Citizens Advisory Committee Meeting

June 25, 2020
4:30 pm
Via Zoom

Chair: Elva Peppers

Agenda

I. AGENDA MODIFICATIONS

II. CITIZEN COMMENTS RECEIVED VIA EMAIL

Public comments may be submitted by email to Comments@BlueprintIA.org until 8 p.m. on June 24, 2020. All comments received will be part of the record.

III. CONSENT

1. Approval of the February 27, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes

2. Acceptance of the Status Update on Blueprint Infrastructure Projects

3. Recommendation of Acceptance of a Status Update on the Northeast Gateway: Welaunee Boulevard Project

IV. GENERAL BUSINESS


V. PRESENTATION/INFORMATIONAL ITEMS

- Office of Economic Vitality Project Updates
- Presentation on Projected Sales Tax Revenue Impacts from COVID-19

VI. ADJOURN

NEXT CAC MEETING: September 3, 2020 at 4:30 PM
In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this meeting should contact Susan Emmanuel, Public Information Officer, 315 South Calhoun Street, Suite 450, Tallahassee, Florida, 32301, at least 48 hours prior to the meeting. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.
Approval of the February 27, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes

Consent

Vincent S. Long, Leon County Administrator
Reese Goad, City of Tallahassee Manager

Benjamin H. Pingree, Director, Department of PLACE
Autumn Calder, Director, Blueprint
Cristina Paredes, Director, Office of Economic Vitality

STATEMENT OF ISSUE:
This agenda item presents the summary meeting minutes of the February 27, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee (CAC) meeting and requests the CAC review and approval of the minutes as presented.

FISCAL IMPACT
This item does not have a fiscal impact.

CAC OPTIONS:

Option 1: Approve the February 27, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee meeting minutes.

Option 2: Do not approve the February 27, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee meeting minutes.

CAC RECOMMENDED ACTION:

Option 1: Approve the February 27, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee meeting minutes.

Attachment:
1. Draft Minutes of the Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting on February 27, 2020
Blueprint Intergovernmental Agency  
Citizens Advisory Committee  
Meeting Minutes

Date: June 25, 2020  
To: Citizens Advisory Committee  
From: Autumn Calder, Director, Blueprint Intergovernmental Agency  
Subject: Summary Minutes for February 27, 2020 CAC Meeting

Committee Members present:

<table>
<thead>
<tr>
<th>Elva Peppers</th>
<th>Allen Stucks</th>
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<tr>
<td>Bill Berlow</td>
<td>Claudette Cromartie</td>
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<td>Sean McGlynn</td>
<td>Linda Vaughn</td>
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<td>Daniel Petronio</td>
<td>Neil Fleckenstein</td>
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<td>Kathy Bell</td>
<td>Peter Okonkwo</td>
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Committee Members absent:

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<th>Robert Volpe</th>
<th>JR Harding</th>
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<tr>
<td>Hugh Tomlinson</td>
<td>Jim McShane</td>
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I. **AGENDA MODIFICATIONS**

- Elva Peppers pulled Item 1 Approval of the January 16, 2020 Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes, for discussion.

II. **CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS**

Steve Martin spoke of his history of opposition to the Northeast Gateway and CAC membership issues.

III. **CONSENT**

Allen Stucks moved, seconded by Neil Fleckenstein, to approve the Consent Agenda as amended.

The motion passed 8-0.

2. Approval of the February 12, 2020, Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes

**Option 1: Recommend that the Blueprint Intergovernmental Agency Board of Directors accept the February 2020 Status Report on Blueprint Infrastructure Projects.**
   **Option 1:** Recommend the IA Board accept the status update on Blueprint Infrastructure Agency infrastructure projects.

4. Recommendation of Reappointment of Kathy Bell to the Blueprint Citizens Advisory Committee
   **Option 1:** Recommend the IA Board reappoint Kathy Bell to a second term on the Blueprint CAC.

5. Acceptance of an Analysis on Memorializing Community History and Culture on Blueprint Projects
   **Option 1:** Recommend the IA Board accept the analysis on memorializing community history and culture in Blueprint Infrastructure projects, which continues using current project processes, additional resources, and project profiles to identify historic & cultural resources.

**CONSENT ITEMS PULLED FOR DISCUSSION**

1. Approval of the January 16, 2020, Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes
   **Option 1:** Approve the January 16, 2020 CAC meeting minutes.

   Elva Peppers expressed appreciation for the concise composition of minutes, as requested by members at the Retreat. For further improvement to the minutes she requested elaboration of public speaker comments.

   Neil Fleckenstein stated that the minutes did not need to be shorter but reflective of the conversation. Elva Peppers again requested that the minutes be concise, noting that it was her preference. Mr. Fleckenstein stated that the minutes needed enough accurate detail to understand the issue of concern from a citizen and committee member perspective.

   Linda Vaughn stated that the criteria she used in reviewing minutes was could a reader, one not in attendance of the meeting, understand what occurred at the meeting. Objections by citizens or committee members needed elaboration however, she felt that the January 16, 2020, meeting minutes were excellent. She noted no specific changes to the minutes, just comments for the future.

   **Allen Stucks moved, seconded by Bill Berlow, to approve the January 16, 2020, CAC minutes as amended.**

   **The motion passed 8-0.**
IV. PRESENTATIONS / INFORMATIONAL ITEMS

- **Blueprint Project Updates**
  Autumn Calder and Dan Scheer provided an overview of a few Blueprint projects that included updates on the Capital Circle Southwest Greenway and the Debbie Lightsey Nature Park project, which were currently in design. The Market District Placemaking project was also presented, including greenway, park and pedestrian enhancements, and future citizen engagement activities. Susan Emmanuel provided an update on the redevelopment of the Blueprint website. Linda Vaughn inquired regarding coordination with businesses and residents in the Market District Placemaking area. Autumn Calder confirmed the public outreach efforts and shared highlights of the discussion at a February 2020 meeting with business owners.

- **Office of Economic Vitality Project Updates**
  Darryl Jones and Drew Dietrich provided an update on OEV activities including the approval by City and County Commissions for the consolidated MWSBE policy, which would take effect April 1, 2020, as well as OEV’s work to support magnetic technologies in our community. Members were invited to attend and share information about the February 29, 2020, launch event for the Electromagnetic Bitter Beer collaboration with Depp Brewing to support local STEM programs and celebrate the Magnetic Laboratory’s 25th anniversary.

- **CAC Retreat Review**
  Megan Doherty provided a progress update on suggestions and requests made at the February 12, 2020, retreat including agenda format modifications for the current meeting, project liaisons, and distributed a reference handout for CAC processes and Roberts Rules of Order. Project liaisons were encouraged to attend public meetings and community events related to the development of their specific Blueprint project and share their observations and suggestions with the CAC at meetings when the project is discussed. The Project liaisons would provide another “voice at the table,” in addition to Blueprint staff and project consultants, reporting on project progress and community feedback.

  Many members provided feedback or asked questions about the reference handout. Linda Vaughn inquired regarding the Florida Statue reference that authorized the Blueprint program. Susan Dawson stated that it was Chapter 163, governing Interlocal Agreements which were included in the CAC Orientation material and was available on the current Blueprint website. Elva Peppers suggested adding “Pursuant to Florida Statue 163” in the footer of the handout. Neil Fleckenstein suggested adding hyperlinks, for verbal learners, and redistribute electronically.

  Regarding future agenda items, Megan Doherty stated that staff would work to increase flexibility in the presentation of complex projected topics or items. Instead of “forcing the discussion” on project components through staff recommendations, to frame the items and discussions in a way that solicits options from CAC members and provides flexibility, beyond staff presentation, acceptance of a report, or approval of a recommendation that could be useful to the IA Board.
Neil Fleckenstein suggested site visits to support understanding of the more complex and technical project issues. Autumn Calder agreed and reiterated that the approach would be flexible and varied based on the topic and what would best inform the IA Board with their decision.

- **Project Liaison Updates**

  Autumn Calder shared the list of Project Liaisons based off of member participation at that Retreat. Staff would provide a list of available projects to the CAC for members who were unable to attend the retreat but wished to volunteer in a liaison capacity also.

  Elva Peppers provided a brief update on the preliminary design of the Debbie Lightsey Nature Park including data collection and location of park features.

  Neil Fleckenstein requested additional clarification on the liaison role. Megan Doherty stated that the goal of having CAC Project Liaisons was to provide further opportunity for greater member engagement with individual projects. It would also allow for a non-staff perspective during project updates and CAC member discussion that could be a valuable part of CAC discussions and decisions on behalf of the projects that moved forward to the IA Board.

- A copy of the presentation is on file at Blueprint Intergovernmental Agency.

V. **ADJOURN**

The meeting adjourned by consensus at 5:30 pm.
STATEMENT OF ISSUE:
This agenda item seeks Citizens Advisory Committee (CAC) acceptance of the status update on Blueprint Intergovernmental Agency (Blueprint) infrastructure projects. Attachment #1 includes a five-year project-phasing schedule that details active Blueprint 2000 and 2020 projects. Attachment #2 is a community engagement calendar for July 2020 and planned activities for August and September 2020.

FISCAL IMPACT:
This item does not have a fiscal impact.

CAC RECOMMENDED ACTION:
Option 1: Accept the June 2020 Status Update on Blueprint Infrastructure Projects.

SUPPLEMENTAL INFORMATION:
COVID-19 IMPACTS TO THE BLUEPRINT PROGRAM
Blueprint Infrastructure leadership continues to recognize the important role infrastructure projects play in the health of the local economy, the Blueprint Infrastructure team continues to work with our project consultants and agency partners to move active projects forward without significant impact to schedules. Blueprint is working to maintain all committed schedules and identify opportunities to move projects to the construction phase more rapidly through
innovative contracting methods such as Design-Build. This will provide more immediate work for Blueprint’s consultants and contractors, the majority of which are local businesses and employ Tallahassee-Leon County residents.

Staff is continuing to analyze all (Blueprint 2000 and 2020) project balances against project schedules to determine when funds will be needed based on anticipated phases and associated expenses. The Greenways, NE Gateway, NE Connector Corridor, Market District, Orange/Meridian Placemaking, Capital Cascade Trail, and Airport Gateway all continue to move forward without impact.

PROJECTS UNDER CONSTRUCTION OR RECENTLY COMPLETED

Capital Cascades Trail – Segment 3
Pond 3D-B Regional Stormwater Facility (RSF) - The City has awarded a construction contract to Allen’s Excavation for FAMU Way Phase 3, which includes the CCT Segment 3 RSF near Lake Bradford Road and the St. Marks Trailhead. Notice to Proceed for construction was issued for the FAMU Way Phase 3 elements of the project on August 19, 2019. Modeling for the RSF is being finalized for permitting. Once permitting is complete, the updated RSF plans will be provided to Allen’s Excavation for a final price, and the notice to proceed for the RSF and trailhead will be given upon acceptance of the final price.

PROJECTS UNDER DESIGN & RIGHT-OF-WAY ACQUISITION

Greenways and Bike Routes

At the May 26, 2020 IA Board meeting, an update on the implementation of the Greenways Master Plan (GWMP) and proposed prioritization process for the projects that have not been initiated was presented and accepted. The Blueprint Infrastructure team will present a prioritized list of the greenways projects against the criteria to the IA Board later this fall. Below is an update on two active greenways projects in the design phase.

- Design is underway for the Capital Circle Southwest Greenway, which includes Debbie Lightsey Nature Park, and is expected to be completed in 2021. This project will create 6.6 miles of greenways in the areas around the Capital Circle Southwest corridor and will develop a passive park around a 113-acre natural area, complete with bike and hiking trails, and birdwatching overlooks situated on the east side of Capital Circle Southwest, south of Jackson Bluff Road. Design and permitting is scheduled for completion in January 2021, and advertisement for construction will follow.

- The Lake Jackson and Lake Jackson South Greenways projects, combined into one project for implementation, are procured for design, with design expected to be finalized in early 2021. Once completed, this project will create a connection from Lake Jackson Mounds State Park to Lake Ella at Fred O. Drake Park in Midtown Tallahassee. The GWMP estimated cost for implementing these projects is $921,000.
Capital City Amphitheater Weatherization

At its February 13, 2018 meeting, the Leon County Commissioners approved a concept to reduce rainwater impacts on the Amphitheater stage. Leon County Tourism is the fiscal agent for this project. Blueprint is assisting Leon County Tourism with managing the design, construction, and inspection services for the Amphitheater canopy extension, which will mitigate the rainwater impacts. A contract for the fabrication and installation of the structural elements was executed on April 7, 2020. Construction for the canopy extension started on June 8, 2020 and is anticipated to be completed in July 2020. Construction is being coordinated with City Parks, Recreation and Neighborhood Affairs and Leon County Division of Tourism. The installation of a new house speaker system, which is included within Blueprint’s amphitheater project description, will follow completion of the canopy extension.

Magnolia Drive Multiuse Trail

This project extends from South Adams Street to Apalachee Parkway; it is divided into 6 phases, with Phase 1, from S. Meridian Street to Pontiac Drive and Phase 6, between Adams Street and Monroe Street, completed in 2017. Following completion of Phase 1, the IA Board requested Blueprint evaluate opportunities to add a buffer between the trail and roadway. This redesign of the trail was approved at the December 13, 2017 meeting. At this same meeting, the IA Board directed Blueprint to evaluate opportunities to underground electric utilities along this corridor in coordination with construction of the trail project. Based on direction from the IA Board at the March 1, 2018, meeting, the design of the Magnolia Drive Trail was updated to incorporate a landscaped buffer between the trail and roadway and underground electric utilities. At that same meeting, the IA Board approved an additional $2,476,700 to fund the redesign and underground electric utilities from Chowkeebin Nene and S. Monroe Street.

Design for two phases, Phase 1 Retrofit and Phase 4, have been completed and construction is planned for FY 2021. Phase 4, the segment from S. Monroe Street to S. Meridian Street is at 100% design for roadway improvements and conversion for electric lines, and is in permitting for the same. Phase 1, the segment from S. Meridian Street to Pontiac Drive, was previously completed in February 2017, and the IA Board approved a retrofit of this segment to add the landscaped buffer. The current cost is for construction of these two phases (Phase I Retrofit and Phase IV) from Pontiac Drive to Monroe Street including the cost of undergrounding utilities is $1,585,344 higher compared to project estimates provided to the IA Board in March 2018. As the design has progressed substantially since the last project update, project costs have become more refined from initial estimates. The project team has undertaken a value engineering exercise to identify opportunities to reduce the cost for the remaining phases of the project and coordinated with City and County partners to finalize and memorialize the ancillary utility upgrade cost sharing agreement. Staff still anticipates having procurement documents ready in summer 2020, for construction of Phase 4 and Phase 1 retrofit.

Regarding the remaining components of the Magnolia Drive Trail project, design work is 90% complete for Phase 2 (Pontiac Drive to Circle Drive) and Phase 3 (Circle Drive to Apalachee Parkway). Staff anticipates construction for these phases would follow the completion of Phase 4 and Phase 1. Additional funding beyond the proposed FY 2021 allocation will be required to
complete this project consistent with IA Board direction to underground utilities from Chowkeebin Nene to Monroe Street.

**Orange/Meridian Placemaking**
The permanent portions of the Orange/Meridian Placemaking Project include enclosing the East Ditch between Meridian Street and Monroe Street, revisions to the existing Leon County Stormwater facility, and creation of a public gathering space with trails and parking on the parcel at the southwest corner of Orange Avenue and Meridian Street. Halff, Inc. is providing design services that includes stormwater modeling, public involvement, park design, box-culvert design, and all permitting necessary for the project. Staff anticipates that the design will be completed in 18 months with the advertisement for construction in mid-2021. Due to COVID-19, the temporary placemaking improvements completed in 2019, are closed for use at this time.

**Capital Circle Southwest (Crawfordville Road to Orange Avenue)**
State funding for right-of-way acquisition and construction is included in the current FDOT Five-Year Work Program and presented below:

- **Springhill Road to Orange Avenue**
  - Right-of-Way: Acquisition underway through partnership with Blueprint
  - Construction: Funded in FY 2021, in the amount of $57,600,000

- **Crawfordville Road to Springhill Road**
  - Right-of-Way: Funded from FY 2018 - FY 2020 in the amount of $15,750,000
  - Construction: Funded in FY 2025, in the amount of $37,444,000

**Woodville Highway (Southside Gateway)**
Right-of-way acquisition is underway by FDOT and scheduled to continue through FY 2020. The Draft FY 2021 – 2025, FDOT Work Program does not identify funding for construction. The Capital Region Transportation Planning Agency Board requested FDOT coordinate with community members that have indicated concerns over the existing design.

