# **CITY OF QUINCY** Recovery and resiliency partnership project







SEPTEMBER 2020

## **OVERVIEW**

Developing sustainable stormwater management and green space strategies to improve resilience and support community long-term recovery.

Dr. William Of OR

## **COMMUNITY INPUT**

The project team worked closely with city staff and the community to respond to specific community goals and challenges with a set of sustainable design options that foster a strong sense of place. The project team provided the following range of virtual and socially-distanced options for community input in context of Covid-19 safety concerns.

- City Commission Special Workshop held virtually on July 21, 2020.
- Posters on display at City Hall, Ferolito Recreation Center and Quincy Main Street accompanied by a paper survey.
- Virtual open house via the project web page with video presentations and online survey.
- Stakeholder meetings held virtually the week of July 27, 2020.

Overall the participants expressed support and enthusiasm for the proposed designs. The concepts on the following pages reflect the community input provided.

## **INTRODUCTION**

The city of Quincy (the City) is challenged with the daunting task of recovering from the devastating impacts of Hurricane Michael, a Category 5 hurricane, in October 2018. To support physical and economic recovery in Quincy, the Recovery and Resiliency Partnership Project (R2P2) provided technical assistance by developing strategies and design concepts that bolster resilience to stormwater impacts, improve quality of life and support sustainable redevelopment. The design process was guided by the following technical assistance goals:

wear

vill keep

my art...

my life

- Integrate long-term sustainability and resilience into rebuilding.
- Support a vibrant and prosperous downtown with improved streetscapes.
- Connect neighborhoods, create new outdoor experiences and recreation opportunities.
- Provide safe pedestrian and bicycle connections to businesses and community amenities.
- Improve pedestrian and bicycling safety at key connections.
- Create connections between downtown businesses and regional recreation opportunities.

## ABOUT

The Recovery and Resiliency Partnership Project (R2P2) is a technical assistance initiative to support the recovery of Florida Panhandle cities provided by the U.S. Federal Emergency Management Agency (FEMA) Integrated Recovery Coordination field operations and the U.S. Environmental Protection Agency (EPA), Region 4.

## FOCUS

For the technical assistance, the City identified five areas where innovative conceptual designs can support revitalization, storm resilience and long-term economic recovery. The technical assistance team worked with the City to develop designs for each of the project sites, as well as a citywide connectivity plan that proposes safe pedestrian and bicycle options. Each design is informed by a set of sustainability principles and strategies described on pages 2-3.

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## **SUSTAINABILITY & RESILIENCE**

Integrate long-term sustainability and resilience into rebuilding.

## **PRINCIPLES**

The design options in this report address the City's specific goals and challenges by integrating the principles of resilience, alternative transportation, health and wellness, and vibrant public spaces into stormwater management. This approach increases resilience of the stormwater management while improving public spaces and opportunities to bike and walk.



### COMMUNITY RESILIENCE

Design tools and strategies to support economic recovery and build resilience for future storm events are highlighted within each design concept. Designs include strategies to increase economic resilience by creating new greenways and green spaces that attract visitors and boost commercial opportunities and local employment. Sustainability features also increase resilience of the built environment during storm events by capturing stormwater and reducing flooding.



## ALTERNATIVE TRANSPORTATION

Improving infrastructure for safe travel by foot and bicycle can help reduce vehicular traffic. Improvements to

paddle sport access points can support a recreational economy that links biking, hiking and waterways that encourage healthier lifestyles.



## HEALTH & WELLNESS

opportunities for

health and wellness can strengthen a community's resilience by increasing wellbeing and community ties through exercise and social interactions. In addition, recreation amenities can bolster economic recovery as recreational tourism grows in popularity. Providing opportunities to connect with the natural environment is linked to improved physical, social and mental health.



Creating attractive and welcoming

public spaces can bring people into downtown areas, increase resident and visitor spending, boost local employment and drive local investment. Placemaking strategies such as signage, public art, and plantings help create vibrant spaces that build local pride and attract visitors to the area.

## **STRATEGIES**

The design options on the following pages address specific challenges by integrating best practices to address stormwater while providing amenities to improve public spaces and biking and walking safety.

