







# BLUEPRINT & CONTROLL AGENCY





BOARD MEETING - 3:00 PM April 8, 2021







## BOARD OF DIRECTORS MEETING

April 8, 2021 3:00 pm City Commission Chambers

Chair: Diane Williams-Cox

**Agenda** 

#### I. AGENDA MODIFICATIONS

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#### II. CITIZENS TO BE HEARD [NON-AGENDA ITEMS]

**In Person:** Citizens desiring to speak must fill out a Speaker Request Form. The Chair reserves the right to limit the number of speakers or time allotted to each.

**Written Comments**: Please provide written public comment by emailing <a href="mailto:Comments@BlueprintIA.org">Comments@BlueprintIA.org</a> until 5 p.m. on April 7, 2021. This will allow ample time for comments to be provided to the IA Board in advance of the meeting. Comments submitted after this time will be accepted and included in the official record of the meeting.

**Live Comments Via WebEx:** If you wish to provide comments live during the IA Board meeting via WebEx, please register to join at <a href="BlueprintIA.org">BlueprintIA.org</a> by 5 p.m. on April 7, 2021, and WebEx meeting access information will be provided to you via email. Speakers are limited to 3 minutes.

#### III. INFORMATIONAL ITEMS/PRESENTATIONS

- CAC Chair Report Jim McShane
- EVLC Chair Report Steve Evans
- Blueprint Project Updates

Blueprint Intergovernmental Agency Board of Directors - Meeting Agenda

Date: April 8, 2021

#### IV. CONSENT Approval of the February 18, 2021, Blueprint Intergovernmental 1. 7 **Agency Board of Directors Meeting Minutes** 2. Acceptance of the Draft Blueprint Citizens Advisory Committee 43 March 31, 2021 and Economic Vitality Leadership Committee March 31, 2021 Minutes 3. Acceptance of the Status Update on Blueprint Intergovernmental 57 **Agency Infrastructure Projects** Revision to the Meeting Schedule and Agenda Development Policy 4. 153 to Add Director Discussion Items Section **5**. Ratification of the Workshop Item on the Office of Economic Vitality 161 Strategic Plan V. **GENERAL BUSINESS/PRESENTATIONS** 6. **Approval of Lobbying Registration Policy** 169 7. Approval of Recommended Northeast Gateway Intersection 193 Treatments and Acceptance of the Status Update on the Project **Development and Environment Study** 8. Consideration of Adjusted 2021 Intergovernmental Agency Board of 271 Directors Meeting Calendar to Separate Infrastructure and Office of **Economic Vitality Meetings** VI. **PUBLIC HEARING – 5:30 PM** 9. Second And Final Public Hearing to Consider a Substantial 279 Amendment to the Northeast Park Project VII. CITIZENS TO BE HEARD [NON-AGENDAED ITEMS] **In Person:** Citizens desiring to speak must fill out a Speaker Request Form. The Chair reserves the right to limit the number of speakers or time allotted to each. **Written Comments**: Please provide written public comment by emailing Comments@BlueprintIA.org until 5 p.m. on April 7, 2021. This will allow ample time for comments to be provided to the IA Board in advance of the meeting. Comments submitted after this time will be accepted and included in the official record of the meeting.

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#### VIII. ADJOURN

#### **NEXT BOARD OF DIRECTORS MEETING: May 27, 2021**

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to attend 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 1-80 0-955-8770 (Voice) or 711 via Florida Relay Service.



## Blueprint Intergovernmental Agency Board of Directors Agenda Item #1

**April 8, 2021** 

Approval of the February 18, 2021, Blueprint

Title: Intergovernmental Agency Board of Directors Strategic

Plan Workshop and Meeting Minutes

Category: Consent

Intergovernmental

Management
Committee:

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE

Project Team: Autumn Calder, Director, Blueprint

Cristina Paredes, Director, Office of Economic Vitality

#### STATEMENT OF ISSUE:

This agenda item presents the summary meeting minutes for the February 18, 2021, Blueprint Intergovernmental Agency Board of Directors (IA Board) meeting and workshop minutes and requests the IA Board's review and approval of the minutes as presented.

#### **FISCAL IMPACT**

This item has no fiscal impact.

#### **RECOMMENDED ACTION:**

Option 1: Approve the February 18, 2021, Blueprint Intergovernmental Agency Board

of Directors Meeting and Workshop Minutes.

#### **OPTIONS:**

Option 1: Approve the February 18, 2021, Blueprint Intergovernmental Agency Board

of Directors Meeting and Workshop Minutes.

Option 2: IA Board Direction.

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Approval of the July 9 2020, Blueprint Intergovernmental Agency Board of Directors Meeting Minutes Page 2 of 2

#### Attachments:

- 1. Draft Summary Minutes of the Blueprint Intergovernmental Agency Board of Directors Meeting on February 18, 2021.
- 2. Draft Summary Minutes of the Blueprint Intergovernmental Agency Board of Directors Strategic Plan Workshop on February 18, 2021.

## Blueprint Intergovernmental Agency Board of Directors Meeting Minutes

**Date:** April 8, 2021 **To:** Board of Directors

From: Benjamin H. Pingree, PLACE Director

**Subject:** Summary Minutes to Board of Directors Meeting of February 18, 2021

#### **MEMBERS PRESENT**

COUNTY CITY
Commissioner Nick Maddox Vice-Chair Comm

Commissioner Nick Maddox, Vice-Chair	Commissioner Dianne Williams-Cox, Chair
Commissioner Kristin Dozier	Mayor John Dailey
Commissioner Carolyn Cummings	Commissioner Curtis Richardson
Commissioner Brian Welch	Commissioner Jeremy Matlow
Commissioner Rick Minor	Commissioner Jacqueline Porter
Commissioner Bill Proctor	
Commissioner Jimbo Jackson*	

<sup>\*</sup>Virtual Participant

#### I. <u>AGENDA MODIFICATIONS</u>

Commissioner Porter pulled Item 3 for discussion.

Commissioner Dozier moved, seconded by Commissioner Matlow, to allow Commissioner Jackson to participate via Webex.

#### The motion passed 12-0 (weighted: 70-0).\*

\* Per the Blueprint Intergovernmental Agency Telephonic Policy, Commissioner Jackson's participation did not count towards a quorum but he was eligible to vote.

#### II. <u>CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS</u>

Public comments were received by email to Comments@BlueprintIA.org through 5:00 p.m. on February 17, 2021; all were provided to the IA Board. (Attached) Live comments were also taken in person and via WebEx during the meeting. Those comments are summarized below.

#### Citizen Comment

Dave Lang spoke on the Northeast Gateway Welaunee Boulevard project. He referenced a 1999 agreement between the City, County, School Board, and Centerville Rural Homes Association that allowed a road through the conservation area. However, he hoped that the Welaunee property owners would become a good neighbor and consider donating double the amount of land that was taken from the conservation easement. He suggested adding it to the proposed park and cited the benefits to the park, schools, and community.

Mary Alma Roberts Lang spoke on the Northeast Gateway Welaunee Boulevard project. She noted the impacts to their property from various project concepts concepts and strongly objected to the IA Board taking more of their western boundary. She preferred the shorter access road for minimal impacts.

Steven Suber spoke on the Northeast Gateway Welaunee Boulevard project, specifically the impacts of the proposed roadway to his property and the value. He requested the IA Board consider a different plan.

Stanley Sims spoke on COVID-19 and the importance of vaccination.

Max Epstein spoke on stormwater modeling at Pond 3DB, requesting an increase to a 24-hour stormwater model instead of the current 8-hour for permitting. Regarding the Skateable Art project, he noted the design challenges of the site and circled back to the stormwater model for Pond 3DB. Lastly, he spoke on eminent domain and the issues with affordable housing and homelessness.

Scott Hannahs spoke on the Northeast Gateway project and stated that citizen comments seemed to be dismissed. He referenced a letter sent from Kathy Archibald and strongly encouraged the IA Board consider her list of concerns. He further requested that the Comprehensive Plan be modified to address these concerns also.

Chuck Lang spoke in opposition to the Northeast Gateway project based on impacts to the conservation easement and the shortage of community support due to impacts to quality of life.

#### III. INFORMATIONAL ITEMS/PRESENTATIONS

- · CAC Chair Report Written report provided to IA Board. A copy is on file at the Blueprint offices.
- EVLC Chair Report
   Report provide to the IA Board at the February 18, 2021, IA Board Strategic Planning Workshop.
- Blueprint Project Updates
   Autumn Calder provided a brief update on Blueprint projects including 15 active projects representing a \$250 million investment in infrastructure. Nine of those projects would move to construction in 2021-2022 including Magnolia Phases 1 and 4, Capital Cascades Trail Segment 3 Amenities, Capital Circle Southwest widening, Debbie Lightsey Nature Park and the Market District Park.
- Tallahassee Community College Funding Request Dr. Jim Murdaugh, President of TCC, provided a brief presentation on the \$1 million funding request for athletic infrastructure to be matched by TCC through private fundraising. Chris Edwards spoke to the educational opportunities provided through athletic programs and the need for improvements to the 30-year old baseball and basketball facilities. Heather Mitchell spoke to the community use of the facilities at TCC and the community economic benefit of the investment.

Commissioner Proctor stated that he supported the modest request in part because of the representation of the school's name and identification with Tallahassee.

Commissioner Richardson moved, seconded by Commissioner Maddox, to bring back an agenda item analyzing Tallahassee Community College's \$1 million funding request to assist with athletic facility upgrades.

Commissioner Richardson stated that previously he served on the TCC Foundation Board of Directors. One example of TCC support of the community was in his one year as Chair, the Board established a two-year scholarship to TCC for Gadsden County students. The modest request, in light of support provided to other post-secondary institutions, would produce a return on investment that was also supported by Leon County Tourist Development Council.

Commissioner Maddox requested a summary of what the requested agenda item might contain. Ben Pingree stated that the item would be similar to what occurred with the presentation from President Robinson with FAMU for the \$10 million funding request for Bragg Stadium, or a prior request from President Thrasher with FSU. It would be a comprehensive analysis to identify any procedural steps, legal review, and funding opportunities within the Blueprint Intergovernmental Agency.

The motion passed 12-0 (weighted 70-0).

#### VI. CONSENT

ACTION TAKEN: Mayor Dailey moved, seconded by Commissioner Richardson to approve the Consent Agenda.

#### The motion passed 12-0 (weighted (70-0).

- 1. Approval of the December 10, 2020, Blueprint Intergovernmental Agency Board of Directors Meeting Minutes
  - Option 1: Approve the December 10, 2020, Blueprint Intergovernmental Agency Board of Directors Meeting Minutes.
- 2. Acceptance of the Draft Blueprint Citizens Advisory Committee February 4, 2021, and Economic Vitality Leadership Committee February 2, 2021, Meeting Minutes
  - Option 1: Accept the Draft Blueprint Citizens Advisory Committee February 4, 2021, and Economic Vitality Leadership Committee February 2, 2021, Minutes.
- 4. Acceptance of a Status Update on the Bike Route System Implementation Process and Authorization to Procure Downtown-University Protected Bike Lane Project Design and Construction Services
  - Option 1: Accept the status update on the Bike Route System implementation process.

Option 2: Authorize procurement of Downtown-University Protected Bike Lane project design and construction services.

5. Amendment to VisionFirst Advisors Contract for an Update to the Economic Development Strategic Plan and Related Budget Amendment

Option 1: Authorize the Director of PLACE to execute an amendment to the Scope of Services of the contract with VisionFirst to update OEV's Strategic Plan, for an amount not to exceed \$100,000; and approve a Budget Amendment to fund the additional services from the FOLF.

#### **ITEMS PULLED FOR DISCUSSION**

3. Acceptance of the Status Update on Blueprint Infrastructure Projects

Commissioner Porter stated that Assistant City Manager Wayne Tedder indicated an update on the Capital Cascades Trail Pond 3DB would be provided. Autumn Calder provided a brief overview of the agenda material noting that since publication, Blueprint received the City Environmental Management Permit for the project. Essentially, that meant that all of the permitting requirements, at the City of Tallahassee level, had been met by Blueprint. The Capital Cascades project has been implemented in phases over many years. Franklin Boulevard improvements were the first to be completed in 2013. The Capital Cascades Trail system included many layers of stormwater planning and engineering including Cascades Park, which at its core was a stormwater facility that was cleverly disguised as a "world-class park."

Autumn Calder stated that since receiving IA Board approval at the September 5, 2019, meeting to move forward with the Segment 3 3DB Pond and improvements, Blueprint built a new stormwater model for the Saint Augustine Branch using the latest software; the model has been peer reviewed by Jones Edmonds, a leader in stormwater modeling in the Southeastern United States. The model was signed and sealed by the engineer of record at Kimley Horn and Associates and by the independent peer review firm. The design and permit application were based on the new stormwater model. Blueprint was currently working on a second permit from the Florida Department of Environmental Protection (FDEP), which was submitted in December 2020. FDEP replied with comments in January 2021, to which Blueprint has provided a response. FDEP noted that the responses by Blueprint were satisfactory. Once that FDEP permit was received, Blueprint would proceed to construction on Pond 3DB.

Commissioner Porter questioned if there would be two different stormwater models used for the project. Autumn Calder stated that multiple stormwater models were used over the years for Capital Cascades Trail. In the final segment, Segment 4, Blueprint would develop a "pre-Cascades" model to evaluate the conditions of the entirety of the Saint Augustine Branch, reflecting conditions prior to any of the infrastructure improvements at Franklin Boulevard, Cascades Park, etc. that would provide a holistic view of the Capital Cascades stormwater system.

Commissioner Porter questioned the benefit of constructing both projects with the same improved, resilient stormwater model. Autumn Calder stated that there was no benefit in delaying construction because stormwater moved through Saint Augustine Branch ahead of entering Segment 4. The improvements in Segment 4 would not affect the stormwater in Segment 3. Moving forward with the construction on Pond 3DB would provide water quality improvements by removing nutrients, including nitrogen and phosphorus, from stormwater passing through the Saint Augustine Branch before the confluence with the Central Drainage Ditch, which would make the Segment 4 improvements that much more efficient.