**Market District Planning and Park Programming**
This project will create a new park along Maclay Boulevard and will improve pedestrian connectivity in and around the Market District. The first phase of the project, beginning this summer, will design and construct the central park space and adjacent pedestrian and safety improvements. The City of Tallahassee Underground Utilities and Public Infrastructure Department’s project in the Market District includes repurposing the existing stormwater ponds where the central park will be located, and beautification and transportation improvements on Maclay Boulevard and Maclay Commerce Drive. Their project began two years ago and continues in collaboration with Blueprint. This coordination will ensure these projects are seamless in both community engagement and implementation. The City awarded a contract to DPB and Associates for design and planning services for their project, which includes park planning services. Blueprint has issued a task order to DPB for the central park planning. Staff anticipates public outreach to begin in summer 2020, to support the development of a concept plan for the park space. Blueprint will procure the remaining project elements, including pedestrian
enhancements and connectivity and greenways, separately. Construction for the Park element is anticipated for summer of 2022.

Similar to Blueprint’s collaboration with industry thought leader 880 Cities for the 2018, ‘Public Spaces to Great Places’ Summit, the Knight Creative Communities Institute is facilitating a planning study for the Market Street area. This planning study is in partnership with the Center for Active Design (CfAD), a nonprofit organization that promotes architecture and urban planning solutions to improve public health. The study will focus on improving safety and connections between Market District businesses, as well as strategies for continuing to market the area as a destination district in Tallahassee-Leon County. The CfAD team was scheduled to meet in Tallahassee May 6-7 to lead a series of workshops and presentations, but has been delayed until fall 2020, due to COVID-19. A final report from CfAD with recommendations can be expected 3 to 6 months after facilitating the meeting.

**NE Connector Corridor – Bannerman Road**

The contract for planning and design services has been awarded to RS&H. The services include the update to the Leon County 2012, Bannerman Road Corridor Plan, a feasibility study of widening Bannerman Road from Tekesta Drive to Meridian Road, and design and permitting. Staff anticipates the feasibility study will be complete in summer 2020 with presentation to the IA Board in fall 2020 whereby the IA Board may consider and direct staff as to additional road widening from Tekesta to Meridian. Design and right of way acquisition are planned for completion in 2023, at which time the project will be advertised for construction pending IA Board approval for bond issuance in FY 2022, to support right of way acquisition and construction services.

**Cascades Trail Segment 3 Amenities**

At the February 29, 2016 meeting, the IA Board approved the Capital Cascades Trail Segment 3 Project (CCT3) Concept Plan from Pinellas St. to the CDD as well as implementation coordination with the City’s FAMU Way project. The concept plan included:

- A new Segment 3D-B Regional Stormwater Facility (RSF) at the western end of the Capital Cascades Trail Segment 3
- The alignment of the multi-use trail along FAMU Way
- A trail loop with amenities around Coal Chute Pond
- A skateable public art feature alongside Coal Chute Pond

On September 12, 2016, the Board approved a project budget of $20.5M for design, construction, and right-of-way acquisition for the pond, the multi-use trail, and the underground box culverts from Pinellas Street to the CDD along Lake Bradford Road. The following are updates on key project components.

- Coal Chute Pond: Blueprint has finalized the design and submitted for a permit for the enhanced amenities along FAMU Way, including the Coal Chute Pond area. Staff anticipates advertising for construction in the late summer 2020. The amenities in this area were refined through a public involvement process conducted in spring 2019, with
Florida A&M University, Florida State University, and surrounding neighborhoods and businesses whereby over 300 citizens submitted their amenities preferences. Additionally, in fall 2018, the 880 Cities, Public Spaces to Great Places week of activities included a citizen idea session on the Coal Chute Pond space.

- Restroom: The new restroom facility at the FAMU Way playground is in final design and construction is expected to begin in the summer 2020. The restroom includes a “green” roof, two family style restrooms, a cistern to capture rainwater, and water fountain. Attachment #5 is the concept plan of the restroom and Coal Chute Pond enhancements with amenity details.

- Skateable Art: TEAM Pain Inc. was selected by the evaluation committee as the design-build team for the Skateable Art amenity. The contract is currently in development and will be presented to the Intergovernmental Management Committee (IMC) for final approval pursuant to the Blueprint Procurement Policy. After IMC approval and upon notice to proceed, the project will take approximately 12 months to design and construct, with the grand opening anticipated for summer 2021. A robust public outreach program with the local skate community will be implemented to prepare a design for IA Board approval that best represents local culture and facilitates a superb recreational experience.

- History and Culture Trail (HCT): Following the conclusion of the RFQ procurement process, Wood + Partners, Inc. (WPI) was selected for the planning and design phase of this project. Blueprint will work with WPI and members of the History and Culture Trail Working Group to develop and refine thematic concepts, identify new opportunities along the trail, and identify locations for interpretive signage and artistic installations. At the February 28, 2019, meeting, the IA Board approved the concept of honoring Dr. Charles U. Smith through the HCT project. The project design scope will include this concept. Staff anticipate advertisement of the construction in spring 2021.

- KCCI Red Hills Rhythm: Consistent with the goal of the History and Culture Trail to provide historical and cultural amenities along Cascades Trail Segment 3, the HCT Project Budget identifies $30,000 for funding the KCCI Red Hills Rhythm project. Within the confines of the budget, the KCCI project will enhance the Coal Chute Pond area by adding musical instruments to complement Blueprint programmed spaces at the site. Blueprint staff and the KCCI team are working with City of Tallahassee representatives on this component of the HCT.

PROJECTS IN PLANNING OR PRELIMINARY DESIGN

Airport Gateway
The Airport Gateway project is broken down into three phases. Phase one includes the proposed improvements to Springhill Road, the new roadway through FSU property, Stuckey Avenue, improvements at the intersection of Orange Avenue and the new roadway (Segment B) and enhancements to the communities along the corridor. Phase two includes improvements along
North Lake Bradford Road and phase three consists of enhancements to South Lake Bradford Road and improvements at the intersection of Orange Avenue and South Lake Bradford Road.

Blueprint solicited for the pre-engineering and design services for the Airport Gateway project in May 2020 with the opportunity to submit a proposal ending on July 7, 2020. Project planning is estimated to be completed in early fall 2021. Phase one design will be completed in 2022 with construction to be completed by the end of 2023. Key updates and decision points will be brought to the IA Board for direction.

In addition, staff has coordinated with the Airport Engineer for a joint use stormwater pond with the Tallahassee International Airport and FDOT that will meet Blueprint’s requirements for Springhill Road improvements, as well as serve FDOT’s Capital Circle widening project and potential future Airport needs. The joint use pond discussion with FDOT is being led by the Tallahassee Airport Engineer and any agreement for a joint use pond is expected to occur after FDOT and the Tallahassee International Airport finalize Capital Circle Southwest right-of-way negotiations.

Northeast Gateway (Welaunee Boulevard)
A detailed project update is provided to the CAC in Agenda Item #3. The Project Development and Environment (PD&E) study for the Northeast Gateway began in November 2018. The tentative project schedule includes completion of the PD&E study in fall 2020 with final design and permitting completion in 2022 and construction completed by 2025. At opening year, this road will provide regional benefits on Centerville Road, Mahan Drive, Miccosukee Road, and Thomasville Road. It will also provide benefits to local roads such as Olson Road, Killarney Way, Kerry Forest Parkway, Shamrock Street, and Raymond Diehl Road. These findings were presented to the IA Board on December 12, 2019, and on January 30, 2020. At the January meeting, the IA Board significantly amended the project to extend Welaunee Boulevard to the vicinity of Roberts Road and to include the Shamrock Extension. Blueprint has updated the project schedule to reflect the IA Board direction and negotiated a Supplemental Agreement for the expanded scope of work with the project consultant, Kimley-Horn. The project team continues to coordinate with key parties based on the amended project description and plans for additional public engagement on the proposed final roadway location immediately following the July 9 IA Board meeting and throughout the fall and winter as the PD&E phase comes to a close in early 2021.

Capital Cascades Trail Segment 4
The Capital Cascades Trail (CCT) Segment 4 is the final project in the Capital Cascades Trail, as well as the final Blueprint 2000 project. Segment 4 will continue the trail and stormwater elements of the CCT south along the Central Drainage Ditch with the goal of providing significant stormwater treatment and flood control improvements south of Orange Avenue, downstream of the Saint Augustine Branch. This project will also provide greenway linkages to both commercial and residential areas and amenities and multimodal options for southside areas. Blueprint is developing the procurement documents for the professional services in consultation with the City and County stormwater teams. Advertising for planning and design services for the project will occur this summer with construction expected to begin in 2022.
Monroe-Adams Placemaking
Consistent with IA Board direction provided at the April 15, 2020 meeting, this project will be initiated in FY 2021. Implementation of this project was delayed from FY 2020 to provide funding for key community assistance during the COVID-19 pandemic. The IA Board directed $500,000 in funding from this project, which had not yet been initiated, to be reallocated to the Office of Economic Vitality to support the Local Emergency Assistance for Non-profits (LEAN) grant for Tallahassee-Leon County non-profits. In FY 2021, it is anticipated funded activities will include preliminary engineering, design services, and construction for one of the five cross-streets connecting Monroe Street and Adams Street consistent with improvements identified in the Monroe-Adams Placemaking plan. It is anticipated this project will move forward as a design-build to accelerate project implementation. Additionally, approximately $84,000 has been committed to a leveraging opportunity with FDOT to be coordinated with its resurfacing project. Blueprint worked with the Florida Department of Transportation (FDOT), City, and CRTPA to engage in a cost-sharing opportunity to improve the pedestrian crosswalks on South Monroe consistent with the goals of this placemaking project. A Locally Funded Agreement with the FDOT for the crosswalk improvements has been fully executed. The resurfacing and enhanced sidewalks are funded for construction in FY2021 and expected to begin in the first quarter of calendar year 2021.

Alternative Sewer Solutions Study
Consistent with IA Board direction at the June 13, 2017 meeting, Leon County is managing the first phase of this project: the Comprehensive Wastewater Treatment Facilities Plan (CWTFP). The consultant, Jim Stidham and Associates, is leading the CWTFP, including the public input opportunities. The first round of public meetings are planned for May 2020 regarding Tasks 1 through 3 which relate to the nitrogen reduction performance for alternative treatment systems and the factors influencing selection of treatment technology. However, they may be delayed due to the COVID-19 pandemic. The project began in November 2019 and will be completed in mid-2021, at which a draft report will be brought to the IA Board for review and direction.

UPDATES ON NON-PROJECT SPECIFIC ITEMS
Leveraging Opportunities on the North Monroe Street Corridor
Blueprint staff has been collaborating with FDOT on improvements to the North Monroe corridor consistent with the goals of the Blueprint 2020 North Monroe Gateway project.

The current FDOT FY 2020 – 2024 Work Program includes $520,000 in funding for the design of a sidewalk on the west side of North Monroe from John Knox to Lakeshore Drive. As part of FDOT’s requirement to spend 1.5% of construction funds on landscaping of public right-of-way, Blueprint staff proposed to FDOT to add a landscape project to the anticipated sidewalk project along US 27 from I-10 to John Knox Road. FDOT agreed that this project is worthy of consideration, however, maintenance would be the responsibility of City of Tallahassee following the vegetation establishment period. The City is supporting this effort, agreeing to maintain the landscape provided there is reimbursement from FDOT for a portion of the maintenance costs. Consistent with the goals of the Blueprint 2020 North Monroe Gateway project, the Blueprint request to FDOT includes enhanced landscaping behind the sidewalk and in the medians. In
order to facilitate placing large impact landscaping (trees) in the medians along N. Monroe Street, curbs around the medians and drainage structures will need to be funded by Blueprint before the proposed FDOT landscaping project can be realized. The cost to Blueprint is estimated to be $400,000 and the leveraged amount from FDOT, based on the cost of vegetation and irrigation, is $650,000. Blueprint will complete the budgetary analysis and present the final leveraging opportunity to the IA Board at a future meeting.

FDOT has also identified funding for a lighting retrofit project along N. Monroe Street, from Thomasville Road to Fred George Road. Blueprint, along with the City Electric Utilities Department, are coordinating with FDOT on the opportunity to upgrade the fixtures to a style similar to the Gaines Street light fixtures and consistent with the goals of the Blueprint 2020 Midtown Placemaking project, which extends from the Thomasville Road intersection north to Tharpe Street. Staff is currently evaluating the cost, budget impacts, and leveraging amount from FDOT and will present those findings to the IA Board at a future meeting.

**SUMMARY OF PUBLIC ENGAGEMENT**

Calendars displaying scheduled July 2020 community engagement activities, as well as planned activities for August and September 2020, are included as Attachment #2. Some community engagement activities have canceled or postponed due to the COVID-19 limitation on public gatherings. However, staff is developing alternatives to the traditional public meeting and providing information through digital platforms.

Blueprint Project Managers and our consultant partners are working with the Blueprint Public Information Officer to develop strategies and courses of action to facilitate the continual involvement of our community citizens in the Blueprint project development process. Due to the COVID-19 pandemic, many projects continue to move to digital platforms and mail out postcard communication with feedback opportunities embedded in those communication platforms. The goal is to maintain the public involvement commitment without adversely affecting the overall project schedule.

**CAC OPTIONS:**

Option 1: Accept the June 2020 Status Update on Blueprint Infrastructure Projects.

Option 2: Other TCC direction.

**CAC RECOMMENDED ACTION:**

Option 1: Accept the June 2020 Status Update on Blueprint Infrastructure Projects.

**Attachments:**

1. Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines
2. Blueprint Community Engagement Calendar for June 2020 to September 2020
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## Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines

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<td>Magnolia Drive²</td>
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<td></td>
<td>Alternative Sewer Solutions Study (Phase 1)</td>
<td>Comprehensive Wastewater Treatment Facilities Plan</td>
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<td>Bike/Greenways Implementation Plan</td>
<td>Prioritization/Planning</td>
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<td>Debbie Lightsey Nature Park &amp; Capital Cir Southwest Greenway</td>
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<td>orange Avenue (FDOT Project)</td>
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<td>Market District Park Element</td>
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<tr>
<td>1. Amenities may include those around Coal Chute pond, Skate Feature and, History and Culture Trail. The proposed trailhead will be constructed as part of Pond 3D-B.</td>
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<td>2. Projects being managed and administered by Leon County with Blueprint support</td>
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## June 2020 Calendar

### OEV Events

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<th>Time</th>
<th>Event Description</th>
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<tr>
<td>Jun 1</td>
<td>11:00am</td>
<td>OEV Innovation Park Meeting - Cristina L. Paredes</td>
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<td>11:00am</td>
<td>Tallahassee-Leon County Stakeholder Meeting</td>
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<td></td>
<td>11:00am</td>
<td>Updated invitation: Tallahassee-Leon</td>
</tr>
<tr>
<td></td>
<td>6:00pm</td>
<td>Joint City County Bicycle Working Group Meetings (Renaissance Center, 435 N. Macomb)</td>
</tr>
<tr>
<td></td>
<td>8:00am</td>
<td>CAC Meeting (Grand)</td>
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<tr>
<td></td>
<td>11:30am</td>
<td>CCSW/DLNP Virtual Community Engagement - Susan Emmanuel</td>
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<td>3:30pm</td>
<td>BPIA CAC Meeting (Grand)</td>
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### Blueprint Events

<table>
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<th>Event Description</th>
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<td>11:00am</td>
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<td>11:00am</td>
<td>Updated invitation: Tallahassee-Leon</td>
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### Non-OEV/Blueprint Events

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* Subject to change
## July 2020

### OEV Events

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<tr>
<td>Jun 29</td>
<td>11:00am Updated invitation: Tallahassee-Leon County Stakeholder Meeting @ Weekly from 11am to 12pm</td>
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<tr>
<td>Jul 1</td>
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<td>6:00pm Joint City County Bicycle Working Group Meetings (Renaissance Center, 435 N. Macomb)</td>
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<td>27</td>
<td>11:00am Updated invitation: Tallahassee-Leon County Stakeholder Meeting @ Weekly from 11am to 12pm</td>
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### Blueprint Events

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<th>Date</th>
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<tr>
<td>Jul 1</td>
<td>10:00am BPIA Budget Workshop (City Commission)</td>
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<tr>
<td>11</td>
<td>3:00pm Blueprint IA Board of Directors Meeting (City)</td>
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### Non-OEV/Blueprint Events

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<tr>
<td>9</td>
<td>1:00pm BPIA Budget Workshop (City Commission)</td>
</tr>
<tr>
<td>11</td>
<td>3:00pm Blueprint IA Board of Directors Meeting (City)</td>
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<tr>
<td>15</td>
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<td>23</td>
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* Subject to change
### August 2020

#### OEV Events

#### Blueprint Events

#### Non-OEV/Blueprint Events

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<th>MONDAY</th>
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<th>WEDNESDAY</th>
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<th>FRIDAY</th>
<th>SATURDAY</th>
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<td>31</td>
<td>Sep 1</td>
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<td>4</td>
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- **6:00pm Joint City County Bicycle Working Group Meetings**
- **11:00am Updated invitation: Tallahassee-Leon County Stakeholder**
- **11:00am Updated invitation: Tallahassee-Leon County Stakeholder**
- **9:00am Northeast Gateway: Welaunee Blvd PD&E - Community Engagement (Online and In Person (meeting location TBD)) - Susan 5:00pm**
- **1:00pm BPIA TCC Meeting (Grand Conference Room) - Autumn Calder**

* Subject to change

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**Blueprint Community Engagement Calendar**

* 6/15/2020 4:10 PM
## September 2020

### OEV Events

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### Blueprint Events

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<td>Sep 3</td>
<td>4:30pm BPIA CAC Meeting (Grand Conference Room) - Autumn Calder</td>
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<td>4:30pm BPIA CAC Meeting (Grand Conference Room) - Autumn Calder</td>
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<td>Sep 5</td>
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### October 2020

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Recommendation of Acceptance of a Status Update on the Northeast Gateway: Welaunee Boulevard Project

Consent

Vincent S. Long, Leon County Administrator
Reese Goad, City of Tallahassee Manager

Benjamin H. Pingree, Director, Department of PLACE
Autumn Calder, Director, Blueprint Infrastructure Program

STATEMENT OF ISSUE:
This agenda item seeks a recommendation of acceptance by the Citizens Advisory Committee’s (CAC) to the Blueprint Intergovernmental Agency Board of Directors for a status update on the Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (NE Gateway) project, which was amended on January 30, 2020 to extend the Welaunee Boulevard improvements to Roberts Road. The NE Gateway project is in the Project Development and Environment (PD&E) study phase, which is the phase prior to design and culminates in the approval of the preliminary roadway cross sections and roadway alignment, including right-of-way needs for the project.