Each design option integrates one or more of the tools described on this page to help manage the volume, flow and/or treatment of stormwater and support natural ecosystems.

The icons are included on the concept design plans to indicate the tools used.



## WETLAND RETENTION

Enhancing existing wetlands can provide

stormwater detention, improved water quality, increased habitat and new recreational amenities.



### WATERWAY RESTORATION

Vegetated buffers on either side of

a waterway enhance watershed health by moderating water runoff quantities and improving water quality. The vegetation can intercept, absorb and infiltrate surface runoff to help moderate the peak runoff rates during rain events, which reduces erosion and sedimentation of the channel, keeps water cool and supports aquatic habitat.



## NATIVE PLANTINGS

Incorporating vegetation into the landscape

is a stormwater management technique that mimics natural drainage. Vegetated areas intercept and infiltrate rainfall to decrease stormwater volumes and can also remove pollutants.



### WATER REUSE

Water reuse reclaims water from a variety

of sources then treats and reuses it for beneficial purposes such as irrigation, groundwater replenishment and industrial processes. Water reuse can provide alternatives to existing water supplies and be used to enhance water security, sustainability and resilience.



### POLLINATOR GARDENS

Many types of plants, including fruit and

vegetable crops, depend on animals (such as butterflies, bees and birds) for pollination. Using pollinatorfriendly plants can also help support these important species.

### PE PA Pe

## PERVIOUS PAVEMENT

Pervious concrete and asphalt surfaces

have proven to be effective and viable alternatives to traditional paving systems. The surface allows stormwater runoff volumes to decrease, infiltration rates to increase, and pollutant loads to be reduced before reaching local water bodies.



### PLANTED SWALES

Vegetated swales, sometimes referred

to as bioswales, are broad, shallow channels designed to convey and infiltrate stormwater runoff. Swales reduce stormwater volume and improve water quality through infiltration and vegetative filtering. Swales can be planted with grasses, perennials, shrubs and trees to increase aesthetic and habitat value.



## RAINWATER STORAGE

Capture systems collect and store stormwater for

specific purposes, such as irrigation, and often can hold water for a significant period of time.

## **DOWNTOWN EVENT PLAZA**

Support a vibrant and prosperous downtown with improved streetscapes.

## **EXISTING CONDITIONS**

The city's historic downtown area is centered around the Courthouse Square. Historic structures, cultural arts, landmarks and outdoor murals are several of the highlights in the downtown area. Downtown revitalization is a high priority for the City to address vacancy and lack of investment.

Quincy organizes events to attract visitors to the downtown area. Recently, the Kelly lot has been used for public gatherings and parking to support events. The City has identified several needs, including a public restroom, improved streetscapes, and features to address vehicular traffic volume and speed, particularly during events.

Additionally, signage that identifies Quincy's assets can promote historic walking tours, the Black Heritage Trail, recreation opportunities, and linkages to regional trail systems.

## **DESIGN CONCEPTS**

Improved streetscapes that include wide, safe sidewalks and street crossings, outdoor gathering areas and improved visibility for storefronts can reposition Quincy's downtown historic district and the Highway 90 corridor for investment and revitalization. The City envisions redevelopment that includes first-floor commercial use with residential use on higher floors, an arrangement that might extend downtown activity past workday hours.

The design concept focuses on improvements on one block of Washington Street adjacent to the courthouse for daytime and event use. This approach can be expanded at a later time to include event plaza features along Adams Street and Madison Street to increase space for community gatherings.



## **CONVERTIBLE EVENT PLAZA**

The block of Washington Street north of the courthouse is well positioned to become a convertible festival street that accommodates everyday use and special events. In the proposed plan, the number of travel lanes and parking spots remain the same. There are several important features to improve safety and flexibility of the streetscape:

- A unified paving treatment (such as colored concrete or pavers) differentiates the sidewalks and street on this block from surrounding streets. The special paving provides a visual cue for cars to slow down in this area and creates a continuous plaza space for events. Positioning a stage at one end of the street allows for large seated events, movie nights, or markets.
- Pedestrian curb extensions proposed at the end of each side of Washington Street shorten crosswalks. The narrowed intersections also simplify closing the street for events, as shown in the image below to the right. Movable planters, located on the curb extension area, can be rolled out to the intersection to block the street to vehicles during events.
- Trees and perennial plantings provide shade and natural beauty. Utilities, such as power outlets and water access, can be located along the length of the block to support event needs.