Commissioner Dozier stated that what stood out for her in the citizen comments and letter of agreement with FDEP was the concerns around the process of modeling. Autumn Calder confirmed that FDEP was considering the conditions only for Pond 3DB, not the pre or post conditions. Commissioner Dozier stated that she would like a better understanding of how the new studies could inform the IA Board moving forward.

Commissioner Matlow questioned the variance needed from City Growth Management. Autumn Calder introduced Karen Jummonville, Director of City Growth Management, to address the question. Ms. Jummonville stated that the variance was only necessary if Blueprint did not meet the conditions; however, the Agency was committed to prepare the pre-Cascades model therefore the variance was not needed because the project would meet the requirements of the code.

Commissioner Matlow quoted the agenda material stating that Blueprint would commit on Segment 4 to evaluating and recommending modifications to the existing and future Capital Cascades facility, subject to IA Board approval; and questioned the fiscal impact of the modifications. Autumn Calder stated that the pre-Cascades model would report the precise conditions of the Segment 4 area prior to any improvements from Segment 1 (Franklin Boulevard) through Segment 3. With that model, Blueprint would determine how all of the improvements made to-date, combined with the Segment 4 enhancements, would improve the pre-existing conditions.

Commissioner Matlow questioned how Blueprint did not know beforehand the existing conditions of Segments 3 and 4. Secondly, even though the work was subject to IA Board approval, the money was essentially committed in order for the project to continue. The anticipated policy decision could drive a future budget decision; he expressed concern that the information was not provided up front. It seemed as though skipping the variance decision because of a deal made through modifications as the project progressed forced a decision on the IA Board. He hoped that should Blueprint be in a similar situation in the future, that it be brought to the IA Board first.

Regarding Capital Circle Southwest widening, Commissioner Proctor stated that the project was a misnomer because the Crawfordville Road to Springhill Road was omitted. It would be tremendously bizarre to flow three lanes of traffic from the north or south, into a single lane roadway near the airport. Furthermore, he was concerned by the \$58 million price and requested clarification. Ben Pingree stated

that the collaborative of Blueprint, City, County, and Capital Regional Transportation Planning Agency, and Florida Department of Transportation District 3, were closely tracking both segments of Capital Circle Southwest, Crawfordville Road to Springhill Road and Springhill Road to Orange Avenue through the state's five-year workplan. The Springhill Road to Orange Avenue segment was further ahead in that process and therefore moving into construction sooner. Blueprint met regularly with FDOT District 3 staff and were closely monitoring the progress of design, right-of-way, and construction funding for Crawfordville Road to Springhill Road in the workplan. Mr. Pingree stated that it fell from the five-year work plan in light of COVID-19 and correlated lower sales tax revenues collected by the state. All parties sought to complete that final segment, as Capital Circle Southwest was the priority one project at Blueprint.

Commissioner Richardson appreciated the line of questioning but he read the agenda material, the referenced emails, letters, and staff responses, and was comfortable with answers provided. He reviewed the considerable study and analysis of the issue by staff and felt that the recommendations were sound. Furthermore, he held full faith and confidence that staff would have elevated any issues or potential issues to the IA Board for discussion and guidance prior to presenting the recommend course of action. He stated that in his experience Blueprint staff was forthright, professional, knowledgeable, and experienced. He expressed concern that anyone would doubt that or the material and recommendations provided. If Commissioners held those concerns, they deserved answers, however, he held full faith and confidence in staff.

Commissioner Williams-Cox cited COVID concerns, the time spent in Chambers, and noted the length of the discussion on a pulled consent item. She implored the IA Board to address technical questions in briefings in order to deal with the business of the IA Board in the meeting. Commissioner Williams-Cox further expressed her faith in the subject matter expertise of staff and encouraged Commissioners to quickly find answers to their questions and continue to general business.

Commissioner Porter stated that her questions did not undermine her faith in staff, but rather indicated the how seriously she took the process of understanding complex subjects in order to have full confidence in her vote. She requested future updates on the FDEP permit. Autumn Calder confirmed that future agenda items would include that information. Ben Pingree concurred and clarified that once the FDEP permit was received, the contractor was mobilized and prepared to begin work. The FDEP permit was imminent, and once received Blueprint would move forward with the project in accordance with standing IA Board direction.

Mayor Dailey moved, seconded by Commissioner Cummings to approve Option 1.

Option 1: Accept the February 2021 Status Update on Blueprint Infrastructure Projects.

The motion passed 12-0 (weighted: 70-0).

Commissioner Williams-Cox stated that she would entertain a motion instituting a three-minute rule on IA Board Directors; clarifying that staff response would not count against that time.

#### Mayor Dailey moved, seconded by Commissioner Maddox to institute a three-minute time limit on Directors.

Commissioner Dozier stated that the Board of County Commission utilized the three-minute rule and allowed for provisions to that time. She agreed with the health concerns of being in Chambers and in her experience, the provisional votes used more time than saved. She felt that IA Board Directors could commit to concise comments. Commissioner Williams-Cox stated that she gave that chance; however, it was not working.

Commissioner Matlow stated that under Sunshine Laws, IA Board Directors could only discuss items in the board meeting. The only way to change the trajectory of projects was through public discussion and decisions. He stated that it did not happen on the subject agenda item; however, there were cases of public discussion that resulted in IA Board action or direction diverting from the staff recommendation. Regarding the three-minute rule, he could not support it because he kept his comments brief.

The motion passed: 8-4 (weighted 46-24).

#### VII. GENERAL BUSINESS

6. Approval to Execute the Memorandum of Understanding with the Leon County Research and Development Authority (LCRDA) for the North Florida Incubator Matching Funds

Ben Pingree reminded that IA Board that the item had come before them numerous times both in the budget process and at policy meetings. The purpose of the item was to support the creation of an incubator to stimulate the economic development outcomes discussed in the earlier Strategic Plan Workshop. Furthermore, it represented a partnership with OEV, LCRDA, FSU, and the federal government and ratified the Memorandum of Understanding, the legally required document that provided the confidence and legal protection to the IA Board for the financial commitment.

Commissioner Dozier moved, seconded by Mayor Dailey to approve Option 1.

Option 1: Approve and authorize the Director of PLACE or his designee to execute the Memorandum of Understanding with the Leon County Research and Development Authority for the North Florida Incubator Matching Funds in the amount of \$2.5 million.

Commissioner Dozier noted that at the last Innovation Park Board of Directors meeting, she and Mayor Daily along with the rest of that Board received a

presentation that considered how the facility would align with other entrepreneurial and recruitment initiatives. She thought that the IA Board members would benefit from a similar presentation as businesses were attracted to communities that provided a pipeline for entrepreneurs. Innovation Park selected Lewis and Whitlock as the architect and engineering team for the project and anticipated breaking ground spring of 2022, with a projected opening by fall of 2023.

Commissioner Minor acknowledged the magnitude of the project and the benefit to Tallahassee-Leon County. He thanked staff and Commissioner Dozier for the years of involvement.

### The motion passed 11-0 (weighted 63-0) with Mayor Dailey out of Chambers.

7. Approval of the Capital Cascades Trail Segment 3 Skateable Art Design Plan

Ben Pingree stated that the Skateable Art project was a best-in-class design concept for the facility that was developed in conjunction with the skate community. As a design-build project, the plans required IA Board approval. One item of note, Team Pain, the design firm, worked within numerous constraints and created what would be one of the longest, continuous snake runs in the southeastern United States, which was an important feature in the skate community. It was anticipated to be iconic and to stimulate substantial social media and commercial traffic.

Mayor Dailey commended staff for the creative design collaboration with the skate community, the incorporation of FAMU with the Rattler Run, and converting a nuisance at Cascades Park with the war memorial to an inspired skateable art design. His only suggestion was to be mindful of the landscape and vegetation installed in the park in order to prevent hazardous debris that could be caught in the wheels.

### Mayor Dailey moved, seconded by Commissioner Maddox to approve Option 1.

### Option 1: Approve the Capital Cascades Trail Segment 3 Skateable Art Design Plan.

Commissioner Porter expressed excitement and questioned if seating would be installed. Autumn Calder confirmed that construction would include seat walls and seating with a shade structure near the entrance. Commissioner Porter suggested a potential opportunity to collaborate with KCCI on anti-graffiti efforts.

Commissioner Matlow stated that he participated in a community charrette for the project and commended staff on the process, public engagement, and the project.

Commissioner Dozier echoed the Mayor's comments and commended Blueprint and team for taking a past nuisance and creating a place of acceptance through the project.

Commissioner Welch commended staff on the project and stated that as a firmly mediocre skateboarder as a teenager it was fantastic. He predicted that #skatethesnake would take off across social media.

Commissioner Proctor spoke to the youthful spirt of the skate community and noted that it extended beyond teenagers to a broad range of ages across Tallahassee-Leon County.

To that point, Commissioner Williams-Cox questioned if safety signage would be included. Ben Pingree confirmed that the appropriate signage would be installed in the park.

#### The motion passed 12-0 (weighted 70-0).

8. Approval to Initiate the Substantial Amendment Process for the Northeast Park Project and Consideration of Advance Funding Options

Ben Pingree reminded the IA Board of comments made by Commissioner Welch at the December 10, 2020, board meeting regarding County Commission action to sell 100-acres, previously dedicated for the Northeast Park, and purchase 50-acres adjacent to the Northeast Gateway project, contingent upon IA Board approval to significantly amend the project description. Currently scheduled to be funded in 2035, staff recommended advancing the Northeast Park into the upcoming bonding cycle. If approved, a full analysis would be brought to the IA Board at the May 27, 2021, Budget Workshop. Lastly, Mr. Pingree stated that conversations regarding amenities, operations, and maintenance would be included in later agenda items dependent on IA Board direction to advance the project.

Commissioner Welch thanked staff for the excellent analyses for a much needed park project in the northeast. He reiterated the recent actions of the County Commission and noted that IA Board support would provide for expedited construction in a location better suited to serve the most people, and potentially with cost savings from the synergy with the Northeast Gateway project.

Commissioner Welch moved, seconded by Commissioner Maddox to approve Options 1 and 2.

Option 1: Initiate the process to significantly amend the Northeast Park project consistent with the new location planned for purchase by Leon County. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on March 31, 2021 and the second and final public hearing for the Blueprint IA Board meeting on April 8, 2021, at which time a supermajority vote is needed to modify the project.

Option 2: Advance Northeast Park with bond funding: Direct Blueprint to bring back through the annual budget workshop the full funding of the Northeast Park through planned bond issuance(s) at \$10 million within the FY 2022 – 2026 Capital Improvement Plan.

Commissioner Dozier expressed her support for the relocation of the Northeast Park, processes to get there, and greater understanding of the fiscal impact through the budget workshop and ahead of voting to approve bonding \$10 million. The Sales Tax Committee identified twenty-seven projects for funding through Blueprint that both City and County Commissions approved before the referendum in 2014. She was not surprised that constituents pushed for advanced funding of projects; however, the IA Board advanced funded 15 of the 27 projects through 2026, bonding a good number of them. She spoke to the incredible effort by staff, from procurement teams through construction.

Commissioner Dozier further stated that the Tallahassee-Leon County community celebrated the quality delivered by Blueprint, and acknowledged there was a ceiling to what could be layered on staff and encouraged cognizance by the IA Board. Even more concerning to her was the impact bonding \$10 million would have on the remaining projects. She supported acquisition of the new parcel, however, and did not want to choose between construction of the park and Alternative Sewer Solutions or the Animal Shelter projects. If one project dropped off the list because the IA Board bonded so many projects, the IA Board needed a complete understanding of the opportunity cost of advancing these projects. She reiterated her support of the Northeast Park project, and noted in the budget process, she hoped for a frank and in-depth discussion about the long-term impacts.

Commissioner Dozier stated that the Animal Shelter project had been a tremendous need for a long time. Bonding another project could jeopardize its funding and potentially other projects too. She requested that staff help the IA Board see the implications of advance funding, and, if it negatively impacted the Animal Shelter, to identify other funding options. Ben Pingree confirmed that staff would be prepared to cover those subjects at the Budget Workshop.

Commissioner Porter expressed her support for the Northeast Park project and shared Commissioner Dozier's concerns for impact on other projects.

Commissioner Cummings thanked staff for the expeditious nature of the agenda item and acknowledged the issues Commissioner Dozier raised that the IA Board would need to address with the full analysis. She also shared Commissioner Welch's concern for the need for recreational area in the northeast. The Northeast Park was a priority and furthermore, the IA Board would make an educated decision about the overall budget and impacts to other projects at the Budget Workshop.

Commissioner Maddox questioned amenities, operations, and maintenance. Ben Pingree stated that it was too early in the process to discuss that level of detail. Option 1 required two public hearings, the second and final of which would be at the IA Board meeting on April 8, 2021. A deeper dive into the issues Commissioners Dozier and Porter raised would take place at the IA Board budget workshop on May 27, 2021. Planning for the park would begin in earnest as staff moved toward the bonding process. That would the time for public engagement, amenities discussions, etc. Mr. Pingree further stated that it seemed reasonable to anticipate that operations and maintenance discussions would occur in tandem. Commissioner Maddox questioned if those discussions would happen at the IA

Board meeting. Mr. Pingree stated that discussions of park features and amenities would absolutely happen with the IA Board. He felt it likely that operations and maintenance discussions would too. However, if not, those discussions would occur at the City and County Commissions respectively.

Commissioner Welch stated that he understood the concerns and thanked staff, Tall Timbers, Neil Fleckenstein, and the property owner for their efforts in getting the IA Board to the point of good, public policy to relocate the Northeast Park. Lastly, Commissioner Welch thanked Commissioner Proctor for championing the relocation through the years.

