestions for more turn lanes and modified signalization at SR A1A. In addition, the conceptual plan shows the addition of two SR A1A "driveways" off of A1A into their development. There will be traffic impacts off-loaded into the beachside community, especially to the north of the development, which is South Patrick Shores without any responsibility to lessen the impact.

Excerpts from Conclusion to the Traffic Impact Study:

The Study was conducted to evaluate the traffic impact to the surrounding roadway network by the proposed Vue at Satellite Beach in the City of Satellite Beach located in the northwest corner of SR-A1A and Shearwater Parkway. The development consists of 72 single family units, 147 multifamily units, and hotel rooms. The results of the study are summarized: 1) Under existing conditions, the signalized intersection of SR-A1A at Pineda Causeway is currently operating outside the adopted level of service without the addition of project trips (from a new development), therefore, in accordance with Florida Statute 163.3180, the project (new development) is not responsible for mitigating the deficiencies. 2) Under build-out conditions, the signalized of S Patrick Drive and SR-A1A at Pineda Causeway is anticipated to operate outside the adopted level of service. The following improvements are recommended: Optimize phase splits SR-A1A at Pineda Causeway; Add second northbound left-turn lane; Add eastbound right-turn overlap phase. 3) Under build-out conditions, the roadway segment of S Patrick Drive from Shearwater Drive to Berkeley Street is anticipated to operate



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outside the adopted level of service. It is recommended that the roadway segment be widened from 2 to 4 lanes. 4) Analysis of Access to Vue Development: The proposed development will provide three driveways. One full access driveway along Shearwater Parkway, one full access driveway along SR-A1A and one right-in/right-out driveway along SR-A1A. A 290-foot northbound left-turn lane and a 240-foot southbound right turn lane are warranted at the full access driveway along SR-A1A. A 240-foot southbound right-turn lane is warranted at the right-in/right-out driveway along SR-A1A.

VUE DEVELOPMENT & HIGHTOWER PARK

The proposed VUE at Satellite Beach hotel development, directly across from Hightower Beach Park, includes a skybridge/flyover walkway in the conceptual plan, from the west side of SR A1A onto the Hightower property on the east side. The Florida Communities Trust (FCT), which is part of the FDEP (Florida Department of Environment Protection), reviewed and approved the \$3.8 million grant agreement between Satellite Beach and FCT, which allowed the city to purchase the property in 1999. Our SPRA Board has been asking questions regarding the impact of the VUE development on the adjacent Hightower Beach Park/Preserve. This issue continues to be monitored.

SPRA's Question: Please be advised that our South Patrick Shores community has concerns about the commercial, high-rise development proposed for the property on the west side of SR A1A, adjacent to Hightower Beach Park. There are legitimate concerns about this development's potential incompatibility with the 1999 Florida Communities

Trust Grant Agreement's intent, terms, and conditions. The conceptual plan that graphically shows the proposed hotel and the skybridge across SR A1A, as well as the skybridge's proposed connection onto the Hightower Beach Park property is of concern. At the recent South Patrick Residents Association meeting, our area directors and officers voted unanimously to publicly voice our opposition to such development on Hightower, a state and federally funded parcel, as the conceptual design of this property appears to be inharmonious with the park/preserve. Therefore, we ask that you advise us as to any incompatibility of this commercial design with the intent, terms, and conditions of the taxpayer-funded Grant Agreement. If the proposed development is incongruent with the Grant Agreement, then we also ask that you describe such irregularities.

FCT's Answers: *We cannot control or preclude development of property surrounding the park boundary, but if any development occurs on the actual parcels either developed or acquired with federal or state funding, the City and/or County will be required to seek approval from DEP prior to any work beginning. This includes the addition of a skybridge if it ends within the park boundary. DEP hasn't received any requests for development on either the state or federally funded parcels of Hightower Beach Park at this time. No determination will be made until such a request is received. At this time, we have received no official requests or information from either the City of Satellite Beach or Brevard County as it pertains to the development. As (an employee) previously advised, the sea turtle habitat is monitored and regulated by FWCC. We will*



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be happy to notify you if the City is found to be in violation in this regard. Should you have any additional questions or concerns, please feel free to give me a call. And if the City and/or County seeks approval of additional development within the park, we will be happy to let you know.