Special Event Use











## **DOWNTOWN PARKLETS**

Support a vibrant and prosperous downtown with improved streetscapes.

## **EXISTING CONDITIONS**

Quincy's downtown area varies in character and activity block-to-block. Downtown highlights include two murals and several historic properties that are separated from the core downtown district surrounding Courthouse Square by Jefferson Street (Highway 90).

Many downtown properties around the square are vacant or in disrepair. Extending placemaking strategies, streetscape enhancements and pedestrian safety features throughout downtown can improve safety and make downtown feel more cohesive.



Existing conditions

### **DESIGN CONCEPTS**

Curb extensions are recommended for safer pedestrian crossings in many locations in the historic downtown area. There is an opportunity to use this expanded sidewalk space to include small seating areas, enhanced planting areas, and features to celebrate local culture. These features can be extended throughout downtown as shown in the diagram below.





Illustration of proposed parklet at the corner of Madison Street and Jefferson Street

## **MADISON STREET**

This streetscape improvement focuses on Madison Street south of Jefferson Street. These seating areas can benefit nearby businesses, offering people a place to rest, take in the city's murals and learn about the historic downtown area. The planting areas along the street and sidewalks can incorporate curb cuts to allow for stormwater to flow into these areas, which will feature native plants. Special features, such as bike racks shaped like a "Q" in the image above (or could be bottle caps) can reinforce local identity.

## **SOUTH ADAMS STREET**

This streetscape improvement focuses on the intersection of South Adams Street and Crawford Street. A curb extension along South Adams Street provides a new parklet with expanded seating and planting areas. Benches and street trees can be added within the current sidewalk area. The existing stormwater management feature for the parking lot can be enhanced with plantings to create an attractive feature.



Madison Street parklet plan





South Adams Street parklet plan

Illustration of proposed parklet at the corner of South Adams Street and Crawford Street

## **TANYARD CREEK GREENWAY**

Connect neighborhoods, create new outdoor experiences and expand recreation opportunities.

## **EXISTING CONDITIONS**

Quincy has been planning the Tanyard Creek Greenway for more than 15 years. In 2005, the City developed a concept design for the greenway that includes proposed property acquisitions as well as features such as playgrounds, restrooms, parking and a pedestrian footpath. Since 2005, several properties have been acquired and Tanyard Creek Park, a popular recreation and gathering space, has been developed along the creek. Recently, the City acquired land along the creek east of Tanyard Creek Park to expand the greenway area to Highway 90 and to develop affordable housing adjacent to the greenway north of East G F and A Drive.

When completed, the greenway can offer unique opportunities for recreation to nearby residents as well as regional visitors. Additionally, an off-road multi-use path can provide safe pedestrian and bicycle connections that link into several proposed north-south alternative transportation improvements to enhance safety and accessibility across town. Potential connections to the greenway include proposed sidewalks along Highway 90 to the state hospital and proposed sidewalks along South Adams Street from downtown to Martin Luther King Jr. Boulevard.

The updated concept plan for the greenway on page 10, which incorporates elements from the previous concept, includes available property, proposed features and amenities, and trail options that consider safety, wetlands and recreation opportunities. The plan can be used to help the city estimate costs, apply for funding and take other steps to move forward toward design development and implementation.



## **DESIGN CONCEPTS | GREENWAY FEATURES AND AMENITIES**

#### Trail

The new greenway concept plan proposes three types of trails based on the site conditions.

#### Multi-use path

An 8- to 12-foot-wide path with a paved or packed gravel surface that can accommodate walkers, runners, bicyclists, scooters and other users.



Paved multi-use path



Gravel multi-use path

#### Elevated path (boardwalk)

A boardwalk or other low-impact path extends over wetland areas to minimize disruption to the valuable riparian habitat area.