Commissioner Proctor requested clarification on what was meant by a supermajority vote in the substantial amendment process. Susan Dawson stated that the IA Board Bylaws outlined the process and required a super-majority vote to amend a project description from what the voters approved. A supermajority requires five affirmative votes by the County, four from the City. The supermajority vote was the only exception to weighted voting permitted in the bylaws.

#### The motion passed 12-0 (weighted 70-0).

#### 9. Consideration of Blueprint Informational Meetings

Ben Pingree stated that the item for consideration of Informational Meetings sought to amend the agenda policy to include an "Items from Members of the Board" section at the end of the agenda in order to provide space for the introduction or sharing of concepts and ideas by the Directors. Secondly, it sought to increase efficiency of IA Board meetings with the side effect of more public engagement. The proposed, virtual, staff led presentations would be held in accordance with Sunshine Law requirements, but they would not require a quorum as there would be no discussions, votes, nor would staff take public comment. It was intended to provide a deeper dive into items and issues.

Mayor Dailey moved, seconded by Commissioner Minor to approve Options 1 and 2.

Option 1: Direct staff to schedule the informational meetings for 2021.

Option 2: Direct staff to bring back an agenda item with a draft amendment to the Blueprint Meeting Schedule and Agenda Development Policy to add a 'Comments/Discussion' section at the end of the IA Board meeting agenda.

Commissioner Maddox questioned the motion would prohibit separating infrastructure and economic development to individual meetings. Ben Pingree stated that it would not prohibit that course of action.

Commissioner Dozier confirmed that the information meetings would be virtual and that they would be open to the public. Ben Pingree confirmed and provided a relative example, of the Market District Park update that the IA Board received in December 2020, which was timely, relative, and lengthy. That would be the type of presentation provided at the informational meeting. There would also a more concise presentation for the IA Board meeting. The public would be allowed to participate in either. Commissioner Dozier noted that attendance at the Monday informational meeting would be optional for Directors. However to be sure, all were fully informed and on the same page by the Thursday board meeting, she questioned if the informational meeting presentation could be distributed to IA Board members who could not attend. Ben Pingree concurred. Commissioner Dozier also requested a conversation to explore separating Blueprint and OEV meetings.

Commissioner Porter stated that initially she supported the idea, however, with additional consideration she wanted to take public comment on the item. She was concerned about informational disparities among Directors and supported exploring separating Blueprint and OEV meetings. Furthermore, if the concern was COVID based, it made sense. If however, the concern was the time spent on the items, she stated that the issues were time consuming. The public deserved the time and attention of the IA Board on these issues. From her experience, the public did not want more meetings or opportunities to speak but rather for Commissioners to listen and take action in support of public sentiment. For those reasons, she would not support the motion.

Commissioner Maddox offered a substitute motion, seconded by Commissioner Matlow, to approve Option 2 and direct staff to bring back and agenda item that analyzed separating Infrastructure and OEV to separate meetings (on different days) with the option for a one-year review.

Option 2: Direct staff to bring back an agenda item with a draft amendment to the Blueprint Meeting Schedule and Agenda Development Policy to add a 'Comments/Discussion' section at the end of the IA Board meeting agenda.

Commissioner Proctor stated that the motion was compelling. He noted that elements of support to the IA Board include staff expertise, a Citizens Advisory Committee, the Economic Vitality Leadership Committee, etc. and stated that informational meetings seemed to create a third, distinct component. He felt sufficiently informed by the leadership and advisory boards. Lastly, veteran Directors were knowledgeable on the ongoing projects and issues therefore, he was less empathetic for the request, but he supported the motion on the floor.

Commissioner Matlow expressed his full support of the motion stating that, in spirit, the informational meetings were a good idea. He wanted to be respectful of the IA Board and staff time. He referenced thirteen project charrettes provided by Blueprint as example of the public engagement efforts. He felt that the issues with the public came from their feeling that the course of action would not be modified by their input. Providing citizen engagement through an informational meeting three days prior to a vote gave the illusion of the potential for change but everyone around the table knew that to be a longer process. He suggested sharing

information with the public through pre-recorded videos posted to social media prior to IA Board meetings. He appreciated the idea but it fell short of the goal.

Commissioner Dozier noted the consistent public feedback received regarding economic development. The combined meeting model often cut short presentations and discussion on OEV updates because of the complexity of Infrastructure projects. Separating the two would provide the IA Board with opportunity to hear directly from business partners and communities specifically on their issues. She stated that as OEV embarked on a new Strategic Plan and spends money to implement projects, it was critical to have dedicated economic development discussions to address the questions raised in the strategic planning. Lastly, she supported virtual presentations for review or download by citizens that would accomplish the public engagement and transparency goals. She looked forward to the analysis of that or other ideas in the agenda item, should the motion pass.

Commissioner Williams-Cox stated that she supported the informational meetings if it made the IA Board meeting more efficient. She referenced the Leon County School Board's Agenda Development meetings where issues were discussed, with decisions made and actions taken at the Board meeting. The deep dive into issues happened ahead of the Board meeting. She supported separating OEV meetings from Infrastructure and questioned the amount of time necessary for both. She stated that she loved her part-time, City Commission job, and was willing to do what was necessary and it would require additional time. While the informational meetings might not be mandatory, she questioned who would want to miss the opportunity for greater clarification and understanding of the issues. She was not in favor of creating two additional meetings, on top of those scheduled through other board and committee commitments.

Commissioner Minor stated that initially he was excited for the informational meetings to the point of comparing his calendar to the proposed dates. He saw them as an extended-joint briefing where Directors could ask questions and learn together, along with the public. Should that be the trajectory of the IA Board, he was concerned that the board meeting conversations could be cannibalized by the informational meeting. Furthermore, those who did not or could not attend would be at a disadvantage in the IA Board meeting. However, he would support the substitute motion because he thought that splitting OEV and Infrastructure meetings would provide greater efficiencies.

Commissioner Cummings expressed her support of the substitute motion and her willingness to try informational meetings on a temporary basis.

Commissioner Richardson stated that he originally liked the informational meetings; however, he would support the substitute motion as it shed new light on the options. He supported separating Infrastructure and OEV because adding the informational meeting would require more staff time to prepare and could be confusing to the public as to what would be accomplished.

Ben Pingree stated that the IA Board, one year earlier, added two meetings and two workshops, moving from four meetings annually to six with the two workshops as

extended days. He clarified that the substitute motion maintained that quantity, essentially, splitting it with three Blueprint and three OEV. Commissioner Maddox stated that the analysis of options should be discussed in the future agenda item. He fully anticipated discussion on whether or not meetings were added during that item; however, he preferred to have the staff analysis of the options to inform that conversation.

The motion passed 12-0 (weighted 70-0).

#### VIII. <u>CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS</u>

There were no additional speakers in person or online.

#### IX. ADJOURN

The meeting adjourned at 5:36 p.m.

The next Blueprint Intergovernmental Agency Board of Directors Meeting is scheduled for April 8, 2021, at 3:00 p.m.

February 17, 2021

Blueprint Intergovernmental Agency Board of Directors

Dear Board members and community,

My name is Chuck Lang. I am a lifelong resident of Tallahassee and Leon County, and I am writing on behalf of my family regarding the proposed North East Gateway.

Our farm is located at 6025 Roberts Road, on the corner of Roberts and Centerville Roads. It is a historic, Century Pioneer Farm. My parents, Dave and Mary Alma Roberts Lang, built their current home on our farm in the 1980's and live there today. It is an important homeplace for our family. We are very concerned about the proposed NE Gateway and the lack of regard for the community if affects.

Our family has a history of being a good neighbor through the years. For example, Roberts Elementary was named after our family (mother's maiden name) after learning our family built a school for children who had fewer resources than most and donated the 5 acres in 1893 and again in the mid 1960's on the corner of Roberts Road and Centerville. Currently the land is owned by the historically Black church, Saint Phillip AME, which began in the schoolhouse.

The family discovered when the matriarch died in the mid 1960's that the farm had been paying taxes for many years on over a mile of the right of way used by Roberts Road; they then donated the land to Leon County. We were able to be good partners with our community because of good friendships and good communication.

We are concerned about the NE Gateway because of the lack of communication between the officials who will be making the ultimate decisions and the community that will be affected. It should be noted that Daniel Scheer, Design & Construction Manager for Blueprint Intergovernmental Agency, and his coworkers have met with us and others, but they clearly stated that they are not the decision makers. As a result, practically every design freely cuts through large portions of our property greatly affecting the quality of life of my parents.

They have shared numerous designs with us, and we want to be very clear that none of them are acceptable to us or to the community we have spoken to, including CRCA. Dan and his team have been very courteous, and we appreciate their efforts. However, our meetings have not resulted in any plan designs that are reasonable or acceptable. All the plans seem to be designed to meet the goals of the single, large developer and the government officials they are communicating with.

We have one request. For the government officials who will be making the ultimate design decisions to meet with the local community to work out a design that is reasonable and

acceptable. A reasonable design will not unfairly impact our farm and will preserve our community as a whole.

Thank you on behalf of our family and community.

Chuck Lang

Chuck Lang

ChuckLang45@gmail.com 850.264.3377

cc:

Susan Lang Sandra Lang DeAngelis Dave and Mary Alma Roberts Lang

<><

From: <u>chucklang45@gmail.com</u>

To: <u>IA Comments</u>

Cc: susan lang@verizon.net; "DaveMary Lang"

Subject: Blueprint IA Board Meeting Public Comments

Date: Wednesday, February 17, 2021 4:19:16 PM

Attachments: NE Parkway letter4.docx

Dear board members and community,

Pease see the attached letter which is also pasted below.

Thank you.

Chuck Lang 850.264.3377

<><

February 17, 2021

Blueprint Intergovernmental Agency Board of Directors

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Chuck Lang

Chuck Lang

ChuckLang45@gmail.com 850.264.3377

cc:

Susan Lang
Sandra Lang DeAngelis
Dave and Mary Alma Roberts Lang

<><

Blueprint Intergovernmental Agency RE: Feb. 18, BPIA meeting; Agenda item #3

Dear Commissioners,

I would like to provide comments concerning the update on the NE Gateway/Welaunee Blvd. PDE included in Agenda item #3 of your February 18, 2021 meeting.

I am scheduled to receive my second vaccination the same time as the meeting and will be unable to attend in person so am providing my written comments.

As you know, I was one of the signatories to the 1996 Settlement Agreement with my neighbors, the City of Tallahassee, and the Leon County School Board. We had a very good case against the City for seeking to adopt a Comp Plan amendment concerning the siting of the two schools on Centerville Rd. Our case was very strong and we only entered into the settlement agreement because, as good citizens, we also valued the need for the two schools, though the location was with complete disregard for many elements in the Comp Plan. One of the stipulations in the settlement agreement was the designation of about 45 acres in the northern portion of the property to be set-aside as a perpetual conservation easement. We acted in good faith executing that agreement and the conservation easement was the primary reason for our agreeing to the settlement. Centerville Rural Community Association (CeRCA) was responsible for the maintenance of the property as part of the agreement. CeRCA members also spearheaded the establishment of the outdoor classroom held within the easement and educational programs utilizing the woods to teach the elementary school children about the area ecology. Many hands-on science projects were conducted with the children. This program continued for several years until the constraints of the FCAT program reduced the opportunities for field work. Now it feels as though we neighbors and CeRCA were the only parties to the agreement acting in good faith. It seems the City has developed a reputation for securing conservation easements until such time as they want the property for a different use. Conservation Easements are *not* land banks for local government. What precedent are you setting when you so willfully violate contractual settlement agreements with your citizens? What precedent are you setting when you cavalierly seek to negate a legal Conservation Easement?

Since Welaunee signed its first agreement with the City for the future development of the whole property, the location of Welaunee Blvd. has been shown on every map at a point about one mile east of the Centerville Rd. intersection on the northernmost boundary of Welaunee at Roberts Rd. Originally, phase I of Welaunee Blvd was supposed to be built to tie into Shamrock Rd. It wasn't until the Killearn Homeowners Association organized a major effort to extend the roadway all the way to Roberts Rd. as part of phase I, hoping to reduce impacts to Killearn, that other intersection options started being discussed. Now we have a road that those of us in adjacent rural areas saw ending one place for *decades* suddenly take on legs and move to the Centerville Rd. intersection. This effort is entirely about moving traffic in the most expeditious way from Bannerman Rd. and Thomasville Rd. to Welaunee Blvd. Never mind that all these options violate a *legal* Conservation

Easement. Never mind that its goal is to shuttle suburban traffic as quickly as possible through a significantly rural area. Never mind that adjacent properties on the National Historical Register are impacted. Never mind that a Historical black church will have new access points making it difficult for its members to easily enter and exit and visit loved ones in their historic cemetery. Never mind that a treasured Historic, canopy road is likely going to be dissected and chopped up, unnaturally destroying its character. The most important thing is to move that traffic! We have known for years that change was coming. We have cooperated for years with reasonable growth changes to our area. We care about our lands. We worked tirelessly to get significantly improved stormwater standards adopted to protect our lakes from the development that came in Bradfordville. We worked tirelessly to get design standards adopted in Bradforville to create a community instead of a collection of strip malls. We sought the reduction of the Urban Services Area boundary (about 1600 acres worth) along Bradvordville Rd. as a testament to our desire to preserve our rural lands. In short we have fought to keep this area the rural treasure that it is today. So I ask, "Why can't you stand up for us as well?" We beseech you to direct your staff to rate the needs and concerns of your rural constituents at least as much as they rate the needs and efficiencies of traffic models. The three intersection choices presented to you are ALL about moving traffic. We have a choice of violating a legal easement in two of the three choices; or of foisting most of the misery on a single property owner who has many Historical sites on their property and immediately adjacent to a road alignment, and would have their property chopped up and likely have to leave their home; or the choice to chop up a historic road and deprive at least three property owners of valuable property fronting that historic road. Seems like other alternatives have all been discarded because you, the commissioners, have directed staff to find an alternative that moves the traffic the most efficiently. Please reconsider these as the only alternatives!

