# Meeting Notes
# Memorandum

RS&H Architects-Engineers-Planners, Inc.

**Meeting Date:** August 17, 2011

**Subject:** B-4929 – Soundside Park Impacts

**Location:** Town Hall, Surf City

**Attendees:**

**Town of Surf City**:
Zander Guy, Mayor
Michael Moore, Town Manager
Todd Rademacher, Planner

**RS&H**:
Chad Critcher
Ken Herring
Radha Krishna Swayampakala

**NCDOT**:
Charles Cox, PDEA
Michele James, PDEA
Tony Houser, Roadway Design Unit
Lee Moore, Roadway Design Unit
Allen Pope, Division 3

**FHWA**:
Ron Lucas

---

**Meeting Purpose**: The purpose of the meeting was to discuss impacts to Soundside Park and determine whether these impacts are considered as adverse or *de minimis*.

**Introductions**: Michele James opened the meeting and invited introductions from attendees. Michele then explained the purpose of the meeting and introduced Chad Critcher with the consultant firm of RS&H.

**Presentation**: Chad Critcher presented the PowerPoint presentation with the following outline:

- History of Study Alternatives
- Detailed Study Alternatives Carried Forward for Additional Study
- Temporary and Permanent impacts to Soundside Park
- Definition of Section 4(f) and *de minimis*

Note: A copy of the PowerPoint presentation is attached with these meeting notes.

The following is a summary of the items discussed in the meeting:

- With Alternatives 6 and 7, the temporary detour bridge will allow for access to the Soundside Park near the same location as the existing access.

- Alternatives 6 and 7 would have significant utility impacts as the large transmission poles located adjacent to the Intracoastal Waterway would need to be moved twice during the construction period (move once into the park area to accommodate temporary construction efforts and move back to the original location after construction is complete).

- With Alternative 6 and 7, the picnic area and amphitheater in the Soundside Park along with Bumble Bee Market would be impacted by the temporary detour bridge. The detour bridge would also result in travel pattern changes to a few businesses and residences in the area.

- Even though the detour alignment is temporary, impacts to facilities such as the amphitheater would be severe enough to render the Soundside Park unusable during construction. It should be noted that any facilities impacted by the temporary detour bridge would be restored once the permanent bridge is open to traffic.

- FHWA came to this meeting to seek input from the Surf City Town officials and determine whether the impacts should be considered as adverse or not. Based on the information provided by the NCDOT Project Team so far, the Town officials felt that the temporary detour bridge impacts to Soundside Park would be more adverse and thereby could not be considered as *de minimis* impacts.

- According to Section 4(f) regulations, if Alternatives 6 and 7 are deemed to have adverse impacts to the Soundside Park, these alternatives would be eliminated during the next steps of project, if other alternatives successfully avoid the park.

- Conversely, Alternative 17 would have a minor/non-adverse impact to a small unusable portion of the Park, which would be considered as a *de-minimis* impact.

- Alternative 17 would provide a good view of the business district and proper signage could be provided to help attract people to these businesses.

- Construction of the new bridge, whether moveable or high-level fixed bridge, would take 2-3 years.

- The Town officials felt that of the seven Detailed Study Alternatives, Alternatives 6, 7 and 17 are considered as the only feasible alternatives. Alternative 6 does not appear to be desirable due to low-level clearance and number of required openings per day. Alternative 17 appears to result in lower impacts to businesses; where as Alternatives 6 and 7 appear to result in higher impacts along Roland Avenue (both during and after the construction period).

- Subject to input to be received from public, Town believes that Alternatives 6 and 7 would cause an adverse impact to the Soundside Park and Alternative 17 would cause a minor impact.

- In the preliminary design plans, it appears that Alternative 17 could potentially impact the wastewater pump station on the island side. Town requests the Project Team to avoid impacts to the wastewater pump station.

- NCDOT and Town officials discussed that several area business owners contacted the Project Team members outside the Citizens Informational Workshops with questions regarding the study alternatives and associated impacts. NCDOT plans to hold a Business Forum with business owners to further discuss project impacts and/or possible mitigation measures.