Elevated path (boardwalk)



Elevated path (bridge and boardwalk)

#### **Cleared path**

A cleared path is proposed for hiking segments that traverse significant grade. Gravel or mulch might be added to increase stability.



Cleared path (with mulch)



Cleared path

#### Amenities

Areas for gathering and resting can be implemented along the trail and at two proposed trailheads. Trailheads can also include features for environmental education, such as signs and kiosks, maps and historical information.

Parking and restrooms, identified in the early concept plan, have been incorporated in the updated concept plan, as well as two playgrounds located close to the center of town. Lighting is an important feature to increase security, as well as maintaining vegetation to ensure open site lines and visibility.





Creek overlook and fishing dock



Picnicking and gathering spaces



Information kiosk for trailhead



Mile markers and interpretive signage



LED lighting



Pet waste and garbage stations

## TANYARD CREEK GREENWAY

## **DESIGN CONCEPTS | GREENWAY CONCEPT PLAN**

The concept design illustrates potential access points, connections and features along the 1.5-mile greenway. The greenway can provide safe, off-road connections between neighborhoods, and include features such as information kiosks, benches, interpretive signage, mile markers, pet stations and gathering areas to enhance opportunities for recreation, fitness and education. The plan includes a small fishing area where the creek pools adjacent to US 90. See examples of features on the previous page.



\*\* Denotes features that might change based upon confirmation of wetland delineation



## **CITYWIDE CONNECTIONS**

Provide safe pedestrian and bicycle connections to businesses and community amenities.



## **EXISTING CONDITIONS**

Quincy lacks safe, continuous sidewalks and bike infrastructure to link key destinations and assets like schools, parks and businesses across the city.

The City has been planning sidewalk improvements for Adams Street, an important north-south connector. The City has also identified opportunities to align sidewalk and bicycle improvements with a utility project to underground power lines along several major roads.

Implementing those planned improvements as well as the proposed links along streets identified on the map on the next page, can create a robust, safe citywide network for walking or biking to key destinations in Quincy.

Regionally, Quincy is situated within reach of several Florida land trails. Stronger links between city and regional trails can help Quincy tap into economic development tied to growing regional recreation.

## **DESIGN CONCEPTS**

Connecting Quincy's historic downtown, residential areas and community assets with pedestrian and bicycle paths can support economic development, quality of life and property value.

There are several near-term opportunities to align new pedestrian and bike infrastructure with planned local and state utility and road improvements, such as undergrounding power lines and state road improvements planned north of town. Planning for improvements early can help minimize construction costs and effort.

There are also several approaches for retrofitting sidewalk and bicycle improvements without disrupting existing roads, such as painting sharethe-road arrows (or sharrows) on roadways or constructing buffered multi-use trails parallel to roadways, that can be used to help fill gaps for safe connections between new road and sidewalk projects and existing infrastructure.

The plan on the next page proposes a network of safe pedestrian and bicycle connections, including planned improvements and priority areas to fill gaps where sidewalks and/or bike lanes are needed.

## **Eco-business Park**

Site planning is underway for a 300-acre business park located at Joe Adams Road which includes a solar facility to bolster the city's electrical system. The property's proximity to solar power and on-site wetlands make it well-situated to be positioned as an eco-business park. An eco-business park attracts companies looking to reduce their environmental impact by cooperating with each other and with the local community to reduce waste and pollution, efficiently share resources (such as materials, water, and infrastructure), and help achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

Plans for structures, utiliities, access and environmental protection areas can integrate natural drainage stormwater management features and recreation opportunities, such as wetland parks and a greenway that ties into citywide connections.



## 1- SHARED MULTI-MODAL PATHS (GREENWAYS)

These wide paved paths accommodate pedestrians, bicyclists and other non-vehicular users. Some adjacent roads include marked bike lanes on the roadway in addition to the shared path for fast-paced bicyclists.

## 2 - SIDEWALKS AND BIKE LANES

Sidewalks and on-street bike lanes can safely accommodate pedestrians and bicyclists when right of way is limited or to retrofit existing roadways for safe pedestrian and bicycle connectivity.

## 3 - YIELD STREET (RESIDENTIAL STREET)

On local residential streets, vehicles, bicyclists and pedestrians share the road. To increase driver awareness, pavement markings and signs may be used as reminders.