Thank you, Kathy Archibald 7100 Roberts Rd. Tallahassee, FL 3309 From: Max Epstein
To: IA Comments

Subject: Comments for the record

Date: Wednesday, February 17, 2021 6:05:17 PM

Attachments: st augustine sab.png

missing\_compensation.png TEM200103 - Model Agreement.pdf

Please include this on tomorrow's official record. Thank you.

#### Commissioners,

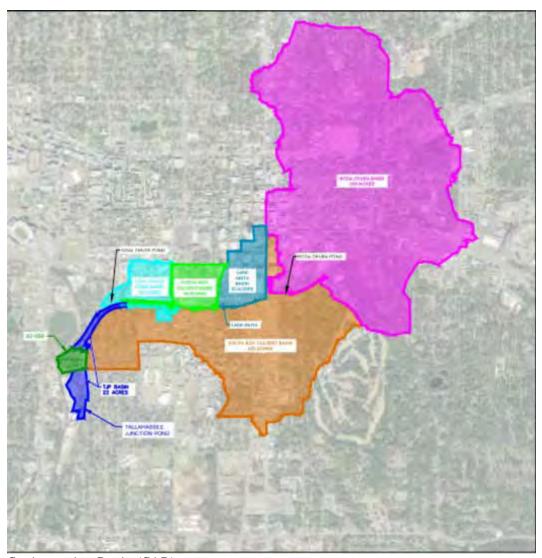
Please consider the following information, and review Blueprint's memorandum of understanding. An agreement between Blueprint and Growth Management is included as an attachment. The current model developed for permitting the 3D-B pond is not sufficient. A new model is already being developed. No project should proceed through permitting or construction until this is completed, and everything else in this email is addressed.

#### Asks are simple:

- 1) Expand the CC4 RFP/RFQ to include a watershed management plan for both the SAB and the Central Drainage Ditch (CDD), which feeds into CC4. (Blueprint has already agreed to half of this request, as mentioned below. The CDD must also be required).
- 2) Expand the CC4 RFP/RFQ to include designing and permitting 3D-B and CC4 together, using the new stormwater model already underway for the SAB.
- 3) Expand the CC4 RFP/RFQ to include the Elberta Empire "Expansion of Lakes SWMF" project. Decisions now will help prevent displacement and wasting taxpayer dollars.

The gist of the conversation is, **Blueprint will probably not be able to permit and construct the 3D-B pond through either the City or DEP.** Growth Management has the <u>same concerns</u> I voiced 18 months ago about the design and outdated stormwater model being used. DEP is also fully aware of the situation.

Blueprint has <u>already agreed</u> (attached) to develop a brand new, state-of-art stormwater model for the St. Augustine Branch (SAB), before designing and permitting CC4. That's the 1500 acres that drain into the 3D-B pond. Wouldn't that be a useful thing to have to design and permit the CC3D-B Regional Stormwater Facility that serves that 1500 acres? (I also question the legality of a bilateral agreement "in lieu" of an environmental variance, which is law, and that such an agreement can be made without IA Board approval).



St. Augustine Basin (SAB)

Instead, Blueprint is continuing to beat the 12-25 year old, antiquated stormwater model with a hammer to make it work to permit the 3D-B pond, while simultaneously advertising an RFP/RFQ to develop an entirely new model. To get the current pond past City permitting, much more analysis and data collection will be required. They're not having any of it. Waste of time and taxpayer \$\$\$ when a better model is already being developed.

What Growth Management requires for CC4 for is exactly what we have been asking for, a watershed management plan for the SAB. They will also be requiring updates to current Capital Cascades and Cascades Park infrastructure if needed to fit the new model before designing and permitting CC4.

This goes further, with the planned Elberta Empire pond that threatens <u>80 homes and businesses</u>. We need an updated watershed management plan and stormwater model for the CDD before designing CC4. **Watershed management!** It all drains into CC4!



Central Drainage Ditch (CDD) conceptual permit (City of Tallahassee).

Any design or construction of these 3 separate projects without having a holistic plan can and will have disastrous unintended consequences. Planning decisions now will certainly prevent or reduce displacement and eminent domain takings of the neighborhoods. We are talking \$25+ million dollars in investment here between the 3 projects. Probably much more than that for the Elberta pond if the taxpayers have to buy 80 homes and businesses (at least \$20+ million in eminent domain takings alone, more now that the Federal standard will be required when displacing people, plus construction costs).

For transparency, I'm heading up a research project with the DeVoe Moore Center to analyze the eminent domain takings on FAMU Way. The report will be independently and peer reviewed before release. You may contact Dr. Sam Staley for more information, <a href="mailto:sstaley@fsu.edu">sstaley@fsu.edu</a>. Below is an example of what is being examined.

•	P218.0011_RHP Claim_Redacted.pdf	
	BASED UPON CURRENT RENTAL PRICE INCLUDING UTILITIES OF:	
	COMPARABLE ANALYSIS FINDING (Rent + Utilities) \$ 1,098.37	
	LESS: SUBJECT PROPERTY FINDING (Rent + Utilities) \$ 635.74	
	EQUALS: RENT DIFFERENTIAL \$ 462.63	
	X 🔲 21 months	
	☑ 42 months	
	: = \$19,430.46	
	EQUALS: AMOUNT OF RENTAL ASSISTANCE PAYMENT \$ 5,250.00 (Maximum Program Limit)	
	SUBMITTED: Janky back High 18	
	REVIEWED: Eli EliMatalon 7/19/18	
	APPROVED: /s/ Debra W. Schiro, Esq. 5/16/18	

3D-B tenant displacement: federal standard vs. what was provided.

This is TWICE now that Blueprint has bought land for the 3D-B pond, used eminent domain, displaced some of the most vulnerable people in Tallahassee, without completed design, engineering or stormwater modeling to even support the project! (My words, not the report).

CC4 could very well be just as big or bigger than Cascades Park for tourists. That would have a massive impact on the economy. 1 in 3 visitors to Gainesville visit the Sweetwater Wetland treatment facility. By my calculations, that's about \$30 million in tourist dollars per year here in Tallahassee. Julie Harrington of the FSU Economic Forecasting office is currently working on some actual numbers for the IA Board.

Please feel free to email me with any questions, or I am available to chat over the phone or Zoom before tomorrow's meeting.

Sincerely, Max Epstein

\_\_\_\_\_

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#### **MEMORANDUM**

To: Craig Barkve, City of Tallahassee Program Engineer

Via: Benjamin Harrison Pingree, Director of PLACE

From: Autumn Calder, Blueprint Director ASC

CC: Susan Dawson, Blueprint Attorney

Daniel Scheer, Design and Construction Manager

Date: January 20, 2021

Re: CCT Segment 3D Permit Comment Response

#### MEMORANDUM FOR THE RECORD:

This document serves as a response to the following comment from the City of Tallahassee Growth Management Department regarding the CCT Segment 3D Pond Permit application:

The stormwater modeling effort uses a current conditions model as the starting point for the pre and post development conditions. Using the current conditions model will require approval from the Environmental Variance Board and agreement to develop the pre Cascades model for design and permitting of Segment 4.

To address this comment and in lieu of the Environmental Variance Board approval, City of Tallahassee Growth Management and Blueprint have mutually agreed to the following commitments:

- Blueprint will direct a Consultant to develop an acceptable stormwater model for the St. Augustine Branch that represents the conditions prior to the Capital Cascades Trail, Phases 1 to 3 (Pre-Cascade Model).
- 2) Blueprint will use the Pre-Cascade Model to design and permit the final improved conditions of the Capital Cascade Trail Segment 4 project and will commit to evaluating and recommending modifications to the existing and future Capital Cascade Trail facilities, subject to IA Board approval per policy, to meet or exceed the Pre-Cascade condition. It is acknowledged that the permit for Segment 4 will not be issued until compliance with the Pre-Cascade condition can be met.

From: <u>Autumn Calder</u>
To: <u>Danielle Irwin</u>

Cc: Ben Pingree; Megan Doherty; Angela Ivy; Susan Emmanuel

Subject: RE: BPIA Agenda Item 3 - KHA comments

Date: Friday, February 19, 2021 3:29:21 PM

Attachments: <u>image001.png</u>

image002.png image003.png image004.png image006.png

#### Good Afternoon,

Thank you for making us aware of the issue you encountered when registering to speak at yesterday's IA Board meeting. Before we get into the weekend, I wanted provide some feedback to you while it's still fresh.

Consistent with current City and County practices for virtual speakers at public meetings, those who register after the stated deadline for public comment are not included in the list of registered speakers. This practice has been consistently applied since the virtual speaking option was integrated into the Blueprint meetings.

Thank you for bringing forth the issue with the registration system. Moving forward, we will be adjusting our registration system to remove the automatically generated registration email to avoid any confusion.

Lastly, we want to assure you that your comments will be included in the official meeting record, which is Blueprint's practice for all written comments submitted after the 5pm deadline the day prior to the meeting.

Please do not hesitate to let us know if you have any questions. We appreciate working with you on Blueprint projects and look forward to continuing this collaboration.

Have a good weekend,

Autumn

**From:** Danielle Irwin <dirwin@cumminscederberg.com>

**Sent:** Thursday, February 18, 2021 4:09 PM **To:** Ben Pingree <Ben.Pingree@Tlcplace.org>

**Cc:** Autumn Calder <autumn.calder@Blueprintia.org>; mayor@talgov.com;

jeremy.matlow@talgov.com; dianne.Williams-Cox@talgov.com; curtis.richardson@talgov.com;

Christopher Goad <Reese.Goad@talgov.com>; jacksonj@leoncountyfl.gov; Vince Long

<LongV@leoncountyfl.gov>; MinorR@leoncountyfl.gov; Nick Maddox

<MaddoxN@leoncountyfl.gov>; welchB@leoncountyfl.gov; Bill Proctor

<PROCTORB@leoncountyfl.gov>; cummingsC@leoncountyfl.gov; Kristin Dozier

<DozierK@leoncountyfl.gov>; Porter, Jack <Jacqueline.Porter@talgov.com>

Subject: BPIA Agenda Item 3 - KHA comments

Apparently my request to speak at today's IA meeting was not acknowledged DESPITE receiving an email at 5:23 PM yesterday approving my registration request submitted a few minutes before that. As I understand it, staff has strictly interpreted the 5 PM registration deadline which was why I was not allowed to speak today. This does a disservice to the citizens who want to be engaged in the public part of the process, while still virtually, especially when the City's cutoff for registration is 9 pm the night before. So why does BP have a different and more restrictive registration deadline with the strict enforcement to go with it? If you are going to be strict about enforcing your internal deadline, then don't send an email confirming registration to speak. This was very disappointing.

For what it is worth, here are my prepared comments, which I am circulating to the IA Board by way of this email since I could not express them personally in today's meeting.

Item # 3. As a representative of the Killearn Homes Association (KHA), I'd like to share with the IA Board that we are coordinating with BP on traffic concerns that are attributable to the NE Gateway project in relation to our neighborhood roads. We have relayed to BP that we believe a proposed roundabout at the intersection of Shamrock and Centerville where the Shamrock Extension comes in is the safest and preferred option for the project rather than a signalized intersection. We have also provided a comprehensive traffic mitigation request to address both current traffic issues and the proposed increase of traffic on KHA neighborhood roads modeled by BP for their 2025 through 2045 years. Throughout this coordination effort, we have been concurrently working to address the existing traffic concerns with the City. Interestingly, we have been clearly told existing traffic concerns are a City issues while future traffic from the NE Gateway is a BP issue yet BP told us just last week that the only traffic mitigation they could address with the NE Gateway would be for Project Year 2025 and not years further off in time despite them having been modeled. This creates significant overlap between our requests of the City and BP yet leaves our future conditions unaddressed. KHA remains concerned that our existing neighborhood will be negatively affected with traffic and related pedestrian safety concerns associated with the NE Gateway over the next 20 years. However, we remain hopeful that the continued meaningful coordination with both BP and the City will yield results that protect our existing neighborhood while accommodating current and future growth stressing our existing traffic corridors. I'd like to thank the staff and leadership of both the City and BP, as well as our traffic engineer Dantin Consulting, for their continued efforts to work through KHA's concerns.

**Danielle H. Irwin,** Director CFM, PWS, LEED AP, WEDG Associate

CUMMINS | CEDERBERG Coastal & Marine Engineering

Miami | Fort Lauderdale | Jupiter | **Tallahassee** 310 W. College Ave., Suite 208, Tallahassee, FL 32302 C: +1 904-537-5013

dirwin@CumminsCederberg.com

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# Blueprint Intergovernmental Agency Board of Directors Workshop Minutes

**Date:** February 18, 2021 **To:** Board of Directors

From: Benjamin H. Pingree, PLACE Director

**Subject:** Summary Minutes to Board of Directors Workshop of February 18, 2021

## MEMBERS PRESENT

COUNTY	<u>CITY</u>
Commissioner Nick Maddox, Vice-Chair	Commissioner Dianne Williams-Cox, Chair
Commissioner Kristin Dozier	Mayor John Dailey
Commissioner Carolyn Cummings	Commissioner Curtis Richardson
Commissioner Brian Welch	Commissioner Jeremy Matlow
Commissioner Rick Minor	Commissioner Jacqueline Porter
Commissioner Jimbo Jackson*	

<sup>\*</sup>Virtual Participant

## **MEMBERS ABSENT**

COUNTY	<u>CITY</u>
Commissioner Bill Proctor	N/A

# I. <u>AGENDA MODIFICATIONS</u>

There were no agenda modifications.