FISCAL IMPACT:
This item does not have a fiscal impact.

CAC OPTIONS:
Option 1: Recommend that the Blueprint Intergovernmental Agency Board of Directors status update for the Blueprint 2020 NE Gateway project.
Option 2: CAC Direction.

CAC RECOMMENDED ACTION
Option 1: Recommend that the Blueprint Intergovernmental Agency Board of Directors status update for the Blueprint 2020 NE Gateway project.
State of Issue:

This agenda item requests the Blueprint Intergovernmental Agency Board of Directors (IA Board) acceptance of a status update on the Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (NE Gateway) project, which was amended on January 30, 2020 to extend the Welaunee Boulevard improvements to Roberts Road, the project description is included as Attachment #1. The NE Gateway project is in the Project Development and Environment (PD&E) study phase, which is the phase prior to design and culminates in the approval of the preliminary roadway cross sections and roadway alignment, including right-of-way needs for the project. The PD&E phase began in late 2018 and is anticipated to conclude in early 2021. The PD&E phase includes many levels of analysis including environmental, cultural, historical, social (such as neighborhood), roadway and stormwater design analyses, and traffic modeling for future traffic and operational analyses such as speed limits and intersection treatments. These studies are ongoing as well as stakeholder meetings, virtual public engagement activities, and a survey scheduled for late summer 2020. The Draft PD&E study containing the completed analyses and recommended roadway improvements, including a summary of public feedback, will be presented to the IA Board at the December 10, 2020 meeting. Following the December IA Board meeting, a Public Hearing will be scheduled for presentation of the Draft PD&E study. The Final Draft PD&E study, including public feedback from the Public Hearing, will be presented to the IA Board for approval in early 2021. The design will commence upon completion of the PD&E and be completed in 2022 with construction beginning in late 2022.
FISCAL IMPACT:
This agenda item does not have a fiscal impact.

RECOMMENDED ACTION:
Option #1: Accept the status update for the Blueprint 2020 NE Gateway project.

SUPPLEMENTAL INFORMATION:
The NE Gateway project was identified by the IA Board as a top priority and funded in advance of the receipt of the 2020 sales tax revenue. Since FY 2017, approximately $5M has been allocated to the project. The first step of the project is a PD&E Study, and the first phase of the PD&E is the traffic modeling analysis, which was completed in December 2019. Based on the traffic modeling, the project description was amended on January 30, 2020 to extend the Welaunee Boulevard improvements to Roberts Road, the project description is included as Attachment #1. The PD&E Study is ongoing, and this agenda item provides a status update on the engineering studies, public involvement and project process.

The PD&E Study began in November 2018 and includes analysis of traffic, environment, and social/economic impacts of the major transportation improvement. The PD&E is anticipated for completion in early 2021. The NE Gateway project was amended on January 30, 2020 to extend the Welaunee Boulevard improvements to Roberts Road. Since the January IA Board meeting, Blueprint has initiated the traffic operational, environmental, and social impacts studies, all critical components of the PD&E Study. The project team has also continued to conduct public outreach including coordinating with interested parties such as Buckhead neighborhood representatives and Leon County School Board staff. A public meeting was held on February 10, 2020 to discuss the results of the supplemental noise analysis, provided as Attachment #2 to this agenda item.

The project is the extension Welaunee Boulevard to Roberts Road and the Shamrock extension to Welaunee Boulevard. The stated purpose of the NE Gateway project is to:

1. Improve regional mobility and enhance connectivity for motorized and non-motorized users.
2. Reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties.

Moreover, the project is needed to provide an alternative route for existing users of Centerville and Miccosukee Roads (two scenic roadways that are locally protected and designated as Canopy Roads), to help accommodate future growth within the Urban Services Area, and alleviate congestion on existing roadway networks within northeast Tallahassee, such as US 319 (Thomasville Road) and US 90 (Mahan Drive). Ongoing and proposed development of the 7,000-acre Welaunee Critical Area Plan, which is nearly entirely located between Centerville and Miccosukee Roads, will result in increased congestion on these two Canopy Roadways, should a new transportation facility not be developed. See Attachment #1 for the NE Gateway project description and map, the map is provided in the figure on the following page as well.
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) PROCESS AND STATUS

Consistent with IA Board direction at the September 2016 meeting, the PD&E Study kicked off in November 2018. The PD&E Study is a blending of engineering, environmental assessments and public involvement activities. Data collection involves researching and documenting items such as roadway characteristics, traffic data, land use designations, drainage patterns and natural physical and social environmental conditions. During the Study, the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic and environmental effects are determined. The NE Gateway project continues on schedule with the planned PD&E activities using a specific PD&E process known as the State Environmental Impact Report (SEIR). This process is expected to conclude in spring 2021 following the IA Board direction to submit the PD&E report to FDOT for approval. The SEIR is a report, which when completed in spring 2021, will completely and concisely describe anticipated environmental impacts, coordination and consultation with resource agencies, public involvement, engineering analysis, permit status, commitments and resulting decisions.
associated with the NE Gateway project. The SEIR report contains the following analyses, which are currently underway.

**Natural Environment Analysis**

The environmental efforts continue to focus on high-level, desktop analyses and coordination for the area north of I-10 as the engineering team continues refinement of the roadway and structures components and the drainage team begins their efforts. Desktop and field efforts south of I-10, within the City’s Planned Unit Development (PUD) are largely complete and built upon previous efforts completed in support of the preparation of the City’s PUD. Upcoming near-term efforts include the environmental team beginning the field efforts for the portions of the project north of I-10. These efforts will focus on a review of natural wildlife and habitat, looking for the presence of threatened and endangered species, as well as wetland systems. The findings of the efforts, for the areas both south and north of I-10, will be documented in the Natural Resources Evaluation (NRE).

As the PD&E study continues towards completion, a roadway noise study will be completed for the remainder of the corridor. Data collection has been completed to support this effort, with the exception of data collection at the northern limits of the project, near Roberts Road. This evaluation will consider both roadway and construction noise for receptors proximate to the proposed project corridor. The evaluation will consider existing noise conditions and future, modeled noise conditions. Should there be noise impacts identified through the analyses, considering Federal Noise Criteria, the project team will determine whether there are reasonable and feasible mitigation measures that may warrant implementation as a part of this project.

At the request of the Buckhead Homeowners Association, Blueprint commissioned an auxiliary noise study to analyze the extent of potential noise generated by a new interchange, as discussed in the previous section and included as Attachment #2. This planning level traffic noise study was initiated as an additional effort to the PD&E study. The analysis included a comparison of the magnitude of potential highway traffic noise impacts from four potential Welaunee Boulevard interchange alternatives, diamond, split cloverleaf, folded diamond east and folded diamond west along with a future no-build alternative. 28 receptors were placed in the Buckhead neighborhood. The study determined that regardless of the interchange configurations analyzed, the interchange traffic is anticipated to have little to no effect on noise levels at the receptor locations as the primary noise generator appears to be through-traffic on I-10. However, this is not the final analysis that will be conducted regarding traffic noise for a potential Welaunee Boulevard interchange. An Interchange Justification Report will need to be prepared for approval by FHWA and a PD&E study will be initiated (most likely by FDOT) to analyze the location and potential impacts from the interchange. As part of that PD&E study, an official Noise Study Report will be completed to document potential impacted noise receptors.

**Traffic Analysis**

The corridor-level traffic analysis study, a critical first step in the PD&E process, was completed in December 2019. This study used the regional transportation model focusing on a very large interconnected transportation network encompassing the entire Capital Region, and with this effort focused more specifically on all the roads in the northeast quadrant of Leon County. The
traffic modeling for this PD&E Study provided the traffic projections for the following years 2025, 2035 and 2045 based on four roadway options. Those options were Welaunee Boulevard with the Roberts Road and Shamrock Street connections, Welaunee Boulevard with only the Shamrock Street connections, Welaunee Boulevard with only the Roberts connection, and the No-Build option. The analysis showed that the best balance of the future transportation needs was Welaunee Boulevard with the Roberts Road and Shamrock Street connections.

The more detailed traffic operational analyses for intersections along and adjacent to this project is now underway. Traffic operational analyses are complimentary to the corridor analyses previously completed and further assist in forming the basis for the development of roadway cross-sections and intersection design. This step includes looking at intersection locations, types, and configurations, including traffic controls. For example, intersection types such as roundabouts, four-way, or “T” configurations are evaluated against safety, traffic flow, and impacts to surrounding properties. As the analysis is completed, only options that can be configured and operated in a fashion that meets the purpose and need of the project move forward.

Consistent with the IA Board direction, to extend the improvements to Roberts Road, the traffic operations analyses include a detailed intersection evaluation of the northern terminus for Welaunee Boulevard in the vicinity of Roberts Road. To achieve the transportation benefits of the project, a configuration to achieve the safe and efficient convergence of Welaunee Boulevard, Centerville Road, Roberts Road, and Bradfordville Road is necessary. Typical intersections contain three or four road approaches; terminating Welaunee Boulevard to connect at Roberts Road would require five. While not infeasible, a five-legged intersection is not optimal. Five legged intersections are challenging for the users--vehicular, pedestrian and bicyclist--to navigate and can require a significant amount of right of way. Also, to bring Welaunee Boulevard up to the existing intersection of Centerville Road/Bradfordville/Roberts Road, a conservation easement would likely be impacted. As a result, the project team has been investigating the specific details of this northern intersection and route. Figure 2 shows the aerial with the road overlay.
Challenges

A five-legged intersection at the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard convergence presents challenges. Operationally it is difficult with traditional intersection design to accommodate a five-legged intersection and provide for driver expectancy. Given the intersection is currently signalized, a future signal would need to be designed to accommodate the movements from five different legs and may require limitations of movement from an approach leg to a departure leg, as is the case with five-points in Midtown where 7th, Meridian and Thomasville all intersect, and require the signal timing to be “split phase” and movements to be restricted, which as traffic grows in the future will result in operational inefficiencies and increased levels of delay for the motorist. Split phase signal timing
is where each approach navigates the intersection one at a time, no overlapping of through or left-turn movements. In summary, signalized intersections for five-legged operations typically have elevated delay, inefficiencies, require movements to be limited, and don’t meet driver expectations. A signalized intersection could be a solution to the five-legged option, while a roundabout would require realignment of approach legs, such as Bradfordville, Centerville and Roberts to come into the roundabout at the right location and at an acceptable design angle.

At this intersection, a historic African American church and cemetery reside to the north, large tract landowners to the east, a conservation easement to the south, and single-family home sites to the west. The approximate footprint of the right of way needed for the five-legged signalized intersection is approximately 5 acres and for the roundabout could be as much as 10 acres. There are also existing drainage challenges at this intersection, such as the merging of significant drainage-ways that would need to be addressed within this additional right-of-way need.

The project team is currently analyzing the route for tying Welaunee Boulevard into Roberts Road. One option is to bring Welaunee Boulevard through a conservation easement that runs between Roberts Elementary and Montford Middle School and a 96 acre residential parcel with a single family home on it. The conservation easement is a component of a 1999 Settlement Agreement. The Settlement Agreement names the Centerville Rural Community Association, Inc. (CeRCA) for the maintenance of the conservation. The City of Tallahassee and the Leon County School Board are the respondents/parties to the Settlement Agreement which resolved matters then pending before the Tallahassee – Leon County Planning Commission concerning a challenge to a planned unit development, or PUD, zoning and final site plan approval. The intent of the Settlement Agreement, in part, is to preserve the conservation easement in perpetuity as a managed natural area and open space. However, the Settlement Agreement clearly states that the City of Tallahassee has not waived any right to acquire property located within the conservation easement for “utility and/or public transportation purposes by the exercise of its power of eminent domain”. The Settlement Agreement is included as Attachment #3.

The IA Board could exercise its eminent domain powers. Such action by the IA Board would require the commencement of eminent domain proceedings in the Circuit Court that would delay the project and expose the Agency to attorney’s fees and costs which the Agency would be required to pay under the eminent domain statutes. The City of Tallahassee may also expose itself to potential litigation as a party to the Settlement Agreement by taking action contrary to the Agreement while acting as the IA Board. Further, delays due to litigation concerning the conservation easement may impact the planned construction timeline and other critical project milestones such as the State Infrastructure Bank loan.

The 96 acre residential parcel adjacent to the Leon County Schools property to the east is owned by a family who resides on the property. The Blueprint project team has met with the family and updated them on the project progress throughout the winter and spring. Depending on the location, the final roadway right of way could require the family to sell at least a portion of the northwest corner of their property. In addition to the need for a portion of their property, the family has expressed concerns with noise impacts and the added risk for trespassers/poachers to enter their property and have requested fencing and dense landscaping to discourage trespassing and minimize noise.
Solutions

The Blueprint project team is working on innovative operational design solutions for this intersection that are in keeping with the project description and still meet the project purpose to improve regional mobility and enhance connectivity for motorized and non-motorized users as well as reduce transportation pressures on surrounding roadways resulting from development on adjacent properties. The traffic modeling will be continually updated as operational design solutions are evaluated to ensure that there is no substantial variation from the traffic modeling results that were presented at public meetings and to the IA Board on December 12, 2019. For example, any future operational design options presented to the IA Board would ensure that the vehicle trips and circulation on arterial facilities in the immediate project area, such as in Killearn Estates, is consistent with the December 12, 2019 modeling results.

Through the PD&E process, a systematic tool used by engineers, and others responsible for evaluating options and opportunities, is a strengths, weaknesses, opportunities, and threats (SWOT) analysis. This process will be used to help determine the recommendation for the most advantageous operational option(s) that are logical and feasible to be implemented with IA Board direction throughout the project limits. A SWOT analysis is a simple way to evaluate strengths (what the option does well), weaknesses (what the option does not do so well), opportunities (what other opportunities are created due to a particular option considered), and threats (what harm could a particular option create) to help with the decision making process. It is during this process that each option will be evaluated against the project purpose and need along with other important engineering judgement decisions. It is important to note that ‘weaknesses’ are items that are difficult to overcome with design innovation, while ‘threats’ are items that can be overcome with design solutions. The overall process is used to identify these objective details so the team is aware of them moving forward and can address them, if necessary, through the design refinement process. The SWOT analysis for the NE Gateway will be included in the Draft PD&E study presented to IA Board in the December 10, 2020 meeting.