## **GREENWAY CORRIDOR PLANNING**

Improve pedestrian and bicycle safety along key corridors.



## **EXISTING CONDITIONS**

Quincy plans three major construction projects to bury electrical lines along major thoroughfares to connect the north and south substations and the new solar array on the south side of Quincy. Burying power lines provides an opportunity to replace sidewalks and construct wider paths, or greenways, to improve pedestrian and bicycle activity on these key thoroughfares.

The lines will be buried along King Street, Adams Street, Martin Luther King Jr. Boulevard, Pat Thomas Parkway, and Joe Adams Road. This network of street sections connects many of Quincy's community assets like schools and parks.

## **DESIGN CONCEPTS**

Site conditions including right of way, land use and slope vary along each road proposed for the underground power line project. Greenway corridor designs propose approaches to creating safe bike and pedestrian connections based on the road conditions and surrounding areas.

**Pat Thomas Parkway and Martin Luther King Jr. Boulevard** have wide, flat areas along the vehicular lanes suitable for a greenway, a multi-modal path that is separate from the road. The design identifies a potential route between Quincy Track Field and Orlando Street to avoid a more dense residential section of Martin Luther King Jr. Boulevard. Note that the proposed greenway along Pat Thomas Parkway links to a proposed regional land trail that connects to Lake Talquin.

**King Street and Adams Street** have limited right of way (area available adjacent to road), and several areas along Adams have steep slopes beside the road. Designs for these streets propose sidewalk construction (replacement for King Street) and "sharrow" pavement markings on the road to indicate bikes share the vehicular lanes.



- North Adams Street plan proposes new shared or designated bike lanes and sidewalks

King Street plan propose new shared bike lane,

#### (keep existing sidewalks) South Adams Street

plan proposes new shared or designated bike lanes and sidewalks

Plan proposes alternate route behind housing area facing MLK

#### Pat Thomas Parkway, Martin Luther King Jr. Boulevard, Joe Adams Road

plan proposes multi-use path (or greenway) and shared or designated bike lanes on roadway

## **1 - PAT THOMAS PARKWAY, MARTIN LUTHER KING, JR. BOULEVARD**

Wider streets with more extensive right-of-way are suitable for installing shared multi-use paths (or greenways) for safe pedestrian/ bike transportation and for new recreation opportunities. Planted swales between the road and the path can serve as a safety buffer and help manage stormwater from the paved surfaces.



A 12-foot wide multi-modal path offers greenway recreation opportunities and a transportation alternative to vehicles. Adjacent bioswales can help capture and treat runoff from paved paths and roadways.



Illustration of proposed greenway along Pat Thomas Parkway with seating area

## 2 - KING STREET, ADAMS STREET

King Street and Adams street have limited roadway and right of way. On King Street, pavement markings (sharrows) are recommended to indicate a shared bike lane to supplement existing sidewalks.

On Adams, which does not have sidewalks, designated bike lanes and sidewalks are recommended. There are two cost-effective approaches to integrating bike lanes and sidewalks with the underground powerline project.

#### Adams Street Option 1: Shared roadway and multi-use path

An 8-foot wide sidewalk accommodates pedestrians and slow-moving bicycles. Faster-moving bicycles can share the vehicular lane, marked with sharrows.



Option 1: Shared bike lane and 8-foot wide sidewalk

#### Adams Street Option 2: On-shoulder bike lane and sidewalk

Widen the existing shoulder by approximately 3 feet to create a designated bike lane. Install a typical 6-foot wide sidewalk to accommodate pedestrians.



Option 2: Designated bike lane and 6-foot wide sidewalk

## **REGIONAL CONNECTIVITY**

Create connections between downtown businesses and regional recreation opportunities.

## **TRAIL TOWN DESIGNATION**

Quincy is well-suited for Florida's Trail Town program, thanks to the city's unique cultural and historic assets and its location as a crossroads for many regional trails designated by Florida Office of Greenway and Trails.

Quincy can take the first steps toward qualifying for the program by updating the city's current outdoor assets in the state recreation inventory and planning a trail like the Tanyard Creek Greenway within the city.