## II. WORKSHOP ITEMS

1. Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation

Ben Pingree introduced the item, stating that it laid out the challenges met and exceeded by the Office of Economic Vitality (OEV) and provided an overview of the current state of business and the role of local government in job creation and economic vitality.

Cristina Paredes provided a presentation on the item, including defining economic development, the strategic direction provided by the County and City, and public infrastructure investments and support services that lead to job creation. She noted that private sector investments had a tendency to follow major public infrastructure projects and anticipated that Tallahassee-Leon County could see growth similar to the development near Cascades Park, Gaines Street, and Domi Station. Ms. Paredes further stated that County and City services also supported and coordinated private sector growth through optimization of permitting timelines, attracting new investment opportunities, and development of sustainable, people-centered places that enhanced surrounding property values.

Gray Swoope elaborated on government's role in economic development, noting that the greatest force for change was people having meaningful jobs that provided a livable wage. The roles for public policy and decision-making included collaboration, coordination, facilitation, and optimization of assets for Tallahassee-Leon County. The challenge in that was doing it in the private sector and in mitigating the risk for private investors. The IA Board could meet the economic development challenges through public policy that meets the needs of constituents, from job creation and private investment providing holistic benefits for the community in market-driven job growth to community development and competitive projects.

## Citizen Comment

Stanley Sims spoke to the need for IA Board support for Frenchtown residents.

Commissioner Welch moved, seconded by Commissioner Maddox, to approve option one.

Option 1: Accept the report on Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation.

The motion passed 11-0 (weighted 60-0).

2. Update on the Tallahassee-Leon County Long Term Economic Development Strategic Plan and Report on the Actions of the Office of Economic Vitality

Cristina Paredes provided a presentation on the first five years of OEV, during which OEV began or completed 82% of the actions identified in the Strategic Plan. She highlighted OEV's accomplishments and awards in business formation, tech transfer and commercialization, business retention and expansion, business recruitment, competitive projects, talent pipelines, site selection efforts, and the creative economy. Gray Swoope spoke to job creation through capital investment, the process for competitive projects, and the role OEV plays in building bridges between the assets of Tallahassee-Leon County and local businesses. While complicated processes unfolded behind the scenes, the connections OEV provided, with the IA Board's guidance, created an ease that was evident in business formation successes across the economic development ecosystem.

Gray Swoope stated that the velocity of change experienced by the US economy due to the pandemic, going from record highs to record lows in employment in a matter of weeks, changed the dynamic of business. The framework or strategy for decision-making might be similar. However, means, goals, and implementation of it would look quite different moving forward. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

Steve Evans, Economic Vitality Leadership Council Chair, expressed his gratitude and appreciation for the ecosystem partners in implementing the Strategic Plan. He spoke to the accomplishments achieved through those partnerships and stated that the common theme was measurable economic impact on Tallahassee-Leon County. He

spoke to the rate of change acceleration of around the world, which is faster than industries could easily adapt, much less people. To address these changes, the EVLC recommended that the IA Board approve the amendment to the Vision First Advisors' contract to update the economic development Strategic Plan going forward. The timing was critical to Tallahassee-Leon County and Vision First Advisors had the knowledge, vision, and expertise necessary. Cristina Paredes provided comments on behalf of Keith Bowers, the MWSBE CAC Chair, who experienced technical difficulties and was unable to address the IA Board.

### Citizen Comment

Stanley Sims spoke to the need for additional jobs, even in economically depressed areas, citing the success of a restauranteur in Atlanta, GA.

Karen Woodall spoke to her desire of the Florida People's Advocacy Center to support the economic development of Frenchtown. She stated that the community was in critical need of soft skills development in order to build their own selfworth, create a greater since of security in their homes, and foster entrepreneurship.

Commissioner Williams-Cox acknowledged that Commissioner Jackson was joining the IA Board workshop virtually.

Commissioner Dozier moved, seconded by Commissioner Minor, to allow Commissioner Jackson to participate via Webex.

# The motion passed 10-0 (weighted: 60-0).

Per the Blueprint Intergovernmental Agency Telephonic Policy, Commissioner Jackson's participation did not count towards a quorum, but he was eligible to vote.

Mayor Dailey moved, seconded by Commissioner Richardson, to approve options one and two.

Option 1: Accept the Status Report on Tallahassee-Leon County Office of Economic Vitality Strategic Planning.

Option 2: Approval to amend contract with VisionFirst Advisors (VFA) to update the Economic Development Strategic Plan reflecting new data, current trends, economic inclusion, and the effects of COVID-19 upon the economic landscape.

Commissioner Minor spoke to using the competitive advantage of being the Magnetic Capital of the World as a strategy for Tallahassee-Leon County to compete with larger cities. He requested that the updated plan consider doubling down on that type of approach. Gray Swoope stated that in regards to asset optimization of an economic development strategy, the MagLab held a competitive advantage that most locations could not replicate. The access to intellectual capital and the ability to integrate it into economic development was definitely a strategy that the IA Board should continue along with other innovations coming from the universities. Commissioner Minor spoke to the need to focus on the magnetic technology advantage regarding

competitive projects. He strongly believed that it was necessary to hire folks to work alongside the tech companies in larger markets, who were on the cusp of the new technology.

Commissioner Matlow stated that the IA Board often discussed economic inequality, systemic racism, etc. and felt the need to act deliberately on the item. The Minority Women Small Business Enterprise Division was doing great work, yet the bottom line, he stated, was that people did not have access to capital. Access through OEV that required the same rules as traditional lenders only created more access for people who already had access to capital. The risk in lending to non-traditional startups could be mitigated through training, mentorship, and critical back-end support.

Commissioner Matlow acknowledged the finite resources available to OEV. Each project was presented with number of jobs created and economic impact but not opportunity costs. For example, considering the jobs that could be created by allocating \$30 million to one project or distributing that amount across multiple projects. Lastly, he stated that the IA Board had not yet established an equal access process for people to request funding for a project to the IA Board. He wanted to be sure that was fleshed out for the future.

Regarding access to capital, Cristina Paredes stated that Leon County recently utilized \$1 million of CARES Act funds to create a partnership with the FAMU Federal Credit Union specifically designed to address minority and women-owned businesses that did not have traditional access to capital. The program is open to people with low credit scores, and FAMU FCU was providing counseling, mentorship, and referrals to the FAMU Small Business Centers for support with a business plan.

Commissioner Porter stated that economic development required a shift in ideological temperament about the role of the public sector. The world was witnessing profound changes in demographics, the market, and culture through consumer demand that changed the rules of economic prosperity. She agreed with and supported a greater emphasis on local businesses, urban density and diversity, cultural and arts, and public transit with bike-friendly, walkable neighborhoods. She was curious about the considerations made for those trends that were beneficial to economic development because she believed the IA Board had taken action as opposed to an accepted philosophy.

Commissioner Porter stated that historically, public policy concentrated market power that worked against local businesses. An issue that was repeatedly brought up through access to capital for local businesses and small projects versus huge development projects. She listed other issues, including misguided and outdated zoning policies, high real estate costs that prohibited local businesses from acquiring property, financing terms that incentivized property owners to rent to chains rather than to local companies, and banking consolidation and the decline of local financial institutions. She felt that those issues were missing from the update; however, they provided context to major trends that effected the national and local economies. She stated that affordable housing, public safety, process of public trust, and racial and income disparities all played a role in economic vitality. She further stated that items she felt should be addressed in the Strategic Plan update included making it easier to

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renovate vacant buildings, creating space for local businesses in new developments, and correcting zoning issues.

Commissioner Richardson questioned the status of manufacturing and distribution in Tallahassee-Leon County. He referenced the Family Dollar and new Amazon last mile facility in Marianna and and felt certain that Tallahassee-Leon County could compete with regional communities to recruit businesses that provided high-wage, blue-collar jobs. He felt that those were additional areas to make a concerted effort on that would reduce the reliance on state government jobs. Cristina Paredes stated that Manufacturing and Logistics sector was a targeted industry. OEV staff was able to provide resources to manufacturers in nurturing the career ladder, utilizing apprenticeships, or through the Big Bend Manufacturing Association. Commissioner Richardson stressed the importance of collaborating with Lively Technical College and Tallahassee Community College to retain local talent from career and technical programs.

Regarding zoning and building permits for new facilities, Commissioner Dozier stated that both City and County Growth Management Departments made significant efficiency improvements. For facilities that needed variances to urban design standards, that time increased. She questioned if zoning could be addressed through the economic development Strategic Plan. Gray Swoope stated that for the core strategy and the day-to-day operations, of OEV to be successful, the Strategic Plan had to incorporate enabling strategies like those mentioned by Commissioner Porter. He noted that zoning and permitting were enabling strategies that helped OEV reach their core objective and were pieces that could be evaluated systemically.

Commissioner Dozier also requested additional information on the regional focus of the Strategic Plan update and the reasons behind that. Gray Swoope stated that he first considers the product of Tallahassee-Leon County and communities with which Tallahassee-Leon County could compete. Broadening to a regional view allowed for marketing of additional sites that might not be in Leon County but are nevertheless considered Tallahassee sites. Furthermore, it benefited the people living in and around Tallahassee-Leon County as any of the businesses considering relocation provided tuition reimbursement.

Lastly, Commissioner Dozier questioned the trends in public economic development organizations, transparency, and the benefit of collaboration, or lack of, across other programs. Gray Swoope stated that the model that worked for one community could be a disaster in another; it was up to the IA Board to determine what worked for Tallahassee-Leon County. The key element in the current model for OEV was the voice of the customer. Job creators and community investors were the people whose voices needed to heard in order for the IA Board to make solid policy decisions.

# The motion passed 11-0 (weighted 60-0).

# III. <u>CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS</u>

Public comments were received by email to Comments@BlueprintIA.org through 5:00 p.m. on December 9, 2020. All comments received by that time were provided to

the IA Board. Live comments were also taken in person and via WebEx during the meeting. Those comments are summarized below.

There were no additioanl speakers.

# VI. ADJOURN

The meeting adjourned at 3:00 p.m.

The next Blueprint Intergovernmental Agency Board of Directors Meeting is scheduled for

February 18, 2021, at 3:00 p.m.

# Blueprint Intergovernmental Agency Board of Directors Agenda Item #2

**April 8, 2021** 

Acceptance of the Draft Blueprint Citizens Advisory

Title: Committee and Economic Vitality Leadership Committee

March 31, 2021, Meeting Minutes

Category: Consent

Intergovernmental

Management
Committee:

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE

Project Team: Autumn Calder, Director, Blueprint

Cristina Paredes, Director, Office of Economic Vitality

# STATEMENT OF ISSUE:

As directed by the Intergovernmental Agency Board of Directors at their March 12, 2020 Workshop, this agenda item provides the draft summary meeting minutes for the preceding Blueprint Intergovernmental Agency Citizens Advisory Committee (CAC) and Office of Economic Vitality Leadership Committee (EVLC) meeting for consideration and acceptance by the Blueprint Intergovernmental Agency Board of Directors (IA Board). The CAC and the EVLC met on March 31, 2021.

# **FISCAL IMPACT**

This item has no fiscal impact.

# **RECOMMENDED ACTION:**

Option 1: Accept the Draft Blueprint Citizens Advisory Committee and Economic

Vitality Leadership Committee March 31, 2021, Minutes.

# **OPTIONS:**

Option 1: Accept the Draft Blueprint Citizens Advisory Committee and Economic

Vitality Leadership Committee March 31, 2021, 2021, Minutes.

Option 2: IA Board Direction.

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Accept the Draft Blueprint Citizens Advisory Committee and Economic Vitality Leadership Committee March 31, 2021, Minutes Page 2 of 2

# Attachments:

- 1. Draft Summary Minutes of the Blueprint Citizens Advisory Committee on March 31, 2021.
- 2. Draft Summary Minutes of the Office of Economic Vitality Economic Vitality Leadership Committee on March 31, 2021.

# Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes

**Date:** May 12, 2021

**To:** Citizens Advisory Committee

From: Benjamin H. Pingree, PLACE Director

**Subject:** Summary Minutes for March 31, 2021 CAC Meeting

# **Committee Members present:**

Jim McShane, Chair	Elva Peppers
Peter Okonkwo, Vice-Chair	Allen Stucks
Chris Daniels	Robert Volpe
Mary Glowacki	Hugh Tomlinson
Claudette Cromartie	Seán McGlynn
Kathy Bell	Daniel Petronio
Linda Vaughn*	

<sup>\*</sup>virtual participant

### **Committee Members absent:**

Mandy Bianchi				- Marikan
INTERGOVERNA	EM	ITAL AG	ENCY	

# I. AGENDA MODIFICATIONS

There were no agenda modifications.

## II. CITIZEN COMMENTS

The Blueprint Intergovernmental Agency offered three alternatives for citizen comment, by email, through virtual participation, or in person. There were no comments received by email and no speakers in person or registered via Zoom.

# III. CONSENT

Allen Stucks moved, seconded by Claudette Cromartie, to approve the consent agenda.

## The motion passed 11-0.

Robert Volpe and Linda Vaughn joined the meeting following the motion.

1. Approval of the February 4, 2021, Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes

Blueprint Citizens Advisory Committee March 31, 2021 Meeting Minutes Page 2 of 7

# Option #1: Approve the February 4, 2021, Blueprint Intergovernmental Agency Citizens Advisory Committee meeting minutes.

2. Recommendation of Acceptance of the Status Update on Blueprint Infrastructure Projects

Option #1: Recommend that the Blueprint Intergovernmental Agency Board of Directors accept the March 2021 update on Blueprint Infrastructure projects.

# IV. PRESENTATION / INFORMATIONAL ITEMS

• Office of Economic Vitality Project Updates

Richard Fetchick and Drew Dietrich provided a brief overview of the business development actives, strategic initiatives, and major capital projects for OEV including the Convention Center, FAMU Bragg Stadium upgrades, Innovation Park Incubator, TLH International Airport improvements, and 11 active recruitment projects. Mr. Dietrich also provided an update on site selection, development, and market analysis. Lastly, membership expansion of the Big Bend Manufacturing Association into Madison, Suwannee, and Lafayette counties was also discussed.