- The Town will identify affected property owners in the area and provide their contact information to NCDOT. Todd Rademacher, town planner will be the contact person for this effort.

- FHWA indicates that some monies to fund other improvements in the study area as mitigation for the park impacts might be available.

- The new bridge will have a standard railing along the bridge.

- The Town believes that the NCDOT Project Team has done a great job with informing the community since the project initiation.

- Based on the current TIP, right-of-way acquisition is expected to start in 2014.

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

# Soundside Park Potential Impacts
August 17, 2011

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## STUDY ALTERNATIVES

- The Project Team developed 20 replacement alternatives
  - 4 alternatives were eliminated during initial screening
  - The remaining 16 were studied further
    - 14 alternatives were presented to the public and agencies in Fall, 2010 (CIW #2)
    - 2 more alternatives were added as a result of CIW # 2
  - 9 more alternatives were eliminated at the Concurrence Point 2 meeting, December, 2010
  - Detailed studies were performed for the remaining 7 alternatives

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## DETAILED STUDY ALTERNATIVES

- Northern Group:
  - Eliminated Alternatives 2 & 3
  - Carried Forward Alternatives 4, 5, & 5R

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## DETAILED STUDY ALTERNATIVES

- Central Group:
  - Eliminated Alternatives 5A &10A
  - Carried Forward Alternatives 6 & 7

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## DETAILED STUDY ALTERNATIVES

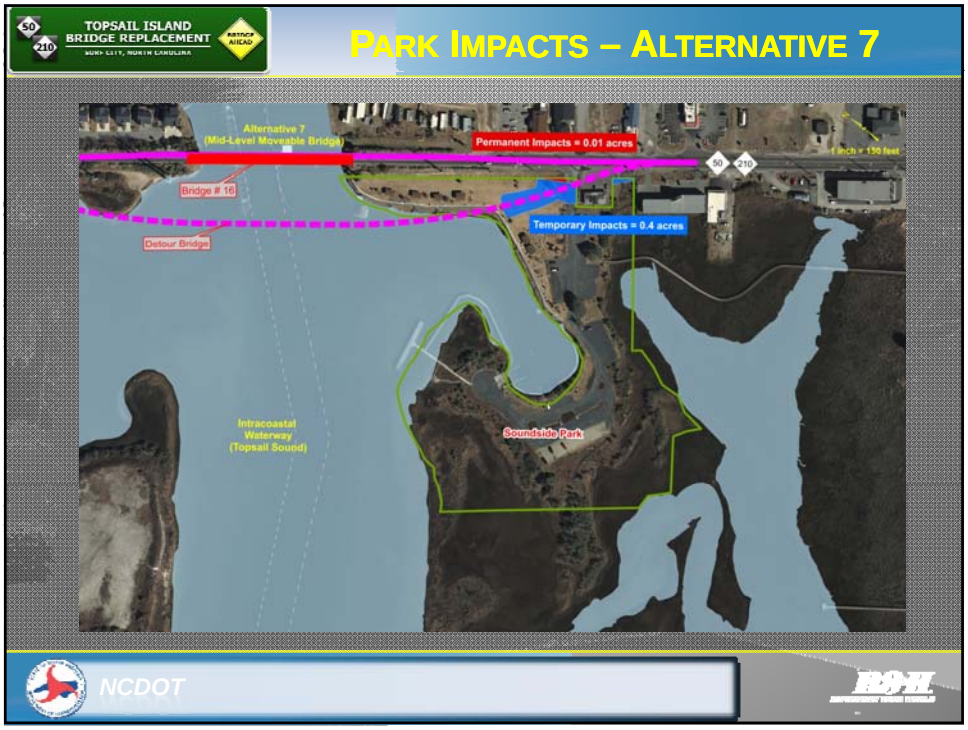
- Southern Group:
  - Eliminated Alternatives 10, 13, 14, 15, & 16
  - Carried Forward Alternatives 11 & 17