Drainage Analyses and Bridge Hydraulics

The floodway and floodplain efforts are more of an engineering task associated with the pond siting and drainage work, which is just now beginning in earnest for the areas both south and north of I-10. South of I-10 these efforts will build upon and consider the stormwater facilities master plan developed in support of the City’s PUD. North of I-10 the effort will begin by considering existing topography, existing floodways and drainage courses, soil characteristics, and the drainage needs associated with the corridors impervious area. This drainage work will also consider floodplain impacts and the need for compensating volumes in the project’s stormwater ponds. These efforts will be summarized in the project’s Pond Siting Report (PSR). The hydraulic design needs for crossing floodways are also beginning and will be the basis for designing structures to cross these floodways. The findings of these efforts are summarized in the Bridge Hydraulics Report (BHR).

Socio-Cultural and Historical Analyses

The socio-cultural analyses, agency coordination, desktop analyses, and field efforts have been completed for the portion of Welaunee Boulevard south of I-10 building upon and refining
previous socio-cultural analyses complete on the City’s PUD. North of I-10 desktop analyses regarding the socio-cultural features have been completed to understand the published available history of the area. Field efforts will begin later this month to complete the more detailed evaluation of the project area north of I-10. Much of this area has not previously been surveyed or documented and the project team will be reviewing and documenting the findings. These reviews look for historical and prehistoric artifacts, as well as human remains and grave sites that may be part of a cemetery or burial site. In addition to these reviews and field efforts, coordination with other local archaeologist has been ongoing in an effort to share information regarding known and anticipated social and cultural features in the area. The findings of these efforts will be summarized in the Cultural Resources Assessment Report (CRAS).

PD&E Status Summary

As described above, the PD&E phase includes many levels of analysis including environmental, cultural, historical, social (such as neighborhood), roadway and stormwater design analyses, and traffic modeling for future traffic and operational analyses such as speed limits and intersection treatments. As challenges arise, engineering solutions are continuously developed and analyzed by the project team. The SWOT analysis is a tool that helps guide the process for a recommendation of the most advantageous operational option(s) that are logical and feasible to be implemented with IA Board direction. The SWOT analysis and the other technical analyses noted above for the NE Gateway will be included in the Draft PD&E study presented to IA Board in the December 10, 2020 meeting.

WELAUNEE BOULEVARD WITHIN THE CANOPY DEVELOPMENT DISTRICT

The segment of the Blueprint NE Gateway project from Fleishman Road to the beginning of the City of Tallahassee PUD is within the Canopy Community Development District (CDD). An Interlocal Agreement between the City of Tallahassee (City), Blueprint and the CDD (Interlocal) is in place to provide for construction of Welaunee Boulevard with reimbursement from the City and then Blueprint to the City, as described further below. At the May 29, 2020 meeting of the CDD, the CDD Board approved the award for the construction of Welaunee Boulevard from Education Way to Dempsey Mayo Road to Sandco Inc. (this segment is also referred to as Segment 3A). The bid amount was $4,782,201.50 and includes $155,732 for the turn lanes into Holy Comforter School and $390,650 for utility construction. Sandco identified within their bid MWBE subcontractors participation of approximately 14% minority and 11% female. This exceeds the stipulated 14% minority and 9% female. The schedule provided by Sandco as part of their bid has a start date of June 15, 2020 and completion occurring November 25, 2020. Per the CDD, all permits are in place for the project.

As part of the Interlocal, the City will reimburse the CDD the cost of construction for this portion of the roadway not to exceed $3,090,620.65 including the turn lanes but excluding utilities. The bid less the utilities is $4,391,551.50, or $1,300,930.85 above the maximum reimbursement amount. Reimbursement by the City is to occur upon completion of construction. Blueprint is to repay the City up to the $3,090,620.65 based on a schedule included in the Interlocal. The schedule proposed reimbursement of $587,708 in FY2020, $887,708 in FY 2021 and the balance in FY2022. There are additional phases of Welaunee included in the Interlocal that are not part of this bid and will require a future bid.
PUBLIC ENGAGEMENT ACTIVITY

The Blueprint project implementation process includes consistent and extensive public engagement. The public engagement for the NE Gateway project began with a kickoff meeting on March 11, 2019 where more than 250 community members attended. Since that initial public outreach, efforts have continued with events at over 15 local community gatherings or public meetings, over 20 stakeholder meetings, and one door to door along Pemberton Road. The project team has received more than 250 comments to date.

The Buckhead Homeowners Association (Buckhead HOA), located north of I-10 at Centerville Road, proposed a, “Proposed Alternative Alignment Study for NE Gateway: Welaunee Blvd Project Development and Environment Study” for Blueprint consideration. The project team thoroughly reviewed the proposal and provided a response. The Buckhead HOA provided a follow-up response. The proposal and both responses are included as Attachment #4. In summary, the Buckhead HOA proposal includes a roadway alignment shift to the east, primarily in the area north of the I-10 crossing. This shift creates constructability issues (construction in a steep grade requiring significant structural walls and large amounts of fill), increased aesthetic (walls and fill would “scar” the natural landscape) and environmental impacts (greater impacts to the natural drainage flow-way and land disturbance due to impacts to slope), and an overall roadway length increase to the project. Together these impacts are estimated to increase the project cost by over $3 million. After the detailed review, the project team found that the proposal presents challenges that could be avoided with a less impactful alignment. However, the coordination continues with the Buckhead HOA to analyze the proposed alignment.

In addition, and at their request, Blueprint commissioned a noise study to analyze the extent of potential noise generated by a new interchange, as discussed in the previous section and included as Attachment #2. The study determined that regardless of the interchange configurations analyzed, the interchange traffic is anticipated to have little to no effect on noise levels at the receptor locations in Buckhead as the primary noise generator appears to be through-traffic on I-10.

While the project team maintains an “open door” for all citizen questions at any time during the project, the project team is planning to hold a week of virtual public engagement activities in late summer 2020 to check-in with interested citizens before the analyses for the draft PD&E study is completed. Activities include a podcast, live chats with the project team during morning, midday and evening windows and a presentation of the information contained in this and previous agenda items. Also during this week, a public input survey will be launched for future Welaunee Boulevard users to gain a broader understanding of concerns and also to gain their preferences on design elements.

The summary of the public outreach will be provided to the IA Board with the technical SWOT in the December 10, 2020 IA Board meeting. The public outreach provides the opportunity to go beyond the analytical data and bring forward information from citizens such as where they see existing transportation issues and if they have concerns about future issues. Gathering this information during the technical analysis period provides the opportunity to build upon the technical recommendations and provide for IA Board consideration project options that better reflect the surrounding community.
Following the December 10, 2020 IA Board meeting when the IA Board will receive and provide direction of the draft PD&E Study, a Public Hearing will be held to gain public comments on the draft PD&E Study. Subsequent to the public hearing, the IA Board will review the final draft of the PD&E Study and all public comments received at the hearing.

**RELATIONSHIP BETWEEN BLUEPRINT NE GATEWAY PROJECT AND PROPOSED COMPREHENSIVE PLAN AMENDMENT**

The City of Tallahassee and Leon County are considering an amendment to the Comprehensive Plan to update the Welaunee Critical Area Plan to include the development plan for the Welaunee Arch. A link to the materials from the May 26, 2020 Joint City/County Transmittal Hearings on 2020 Cycle Comprehensive Plan Amendments is included in the Attachment list at the end of this item. This amendment would also extend the Urban Services Area (USA) to include parcels that are within the City Limits, but currently outside the Urban Services Area at the location of the Welaunee Arch. These planning efforts assume the dedication of land from the Welaunee Arch for the Northeast Gateway project, which includes Welaunee Boulevard, the proposed I-10 interchange, and the extension of the Miccosukee Greenway.

The City of Tallahassee and Powerhouse, Inc. entered into an Urban Services Development Agreement on April 15, 1990, which was subsequently amended three times. Most recently, on April 8, 2020, the City of Tallahassee Commission approved the 2nd Amendment to the Amended and Restated Urban Services Development Agreement. The 2nd Amendment of the Agreement, as approved by the City Commission on April 8, provides for the following as specifically related to the Northeast Gateway project:

- The Owners agree to reserve land within the Arch for future dedication of right-of-way necessary for the construction of Welaunee Boulevard North from I-10 to the northern boundary of Owners property.
- The Owners renew their obligations to dedicate land for an I-10 interchange with Welaunee Boulevard and extend the time for the dedication.
- The parties agree that the Owners shall not be required to dedicate land for any right-of-way prior to adopting a long-term land use plan for their property.
- The parties recognize that the Owners are entitled to concurrency, impact fee or other form of transportation exaction credit for any dedication of land for right-of-way for the Northeast Gateway Phase I (Welaunee Boulevard) project and for the I-10 interchange.
- The parties acknowledge that the term of the Agreement shall expire twenty-five years from the date of execution of this Second Amendment.
- The parties acknowledge that the City has initiated an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan concerning land uses within the Welaunee property and a proposed extension of the boundaries of the Urban Services Area.
  - The parties therefore acknowledge that upon transmittal of the proposed amendment to the Department of Economic Opportunity and consideration of the amendment at a future adoption hearing, the City will have satisfied its obligations as provided in paragraph 20 of the Agreement, as amended.
- Nothing in the Amendment is intended to preclude the City from the exercise of its proper police powers and exercise of independent judgment on planning decisions in its exclusive role to protect the public health, safety or welfare.
• Approval of Comprehensive Plan amendments concerning the Welaunee property are a condition of the agreement which triggers the owners’ duty to donate the right-of-way.
• If the Comprehensive Plan amendments are not approved (or amendments concerning the property are not approved at a future date), the owners are not obligated to donate the right-of-way.
• The Agreement does not preclude the City from exercising independent judgement on planning decisions, and thus does not mandate a vote of support by the City on the amendments.

As presented in the December 12, 2019 meeting, the estimated project cost for the remaining elements of the NE Gateway project is $42,000,000. This cost estimate includes the dedication of the right of way north and south of I-10. The estimated value of the right of way planned for dedication north of I-10 is $2,000,000 to $2,500,000 based on the existing agricultural zoning and does not contemplate value based on planned densities and intensities for the property. This land includes ROW for Welaunee Boulevard, the Shamrock Road Extension, and the area for the interchange.

The terms ‘donate’, ‘assign’, ‘dedicate’, and ‘preserve’ have been used to describe the agreement with Powerhouse Inc. for the right of way needed to fulfill the Blueprint NE Gateway project. The Blueprint project team researched the term used in the binding documents, 1990 Urban Services Agreement with Powerhouse, 2006 Amended and Restated Urban Services-Development Agreement with Powerhouse, and the 2016 First Amended to Restated Urban Services-Development Agreement with Powerhouse to clarify the legal term used in these binding agreements; and that term used in the binding documents is, “DEDICATE”. Black’s Law Dictionary (11th ed. 2019), defines dedication as:

“The donation of land or creation of an easement for public use. — dedicate”

Therefore, the Powerhouse Inc. is ‘donating’ land via a “dedication” the necessary right-of-way for the northern section of the NE Gateway project.

NEXT STEPS

The NE Gateway project continues on schedule with the planned PD&E activities using a specific PD&E process known as the State Environmental Impact Report (SEIR). This process is expected to conclude in spring 2021 following the IA Board direction to submit the PD&E report to FDOT for approval. The design team intends to proceed with completing the PD&E efforts by evaluating intersection options for IA Board consideration in the vicinity of Roberts Road. An update on the draft PD&E study will be presented to the IA Board at the December 10, 2020 meeting. The December information will include the SWOT analysis for the solutions to the operational intersection challenges, the draft environmental and cultural technical analyses and the public engagement summary. A Public Hearing will follow to discuss the results of the PD&E study with the community in the winter of 2021 at a community gathering space. Blueprint will then present the final PD&E results, inclusive of public comments, and the final roadway alignment and operational solutions to the IA Board in spring 2021.
Design and permitting is anticipated to start in the summer of 2021 and is expected to be completed in 2022, followed by construction in 2023. The funding strategy for the project is to use sales tax revenues for the PD&E, design, and permitting and apply for a State Infrastructure Bank Loan (SIB Loan) for construction. Staff will continue to coordinate with the Canopy Development District (CDD) on construction of the portion of Welaunee Boulevard within the CDD and with the City of Tallahassee through the Planned Unit Development.

CONCLUSION:

In conclusion, this agenda item requests the Blueprint IA Board approve the project status report on the Blueprint 2020 NE Gateway project. Upon acceptance, the project team will continue engineering analyses and the public engagement activities to prepare the Draft PD&E Study for IA Board consideration and direction on December 10, 2020.

OPTIONS:

Option 1: Accept the status update for the Blueprint 2020 Northeast Gateway project.

Option 2: Do not approve the status update for Blueprint 2020 Northeast Gateway project.

Option 3: IA Board direction.

RECOMMENDED ACTION:

Option #1: Accept the status update for the Blueprint 2020 Northeast Gateway project.

Attachments:

1. Amended description of Project 25 and 29 and Figures (Amended Northeast Gateway)
2. Welaunee Boulevard Auxiliary Noise Study Technical Memorandum
3. July 1999 Settlement Agreement between the Petitioners, Leon County School Board, and City of Tallahassee
4. Buckhead HOA PD&E Alternative Proposal and Responses
Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure: Phase I: Funding to develop Welaunee Boulevard north from Fleischman Road to Roberts Road Shamrock, and with a two-lane Shamrock Way Street extension from Centerville Road to Welaunee Boulevard north (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; and (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint, and (v) that the Shamrock Street extension open simultaneously, or after, the Welaunee Boulevard connection at Roberts Road. (Exhibit 25, as Amended)
Welaunee Boulevard Alternative Noise Study Technical Memorandum

Northeast Gateway: Welaunee Boulevard Auxiliary Traffic Noise Analysis

February 2020
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1. Introduction

Blueprint Intergovernmental Agency is conducting a Project Development and Environment (PD&E) study for the Northeast Gateway, Phase 1, Welaunee Boulevard project from Fleischmann Road to Centerville Road at Shamrock Street, among other study routes. A simple overpass for Welaunee Boulevard over Interstate 10 (I-10) is being considered as part of the PD&E study; however, a future interchange is proposed by the Capital Region Transportation Planning Agency in its Connections 2040 Regional Mobility Plan\(^1\).

Due to public comments from residents in the area, this planning level traffic noise study was initiated as an additional effort to the PD&E study. This technical memorandum provides a comparison of the magnitude of potential highway traffic noise impacts from potential Welaunee Boulevard interchange alternatives. It is not intended to analyze abatement for potentially impacted receptors.

Noise sensitive land uses are any properties where there is frequent human use that might be impacted by traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria (NAC) as established by the Federal Highway Administration (FHWA) for various land use categories. Typical noise sensitive land uses include residences, schools, churches, commercial properties with outdoor areas of use, and recreational areas.

There were four interchange alternatives (diamond, split cloverleaf, folded diamond east and folded diamond west) along with a future no-build alternative which were analyzed and documented in this technical memorandum and are shown below in Figures 1 through 4. These four alternatives were chosen for analysis since they are the most common interchanges and one of these would likely be chosen if an interchange was to be constructed at Welaunee Boulevard and I-10.
Figure 1 - Diamond Interchange Concept
Figure 2 - Split Cloverleaf Interchange Concept
Figure 3 - Folded Diamond East Interchange Concept
Figure 4 - Folded Diamond West Interchange Concept

[Map showing the Folded Diamond West Interchange Concept with a legend indicating Leon County Parcels and Folded Diamond West Interchange.]
2. Methodology

This technical memorandum was prepared using methodology established by the Florida Department of Transportation (FDOT) in the Project Development and Environment (PD&E) Manual, Part 2, Chapter 18 (Effective January 14, 2019). Build noise levels were predicted using the FHWA Traffic Noise Model (TNM), version 2.5. All measured and predicted noise levels are expressed in decibels (dB) using the A weighting scale (dBA). Examples of common noise levels are listed in Table 1. This scale most closely approximates the response characteristics of the human ear to traffic noise. All noise levels are reported as hourly equivalent noise levels Leq (h), which can be compared directly to criteria levels established by FHWA. The Leq (h) is defined as the equivalent steady-state sound level that, in a given hourly period, contains the same acoustic energy as the time-varying sound for the same hourly period.