Darryl Jones provided a brief overview of the Minority Women Small Business Enterprises (MWSBE) activities including currently underway updates to the Disparity Study, program expansion through the MIT Sloan School of Management, an IEDC project to identify ways that HBCUs and Economic Development Organizations can partner together, similar to how OEV has worked with FAMU, and the work of the MWSBE Division to provide a tool kit to all MBE and WBE firms.

Claudette Cromartie asked CAC Chair Jim McShane about whether his organization, CareerSource, was still working on skill development in order for students to become local government contractors. Mr. McShane indicated that such trainings were ongoing and included a two-week training period with lessons on ethics, professionalism, and other essential skills, employer placement for 320 hours of work, and hopeful employment after that period. Ms. Cromartie questioned how difficult it was to get students to participate in those programs. Mr. McShane indicated that recruitment was difficult. Last year, of 300 referrals from the City's TEMPO program, 20 joined the program. Mr. McShane highlighted a new program with the school board that provided referrals of dropouts to pull more students into the program.

Allen Stucks asked whether the pool of MBE and WBE firms was growing. Darryl Jones indicated that the pool was increasing, with support of CEDR and CARES Act funds, and with reciprocal certification offered by the MWSBE Division to those businesses certified with Office of Supplier Diversity. Mr. Stucks asked how OEV was to helping sustain existing MBE firms and how the MWSBE Division supported MBE firms in seeking procurement opportunities. Mr. Jones described the MWSBE Academy curriculum that changes based on

Blueprint Citizens Advisory Committee March 31, 2021 Meeting Minutes Page 3 of 7

the advice of the MWSBE Citizens Advisory Committee. He further described programs of the ARPC Revolving Loan Fund and FAMU Federal Credit Union that provide capital to non-traditional borrowers to help firms build capacity. Mr. Stucks asked what sorts of programs were available to businesses that sustained losses. Mr. Jones indicated that referral to a lender might be appropriate.

Chris Daniels requested additional information on reciprocal certification. Darryl Jones stated that businesses certified by the Office of Supplier Diversity qualified for utilization in the MWBE Program in procurement. The business would need to register with the MWSBE Division to ensure that spending with their firm, as minorities, was captured in the contract compliance databases of all three local governmental entities. Mr. Jones also noted that the MWSBE Division was working on reciprocal certification for those businesses certified by the Leon County School Board.

Claudette Cromartie questioned whether the support provided to local businesses on site selection, development, and market analysis was passed on to end consumers. Drew Dietrich stated that the support identified in site selection, development, and market analysis was technical and data-based, not financial, and helped business performance.

Richard Fetchick provided a brief overview of the data and analytics for OEV including March Data Driver statistics and business establishment.

Allen Stucks questioned whether outreach was being done outside our region to encourage companies to locate in Tallahassee. Drew Dietrich stated that OEV advertised nationally, regionally, and locally; however the primary focus of advertisements was driven by the targeted industries in the OEV Strategic Plan, not area of the country.

Elva Peppers noted that she had experienced that lower wage positions were difficult to fill during COVID because of the availability of increased unemployment and stimulus funds and that perhaps unemployment numbers could be exacerbated by this phenomenon. Richard Fetchick indicated that he had also heard this from other small businesses resulting from federal aid packages and stimulus. He noted that OEV remained engaged with CareerSource and other ecosystem partners to encourage reentry into the workforce.

Allen Stucks questioned whether training operations were still underway. Drew Dietrich indicated that ecosystem partners such as CareerSource, TCC, Lively, and others performed that work. Jim McShane stated that as an example, when manufacturers needing specific skills were identified, CareerSource and their partners recruited students and workers into training programs in order to ensure a pipeline was in place to get workers into those skilled jobs.

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

# V. PUBLIC HEARING

Shortly after 5:30, Jim McShane convened the First Public Hearing to Consider a Substantial Amendment to the Northeast Park Project and called for any citizens to be heard. Megan Doherty indicated that no written comments were received and there were no public speakers in person or present on the Zoom platform.

Megan Doherty gave a presentation on the Substantial Amendment to the Northeast Park Project. Ms. Doherty stated that the County intends to sell the old site and that an amendment is necessary to update the Blueprint project map to reflect the new location of the Northeast Park.

Hugh Tomlinson questioned the anticipated financial impact with the site change. Megan Doherty stated that currently, no change to the total Blueprint project cost was proposed. To purchase the new site, Leon County intended to sell the existing property at Thomasville Road and Proctor Road and use those funds to purchase the new Northeast Park site. Susan Dawson clarified that Leon County did not currently have appraisals of the site and that all information provided was based on the best data available.

Elva Peppers suggested that, for the presentation to the IA Board, a map showing the locations of both the old and new sites would be helpful.

Allen Stucks moved, seconded by Peter Okonkwo, to recommend that the IA Board approve the Substantial Amendment to Blueprint Project 19, Northeast Park, as described in Agenda Item Attachment #2.

The motion passed 12-0, with Mr. Volpe abstaining from the vote because of a conflict.

# IV. PRESENTATION / INFORMATIONAL ITEMS

# • Blueprint Project Updates

Autumn Calder provided a brief overview on the Blueprint Infrastructure program updates including a \$160 million investment over 14 active capital projects in the Southern Strategy Area. Ms. Calder also provided an update on the Market District Park project and the central park programming concept. Megan Doherty provided an overview of the recent community engagement activities and survey results for the Northeast Connector Corridor: Bannerman Road project.

Claudette Cromartie questioned the status of the FAMU Way Project, specifically the connection at Gamble Street, and whether the project was within budget. Autumn Calder stated that FAMU Way roadway improvements were a City of Tallahassee project therefore they would have budget information on the project. Blueprint will reach out to the City to get the current budget information. Regarding timing, Ms. Calder stated that the City was currently planning the ribbon cutting ceremony which she anticipated occurring within four to six weeks.

Blueprint Citizens Advisory Committee March 31, 2021 Meeting Minutes Page 5 of 7

Tatianna Daguillard provided a brief overview of the History & Culture Trail project including project goals, project area, and next steps. Interpretive kiosks and public art installations would highlight the Allen Subdivision, FAMU & Civil Rights, Railroad Depot, and the economic engines of Villa Mitchell, Boynton Still, and Elberta Crate.

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

# Status Update on the Northeast Gateway Project

Ryan Wetherell provided a presentation on the Northeast Gateway project including the proposed treatments and intersection options evaluation.

The proposed roadway alignment was altered to minimize impacts to cultural and historical sites, existing homesteaded properties, and reduce environmental impacts by crossing the floodway at the narrowest point. It further maximized opportunities for a future interchange with Interstate-10. The estimated cost for construction was \$43 million; Blueprint was pursuing a State Infrastructure Bank loan or bond for the project construction.

Regarding operations at Centerville Road and Shamrock Street South extension connection, Ryan Wetherell stated that Blueprint proposed a roundabout for efficiencies through the 2045 design year. The roundabout minimized impacts to commercial property, created ideal conditions for a future trailhead in the southeast corner, and provided for safe and continuous operations supported by the Killearn Homes Association. It was noted a roundabout design would impact the Celebration Baptist Church property, the Canopy Protection Zone, and increase construction cost by \$1-2 million. Staff also evaluated a signalized intersection; however, it was less efficient operationally through 2045 when compared to the roundabout, and the Canopy Road created sight distance challenges. The roundabout option allowed for improved site distance through the intersection and was the best alternative and therefore, was the staff recommendation.

Allen Stucks asked about public engagement on the proposed alternatives. Ryan Wetherell stated that two virtual engagements were conducted within the past month, one scheduled midday and one in the evening to accommodate different schedules so various community members could attend. Mr. Wetherell noted that another public engagement would be held in May, and stakeholder engagement would also continue.

Regarding operations at Welaunee Boulevard and Shamrock Street Extension, Ryan Wetherell stated that for reasons of safety and traffic efficiency, a roundabout would be the only option proposed to the IA Board. The intersection would be in the middle of a greenfield with no adjacent development. The roundabout maintained efficiency and provided an inherent traffic calming effect. It would be well signed and lit to identify it per Florida Department of Transportation (FDOT) standards.

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> Regarding operations at Welaunee Boulevard, Roberts Road, and Centerville Road, Ryan Wetherell noted four options: Alternative A proposed a five-leg roundabout, Alternative B a five-leg signalized intersection, Alternative C realigned Roberts Road, and Alternative D provided an eastern alignment. Alternative A would be aligned mainly along the existing conservation easement to avoid impacts to homesteaded properties. Alternative A also maintained the connection with Pimlico Road, as requested by Leon County School Board, provided continuous operations, and presented no conflicts with pedestrian facilities. Pedestrian safety was of concern; however, there are no existing sidewalks or trails in the area. Mr. Wetherell stated that the goal of residents and Blueprint was to maintain the character of Centerville Road. A five-legged roundabout had a large footprint and right-of-way needs would impact five parcels, including a portion of the St. Phillips AME Church property and conservation easement. Mr. Wetherell noted that the conservation easement was created with the construction of Roberts Elementary and Montford Middle Schools in mind and provided for construction of transportation and utility improvements through the easement. It was largely planted pines which were important but not environmentally sensitive, particularly when compared to the floodplain and other environmentally sensitive areas in the area. Lastly, Mr. Wetherell noted that one important feature with Alternative A would be the opportunity to preserve a healthy, 71inch live oak tree on site.

> Ryan Wetherell stated that Alternative B, the five-leg signalized intersection presented multiple challenges to operations including lags or delays in signal timing, as well as the tight, acute, and skewed angles of each roadway. Alternative B would include two dedicated right turn lanes to support operations, would maintain the Pimlico Road connection, and minimize impacts to homesteaded property through a smaller footprint.

Ryan Wetherell stated that Alternative C, Roberts Road realignment, shifted to a four-leg signalized intersection at acute angles, for Welaunee Boulevard and Centerville Road with Roberts Road connecting south of the intersection. It also included the requested Pimlico Road extension. Alternatives C minimized the impacts of the five-leg signalized intersection, however, it produced significant impacts to the homesteaded property and right-of-way and construction cost increases to the project.

Ryan Wetherell stated that Alternative D, the eastern alignment, continued Roberts Road east, on its existing path, aligning Welaunee Boulevard through the adjacent non-homesteaded property that held significant wetland areas, and realigning Roberts Road to a stop condition on a curve. The proposed alignment for Welaunee Boulevard would cross a significant floodway that drained to Lake Lafayette. Alternative D would require bridging and mitigation, and would be a longer roadway, making Alternative D inconsistent with Leon County's approach to preserving flood plains. Furthermore, Alternative D would not preserve the 71-inch live oak tree. Alternative D did not directly support a Pimlico Road connection, but one could be accommodated to the south of the schools. Lastly, Alternative D would increase the project budget by approximately \$2.9 million.

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Mary Glowacki moved, seconded by Claudette Cromartie, to adopt staff's recommendations regarding the ranking of the alternatives.

<u>The motion passed 12-0</u>, with Robert Volpe abstaining from the vote because of a conflict.

# V. ADJOURN

Alan Stucks moved, seconded by Chris Daniels, to adjourn.

The motion passed unanimously.

The meeting adjourned at 6:19 pm.



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# Economic Vitality Leadership Council Meeting

March 31, 2021 at 11:30 am
Hybrid Meeting (in-person and via Zoom)

# **Meeting Minutes**

### **MEMBERS IN ATTENDANCE**

Attending In Person	Attending Virtually	
Steve Evans, Chair	Mindy Perkins	
Katrina Rolle	Jake Kiker	
Kim Moore	Cissy Proctor	
Mitch Nelson	Ricardo Snider	
Brent Edington	Bill Smith	
*Absent: Mark O'Bryant, Keith Bowers, Dr. Temple Robinson		

# I. WELCOME

Steve Evans called the meeting to order at 11:35 a.m. by stating protocols and reminding everyone of the Leon County mask ordinance.

Mr. Stanley Sims, new business owner at 603 Martin Luther King Boulevard. Mr. Sims took a Point of Privilege to acknowledge two women on the final day of Women's History Month, Ms. Katrina Rolle and Ms. Kim Moore, both in attendance. He also thanked OEV staff for helping to promote "Social Entrepreneurship".

### II. INFORMATIONAL ITEMS

FAMU Small Business Development Center Update
 Keith Bowers will be presenting at the April Stakeholder meeting on the impact of the FAMU Small Business Development Center.

# 2. Electric & Gas Rate Comparison Presentation

Mr. Rob McGarrah, City of Tallahassee Utilities, provides an update to Tallahassee's Utility. He provided that Tallahassee has the 4<sup>th</sup> largest electric and gas municipal utility in Florida, 24<sup>th</sup> largest in the United States. Electric serves 221 sq. mi. Service territory. With 124,000 total customers overall, the Gas services are provided to locations in Leon, Gadsden, and Wakulla Counties, 33,000 customers, mostly within the City Limits. The City aims to keep retail rates below the statewide average. Mr. McGarrah provides charts to demonstrate that Tallahassee's utility rates are below both Talquin Electric, and Duke energy for Residential, Small, Medium and Large businesses and well below the state average.

Mr. Ricardo Snider asked, What share of our energy that's renewable? 60 MW of 700 are solar. According to Mr. McGarrah, roughly 5-6% of our energy.

Mr. Ricardo Snider also asked for information on the City's former Corn Hydro Electric Plant. According to Mr. McGarrah, a few years ago a decision was made for the City to surrender that operation in exchange for its investment in a solar energy farm.