## **DESIGN CONCEPTS**

The downtown design concepts and Tanyard Creek Greenway can be supplemented with placemaking strategies that incorporate local character and artwork to reinforce the city's identity and celebrate the area's rich culture and history. Establishing regional trails and scenic drives to connect Quincy to the surrounding area also provides an attraction for visitors, which helps support the city's long-term economic recovery.

**Oral Histories** - expand the city's new wayfinding signs and app with oral histories. These recordings can provide an opportunity to learn about a significant person or event by listening to people's stories in their own words and voices.

**Public Art** - artists can be commissioned to wrap existing utility boxes with Quincy-inspired art. Another example is decorative bike racks. The downtown parklet concept shows a "Q" bike rack as one option.



Examples of placemaking strategies

## **REGIONAL ASSETS & CONNECTIONS**

A network of proposed regional trails, link Quincy to many natural, historic and recreational assets. Citywide connections that tie into proposed regional greenways can support economic development by increasing recreation opportunities and tourism. Proposed trail routes can be adjusted to meet community needs.



The Florida Office of Greenways and Trails (OGT) coordinates with state and local partners to plan the development the Florida Greenways and Trails System and identify opportunities to connect with Florida State Parks. The system includes existing and proposed trails on land and water. Working with OGT, cities can build momentum for development of proposed trails that connect through their city.

- **1** US 90 Trail Corridor/Old Spanish Trail is a proposed priority trail that travels along the path of the Old Spanish Trail from Pensacola to Jacksonville. Segments of the trail corridor connect Quincy to Lake Seminole, Apalachicola River, Lake Talquin State Forest and the Ochlockonee River.
- 2 Blountstown to Quincy Corridor is a proposed opportunity trail that branches off U.S. 90 and follows S.R. 12 south to the Apalachicola Bluffs and Ravines Preserve and the Florida National Scenic Trail.
- 3 **Quincy to Lake Talquin Trail Corridor** is a proposed opportunity trail that begins at the intersection of U.S. 90 and Pat Thomas Parkway (S.R. 267) and connects to Lake Talquin State Forest.

4 Chipola-Apalachicola-Ochlockonee Corridor is a proposed opportunity trail that extends from Marianna through Lake Seminole and Three Rivers Park until it merges with the US 90 Trail Corridor. This trail diverges from US 90 at S.R. 12 in Quincy where it travels northeast through Havana across the Ochlockonee River to Tallahassee.

**5 Gadsden County to Tallahassee Corridor** is part of the larger US 90 Trail Corridor that links Quincy east to Tallahassee.

Opportunity corridors include trails planned by cities, counties and other organizations throughout Florida, with a focus on trails that can form a comprehensive connected system when complete. Priority corridors are the focused vision for trails in the state and rank higher for implementation than opportunity corridors.



## **MOVING FORWARD**

Strategies for project implementation.

## **KEY NEXT STEPS**

The Recovery and Resiliency Partnership Project technical assistance provides a robust vision to implement sustainable design strategies that support the City's recovery and improve resilience.

Implementation of the proposed design strategies will require a combination of actions to help move the projects forward. Key actions include:

- Continue to evaluate and prioritize which projects to initiate first.
- Identify project lead(s) and partners needed to implement and maintain the project.
- Continue to engage the public on timing, design development and design decisions.
- Conduct engineering studies and site plan designs to advance projects.
- Assemble funding, which may come from a variety of sources.
- Remain flexible and creative to respond to new opportunities as they arise.

## **ADDITIONAL INFORMATION**

An appendix of additional information and resources to support the implementation of these design concepts is available at <a href="https://www.r2p2.skeo.com/quincy">www.r2p2.skeo.com/quincy</a>.

For more information about R2P2, please contact Rick Durbrow, U.S. EPA Region 4 at <u>Durbrow.Rick@epa.gov</u> or call 404-562-8286.

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City staff and leadership provided guidance and direction throughout the project and the community offered valuable feedback to inform the design concepts. Staff from a range of regional, state and federal agencies and organizations offered their technical assistance and expertise in helping the City connect their vision to implementation opportunities.

R2P2 Partners