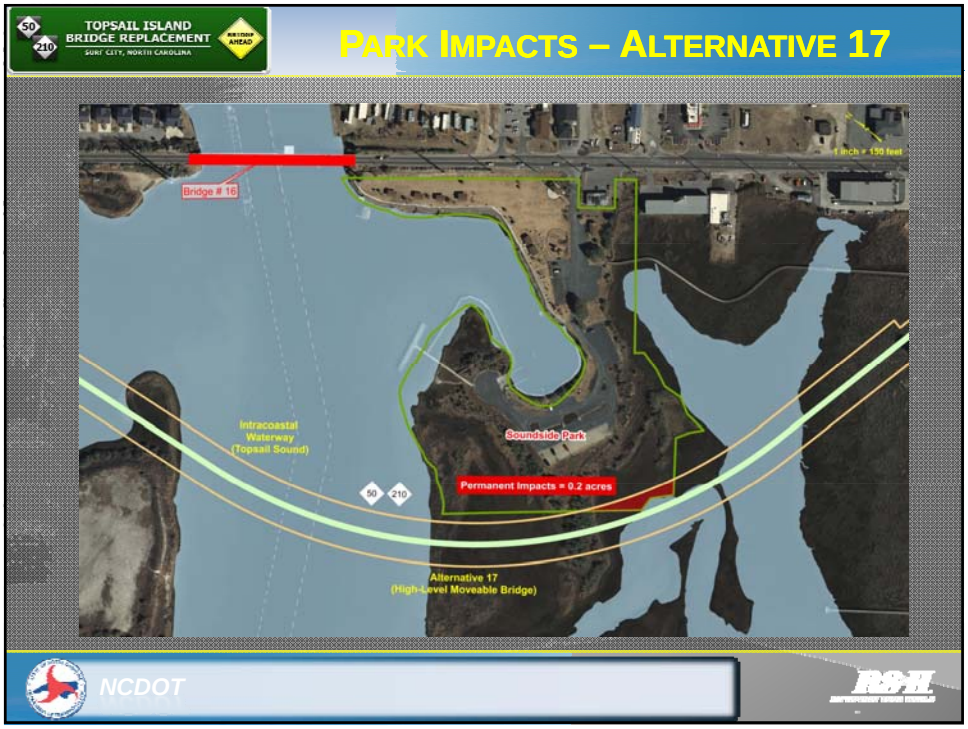
NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## PARK IMPACTS – ALTERNATIVE 6

NCDOT


TOPSAIL ISLAND
BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA
PARK IMPACTS – ALTERNATIVE 7
Alternative 7
(Mid-Level Moveable Bridge)
Permanent Impacts = 0.01 acres
1 inch = 150 feet
Bridge # 16
Temporary Impacts = 0.4 acres
Detour Bridge
Intracoastal
Waterway
(Topsail Sound)
Soundside Park
NCDOT


TOPSAIL ISLAND
BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA
PARK IMPACTS – ALTERNATIVE 17
1 inch = 150 feet
Bridge # 16
Intracoastal
Waterway
(Topsail Sound)
Soundside Park
Permanent Impacts = 0.2 acres
Alternative 17
(High-Level Moveable Bridge)
NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## SECTION 4(F) *DE MINIMIS* IMPACTS

- USDOT may not approve the use of land from a significant publicly-owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:
  - There is no feasible and prudent alternative to the use of land from the property and
  - The action includes all possible planning to minimize harm to the property resulting from such use.
- A "use" is defined as one of the following:
  - A direct use
  - A temporary use
  - A constructive use

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## SECTION 4(F) *DE MINIMIS* IMPACTS

- SAFETEA-LU and Section 4(f) amendment, 2005
- Requirements for *de minimis* impacts:
  - No adverse affect
  - Coordination with local jurisdiction
  - Feedback from public
- *No further* analysis of avoidance alternatives is required

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

## NEXT STEPS

- Agreement on *De Minimis* Impacts

NCDOT

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

# Thank You

NCDOT