Mr. Steve Evans asked Mr. McGarrah if the City has taken a strategic route with utilities to negotiate with companies we currently have and those we are trying to attract to the community. Mr. McGarrah provided that The City's Utility is limited to some extent under the PSC rules, but some years ago General Services under large customers class, had an Economic Incentive Rate provided. According to Mr. McGarrah, the City is always looking at rate rules to support the efforts of OEV and what they can help with in that regard. Mr. Evans asked Mr. McGarrah to continue to work with OEV on how can we engage our utilities, when, where and under what circumstances for the better of the business community.

3. Business Spotlight – Impact Food Services

Sha'Ron James, Founder and CEO of Impact Food Services, stated that she launched the company in May of 2020 as a social impact organization looking to address a critical need in the community, access to affordable healthy food options. Impact Foods Services Group started with a downtown pilot program. Three fresh food kiosks, TCC Center for innovation, Plaza Tower, and The Tallahassee Center and have expanded beyond downtown and now have kiosks at the TMH emergency center and one with the Leon County Schools Administrative Offices. They operate under the "smart café" model stocked with ready to eat items. Partners with Social kitchen and Red Eye Coffee Company to stock those machines. Also working on a "micro-grocery" program that will accept EBT and snap benefits. "Any unused food will immediately be donated for consumption" she provides as she mentions arrangements made with Bond Neighborhood and South City Foundation.

Ms. Katrina Rolle asks if partnering businesses need to be a certain size to place a kiosk with them. Ms. James answered that currently their model provides a kiosk on a ratio of 1:100 (1 machine to 100 employees in a building). Social Catering is the primary company used to stock the machines. Ms. Cristina Parades interjected to note that today's lunch was inspired by their offerings. Ms. James also mentioned that five (5) more machines are en-route from California coming online within the next 30-45 days.

# III. COUNCIL DISCUSSION & ACTION ITEMS

- 4. Mr. Steve Evans progressed to a Review and Approval of Minutes from the February 3, 2021 EVLC Board Meeting. Ms. Kim Moore motioned to move the item and Ms. Katrina Rolle seconded that motion. It carried unanimously.
- 5. Economic Infrastructure Project Updates Provided by Cristina Parades, OEV Director. Convention Center update coming at a later day. Bragg negotiations coming along nicely. Innovation park also moving along nicely. A \$750,000 funds transfer to the Tallahassee International Airport has also been successfully completed. Upcoming requests preview of TCC President Merdoch requesting the IA Board fund \$1 Million for upgrades to athletic facilities. Bringing forth information to IA board in May. Lastly, Ms. Parades highlights some growth in the business sector in the North Florida S. Georgia region.

- 6. Economic Data Report: Richard Fetchick, OEV Business Information Manager, reporting on 90+ indicators for the 1Q of 2021. Not "out of the woods yet" but there are many bright positive signs. Review of history of recessions. Local economy has added over 11,000 jobs since December 2020 to mark 186,000+ jobs as of February 2021. Unemployment claims are a hallmark of this recession. As of February 2021, the Unemployment rate is back down to 3.8%.
- 7. Business Development and Project Activity Updates Mr. Drew Dietrich, OEV Deputy Director, Provides an update on recent economic development projects which included an overview of the Department's Competitive Projects Process, an overview of BRE (Business Retention and Expansion) efforts, and a look at Multifamily, Commercial, Mixed-Use and Institutional Development currently underway or in the.
- 8. Big Bend Manufacturing Association Update Mr. Kevin Gehrke, OEV Business Development Manager Applied Sciences, to discuss updates to the BBMA Membership. He indicates the organization is looking to get Youth involved in manufacturing with some upcoming initiatives. He also indicates the BBMA is currently working to get local businesses on board to set up mentorships. Career Source of North Florida has asked the BBMA to expand the reach further east to Madison, Suwanee and Lafayette counties.
  - Mr. Steve Evans calls on Mr. Ricardo Snider to recall a discussion on manufacturing skills in the region. Mr. Gehrke discusses what OEV is doing to address concerns of manufacturing talent in the region. Mr. Ricardo also mentions Common issues involve how each government is dealing with international trade. Ricardo adds comments. Mitch also speaks to other ways people can collaborate and help with the manufacturing skills development.
- 9. MWSBE Update Mr. Darryl Jones provides an update on the MWSBE Disparity Study. Also provides an update on International Economic Development Council efforts to highlight best practices for engaging HBCUs with local EDOs. He gives thanks to Cristina Parades for organizing this on behalf of the community.
  - Mr. Steve Evans takes a moment to recognize Vaughn Wilson for his job building ACE Media here in the community. He indicates he is a great proponent of the MWSBE business. This provides a segway for Ms. Cristina Parades to take a Point Of Privilege to recognize LaTanya Raffington's role with our MWSBE program. Mr. Darryl Jones, OEV Deputy Director recognized MIT students participating in today's meeting to help review and help offer ideas to improve engagement with Minority and Women owned businesses in the community.

# IV. **CLOSING / ADJOURN**

Mr. Steve Evans progresses to close the meeting with mention of upcoming events. Wednesday May 12 is the next meeting, which he indicates, will include changes to the by-Laws upcoming, Cristina covering the new budget, updates on two major projects where EVLC is directly involved.

Steve Evans thanked the EVLC for their leadership and adjourned the meeting.

The meeting adjourned at 12:51 p.m.

Next Economic Vitality Leadership Council Meeting:

Wednesday, May 12, 2021 at 11:30 am

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# Blueprint Intergovernmental Agency Board of Directors

# Agenda Item #3

**April 8, 2021** 

Title: Acceptance of the Status Update on Blueprint Infrastructure

**Projects** 

Category: General Business

Intergovernmental

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE

Project Team: Autumn Calder, Director, Blueprint

Daniel Scheer, Design and Construction Manager, Blueprint

# STATEMENT OF ISSUE:

This agenda item seeks Blueprint Intergovernmental Agency Board (IA Board) acceptance of the status update on the ongoing implementation of Blueprint Intergovernmental Agency (Blueprint) infrastructure projects. Acceptance of this report does not change or substantially modify prior IA Board direction or project description. 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 February and March 2021 and planned activities for April and May 2021.

# **FISCAL IMPACT:**

This item does not have a fiscal impact.

# **RECOMMENDED ACTION:**

Option 1: Accept the April 2021 Status Update on Blueprint Infrastructure Projects.

# SUPPLEMENTAL INFORMATION:

### **BLUEPRINT PROGRAM PROCUREMENT**

The Blueprint Infrastructure team continues to implement the IA Board direction for project priority and community enhancement. The staff is pursuing multiple IA Board

Blueprint Intergovernmental Agency Board of Director's Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on Blueprint Infrastructure Projects Page 2 of 18

approved procurements and project implementation strategies that allow for rapid project development of the Capital Improvement Plan. Eight capital improvement projects are scheduled for construction in 2021. Fourteen current capital improvement projects directly invest in the "Southern Strategy Area" (SSA). Ten different consulting/construction firms have Prime Consultant roles with Blueprint, included on those teams are numerous local and MWSBE qualified firms that are also participating on the contracts. Of note, the MWSBE policies that went into effect on April 1, 2020 have been incorporated into all Blueprint procurements, and staff is actively looking for ways to meet or exceed the participation targets.

# Staff is continuing to advance the following contracts:

- Van Buren Street Improvements (Construction 2021) (SSA)
- Capital Cascade Trail Segment 3D (Construction 2021) (SSA)
- Coal Chute Pond Improvements (Construction 2021) (SSA)
- Magnolia Trail Phases 1 and 4 (Leon County) (Construction 2021) (SSA)
- Skateable Art on Cascades Trail (Design-Build Construction 2021) (SSA)
- CCSW Greenway (Professional Services) (SSA)
- Cascade Park Upper Pond Treatment (Professional Services)
- Lake Jackson and Lake Jackson South Greenways (Professional Services)
- Orange/Meridian Placemaking (Professional Services) (SSA)
- Market District (Professional Services)
- History and Culture Trail FAMU Way (Professional Services) (SSA)
- NE Gateway (Professional Services)
- NE Connector Corridor (Professional Services)
- Airport Gateway (Professional Services) (SSA)
- Fairgrounds Market Study (Professional Services) (SSA)
- · Capital Cascade Trail Segment 4 (Professional Services) (SSA)

# Staff is in active procurement on the following contracts:

- · FAMU Way Restroom facility (Construction) (SSA)
- CCSW Widening Orange to Springhill Road project managed by Florida Department of Transportation (FDOT) (Construction) (SSA)

# Staff anticipates procuring the following contracts within the next 8 months:

- Monroe-Adams Placemaking Planning and Concept (Professional Services) (SSA)
- · Lake Lafayette and St. Marks Linear Park (Professional Services)
- Midtown Placemaking Project (Professional Services)
- Market District –Final Park Design (Professional Services)

<sup>\*</sup> SSA denotes Southern Strategy Area projects that provide public infrastructure to support housing and economic development.

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In addition to the above projects, at the December 12, 2019 the IA Board authorized staff to pursue Continuing Services Agreements in support of the Blueprint capital improvement plan. Staff is currently finalizing the contracts for 16 unique individual professional services firms are being contracted in the following categories: Architectural and Engineering Services, Construction Services, and Geotechnical, Survey, and Real Estate Services.

### PROJECTS UNDER CONSTRUCTION OR RECENTLY COMPLETED

### SUMMARY:

Project:	Details:	Budget:	Est. Construction Year:
Magnolia Drive Multiuse Trail – Phase 1 and 4	New trail amenities along Magnolia Drive.	\$6.3 M	2021
Capital Cascades Trail Segment 3 – Coal Chute	New community gathering space and trail at the existing Coal Chute Pond along FAMU-Way.	\$1.4 M	2021
Capital Cascades Trail Segment 3 – Van Buren	New parking facilities and aesthetic enhancements at the entrance to Anita Favors Plaza.	\$550 K	2021
Capital Cascades Trail Segment 3 – Restroom	New family-style restroom facility at the existing playground along FAMU-Way.	\$300 K	2021
Capital Cascades Trail Segment 3 – Skateable Art	New park-like skate facility at Coal Chute Pond along FAMU- Way.	\$1.2 M G E	2022
Capital Cascades Trail Segment 3 – 3D-B  New St. Marks trailhead and amenities, community gathering space, and stormwater treatment facility along FAMU-Way.		\$5.8 M	2021
Total	-	\$15.5M	

# Magnolia Drive Multiuse Trail - Phase 1 and 4

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 February 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 relocate the existing overhead electric utilities underground 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 now incorporates a landscaped buffer between the trail and roadway and underground electric utilities. At

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that same meeting, the IA Board approved an additional \$2,476,700 to fund the redesign and underground of electric utilities from Chowkeebin Nene and S. Monroe Street.

Design and permitting for two phases, Phase 1 Retrofit and Phase 4, have been completed and the construction contract, managed by Leon County, is currently out for bids. The bid opening for construction will occur on April 21, 2021 and construction is expected to begin in June 2021. Working with Leon County staff, Blueprint will manage the public involvement for the construction.

Regarding the remaining components of the Magnolia Drive Trail project, design work is complete for Phase 2 (Pontiac Drive to Circle Drive) and design work is at 90% complete for Phase 3 (Circle Drive to Apalachee Parkway) while the team awaits final right-of-way determinations. Following construction of Phase 1 and Phase 4 in the spring of 2022, staff anticipates construction for Phase 2 and Phase 3 will follow in the summer of 2022 based on available budget. As detailed at the July 9, 2020 Budget Workshop, 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. Staff will prepare a budget analysis for the project for IA Board review and direction at the FY 2022 Budget Workshop scheduled for May 27, 2021.

# Capital Cascades Trail Segment 3

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 Central Drainage Ditch as well as implementation coordination with the City's FAMU Way project. On September 12, 2016, the IA Board approved a project budget of \$20.5M for design, construction, and right-of-way acquisition for the pond, the multi-use trail, trail amenities, and the underground box culverts from Pinellas Street to the Central Drainage Ditch (CDD) along Lake Bradford Road. The amenities will align with the principles of Crime Prevention Through Environmental Design (CPTED) and create natural surveillance by promoting activities and attracting people in such a way as to maximize visibility and foster positive social interaction at the site. The following are updates on key project components.

- Coal Chute Pond: Blueprint has issued a construction contract to Allen's Excavation for the enhanced amenities along FAMU Way, including the Coal Chute Pond area. 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. This area also includes musical instruments associated with the KCCI Red Hills Rhythm project.
- Van Buren Street Improvements: This project creates a new space for the community and an attractive entrance to the Anita Favors Plaza area by combining additional parking opportunities, enhanced aesthetic landscaping, and subterranean utilities in the project area. Procurement has finalized the bids for the parking and landscape improvements along Van Buren Street and has awarded

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- a construction contract to North Florida Asphalt. Construction is anticipated to be completed by the end of summer. The project includes the undergrounding of electric service in the immediate project area.
- Restroom: The new restroom facility at the FAMU Way playground is permitted and procurement has finalized the bids to award construction to Oliver-Sperry Construction. The final plans as presented at the July 9, 2020 IA Board meeting includes a "green" roof, two family style restrooms with adult and baby changing tables, a cistern to capture rainwater, and a water fountain with bottle filling station. The project has been coordinated with the City of Tallahassee Parks and Recreation Department and the City Beautification Department. This facility is in response to community input that expressed the need for a restroom facility near the playground. This new facility will also serve the nearby Skateable Art and Coal Chute amenities that will be constructed in the immediate area. Innovative stormwater treatment facilities are part of the concept plan for this project through the implementation of a 'green roof' and cistern system that will treat the stormwater at the facility and use the runoff stormwater to irrigate the 'green roof' system for sustainability purposes.
- Skateable Art: TEAM Pain Inc. was selected as the design-build team for the Skateable Art amenity. The contract is fully executed and notice to proceed was issued on September 1, 2020, the project will take approximately 12 months to design and construct, with the grand opening anticipated for late summer 2021. On February 18, 2021 the IA Board approved the concept for the project which is currently nearing final design.
- Pond 3D-B Regional Stormwater Facility (RSF) and St. Marks Trailhead 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 and the project will be completed with the road opened to the public this spring. In addition to the initial \$500,000 Springs Restoration Grant from FDEP for the project's innovative stormwater treatment methods and previously reported to the IA Board, the project was notified on March 19, 2021 that it was also awarded an additional \$235,000 Non-Point Source Water-Quality Assistance Grant from FDEP. Modeling for the RSF is finalized and the project team has received the final permits from the City of Tallahassee and the Florida Department of Environmental Protection (FDEP). Notice to proceed for the RSF and trailhead is anticipated for April 7, 2021, which signifies the end of the 21-day window for the public or interested parties to file a petition to DEP for an administrative hearing regarding the awarded permit. The updated RSF plans have been coordinated with the City of Tallahassee and Allen's Excavation for a final price. Innovative stormwater treatment facilities are part of

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the plans for this project by utilizing a Bio-sorption Activated Media (BAM) filter and a 'Flex-Rake' trash removal system.