Table 1 - Typical Noise Levels

<table>
<thead>
<tr>
<th>COMMON OUTDOOR ACTIVITIES</th>
<th>NOISE LEVEL dB(A)</th>
<th>COMMON INDOOR ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet Fly-over at 1000 ft</td>
<td>---110---</td>
<td>Rock Band</td>
</tr>
<tr>
<td>Gas Lawn Mower at 3 ft</td>
<td>---100---</td>
<td></td>
</tr>
<tr>
<td>Diesel Truck at 50 ft, at 50 mph</td>
<td>---90---</td>
<td></td>
</tr>
<tr>
<td>Noise Urban Area (Daytime)</td>
<td>---80---</td>
<td>Food Blender at 3 ft</td>
</tr>
<tr>
<td>Gas Lawn Mower at 100 ft</td>
<td>---70---</td>
<td>Garbage Disposal at 3 ft</td>
</tr>
<tr>
<td>Commercial Area</td>
<td>---60---</td>
<td>Vacuum Cleaner at 10 ft</td>
</tr>
<tr>
<td>Heavy Traffic at 300 ft</td>
<td>---50---</td>
<td>Normal Speech at 3 ft</td>
</tr>
<tr>
<td>Quiet Urban Daytime</td>
<td>---40---</td>
<td>Large Business Office</td>
</tr>
<tr>
<td>Quiet Urban Nighttime</td>
<td>---30---</td>
<td>Dishwasher Next Room</td>
</tr>
<tr>
<td>Quiet Suburban Nighttime</td>
<td>---20---</td>
<td>Theatre, Large Conference Room (Background)</td>
</tr>
<tr>
<td>Quiet Rural Nighttime</td>
<td>---10---</td>
<td>Library</td>
</tr>
<tr>
<td>Lowest Threshold of Human Hearing</td>
<td>---0---</td>
<td>Bedroom at Night, Concert Hall (Background)</td>
</tr>
</tbody>
</table>

3. Traffic Data

As part of the traffic noise analysis process, project-specific traffic data was entered in the TNM models to predict future noise levels. This section of the report provides the specific traffic information that was utilized during the analysis.

Traffic noise is heavily dependent on traffic speed, with the amount of noise generated by traffic increasing as the vehicle speed increases. To simulate “worst-case” conditions, Level of Service (LOS) C peak hour directional traffic volumes were modelled for this noise analysis. Traffic data, LOS C traffic volumes, and speed limits used in the analysis are shown in Tables 2 through 4.

**Table 2 - Traffic Data Percentages by Roadway**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Buses</th>
<th>Motorcycles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerville Road</td>
<td>2.53%</td>
<td>0.67%</td>
<td>0.56%</td>
<td>0.14%</td>
</tr>
<tr>
<td>Welaunee Boulevard</td>
<td>3.02%</td>
<td>0.28%</td>
<td>0.48%</td>
<td>0.23%</td>
</tr>
<tr>
<td>I-10</td>
<td>3.00%</td>
<td>9.60%</td>
<td>0.19%</td>
<td>0.15%</td>
</tr>
<tr>
<td>I-10/Welaunee Boulevard Ramps</td>
<td>3.00%</td>
<td>9.60%</td>
<td>0.19%</td>
<td>0.15%</td>
</tr>
</tbody>
</table>

**Table 3 - LOS C Peak Hour Directional Traffic Volume by Roadway**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>LOS C Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerville Road</td>
<td>1,510</td>
</tr>
<tr>
<td>Welaunee Boulevard</td>
<td>3,420</td>
</tr>
<tr>
<td>I-10</td>
<td>5,540</td>
</tr>
<tr>
<td>I-10/Welaunee Boulevard Ramps</td>
<td>554</td>
</tr>
</tbody>
</table>

**Table 4 - Speed Limit by Roadway**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerville Road</td>
<td>45</td>
</tr>
<tr>
<td>Welaunee Boulevard</td>
<td>50</td>
</tr>
<tr>
<td>I-10</td>
<td>70</td>
</tr>
<tr>
<td>I-10/Welaunee Boulevard Interchange Ramps</td>
<td>50</td>
</tr>
</tbody>
</table>
4. Traffic Noise Analysis

Noise sensitive sites can be any property where frequent human use occurs. Thirty-six (36) noise sensitive sites were identified for further analysis as part of this study, all of which are residences, and are shown in Figure 5.

The FHWA has established noise levels at which noise abatement must be considered for various categories of noise sensitive sites. These noise levels are referred to as the Noise Abatement Criteria (NAC). As shown in Table 5, the NAC varies according to the activity category.

**Table 5 - FHWA Noise Abatement Criteria**

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>Leq (h)</th>
<th>Description of Land Use Activity Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>57</td>
<td>Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.</td>
</tr>
<tr>
<td>B</td>
<td>67</td>
<td>Residential</td>
</tr>
<tr>
<td>C</td>
<td>67</td>
<td>Active sports areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.</td>
</tr>
<tr>
<td>D</td>
<td>52</td>
<td>Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, schools, and television studios.</td>
</tr>
<tr>
<td>E</td>
<td>72</td>
<td>Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.</td>
</tr>
<tr>
<td>F</td>
<td>--</td>
<td>Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.</td>
</tr>
<tr>
<td>G</td>
<td>--</td>
<td>Undeveloped lands that are not permitted.</td>
</tr>
</tbody>
</table>

Noise abatement measures are considered when predicted traffic noise levels for Design Year build alternatives (year 2049 for this project) approach or exceed the NAC. FDOT defines “approach” as within 1 dBA of the FHWA criteria.

Another criterion that triggers the consideration of noise abatement measures is if a substantial increase is predicted for a noise sensitive site. The FDOT defines a “substantial increase” as an increase of 15 or more dBA above the existing noise level as a direct result of the transportation improvement project in question. While noise abatement will not be considered in this planning level analysis, the NAC thresholds will be used for comparison of the results.

Receptor points representing the noise sensitive sites were developed in accordance with the FDOT PD&E Manual as follows:

- Residential receiver sites were placed at the edges of buildings closest to the major traffic noise source.
- Ground floor receiver sites were assumed to be five (5) feet above the ground elevation.

Elevations of the variables (roadways, receptors, etc.) were extracted from Google Earth and cross referenced with the City of Tallahassee’s LIDAR map for accuracy.
Figure 5 - Noise Sensitive Sites Map
5. Measured Noise Levels

Noise monitoring was performed on August 3, 2019 to establish existing noise levels. The noise monitoring followed procedures documented in FHWA’s *Measurement of Highway-Related Noise* (May 1996). Noise measurements were obtained using a Larson Davis 820SLM noise monitor. The monitor was calibrated at 114.0 dB and was checked prior to each monitoring trial by a Larson Davis CAL200 calibrator. All monitoring events were ten (10) minutes in duration consistent with the FDOT PD&E Manual.

Site selection for the noise monitoring was dependent on the location of noise sensitive sites. Ambient noise levels for the project area were established by monitoring at eight sites. The major source of ambient noise in the project area is residential noise such as landscaping maintenance activities. The measurements from the Ambient Noise Monitoring are shown in Table 6 and the site locations are shown on Figure 6. The three (3) field measured levels for each monitoring site were averaged to obtain existing noise levels for the noise sensitive sites.
Table 6 - Ambient Noise Monitoring

<table>
<thead>
<tr>
<th>Location</th>
<th>Trial #</th>
<th>Date / Time</th>
<th>Field Measured Level (dBA)</th>
<th>Average Measured Noise Level (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monitoring Site # 1 (Near 2835 W Hannon Hill Dr)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>8/3/2019</td>
<td>8:05 AM</td>
<td>53.1</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>8:15 AM</td>
<td>53.7</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>8:25 AM</td>
<td>53.0</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>8/3/2019</td>
<td>8:32 AM</td>
<td>50.8</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>8:42 AM</td>
<td>51.1</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>8:52 AM</td>
<td>51.2</td>
</tr>
<tr>
<td>Monitoring Site # 2 (Near 4619 Oakshire Ct)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>8/3/2019</td>
<td>10:31 AM</td>
<td>49.6</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>10:41 AM</td>
<td>48.2</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>10:51 AM</td>
<td>48.2</td>
</tr>
<tr>
<td>Monitoring Site # 3 (Near 4629 Whitetail Pass)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>8/3/2019</td>
<td>10:31 AM</td>
<td>51.8</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>10:41 AM</td>
<td>51.8</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>10:51 AM</td>
<td>51.6</td>
</tr>
<tr>
<td>Monitoring Site # 4 (Near 4565 Forest Ridge Dr)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>8/3/2019</td>
<td>10:31 AM</td>
<td>51.9</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>10:41 AM</td>
<td>52.1</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>10:51 AM</td>
<td>52.3</td>
</tr>
<tr>
<td>Monitoring Site # 5 (Near 4541 Timberloch Dr)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>8/3/2019</td>
<td>10:31 AM</td>
<td>56.7</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>10:41 AM</td>
<td>55.7</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>10:51 AM</td>
<td>56.1</td>
</tr>
<tr>
<td>Monitoring Site # 6 (Near 4855 Henry Robinson Way)</td>
<td></td>
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<td></td>
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<td></td>
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<td>8/3/2019</td>
<td>10:31 AM</td>
<td>50.1</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>10:41 AM</td>
<td>50.0</td>
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<tr>
<td></td>
<td>3</td>
<td></td>
<td>10:51 AM</td>
<td>50.9</td>
</tr>
<tr>
<td>Monitoring Site # 7 (Near 4123 Pemberton Rd)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
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<td>11:25 AM</td>
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<td></td>
<td>2</td>
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<td>11:35 AM</td>
<td>48.1</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>11:45 AM</td>
<td>49.3</td>
</tr>
</tbody>
</table>
Figure 6 - Noise Monitoring Sites Map

LEGEND
▲ Proposed Noise Monitoring Sites
= Leon County Parcels

Approximate Interchange Location

0 1,000
Feet

Attachment 2
Page 15 of 23
6. Predicted Noise Levels

Predicted noise levels for the modeled noise sensitive sites are provided in Table 7. The locations of the receptors are depicted on the aerials found earlier in this memorandum in Figure 5. There was a total of 36 noise receptors analyzed representing 36 noise sensitive sites. All these sites are single residences and would be classified as Activity Category B (Residential) under the FHWA NAC.

Existing noise levels were determined by averaging the ambient noise and the average of these was assigned to each noise sensitive site based on location. The build model with the various interchange configurations and the future no-build alternative were predicted levels based on FHWA’s TNM version 2.5. The no-build alternative serves as a future year baseline for comparison of the interchange alternatives.

It should be noted that the TNM is only able to predict noise levels from vehicular traffic and cannot predict noise generated from development which may occur in the vicinity of the interchange. The designated Future Land Use in the vicinity of the interchange is Planned Development, which typically indicates a mixture of residential and non-residential uses. Any future development in the area of the interchange will have to comply with the approved sound limits as outlined in the City of Tallahassee’s Sound Ordinance (Section 12-94) for residential and non-residential properties.
### Table 7 - Predicted Noise Levels

<table>
<thead>
<tr>
<th>Receptor Identification</th>
<th>Existing Noise (dBA)</th>
<th>Future No-Build Alternative Noise (dBA)</th>
<th>Future No-Build Alternative increase over Existing</th>
<th>Diamond Interchange (dBA)</th>
<th>Diamond Interchange increase over Existing</th>
<th>Split Cloverleaf Interchange (dBA)</th>
<th>Split Cloverleaf increase over Existing</th>
<th>Folded Diamond East Interchange (dBA)</th>
<th>Folded Diamond East increase over Existing</th>
<th>Folded Diamond West Interchange (dBA)</th>
<th>Folded Diamond West increase over Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>53.2</td>
<td>59.8</td>
<td>6.6</td>
<td>59.8</td>
<td>6.6</td>
<td>59.8</td>
<td>6.6</td>
<td>59.8</td>
<td>6.6</td>
<td>59.8</td>
<td>6.6</td>
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<tr>
<td>2</td>
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<td>60.0</td>
<td>6.8</td>
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<td>6.9</td>
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<td>60.1</td>
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<td>3</td>
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<td>6.9</td>
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<td>60.2</td>
<td>7.0</td>
<td>60.1</td>
<td>6.9</td>
<td>60.2</td>
<td>7.0</td>
</tr>
<tr>
<td>4</td>
<td>53.2</td>
<td>60.1</td>
<td>6.9</td>
<td>60.2</td>
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7. Conclusions

One receptor, Receptor ID 36 (4855 Henry Robinson Way), is predicted to experience traffic noise above the NAC level for Activity Category B sites (residences). No other noise sensitive sites are predicted to experience noise levels above the NAC Activity Category B threshold (66 decibels) or experience a substantial increase in traffic noise levels (15 or more decibels above the existing noise levels).

The average noise increase for all interchanges over the existing noise levels was very close for all interchanges ranging from 6.6 to 6.7 decibels. Also, of note is comparing the future no-build alternative with the interchange alternatives. All the build interchange noise levels for all receptors are within a decibel of the no-build alternative. This shows that regardless of the interchange configurations analyzed, the interchange traffic is anticipated to have little to no effect on noise levels at the receptor locations as the primary noise generator appears to be through-traffic on I-10.

Although not included in the scope of this planning study, one receptor (Receptor ID 36) would be eligible for feasibility and reasonability analysis of a noise barrier (noise wall). As stated below if the Welaunee Boulevard interchange were to be advanced, a future Noise Study Report (NSR) will be completed and noise abatement measures will be fully considered at that time, as appropriate.

8. Public Coordination

A noise analysis handout was mailed on July 23, 2019 to over 200 property owners within the study area to inform them of the upcoming noise monitoring and study.

A public workshop was held on February 10, 2020 at Holy Comforter Episcopal School (2001 Fleischmann Road, Tallahassee, Florida) to share the findings of the noise analysis. Twenty-one (21) residents attended the meeting where staff shared project information. The meeting began with an open-house format, after which an informal discussion was held with the public to explain the methodology and provide the results of the study, while also answering questions from the attendees. Only one (1) written comment (included in Appendix A) was received at the meeting. No additional comments were received during the two-week comment period following the meeting.
9. Into the Future

This is not the final analysis that will be conducted regarding traffic noise for a potential Welaunee Boulevard interchange. Prior to the Welaunee Boulevard interchange being advanced, an Interchange Access Request will have to be prepared to demonstrate an interchange is needed and is viable based on traffic, engineering, and other criteria.

An Interchange Justification Report will need to be prepared for approval by FHWA and a PD&E study will be initiated (most likely by FDOT) to analyze the location and potential impacts from the interchange. As part of that PD&E study, an official NSR will be completed to document potential impacted noise receptors.

10. References


Appendix A – Public Comments
Comment Form

Northeast Gateway: Welaunee Boulevard Project
Auxiliary Noise Study

- Complete and leave in comment receptacle at meeting, or
- Fold and mail to the address printed on the back of this form, or
- Email Project Manager at Daniel.Scheer@blueprintIA.org
- Please reply by February 21, 2020

NOTICE: The information provided below is a matter of public record subject to examination by the general public upon request.

Name: Martha Story
Address: 2491 S. Hannon Hill Dr. 09
Phone: 850-933-9648
E-mail: storyrm@comcast.net

Interest in project:
- Self ☑
- Firm / Agency ☐
- Government Agency ☐
- Civic Group ☐
- Business Owner ☐
- Other ☐

Comments:

[Handwritten: Nice people]
BEFORE THE TALLAHASSEE/LEON COUNTY PLANNING COMMISSION

BEN JOHNSON, NAMON RIVERS, KATHY ARCHIBALD, ROBERT KOVACH, PAUL LEHRMAN, ROY KNIGHT,
Petitioners,

vs.

CITY OF TALLAHASSEE and LEON COUNTY SCHOOL BOARD,
Respondents.

SETTLEMENT AGREEMENT

This Settlement Agreement made by and between BEN JOHNSON, NAMON RIVERS, KATHY ARCHIBALD, ROBERT KOVACH, ROY KNIGHT and PAUL LEHRMAN ("Petitioners"); CENTREVILLE RURAL COMMUNITY ASSOCIATION, INC. ("CerCA"); LEON COUNTY SCHOOL BOARD ("LCSB"), and the CITY OF TALLAHASSEE ("City").