MID-BLOCK CROSSINGS IMPACTS

Mid Block Crossing Safety: SPRA has written several times about serious concerns for the false sense of safety for pedestrians and drivers at the looming, mid block crossings dotting the landscape all along SR A1A. These crossings sport the rectangular rapid flashing beacon (RRFB) signs that are out of sync with the way drivers know to stop on red. Yellow is caution, and red is stop. These are absolutes in driving, and cannot be altered without disastrous effects. Roads like SR A1A and SR 513 are constructed for traffic flow north and south, the only two north-south corridors along the beaches,

with crosswalks that support safe passage of pedestrians at locations where traffic comes to a full stop on a red signal. Safe crosswalks must be made sufficient to stand on their own, thereby lawfully benefiting both pedestrians and motorists. We understand the inter-connection of the beachside communities and the impact of decision-making on residents, when it comes to roadways, sidewalks, safe crossings, and signs. **The best course of action is for pedestrians not to use these unsafe midblock crosswalks until they are either removed or equipped with red lights. Any additional city or county policies connected to these current, unsafe and confusing crossings will fail to effectively enhance safety.**

The decision-making for construction of these crosswalks was a coordinated effort between the counties, cities, and FDOT throughout the state. Locally, six midblock, pedestrian-activated yellow flashing lights were installed within Satellite Beach, and at least ten other midblock crosswalks are still being constructed between Indian Harbour Beach and Indialantic. To date, it appears that the construction on these similarly activated midblock crosswalks are continuing for the most part, despite the accidents that have occurred in the county and statewide.

Florida Rep. Randy Fine, recently filed House Bill 1371, "Turn the Flashing Yellow Crosswalks Red". This bill would mandate flashing-yellow crosswalks that are not located at road intersections to install pedestrian-activated red lights by 2024, or they would be removed. This is commendable, but more accidents can occur within that four to five year




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time period, unless the time table is drastically shortened throughout the area.

Speed Limits Along SR A1A & SR 513: An email was sent to Brevard County Commissioners and state legislators regarding intelligent planning when it comes to speed limit changes along SR A1A, which should not be done in a vacuum or without considering SR 513 impacts as well.

Excerpts of the email follow.

Dear Commissioner/Legislator: Please take the time to read the legitimate concerns noted below on behalf of our residents in South Patrick Shores with regard to safe roads in our area. South Patrick Residents Association (SPRA) wrote about safety concerns regarding the midblock crossings along SR A1A in our Shore News issues over the past year, citing detrimental safety issues for pedestrians, motorists, and the confusion of flashing yellow, strobe-type lights.

That said, I would like to discuss the following statement from the January 3, 2020 Florida Today article citing Senator Mayfield's and Commissioner Smith's conference call with FDOT to reduce the SR A1A speed limit in Satellite Beach. "Debbie and I were adamant that they need to lower the speed limit to 35, as opposed to 45," Smith said.

To the end of reducing speed along the SR A1A roadway in the City of Satellite Beach, SPRA cites the following Critical Concerns Related to a Speed Change Proposal on only that roadway:

- *If the speed limit is reduced along SR A1A to 35 mph, in any area along SRA1A, then the speed limit must also be reduced all along A1A, including within the unincorporated area north of Satellite Beach and up to the Pineda Causeway. But, if the speed limit is reduced along A1A, where will the traffic logically gravitate? It will move to the only other north/south*

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arterial roadway on the barrier island, SR 513/South Patrick Drive. The intent is not to create another critical problem on the second arterial roadway. Thus, if the SR A1A speed limit is reduced to 35 mph, then the SR 513 speed limit must also be reduced to 35 mph to help maintain consistency and balanced traffic volumes on these two corridors.

- The unintended consequences of reducing the speed limit only along SR A1A will off-load traffic to SR 513 through our beachside residential areas. Most of the subdivisions all along SR 513 do not have stop lights where residents enter onto South Patrick Drive. Safety must be key, especially where we have schools nearby and families who walk and bike daily in the area. In addition, residents are already experiencing the negative effects of increased beachside development along the SR A1A roadway, with more Satellite Beach development on the way, which will serve to increase traffic beachside, without responsibility to make improvements to roadway

infrastructure on SR A1A or SR 513.

- Contrary to provincial thinking, we are not regimented into isolated residential and commercial areas along the two north-south corridors on the barrier island, and municipal decision-making impacts traffic for all of the residents who live beachside.

- In addition, the SR 513 speed limit in the communities south of the Eau Gallie Causeway is 35 mph. North of the Eau Gallie Causeway, the speed limit increases to 40 mph, and then the speed ramps up to 45 mph in the unincorporated, residential area south of the Pineda Causeway. South Patrick Residents Association (SPRA) tried unsuccessfully to influence FDOT to make the speed limit consistent throughout this roadway several years ago in 2010. Now is the time to ensure that safety and consistency have primacy throughout the SR 513 corridor.

- In November 2019, SPRA conferred with TPO Director

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Georganna Gillette regarding speed and safety concerns along SR 513 in South Patrick Shores. The plan was to discuss options in 2020. This information was conveyed to the D4 Commissioner's office as well.

Any legitimate solution for pedestrian safety, consistency, and balanced volumes of traffic must take into account both SR A1A and SR 513 corridors in order to be properly effective.