WITNESSETH:

WHEREAS, LCSB did file with City an application for Planned Unit Development (PUD) approval for Elementary "J"; and

WHEREAS, the City Development Review Committee (DRC) did on June 14, 1999, recommend approval of the PUD Concept Plan subject to the conditions set forth in the approval; and

WHEREAS, on June 7, 1999, Petitioners did cause to be filed a Notice of Intent to File a Petition for Formal Proceedings and did on June 21, 1999, file an Amended Notice of Intent and Petition to Challenge PUD Zoning and Conceptual and Final Development Site Plan Approval; and
WHEREAS, pursuant to the direction and request of the Tallahassee-Leon County Planning Commission set forth in its Order of June 21, 1999, the parties did meet on June 23, 1999, for the purpose of conducting settlement negotiations; and

WHEREAS, as a result of the negotiations, the parties have reached a settlement agreement and desire to reduce the same to writing.

The parties hereby stipulate and agree as follows:

1. The Conservation Easement depicted on the Leon County School “J” PUD and Final Site Plan prepared by Clifford Lamb & Associates, dated July 8, 1999, bearing File No. 96-246 (the “Plan”), a legal description of which is attached hereto, shall be a statutory Conservation Easement meeting the requirements of Section 704.06, Florida Statutes, and shall specifically provide as follows:

   A) the initial grantee shall be Tall Timbers Research, Inc., if it will accept the same;

   B) in the event Tall Timbers Research, Inc. declines to accept the Conservation Easement, or for whatever reason at a later date is unable to continue as the grantee under the Conservation Easement, then, the alternate grantee shall be 1000 Friends of Florida, Inc., LEAF or Nature Conservancy. If none of the named organizations will accept or hold the Conservation Easement, then LCSB shall name any charitable corporation or trust whose primary purpose includes protecting natural, scenic or open space uses or values of real property, and/or protecting natural resources, maintaining or enhancing air or water quality, but in no event shall the Conversation Easement be allowed to lapse or revert. The intent of the Petitioners and LCSB is to preserve this area in perpetuity as a managed natural area and open space, and to provide flood protection, buffering and pollution control, subject to the reservation and nonwaiver of rights by the City and Petitioners set forth in subparagraph C hereof. In the event that the consent cannot be obtained to a proposed assignment of the Conservation Easement to a successor grantee, then, in that
event, LCSB, City or any Petitioner may apply to a court of competent jurisdiction, in a proceeding in which LCSB, City and all Petitioners are all named as parties, to have a successor grantee approved.

C) The parties acknowledge that the City, by joining in the execution of this Settlement Agreement, and any subsequent approval of the Plan, if approved, with the Conservation Easement as indicated, shall not be deemed to have waived, and has not waived any right the City now or hereafter may have to acquire property located within the Conservation Easement for utility and/or public transportation purposes by the exercise of its power of eminent domain, nor have the Petitioners, as a result of executing this agreement, made any admissions or waived any rights they now have or may hereafter have to challenge the propriety or legality of any exercise of such power of eminent domain by the City or any other governmental body.

D) LCSB shall enter into a perpetual management agreement with the Centerville Rural Community Association, Inc. (CeRCA) for the maintenance of the Conservation Easement area, and which agreement shall be in form and substance mutually agreeable to LCSB and CeRCA, and City. CeRCA agrees to indemnify and hold LCSB harmless from any injuries to persons or property arising out of or resulting from CeRCA’s exercise of its rights under a management agreement in the Conservation Easement.

2. A) Subject to obtaining the approval of Leon County, the construction of the right hand turn lane on Pimlico shall be performed in such a way as to minimize roadway impact to the Rivers’ property, and to the extent possible, shall utilize as much of the right-of-way as possible on the north side of the road, but in any event, at least equally from the north and south side of the road.

B) Subject to obtaining the approval of Leon County, if sidewalks are to be installed along the Rivers’ front or side property, then, the swales adjoining that property shall be piped and any sidewalk constructed shall be placed on the street side of the swales, if possible, while still maintaining safety
separation from the edge of road pavement so as to minimize loss of green area to the Rivers' property. Underground piping will be installed in all places where swales are displaced for expanded roadways, regardless of whether sidewalks are installed.

C) Subject to obtaining the approval of Leon County, LCSB shall cause to be planted live oak trees, meeting, at a minimum the requirements of the zoning, site plan and subdivision regulations, and the EMO, equal distance apart on Pimlico for the length of the turn lane improvement, so as to substantially match the spacing of live oak trees on the Connor property on Pimlico between Santa Anita and Count Fleet Drives.

D) In the event sidewalks are constructed on the north side of Pimlico between Santa Anita and Count Fleet Roads, then, LCSB agrees to plant live oak trees, equal distance apart along the north side of Pimlico between Santa Anita to Count Fleet so as to substantially match the spacing of live oak trees on the Connor property on Pimlico between Santa Anita and Count Fleet Drives, and to be positioned in the interstices of existing live oak trees planted on the Connor property.

E) Along any road extension onto the property adjoining the Kovach property, LCSB agrees, unless prohibited by State law, rules and regulations governing the construction of school facilities, to make such additional plantings of trees between the roadway extension and the Kovach property to meet, at a minimum, the requirements of the zoning, site plan and subdivision regulations, and the EMO, and the Comprehensive Plan, as to such tree plantings so as to reasonably screen the road from view from the Kovach dwelling. The existing tree line at the entrance to the Kovach property located within the Conservation Easement will remain intact. All school construction of any type shall take place south of the line of clearing and outside the boundaries of the Conservation Easement as depicted on the Plan, except that LCSB shall be entitled to construct and place irrigations lines, valves, and sprinkler heads in the Conservation Easement. The road shall pass behind (southeast of) the barn and the adjacent existing tree
line, although LCSB may demolish the barn if, in its sole opinion, it is necessary for safety reasons. The attached Plan shows a 19 inch cherry laurel tree near the barn that is slated for removal to accommodate a sidewalk next to the road. If possible and practical, and without interfering with the current road design, LCSB will curve the sidewalk around this tree in order to save the same. All of the trees in the northeast tree line associated with Phase II of the site, shall remain intact until such time as the actual construction of the road and middle school begins. The portion of the tree line that lies outside the Conservation Easement area on the southeast side of the road which is not needed for playing fields, roadway, sidewalks or other school facilities shall remain intact wherever possible and practical.

3. Subject to obtaining any required Leon County approvals, LCSB agrees that a crossing guard will be utilized at the Pimlico Drive intersection of the school. Additionally, the parties agree that by consenting to the approval of this agreement, Petitioners specifically reserve any rights they now or hereafter may have to challenge the placement of a traffic light at the intersection of Pimlico Drive and Centerville Road.

4. All buildings, playing fields and other facilities to be constructed on the property will be located within the USA boundary.

5. LCSB shall plant wax myrtles around all stormwater fencing to minimize the visibility of the fencing.

6. The post construction rate and volume of stormwater discharge shall not be increased over the current rate and volume of discharge from the school site or to any individual Petitioner’s property. LCSB agrees to construct an “inlet” so that the River’s property drains more efficiently during high water conditions.
7. There shall be no increased rate or volume of runoff allowed into Lake Belmont or Lang Pond. LCSB warrants that no construction of any type will take place in the Lake Belmont Drainage Basin, except for the installation of the irrigation system in the Conservation Easement.

8. The proposed middle school shall not begin construction before August 1, 2005, and Petitioners shall be allowed input, but not approval or veto authority, into its design, layout and landscaping.

9. The number of trees to be removed in order to build the school shall be minimized and landscaping shall be undertaken to insure that school buildings have the minimum visibility from the road as is economically feasible within the budget for the project and within the requirements of State law for construction of school facilities. The design of the buildings shall also take into account the goal of minimizing visibility from the road and blending with the environment. Petitioners shall expeditiously designate not more than three persons to meet with the architects for the project to provide input, but without approval or veto authority, on behalf of Petitioners and others within the area as to landscaping, design and layout of the school site.

10. There shall be no lights on the ballfields provided on the project unless required by law. All exterior lighting shall be downward directional and shall be of the minimal amount and height as required by law for the construction of educational facilities. LCSB agrees to expeditiously investigate, and to the extent feasible, pursue participation in the "Darkened School Pilot Program", and shall report back to Petitioners on the results of said investigation.

11. All fences along Centerville Road shall be constructed on the interior of the canopy road buffer. No clearing shall occur in the area designated on the Plan as a Canopy Road Protection Zone, with the exception of the utility easements and stormwater outfall as shown on the Plan. The parties acknowledge that the City, by joining in the execution of this Settlement Agreement, and any subsequent approval of the Plan with the Conservation Easement indicated, shall not be deemed, and shall not constitute a waiver of
any right the City now or hereafter may have to clear within the Canopy Road Protection Zone to provide access or for utility and/or public transportation purposes, nor have the Petitioners made any admissions or made any waivers as a result of executing this agreement as to the propriety or legality of any exercise of any such powers or rights which the City may now or hereafter have.

12. LCSB staff agrees to recommend to LCSB and to pursue the extinguishment of the reserved ingress and egress easement over the Property to the Kovach property when and at such time as LCSB obtains its environmental management permit for the Plan.

13. LCSB shall investigate the use of pervious asphalt for the project, and to the extent economically feasible and within its budget and within the requirements of construction standards for State educational facilities, use and maintain the same, and shall report back to the Petitioners on the results of their investigation.

14. The school shall have parking lots shall be planted with shade trees to, at a minimum, meet the 30% shade requirements of the PUD design standards and wherever reasonably possible, LCSB will preserve existing healthy trees.

15. LCSB will not seek further extension nor expansion of the Urban Services Area on the subject property, other than such approvals as may be required for the proposed reconfiguration in connection with the approval of the Plan as depicted thereon.

16. The City will continue its current maintenance of the 20 foot strip or corridor along the northwest side of Centerville Road now designated on the Killearn Estates Unit 12 plat recorded in Plat Book 6, Page 20, pursuant to the April 23, 1984, letter agreement, or as subsequently modified, by the City and Killearn Homeowners' Association, Inc. The Petitioners, by executing this agreement, are not acquiescing nor making any admission nor waiving any right to challenge that they may have as to the City's or LCSB's rights to maintain or construct any improvement on the 20 foot strip or corridor shown on the
Unit 12 plat. Any sidewalk constructed in the 20 foot strip or corridor shown on the Unit 12 plat shall be constructed in such a manner as to preserve no less than 15 contiguous feet of the existing bridle trail, except where required for safety of school children and other pedestrians or to avoid the removal of trees with a dbh of 20 inches or more.

17. LCSB shall take all reasonable steps to encourage walking and bike riding to school. LCSB shall make a good faith effort to have the school starting time commence after the a.m. peak rush hour so as not to further congest Centerville Road. The parties recognize that LCSB may be constrained in its efforts by safety and transportation constraints.

18. In order to reduce the rate of sediment runoff into the stormwater facility, LCSB agrees to use and maintain a system of cascading or graduated swales in order to provide pretreatment for filtration of sediment from the water entering the stormwater facility.

19. Petitioners and CeRCA agree not to oppose Planning Commission and City Commission approval of the Plan, as depicted in the attachment hereto. Petitioners further agree to withdraw their Petition for Formal proceedings within 3 working days of the approval and execution of this agreement by all parties to the agreement and will waive any right it may have to request formal proceedings, except as to the reservation of rights as set forth in paragraphs 1C, 3, 11, and 15 of this agreement.

20. The parties agree that the location of roadways, parking areas, open space and buildings shall be as depicted on the Plan. Any changes must be mutually agreed upon by the parties.

21. The Plan must meet and be constructed in accordance with all requirements of the Environmental Management Ordinance and Comprehensive Plan, subject to superseding requirements of State law for construction of school facilities. All agreements contained herein which are beyond that required by law, shall be duly noted on the Plan as finally adopted and approved by the City.

22. The parties all agree to cooperate in the implementation of the Settlement Agreement.
BEN JOHNSON

NAMON RIVERS

KATHY ARCHIBALD

ROBERT KOVACH

PAUL LEHRMAN

ROY KNIGHT

Date: 7-11-99

Date: 07/11/99

Date: 7/8/99

Date: 7-8-99

Date: 7-9-99

Date: 7/8/99

CENTERVILLE RURAL COMMUNITY ASSOCIATION, INC.

By: Pamela Hall, President CERCA

CITY OF TALLAHASSEE

By: SCOTT MADDOX - MAYOR

Date: 7-8-99

Date: July 12, 1999

ATTEST: ROBERT B. INZER
CITY TREASURER/CLERK

APPROVED BY CITY COMMISSION

July 7, 1999
LEON COUNTY SCHOOL BOARD

By: [Signature]

C. GRAHAM CAROTHERS
Attorney For Leon County School Board

CHARLES A. FRANCIS
Attorney For Leon County School Board

RANDALL E. DENKER
Attorney For Petitioners

KENNETH L. CONNOR
Attorney For Petitioners

Approved As To Form:

[Signature]

LINDA R. HURST
Assistant City Attorney

Date: 7-13-99

Date: 7-13-99

Date: 7-13-99

Date: 7/8/99

Date: 7/11/99

Date: 7/12/99
I herewith authorize Randall Denker, Esq. to sign on my behalf the settlement agreement for the petition (Re: School 'J' PUD) between Petitioners, The Leon County School Board, and the City of Tallahassee.

Signed,

Roy F. Knight, Petitioner
July 8, 1999

5962 Centennial Road
Tallahassee, FL 32308
Florida License: AR-0015079
Tel. and Fax (350) 886-3225
E-Mail: r.f.knight@worldnet.att.net
PROPOSED ALTERNATIVE ALIGNMENT
for
NORTHEAST GATEWAY: Welanee Blvd. Project Development and Environmental Study

Prepared For
BUCKHEAD HOMEOWNERS ASSOCIATION OF TALLAHASSEE, Inc.

by
FT Sullivan & Associates, LLC.
335 N. Monroe St.
Tallahassee, Fl. 32301
(850) 583-5001
April 21, 2020
INTRODUCTION

The location and design of Welaunee Blvd. through the Mixed-Use Development (MUD) is critical to the viability of the MUD and potential development impacts to the Buckhead homeowners. Typically, the most intense commercial development is located along the main roadway, in this case, Welaunee Blvd. The purpose of this document is to present an alternative PD&E Study alignment that would address the project’s purpose and need, and be included in the environmental analysis to evaluate the project’s effect on social, cultural, natural and physical resources. This alternative alignment is in addition to the single PD&E Study Alternative currently identified for study by the Blueprint Intergovernmental Agency. Both alignments are depicted in Diagrams 1 and 2 and identified as Alternatives ‘A’ and ‘B’. The benefits of the proposed alternative alignment relate particularly to social impacts to the adjacent Buckhead subdivision, and access and roadway safety performance within the MUD.

ANALYSIS

Design speed is the principal design control that regulates many of the criteria and standards for the development of Welaunee Blvd. According to the Florida DOT Design Manual, the MUD falls under the Context Classification ‘C4-Urban General’ described as “Mix of uses set within small blocks with a well-connected roadway network.” The allowable design speed for ‘C4-Urban General’ is 30-45 MPH. An appropriate design speed for Welaunee Blvd. through the Mixed-Use development area would therefore be in the range of 40-45 MPH. This is consistent with AASHTO’s “A Policy on Geometric Design of Highways and Streets” which states in the discussion on “design speed” that urban arterial streets should be designed to permit running speeds of 20 to 45 mph, and the higher portion of the range should apply to high-type arterials in outlying suburban areas. Although Welaunee Blvd. would be classified as a minor arterial, an assumed design speed of 45 MPH will be used for this exercise.

The roadway grade is a critical design feature for Welaunee Blvd. and the MUD due to the steep down-sloping terrain from south to north within the limits of the MUD. The steep-sloping terrain necessitates steeper than desirable roadway grades which can negatively affect access and walkability along the roadway, stopping sight distance at intersections and driveways, and crash performance. The maximum roadway grade allowed for Welaunee Blvd. is 6%. While ‘steep’ grades can be accommodated, they are not desirable.

For the purpose of evaluating Alignment ‘A’ (the PD&E study alternative shown in black) and Alignment ‘B’ (the Buckhead proposed alignment shown in blue), a maximum grade of 5% will be used. Grades of 3% or less will be considered acceptable for potential access points.

1. Assuming a Design Speed = 45 MPH, a Maximum Grade = 5%, a Profile Grade Line (P.G.L.) elevation = El. 190’ at the north end of the proposed Welaunee bridge over I-10 and referring to Diagram 3:
a. Section A-1 (Alignment A, Section 1) depicts the section of Alignment ‘A’ from the end of the bridge over I-10 proceeding north at a downgrade of -5% to ground level at El. 150’. This section includes limited access for future interchange ramps with such features as earth walls and fill slopes. Direct access to Welaunee Blvd. within this section may not be feasible or practical. Access under Welaunee Blvd. is possible depending on the length and design of the bridge structure. This section is 800’ long.

b. Section B-1 (Alignment B, Section 1) depicts the section of Alignment ‘B’ from the end of the bridge over I-10 proceeding north at a downgrade of -5% to ground level at El. 140’. With similar features as Section 1A, Section 1B is 1,000’ long.

2. Access to the MUD from Welaunee Blvd. would necessarily occur between the end of Section(s) 1 and the northern boundary of the MUD. In order to accommodate an intersection, it is desirable to have a section of roadway with a grade of 3% or less, and long enough to include the physical intersection and the functional area for both intersection approaches.

The approach functional area includes perception-reaction-decision distance, maneuver distance (distance for lane changing and braking), and the queue-storage distance. The maneuver distance and queue lengths are more critical; therefore, we will focus on these distances. Grades greater than 3% can increase stopping sight distance, increase the occurrences and severity of crashes, and present challenges to the design and operation of an intersection. A reasonable intersection functional area on a 45 MPH roadway would be:

\[
2 \times 360’ \text{ (SSD for both approaches)} + 2 \times 150’ \text{ (queue length for 6 vehicles)} + 50’ \text{ (intersection proper)} = 1070’.
\]

Referring to Diagram – 4:

a. Section A-2 extends from the end of Section A-1 to the point where the alignment crosses the El. 90 contour. Contour El. 90 was selected since it was within the northern boundary of the MUD and at least 10’ above the water level of the two ponds. The Contour El. 80 at the edge of the MUD boundary is approximately the same elevation of the two ponds or the water table and is not a desirable point of access for the MUD.

Length of Section A-2 = 1,430’. Change in Elevation = 150’-90’ = 60’.

\[
\text{Grade} = (60/1,430) \times 100 = -4.2%.
\]

This would necessitate that the entire Intersection Impact Length be on a grade of -4.5%.

b. Section B-2 extends from the end of Section B-1 to the point where the alignment crosses the El. 90 contour.

Length of Section B-2 = 2,020’. Change in Elevation = 140’-90’ = 50’.

April 2020
Grade = \( \frac{50}{2,020} \times 100 = -2.5\% \) (less than 3%/ within the desirable range).

Referring to Diagram – 5; within Section B-2, from Contour El. 130’ to El. 110’ is a Subsection (denoted by the red lines) of the alignment that is 1,450’ long with a change in elevation of 20’. The grade through this section is 2% or less. This Subsection provides flexibility to locate and design an intersection that optimizes safety and operations.

RECOMMENDATION

Include Alternative Alignment ‘B’ in the set of PD&E Study alternatives to be evaluated for the determination of a Preferred Alternative for the following reasons:

1. Alternative Alignment ‘B’ shifts the more intense commercial development further away from the Buckhead subdivision, thus minimizing the social impacts to the community.

2. Alternative Alignment ‘B’ provides opportunity for better safety performance, access and walkability along Welaunee Blvd. within the Mixed-Use development boundaries.

3. Alternative Alignment ‘B’ is about the same length and cost of Alternative ‘A,’ meeting the Blueprint Governmental Agencies’ requirements for alternative corridor considerations.
May 15, 2020

Buckhead Homeowners Association of Tallahassee, Inc.
Via: FT Sullivan & Associates, LLC
335 N. Monroe St
Tallahassee, Florida 32301

Re: PROPOSED ALTERNATIVE ALIGNMENT for NORTHEAST GATEWAY: Welaunee Blvd. Project Development and Environment Study (PD&E)

Mr. Frank Sullivan, P.E.:

Thank you for submitting the proposed Alternative Alignment study on behalf of the Buckhead Homeowner’s Association of Tallahassee, Inc. on April 22, 2020, as attached. The Blueprint Northeast Gateway Project Team has spent considerable time reviewing the content and proposed Alternative Alignment for the Welaunee Boulevard Extension as a part of the current and ongoing Project Development and Environment (PD&E) Study. We can see that you considered and incorporated the goals and vision for the Blueprint project and appreciate the attention that you and the Buckhead neighbors gave to the development of the Alternative Alignment.

As I know you are aware, project information, including the history, technical documents, stated project purpose and need, and public meeting information can be found at www.NEGateway.com. In addition, a design goal of the Northeast Gateway project is to develop a facility that is in harmony with the environment in which it is located. The FDOT Design Manual Section 105.2 Aesthetic Design states, “Affordable, biddable, constructible, and maintainable designs can artfully respond to the Department’s and communities’ safety, mobility, and aesthetic ideals. Even when there are no known aesthetic issues or when a project is minor, transportation facilities must not be ugly and detract from Florida’s beauty.” And it continues, “Roadways should blend into the landscape, avoiding large cuts and fills into the existing terrain. Horizontal and vertical alignment should be coordinated so that a driver has an opportunity to gain a sense of the local environment.”

Therefore, we concluded after detailed internal review, discussions with the PD&E consultant Kimley-Horn and Associates, Inc., and a site visit to the Welaunee Plantation, that the proposal in your report presents aesthetic and environmental impact challenges for the project that may be avoided with a less impactful alignment. In addition, we evaluated the financial impacts of the proposed alignment against the currently allocated budget for the project. The proposed alignment would cost an estimated $3,100,000 above the original project estimate, as described further and in the accompanying graphic.
1) By shifting the alignment east, the overall roadway length for both the Welaunee Blvd. and Shamrock Street portion of the project increases. This would result in added design and construction costs to the project of approximately $900,000 for this modification.

2) The alignment proposed in the submitted report has the road traversing a very steep grade in a ‘side slope’ fashion that would require significant structural walls and fill material to accomplish the alignment. This would add to the project approximately $600,000 in addition to environmental impacts. The walls and fill required will also unnecessarily ‘scar’ the natural landscape as we are working in unconstrained right-of-way for this segment of the project.

3) Where the proposed alignment turns northeast after crossing I-10, an elevated viaduct will be required, or significant fill brought in, to make the geometric requirements work for the posted design speed of 45 mph. This could add an additional $900,000 to the project.

4) Crossing the natural drainage flow-way further to the east presents greater opportunities for floodway impacts, as the proposed alternative alignment is greater in width than originally contemplated and more proximate to the confluence of the three drainageways that drain much of the plantation before draining further south and east under Miccosukee Road. This will result in a longer span structure or additional fill to cross this low region in the project area that could add $700,000 to the project.
Again, the project team appreciates the professional proposal that was shared with our team for consideration in the PD&E process. We are always available to discuss options for the project that are in keeping with the overall purpose and need of the project, and further develop the best overall transportation network for our community. Please let me know if you would like to arrange a time to discuss further.

Respectfully,

Daniel Scheer, P.E.
Blueprint Design and Construction Manager

Attachments:

1 – Buckhead HOA PROPOSED ALTERNATIVE ALIGNMENT for NORTHEAST GATEWAY: Welaunee Blvd. Project Development and Environmental Study
Buckhead Homeowners Association of Tallahassee, Inc.

June 11, 2020

Via Electronic Mail
Daniel Scheer, P.E.
Blueprint Design and Construction Manager
Blueprint Intergovernmental Agency
315 South Calhoun Street, Suite 450
Tallahassee, FL 32301

Re: PROPOSED ALTERNATIVE ALIGNMENT for NORTHEAST GATEWAY
Welaunee Blvd. Project Development and Environment Study (PD&E)

Dear Mr. Scheer:

On behalf of the Buckhead Homeowners Association, thank you for the Blueprint Northeast Gateway Project Team’s review of our Proposed Alternative Alignment of the Welaunee extension. As you know, we engaged Frank Sullivan, P.E., a transportation engineer and consultant, to conduct an analysis of the potential for alternative alignments of the proposed extension. After meeting with your team on March 31, 2020, Mr. Sullivan produced his report and it was transmitted to you on April 21. We have received Blueprint’s response to that report and would like to provide our response to your team’s conclusions.

Before delving into the engineering details, I would like to clarify Buckhead’s objective in submitting this report to Blueprint. Our objective is to secure the expansion of the scope of the PD&E Study to include at two or more viable alternative alignments and evaluate the alternatives based on the impacts specific to this project.

It appears to us that Blueprint may be overlooking important public interests by limiting the PD&E Study to a single alignment in what appears to be a pre-selected 180 foot corridor. We submitted our proposed alternative to amplify the fact that there are multiple stakeholders in this project and there are other viable alternative alignments with important public benefits that Blueprint and its consultants may not have fully considered: safety for example.

Presented below are our responses to Blueprint’s technical engineering conclusions based on the engineering analysis of our consultant, Mr. Sullivan.

Blueprint Conclusion: “By shifting the alignment east, the overall roadway length for both the Welaunee Blvd. and Shamrock Street portion of the project increases. This would result in added design and construction costs to the project of approximately $900,000 for this modification.”

Our Response: The proposed alternative alignment is 0.36 miles longer (9.05% longer), including Shamrock Street, than the Blueprint Alignment. There is certainly precedent for adding length to
the original “concept” alignment. As you know, the original concept had it connecting and ending at Shamrock Street. But after consideration of additional corridors, it will now also connect Roberts Rd. There is no doubt this added to the cost. But after consideration of other important factors, a decision was made by the Blueprint Board to lengthen the road.

Solely on a cost-per-mile basis, the Blueprint conclusion has some validity. However, our consultant believes that a life-cycle cost analysis, including the safety performance of both alternatives, would likely reveal that the Buckhead alternative is the lower cost alternative.

In addition, the existing contour of the designated Mixed-Use Development poses challenges for both the transportation facility and the future development. The Blueprint alignment is on a continuous steep grade through the entire Mixed-Use Development which poses both safety and operational issues considering the mix of traffic. There will undoubtedly be traffic turning on and off this road to reach destinations within the mixed-use development. The FHWA Crash Modification Clearing House includes studies that show about a 3% increase in run-off-the-road crashes for every percent increase in grade. This does not include rear-end collisions at intersections. Yet, the Blueprint PD&E does not address the safety issue. In contrast, the Buckhead alignment would allow safer local street connections and better development planning, including walkability.

**Blueprint Conclusion:** “The alignment proposed in the submitted report has the road traversing a very steep grade in a ‘side slope’ fashion that would require significant structural walls and fill material to accomplish the alignment. This would add to the project approximately $600,000 in addition to environmental impacts. The walls and fill required will also unnecessarily ‘scar’ the natural landscape as we are working in unconstrained right-of-way for this segment of the project.”

**Our Response:** Based on a review of the ‘grade’ and ‘side slope’ contours in question, our consultant believes that the Blueprint response is incorrect: The elevation change along the centerline for that segment is from approximate EL 114 to EL 110, which results in a longitudinal profile grade of approximately 0.5% for the 800’ approximate parallel length of roadway. This profile grade is considered ideal for any roadway design project and is not considered a “steep grade”. The cross-sectional elevation changes from EL 114 at the centerline to about 90’ to the southeast is at about EL 122. This accounts for an approximate 8’ change in elevation (not steep by any measure) and does not result in “significant structural walls.” Since significant structural walls may not be required, an additional construction cost of $600,000 as quoted may neither be justified nor precluded.

The earthwork cut from the southeastern side of this segment more than offsets the earthwork fill needed to balance this alignment on the northwestern side. An earthwork Mass Diagram will reveal that there may be an excess of fill material that can be used in other areas of the project. This segment does not adversely impact the environment any more or less than the proposed alternative to the west. Cut and fill operations for both alternatives may impact the environment.

Once a roadway is designed and constructed, the natural landscape will forever be changed (‘scarred’) within the right-of-way (R/W). The limits of clearing and grubbing always run the width of the R/W and the length each segment for both alignments. Landscaping the project within
at the limits of R/W will take place for both alignments. In addition, over time, as this Mixed Use area is developed as such, there will not be much in the way of remaining natural landscape. Therefore, natural landscape “scarring” does not seem like it would be a major issue.

Blueprint Conclusion: “Where the proposed alignment turns northeast after crossing I-10, an elevated viaduct will be required, or significant fill brought in, to make the geometric requirements work for the posted design speed of 45 mph. This could add an additional $900,000 to the project.”

Our Response: Concerns over viaduct construction or additional fill are not warranted in our consultant’s opinion. Earthwork fill requirements will be determined during the design phase of the project when the final roadway geometry is established. FDOT design criteria and design standards do not incorporate viaduct construction. The Department’s PD&E Manual, Structures Manual, and Drainage Manual never discuss or mention “viaducts” as a valid design option. The Buckhead Alternative Alignment never incorporated a viaduct. Opportunities to refine the geometric design of the roadway exist during the PD&E Study phase and are always conducted during Final Design. The final design of the alternative alignment will be consistent and avoid significant and unnecessarily costly features and earthwork. Based on process and result, the quoted additional $900,000 cost predicted does not appear warranted.

Blueprint Conclusion: “Crossing the natural drainage flow-way further to the east presents greater opportunities for floodway impacts, as the proposed alternative alignment is greater in width than originally contemplated and more proximate to the confluence of the three drainage ways that drain much of the plantation before draining further south and east under Miccosukee Road. This will result in a longer span structure or additional fill to cross this low region in the project area that could add $700,000 to the project.”

Our Response: According to our consultant, the type and cost of a proposed bridge structure is not merely a factor of the width of the water body, rather it incorporates a comprehensive design which has not been completed within the PD&E Phase of this project. Therefore, the Buckhead alternative alignment structure should not be discounted solely on height and width of the water body.

In summary, it appears that Blueprint’s conclusions regarding our proposed alternative alignment exaggerate the negative impacts and ignore significant positive attributes, such as improved safety. Realistically, we acknowledge that our proposed alignment would be more expensive to build, but not $3.1M more expensive. And, as noted above, there is certainly precedent for exploring alternative corridors; some that may add length and/or cost to the original “concept” alignment of this road.

Our consultant believes our alignment would provide for greater safety and walkability in and around the new mixed-use development that is planned. Mr. Sullivan believes that a life-cycle cost analysis, including the safety performance of both alternatives, must be completed in order to make a valid comparison.
To that end, we are requesting that Blueprint broaden the scope of the PD&E Study to include the typical Alternatives Development activity and present at least two alternative alignments at the Alternatives Public Meeting and the Public Hearing.

Regards,

Shirley Kerns, President
Buckhead Homeowners Association of Tallahassee, Inc.,

cc: Commissioner Jeremy Matlow
Commissioner Bryan Desloge
Buckhead HOA Board Members
Frank Sullivan, P.E.
Robert Apgar, Esq.
# Blueprint Intergovernmental Agency
## Citizens Advisory Committee
### Agenda Item #4
#### June 25, 2020

<table>
<thead>
<tr>
<th>Title:</th>
<th>Recommendation of Acceptance of the Status Report on Local Stormwater Facilities</th>
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<tbody>
<tr>
<td>Category:</td>
<td>General Business</td>
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</table>
| Intergovernmental Management Committee: | Vincent S. Long, Leon County Administrator  
Reese Goad, City of Tallahassee Manager |
| Lead Staff/Project Team: | Benjamin H. Pingree, Director, Department of PLACE  
Autumn Calder, Director, Blueprint Infrastructure Program |

## STATEMENT OF ISSUE:
This agenda item seeks a recommendation of acceptance by the Citizens Advisory Committee’s (CAC) to the Blueprint Intergovernmental Agency Board of Directors (IA Board) for acceptance of the Status Report on Local Stormwater Facilities detailing comprehensive information on stormwater facilities operated and maintained by the City of Tallahassee and Leon County, including those constructed by Blueprint. This status report is provided in response to direction at the December 12th, 2019 IA Board meeting to prepare a report related to stormwater facilities to address citizen concerns regarding stormwater facilities, specifically related to treatment.

## FISCAL IMPACT:
This item does not have a fiscal impact.

## CAC OPTIONS:
Option 1: Recommend that the Blueprint Intergovernmental Agency Board of Directors accept the Status Report on Local Stormwater Facilities
Option 2: CAC Direction.

## CAC RECOMMENDED ACTION
Option 1: Recommend that the Blueprint Intergovernmental Agency Board of Directors accept the Status Report on Local Stormwater Facilities
STATEMENT OF ISSUE:

At the December 12th, 2019 IA Board meeting, Blueprint staff was directed to prepare a report related to stormwater facilities to address various citizen concerns regarding stormwater facilities specifically related to treatment. This agenda item presents comprehensive information on stormwater facilities operated and maintained by the City of Tallahassee and Leon County, including those constructed by Blueprint, and requests acceptance of the Status Report on Local Stormwater Facilities (Attachment 1). In coordination with Blueprint and Leon County, the City of Tallahassee Division of Stormwater Management prepared the requested report on stormwater facilities, as presented in a PowerPoint format. The report provides information on the function of these systems in accordance with state regulations, the potential health hazards of stormwater facilities, water quality standards for recreational vs. stormwater, and a review of existing and emerging innovative treatment systems.