USACE MILITARY DISPOSAL SITE

SPRA recently asked for an update on the discovery efforts from the USACE (Army Corps), which they have posted to their website at www.saj.usace.army.mil/BananaRiver. In addition, USACE will be sending postcards to those who are within the boundaries of the Off-Base Disposal Area, as well and to those who have requested updated mailings.

USACE Recent Update: Right now we have the Army Geospatial Command providing some input on historical aerial photos. We'll then incorporate as part of the Preliminary

Assessment report and have our Center of Expertise conduct an internal review. Still pushing to complete the PA report for submittal to the Florida Department of Environmental Protection by the end of February for their input as the lead regulatory agency. Please feel free to contact us at FUDS. Florida@usace.army.mil or 800.710.5184 if you have any questions.

Additional Information: The USACE is continuing to prepare the Preliminary Assessment and their outreach efforts. The purpose of the Preliminary Assessment is to review the site history and Navy's use of the land and evaluate if further investigations are necessary. When the Preliminary Assessment is complete in February 2020, they will request approval for a project and funding to begin the Remedial Investigation in Spring 2020. The Corps anticipates completing the Preliminary Assessment report with submittal to the Florida Department of Environmental Protection, by the end of February. After the Preliminary Assessment is complete, they will request approval for a project and funding

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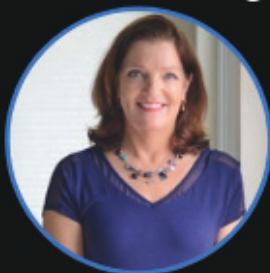
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for a Remedial Investigation/Feasibility Study. USACE will share the results of the Preliminary Assessment and progress toward an approved project as soon as possible.

EPA Cancels Site Inspection: EPA has canceled its plans to conduct a Site Inspection (SI), which was to involve testing a limited number of six to eight existing irrigation wells, as the USACE, on behalf of the Department of Defense, is responsible for investigating the "former NAS Banana River off site disposal area." The Department of Defense, rather than the EPA, is the lead federal agency for formally used defense sites. There are legitimate concerns of residents that some other areas outside the designated disposal site also need further, in-depth assessment. SPRA will be working to encourage USACE that some of these sites should also be investigated once the project is approved.

S-04 LIFT STATION UPDATE

Danus Utilities, the contractor building the new S-04 lift station along Ibis lane in North Waterway Estates, was back onsite on January 22nd to start to sink the new Wet Well. They had to wait for the concrete precaster to finish the concrete structures for the new lift station, and the ground water levels have been very high, which also impedes the construction. Danus plans to stay on site until the project is completed. The project completion should stake an estimated 45-60 days. The best estimate, weather permitting, is a completion date of April 1st.

AREA DIRECTOR REPORTS

AREA 1 ►

JAYNA JENKINS • jjenkins@spranews.com

- Good news - the Pineda stormwater drain that was cleaned out and repaired by FDOT to stop flooding in our northern-most area in SPRA and allow the stormwater runoff to dissipate.

AREA 2 ►

KREATHA HASTON • khaston@spranews.com

- Please recommend your neighbor for yard of the month.
- Much of Area 2 is included in the FUDS disposal site area, and residents should make certain they contact the USACE representatives to have their voices heard and give their input. FUDS.Florida@usace.army.mil or 800.710.5184.

AREA 3 ►

RICK MARIANI interim • 501-4080 • rmariani@spranews.com

- No new issues to report.
- Refer your neighbor for yard of the month.

AREA 4 ►

MARILYNN COLLINS • 773-8490 • mcollins@spranews.com

KREATHA HASTON • khaston@spranews.com

- We are just about completed in the process of selecting a sign company for a new entrance way sign for South Patrick Park.

AREA 5 ►

KELLI PETRONE • kpetrone@spranews.com • 321-693-9043

- Thanks to Scott Stewart and Don Poussard and Family for helping decorate our North Waterway entrance for Christmas.
- The lighthouse needs painting. Is there a professional painter who lives in the area who would do the job at a reasonable cost?
- YOM recommendations are welcomed.
- Please make sure you officially join SPRA and send in your dues!

AREA 6 ►

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- Nominate a neighbor for YOM.



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Please contact your Area Director to nominate a yard for Yard of the Month.



~ AREA 6 ~

Robert and Christine Scherzer
 477 Sailfish Cove

SPRAY YOM

Area 1: Green Family, 175 Egret Drive

Area 2: Amna Ciantar, 164 SE Second Street

Area 3: Rick and Maren Mariani, 365 W. Exeter Street

Area 4: Jim and Lynde Edwards, 446 S. Neptune Drive

Area 5: Paul & Tiffany Turk, 416 Penguin Drive

Area 6: Robert and Christine Scherzer, 477 Sailfish Cove



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