FISCAL IMPACT

This item has no fiscal impact.

RECOMMENDED ACTION:

Option 1: Accept the Status Report on Local Stormwater Facilities.
SUPPLEMENTAL INFORMATION:

To prepare this agenda item, Blueprint staff coordinated with stormwater program managers, technical experts, and related staff from the City of Tallahassee and Leon County. On December 19th, Blueprint staff met with City and County stormwater technical experts to develop an approach for assembling the requested information and analysis. A follow-up meeting was held on February 14, 2020 to refine the draft report. In coordination with Blueprint and Leon County, the City of Tallahassee Division of Stormwater Management prepared the requested report on stormwater facilities, as presented in a PowerPoint format as Attachment 1.

REPORT ON THE STATUS OF LOCAL STORMWATER FACILITIES

There are 729 stormwater management facilities operated and maintain by local government in Leon County. The City of Tallahassee operates and maintains 428 and Leon County Government 301 facilities. The status report provides information on the function of these facilities in accordance with state regulations, the potential health hazards of stormwater facilities, water quality standards for recreational vs. stormwater, and a review of existing and emerging innovative treatment systems. The report explains that water quality criteria does not apply to stormwater facilities pursuant to Rule 62-302.530, Florida Administrative Code.

Function of Stormwater Facilities and Potential Hazards and Health Risks

Stormwater facilities are inherently different than recreational waters. Stormwater facilities are designed to capture and treat runoff from the community prior to entering our recreational water resources. As such, stormwater facilities collect pollutants (such as oils, greases, pesticides, herbicides and fertilizers) from the community, and stormwater facilities often exhibit poor water quality conditions due to these captured pollutants. Health and safety hazards may exist both in and around stormwater facilities and some care must be taken by the general public when visiting these visual amenities. Generally speaking, wildlife, including venomous snakes, spiders, alligators and at times aggressive waterfowl are of greatest concern. At other times, concerns related to water quality and algal blooms may be of concern depending on the status of the water quality at that time; however, the associated health risk is limited to external contact with skin and ingestion.

Surface Water Quality Criteria (Rule 62-302.530, F.A.C.) does not apply to stormwater facilities because one of the primary functions is to collect pollutants as noted above. All stormwater facilities built by Blueprint are stormwater management facilities first; therefore, water quality criteria does not apply per Florida Administrative Code. The operation and maintenance of municipal stormwater facilities is regulated through the City and County’s respective National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permits.

The community has raised concerns regarding water quality within stormwater facilities. The focus of the concern(s) appears to be primarily related to algae and cyanobacteria at stormwater facilities near trails and parks, with the greatest concern being people and pets coming into contact with or ingesting water in the facilities that, at times, may contain algae, including cyanobacteria. No water quality criterion exists for cyanobacteria in either stormwater facilities or recreational, Class III waters. Furthermore, surface water criteria does not apply to stormwater. However, the Florida Department of
Environmental Protection (DEP) provides helpful information related to Bluegreen Algae (BGA) on their website:


Currently, wind meters (or anemometers) are used in some stormwater facilities to turn off decorative fountains when the wind speed reaches a level that causes the water spray to reach land areas around the facility. An example in our community where this engineering control is currently used is at Lake Ella. The wind meter is used here because Lake Ella is a stormwater facility. Other locations where a wind meter may be used is Tallahassee Junction where the use of such a device is currently being investigated by the City of Tallahassee.

**Efforts of Local Government**

The City of Tallahassee, Leon County, and the Blueprint Intergovernmental Agency have focused on improving the quality of our surface water resources through capital improvement projects, innovative technologies, development regulations and public education.

**Capital Improvement Projects**

Much of our community was developed prior to the Clean Water Act (1972) and modern stormwater standards. Therefore, the efforts of local government often focus on retrofit treatment so stormwater attenuation and treatment can occur. Significant investment in stormwater infrastructure and water quality, particularly in the Lake Munson drainage basin, has and continues to occur. The tremendous stormwater treatment and attenuation efforts are highlighted by Capital Cascades Trail, the Lake Henrietta Stormwater Facility, Carter-Howell Strong Pond and the Lake Elberta Stormwater Facility, Pedrick Pond, and Lake Henrietta.

**Innovative Technologies**

Innovative technologies have been included in the local stormwater treatment infrastructure. Examples include rain barrels, rain gardens, bioswales, chemical treatments, floating islands, and a solar bees. The City, County and Blueprint will continue to explore new technology to reduce pollutants. Technology has to be vetted before implementing appropriate strategies to reduce pollutants being discharged into water resources. Such efforts are currently being furthered by Blueprint on Capital Cascades Trail Segment 3 Pond 3D-B, which is along FAMU Way between the Gamble Street roundabout and the Central Drainage Ditch. At this pond, a biosorption activated media (BAM) filter is designed to further enhance the nutrient removal capability of the pond.

**Current Regulations/Standards and Proposed Legislation**

Local stormwater design standards for new development exceed the criteria set forth by the State of Florida through the Environmental Resource Permitting (ERP) Program. Stormwater regulations for new development are necessary to ensure that impacts to water quality are offset. The State of Florida implements such standards through the environmental resource permitting (ERP) program. However, in Leon County, the County-Wide minimum stormwater standards take precedent over and exceed the ERP standards. Further, additional and more stringent volume-based stormwater attenuation standards exist for closed basins, the Bradfordville Study Area, and the Lake Jackson.
drainage basin. These regulations are administered through the permitting process by the respective City Growth Management Department or the Leon County Department of Development Support and Environmental Management.

Regulations and standards are different for natural lakes and waterbodies than they are for stormwater facilities. Surface Water Quality Criteria (Rule 62-302.530, F.A.C.) does not apply to stormwater facilities. The facilities along the Cascade Trail are all stormwater management facilities and are regulated as such through respective NPDES MS4 permits. The MS4 (Municipal Separate Storm Sewer System) is yet another level of review that the City and County are held to as they must obtain these permits from DEP/EPA. One of the many requirements of this permit is that the City and the County achieve a reduction in discharge of pollutants to the maximum extent practical.

Senate Bill 712, passed by the Florida Legislature in March, is anticipated to be signed into law by Governor Desantis. Named the “Clean Waterways Act”, SB 712 would require DEP and the Water Management Districts to update stormwater design criteria using the latest scientific information. The rulemaking effort would be required to begin by 1/1/2021 and Low Impact Development (LID) BMPs would be required to be considered during rulemaking. The City, County, and Blueprint will be following these efforts closely as we strive to continue improving water quality.

**Public Education**

The City and County both implement public education programs to provide information to the community regarding water quality and how the community can help. These two programs, Think About Personal Pollution (TAPP) and Your Source on Our Most Vital Resource focus on local water quality and pollution prevention. Furthermore, Blueprint used Cascade Park as an educational platform to inform park users of hydrologic cycle and also to get the message out about safety around stormwater facilities. The safety signs advise the public that the water they see is for stormwater treatment and directs people and pets to stay out of it.

**BLUEPRINT VISION FOR STORMWATER FACILITIES**

While the primary purpose of stormwater facilities is to reduce or mitigate flooding and to provide water quality treatment, the Blueprint program is based on a concept of holistic infrastructure planning. This concept is based in the idea of individual infrastructure projects being planned for the inclusion of other possible benefits to the community, and that each project has a multiuse purpose. For example, Cascades Park began as a stormwater project but includes multiple purposes such as active and passive recreation and history and culture. Blueprint Intergovernmental Agency founding documents, the “Leon County-City of Tallahassee Blueprint Intergovernmental Agency Interlocal Agreement”, the Blueprint 2000 and Beyond “Bluebook”, and the 1999 Economic and Environmental Consensus Committee’s (EECC) “Blueprint 2000 and Beyond Report” set the vision for the design and construction of stormwater facilities built with Blueprint funds. The EECC Report describes this vision: They should be park-like stormwater projects that, if possible, retrofit urban areas built prior to the adoption of stormwater regulations. These facilities should be designed to serve future development as well as pre-code development, provide flood control if needed and, where possible, and connect greenways to create recreational corridors. All stormwater treatment systems should be attractively designed and integrated into recreational greenways. Stormwater treatment
facilities should be multi-use, park-like, neighborhood amenities instead of, rectangular pits that are surrounded by chain-link fencing and fed by steep sided ditches.

Since 2000, Blueprint has constructed 24 stormwater facilities. Examples of park-like stormwater facilities that have been built by Blueprint include Martha Wellman Pond, Broadmoor Pond, Cascades Park, Lake Anita, and Coal Chute Pond. However, not all stormwater facilities constructed by Blueprint have been appropriate for incorporating park amenities. For example, stormwater facilities constructed with the Capital Circle Southeast project are set back from the road, behind landscaping and do not present opportunities to connect people to existing trails.

Projects with park amenities around a stormwater feature that are currently in design are Debbie Lightsey Nature Park, Cascade Trail Segment 3D, Orange Avenue-Meridian Placemaking, and Market District Placemaking. There are many more that will be designed in the next five years, for example the Lake Lafayette and St. Marks Regional Linear Park and Cascade Trail Segment 4. Both in and beyond our community, more often than not stormwater ponds are being planned to become community amenities where people gather with friends and family to picnic, enjoy wildlife, exercise and enjoy views of water.

Construction, Operation and Maintenance

Blueprint is responsible for designing and constructing the facilities. Blueprint staff works closely with stormwater experts to design facilities that can efficiently and effectively be operated and maintained by the entity that is taking final maintenance responsible of the facility. Once the stormwater facilities are built, the land and the operations of the facility are turned over to the jurisdiction responsible for it. This could be the City of Tallahassee, Leon County or the Florida Department of Transportation, depending on the location. Since 2000, Blueprint has constructed 5 facilities that went to Leon County for maintenance and operation, 4 to the City of Tallahassee, and 15 to FDOT. Note, typically along state roads, FDOT and Leon County or the City of Tallahassee have maintenance agreements whereby FDOT pays the local entity to maintain the facility on behalf of FDOT.

SUMMARY AND NEXT STEPS

This Status Report on Local Stormwater Facilities provides a concise review of the purpose and function of stormwater treatment facilities, potential health hazards of stormwater facilities, overall water quality standards for recreational vs. stormwater water bodies, and a review of existing and emerging innovative treatment systems. This comprehensive report provides information that can be applied to stormwater facilities managed and/or constructed by the City of Tallahassee, Leon County, or Blueprint. Most Blueprint infrastructure projects require the construction of stormwater facilities to either treat currently untreated stormwater, reduce flooding, or capture and treat runoff from new roads or other impervious surfaces such as parking lots or wide multiuse trails. Consistent with the holistic vision for Blueprint projects, where appropriate, Blueprint stormwater facilities will be multi-use, park-like, neighborhood amenities. Acknowledging that park amenities around stormwater facilities invite people and their pets to get closer to the stormwater, Blueprint will continue to inform the public of the risks associated with coming in contact with stormwater through appropriate signage, install engineering controls such as wind meters to shut down fountains on windy days,
and continue to explore innovative technologies to reduce pollutants before entering our water bodies.

**OPTIONS:**

Option 1: Accept the Status Report on Local Stormwater Facilities.

Option 2: IA Board Direction.

**RECOMMENDED ACTION:**

Option 1: Accept the Status Report on Local Stormwater Facilities.

**Attachment:**

1. Status Report on Local Stormwater Facilities
State of Local Stormwater

Blueprint – City of Tallahassee – Leon County
July 9, 2020
Objective

- Address concerns brought forth at the December 12th IA board meeting
  - Potential Health Hazards of Stormwater Facilities
  - Water Quality Standards – Recreational vs. Stormwater
  - Technology
Stormwater Facilities – Purpose

- Primary Purpose
  - Reduce Flooding
  - Treat Stormwater Runoff

- Secondary Benefits
  - Gathering Locations
  - Visual Amenities
  - Benefits to Wildlife
Stormwater Facilities – Type

- Types of Stormwater Facilities
  - Rate Attenuation Ponds
  - Filter Ponds
  - Retention Ponds
  - Wet Detention Ponds
  - Chemical Treatment Ponds
Regulations & Standards

Recreational Waters vs. Stormwater Facilities

- Recreational - Class III Waters
  - Fish Consumption, Recreation, Propagation and Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife
  - Local Freshwater Lakes and Streams
  - Water Quality Criteria – 62-302.530, F.A.C.
  - No cyanobacteria criteria exists

- Stormwater Facilities
  - Water Quality Criteria (62-302.530) **does not** apply to stormwater facilities
  - Operated and Maintained per the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit
    - City of Tallahassee
    - Leon County
    - Florida Department of Transportation
    - Universities (FAMU & FSU)
Regulations & Standards

Local Stormwater Design Standards for New Development

- County-Wide minimum standards exceed the criteria set forth by the State of Florida through the Environmental Resource Permitting (ERP) Program

- Additional, more stringent stormwater standards, exist for:
  - Bradfordville Study Area
  - Closed basins
  - Lake Jackson Drainage Basin
Stormwater Management – Is It Working?

• What are we trying to protect or enhance through the management of stormwater?

• How do we measure this?

• Are we improving the quality of water discharged from our treatment system?
Stormwater Management – Is It Working?

Data Source –
Florida Department of Environmental Protection
IWR Run 58
Stormwater Management – Is It Working?

Data Source –
Florida Department of Environmental Protection
IWR Run 58
Stormwater Facilities – Challenges

Typical Challenges of Stormwater Management Facilities

- Algae
- Trash
- Nuisance Vegetation
- Wildlife
Cyanobacteria (Blue-Green Algae - BGA) Facts:
• Response to increased nutrients, warm temperature and reduced water flow
• BGA blooms are not predictable in occurrence nor duration
• BGA have the ability to produce toxins; however little is known in regard to trigger conditions
• Not all BGA blooms have harmful effects
• Florida Department of Health (DOH) takes the lead in determining if a harmful algal bloom presents a risk to human health
• DOH issues health advisories for recreational waters where there is a risk of the public coming into contact with an existing algal bloom it deems appropriate
• The public can report algal blooms as follows:
  • https://floridadeep.gov/algalbloom
  • Toll-free 1-855-305-3903
Mitigate Public Health Concerns Associated with **ALGAE**
Management of TRASH Influx
Stormwater Facilities – Solutions

Removal of **NUISANCE VEGETATION**
Stormwater – Innovative Technology

• What is Innovative Technology for Stormwater?
  • Doing something outside of traditional BMPs to Attenuate and/or Treat Stormwater Runoff
    • Low Impact Development (LID) or Green Infrastructure (GI)
    • Chemical Treatment Facilities
    • Biosorption Activated Media (BAM)
    • Floating Islands
    • Solar Bee
    • Algae Harvesting (Lake Munson)
    • Advanced Trash Traps
Stormwater – Innovative Technology (Examples)
Stormwater – Innovative Technology (Examples)
Stormwater – Innovative Technology (Examples)
Stormwater – Innovative Technology (Examples)

No Mow Zones
Stormwater – Innovative Technology (Examples)

Advanced Treatment
Stormwater – Innovative Technology (Examples)

Floating Islands
Stormwater – Innovative Technology (Examples)

Solar Bee
Stormwater – Innovative Technology (Examples)

Algae Harvesting
Stormwater – Legislation

- Senate Bill 712
  - Comprehensive Water Quality Legislation “Clean Waterways Act”
  - Passed by the Florida Legislature and Anticipated to be Signed into Law by Governor DeSantis
  - Requires the Department of Environmental Protection (DEP) and the Water Management Districts (WMDs) to Update Stormwater Design and Operation Regulations Using Latest Scientific Information
    - Rulemaking Efforts Must Begin by January 1, 2021
    - Low Impact Design (LID) Best Management Practices (BMPs) Must be Considered During Rulemaking
Summary

• The primary purpose of stormwater management facilities is to provide flood protection and water quality treatment. Secondarily, many of these facilities have become integrated into our community park assets.

• Stormwater facilities are designed to receive stormwater runoff, which contains higher levels of pollutants.

• Water quality criteria do not apply to stormwater facilities. No cyanobacteria criteria exists for any surface water.

• Water quality data indicate improvements to the quality of water within Munson Slough. Such improvement can be attributed to the investment in stormwater within the Lake Munson Drainage Basin.

• The City and County have and continue to invest in innovative technology.