# PROJECTS UNDER DESIGN & RIGHT-OF-WAY ACQUISITION

## SUMMARY:

Project:	Details:	Budget:	Est. Construction Year:
Cascades Trail Segment 3 – History and Culture Trail (HCT)	New cultural amenities along FAMU Way and Capital Cascade Trail.	\$942 k	2022
The Lake Jackson and Lake Jackson South Greenways	New multi-modal connectivity between Lake Ella and the Lake Jackson Mounds State Park.	\$800 k	2022
Market District Planning and Park Programming	New pedestrian safety improvements and community park element in the Market District Area.	\$2.5 M	2022
Capital Circle Southwest Greenway and Debbie Lightsey Nature Park	New nature park and trail system in the area around Capital Circle SW.	\$3.1 M	2021
Orange/Meridian Placemaking	Stormwater facility improvements and a new park element.	\$3.0 M	2022
Capital Circle Southwest (Springhill Road to Orange Avenue) (FDOT)	Widening and facility improvements of CCSW and multi-modal pedestrian trail amenities.	\$58.25 M	2021
NE Connector Corridor – Bannerman Road	Widening and facility improvements including multi-modal pedestrian trail amenities along Bannerman Road.	\$52.1 M	2024
Alternative Sewer Solutions Study	Detailed study and report for Leon County on alternatives to traditional on-site septic systems.	\$942 k	N/A
Total		\$120.7 M	

# Cascades Trail Segment 3 – History and Culture Trail (HCT)

The HCT will provide an outdoor interactive immersive museum experience to residents and tourists alike that recognizes and celebrates the communities located along FAMU Way. The History & Culture Trail project team held a kick-off meeting on December 18, 2020. The project team then initiated the research and content gathering phase - conducting oral history interviews with area residents and business owners, undertaking extensive historical research, and reviewing historical documentation associated with the trail thematic sections, or subject areas for recognition, along the trail:

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- Theme 1: Allen Subdivision
- Theme 2: FAMU History & Civil Rights (includes honoring Dr. Charles U. Smith)
- Theme 3: Villa Mitchell and Economic Engines
- · Theme 4: Boynton Still & Economic Engines
- Theme 5: Railroad Depot

Through interpretive signage and artistic installations, the project will incorporate elements of color, vibrancy, and playfulness to convey the history and heritage of the area. Interpretive kiosks will display images, photographs, and historic information about the neighborhoods, businesses, and people living and working in the area. Public art installations will complement the interpretive kiosks. The Council on Culture and Art (COCA) has been contracted to manage the artist solicitation process and selection of the public art components, with final artist selection to occur through a jury comprised of local artists, HCT Working Group members, and Blueprint staff.

On March 10, 2021, the project citizen led Working Group reconvened for Workshop #1 to discuss the results of the research and content gathering in order to 1) prioritize the primary and secondary narratives, and 2) identify opportunities to collect additional historical documentation. The workshop included the project team, citizen working group, governmental partners, and COCA. The results of the research and content gathering phase is included as Attachment #3, which included presentation of the potential station locations for the interpretive kiosks (Figure 1, below). While gathering oral histories from area residents, a new trail theme emerged - Elberta Crate. The Working Group recommended that Elberta Crate be included as a sixth trail theme and provided the project team with insight on additional visual historical documentation to support the stories identified in the interpretive outline. The Working Group will continue to work with the project team to develop the artistic, historical, and cultural interpretations, and assist in the concept and content development for the interpretations.

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Figure 1. Potential HCT Interpretive Kiosk Locations



Following Workshop #1 the project is entering preliminary design. This effort will include determination of the exact station locations for the interpretive kiosks and artistic elements, develop pre-writes and diagrammatic sketches for each station location, and use this information to develop the HCT preliminary plan. In parallel, the COCA led call for artist prospectus will continue to be developed. The following list identifies the key steps for the HCT project (Citizen Working Group meets throughout):

- April 8, 2021: IA Board Meeting, status update including results from research and content gathering (included herein)
- May 27, 2021: IA Board Meeting, status update including draft HCT preliminary design
- May 28 through June 3, 2021: Community Engagement for feedback on draft HCT preliminary design
- July 15, 2021: IA Board Meeting, HCT preliminary design and COCA call for artist prospectus presented to IA Board for approval and project moves into design and permitting
- August, 2021: COCA releases Call for Artist Prospectus
- · September 23, 2021: IA Board Meeting, status update including 30% HCT design
- · October, 2021: Community Engagement for feedback on 30% HCT design
- December 9, 2021: IA Board Meeting, HCT final design and Jury recommendation from Call for Artist Prospectus presented to IA Board for approval and authorization to move into construction

# The Lake Jackson and Lake Jackson South Greenways

The Lake Jackson and Lake Jackson South Greenways projects, combined into one project for implementation, is in design. The design is anticipated to be complete in early

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2022. This project will create a connection from Lake Jackson Mounds State Park to Lake Ella at Fred O. Drake Park in Midtown Tallahassee. The Lake Jackson greenway projects were conceptualized in the 2015 Greenways Master Plan (GWMP). The planning-level estimates were provided for the Lake Jackson Greenway (\$109,200) and Lake Jackson South Greenway (\$812,100) projects, for a total planning-level estimate of \$921,300. This estimate from the GWMP does not reflect the possible inclusion of additional amenities such as boardwalks or wayfinding signage, nor does it include alterations or additions to the trail route to provide a more scenic experience.

The project design started in June 2020 and the project team has completed the survey for the portion of the project within City limits, south of I-10, along with preliminary environmental assessments for the entire corridor. A feasibility study for considering the inclusion of additional trail connections was conducted in the fall of 2020. Additionally, coordination with agency partners such as FDEP Aquatic Preserves, which supports Lake Jackson, and FDEP State Parks, which supports Lake Jackson Mounds Archaeological State Park and the Florida Department of Transportation (FDOT), the Northwest Florida Water Management District (NWFWMD) continues.

The recommended trail route and proposed trail amenities were presented to the public during the initial public engagement sessions the week of March 11, 2021. The community engagement activities were held seek feedback and input on the project. A summary of the public engagement is included as Attachment #4.

# Market District Planning and Park Programming

The Market District Placemaking project has an overall estimated budget of \$11.1 million with full funding planned through FY 2023. The project includes a new park along Maclay Boulevard and Maclay Commerce Drive, construction of portions of the Timberlane Greenway, and improved pedestrian connectivity in and around the Market District.

The first phase of the project will design and construct the central park space. Attachment #3 is the preliminary draft park concept. The design team has worked to prepare this preliminary draft concept based on the site conditions, the project budget, and the community feedback collected since project kick-off in summery 2020. The final virtual public engagement on the central area park will take place in April, 2021 following this IA Board meeting. Staff will present for approval the final Market District Park concept with cost estimate to the IA Board at the May 27, 2021 meeting.

Innovative stormwater treatment facilities are part of the concept plan for the City's project. The City awarded a contract to DPB and Associates for design and planning services for their project, which includes park-planning services. Blueprint is working with Hargreaves Jones, a sub-consultant for DPB, for the central park planning effort.

The second phase of the project, the pedestrian, intersection improvement, and neighborhood connection project elements, are scheduled to begin with planning and design services in 3rd quarter 2021. Construction on these elements are programmed to

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begin in 2024 taking into account the right of way needs for expanded pedestrian facilities and intersection improvements such as roundabouts.

The second phase includes the Timberlane Greenway, which is described in the Adopted Tallahassee-Leon County Greenways Master Plan. It is a shared use path that is intended to connect Timberlane Road to Maclay Road using an electric utility corridor on public and private property. Off-road bicyclists and local residents have been using this route for decades, but a series of trail easements are needed to allow legal public access of the corridor between Timberland Road and Maclay Road. This will require negotiations with individual private landowners and the City of Tallahassee for the trail easements. When this phase of the Market District project begins, Blueprint staff will evaluate alternatives to this segment of the trail and present options to the IA Board for their consideration.

The Market District Merchants Association is requesting placemaking improvements in the core of the Market District area. These requests were developed through a series of workshops coordinated by Knight Creative Communities Initiative (KCCI) and the Center for Active Design (CfAD). Blueprint staff participated in the workshops and continues to coordinate with KCCI representatives and other Market District business leaders to gain a deeper understanding of their vision for Market Street. The Blueprint process will include community meetings and technical analysis to further refine the priorities for the Market District area and develop an implementation plan. Updates will be provided to the IA Board throughout and the final plan with cost estimates will be presented for final approval to the IA Board in 2022 with design and construction to follow.

# Capital Circle Southwest Greenway and Debbie Lightsey Nature Park

Design is underway for the Capital Circle Southwest Greenway, which includes Debbie Lightsey Nature Park, and is expected to be completed in summer 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 mid-2021, and advertisement for construction will follow in fall 2021.

# Orange/Meridian Placemaking

The Orange/Meridian Placemaking Project includes enclosing the East Ditch between Meridian Street and Monroe Street, revising the existing Leon County Stormwater facility, and creating a public gathering space with trails and parking on the parcel near the southwest corner of Orange Avenue and Meridian Street. Halff, Inc. is providing design services that include stormwater modeling, community engagement, park design, box-culvert design, and all permitting necessary for the project. Community engagement for this project officially began on February 19, 2021 with a community meeting where participants learned about the project and completed a visual preferences survey. The survey closed on March 22 and the results from the survey and event are included as Attachment #6. Ongoing additional outreach efforts include Pop Up events, a social media campaign, and stakeholder focused engagements. Staff anticipates the design will be completed by mid-2022, with the advertisement for construction of the park element

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in fall 2022. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

# Capital Circle Southwest (Springhill 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 (subject to adjustment with fall FDOT Work Program review):

# Springhill Road to Orange Avenue

- · Right-of-Way: Acquisition is complete through partnership with Blueprint
- · Construction: Funded in FY 2022 (August 2021), in the amount of \$58,269,442

# Capital Circle Southwest (Crawfordville Road to Springhill Road)

State funding for right-of-way acquisition is included in the current FDOT Five-Year Work Program while construction has been deferred to FY2029 due to Work Program impacts as a result of the COVID pandemic. It is presented below (subject to adjustment with fall FDOT Work Program review):

# Crawfordville Road to Springhill Road

- Right-of-Way: Acquisition underway through partnership with Blueprint for \$4,907,179
- Construction: Funding DEFERRED by FDOT to FY 2029, in the amount of \$41,379,184

# NE Connector Corridor - Bannerman Road N M ENTAL AGENCY

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. The IA Board accepted the Traffic Feasibility Study at the September 2020 IA Board meeting, and approved expanding the project to widen Bannerman Road to four lanes from Quail Commons Drive to Preservation Road and construct operational improvements from Preservation Road to Meridian Road. 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. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

Staff hosted in-person and virtual public engagement sessions for this project in February and March. A pop-up event was conducted at Bannerman Crossing on February 27, 2021 for 4 hours, and virtual public engagements occurred the week of February 28, 2021. The initial project survey launched this winter closed on March 7 with almost 300 responses, and the results from the survey and pop-up event are included as Attachment #7. The project team is also actively meeting with a Community Focus Group that consists of

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neighborhood HOA representative, religious worship facility representatives, and business owners on a regular basis. These meetings keep key stakeholders along the Bannerman Road project corridor informed and up to date on project progress.

An additional public engagement opportunity is planned for April 15, 2021, beginning at 6 p.m. This in-person engagement will focus on Segment 1 of the Bannerman Road corridor, from Meridian Road to Preservation Road. The outreach will be held at the Northside Community Center (8005 Oak Grove Road) with the goal of specifically engaging residents along this section of the Bannerman Road corridor to discuss the planned project. The engagement will focus on the IA Board approved improvements for this section of the corridor, solicit community preferences regarding multimodal facilities, share information regarding on-going technical analyses, as well as discuss the project schedule.

# 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 project began in November 2019 and initial draft reports for the tasks will be brought to the Leon County Board of County Commissioners and the IA Board for review and direction. Innovative treatment facilities are the primary focus of this project and have the potential to produce measurable reductions of nutrients that enter the local waterbodies from onsite septic treatment systems.

The Task 1 Report on Nitrogen Reduction Performance Criteria for Alternative Wastewater Treatment Systems was received in April 2020.

The Draft Task 2 Report on Cost-Effectiveness of Alterative Technologies was submitted on November 3, 2020 and is under review by Leon County staff.

The first draft Task 3 Report on Factors Other than Cost-Effectiveness that Influence Selection of Treatment Technologies was received on December 1, 2020 and is under review by Leon County staff.

Tasks remaining to be completed are:

- Task 3 Factors Other Than Cost-Effectiveness Affecting Selection of Alternative Technology
- Task 4 First Round public meetings
- Task 5 Implementation Strategies for Alternative Technologies
- Task 6 Load Reduction Anticipated from Implementation of Alternative Technologies
- Task 7 Second Round public meetings
- Task 8 Presentation to the Board of County Commissioners

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County staff have kept the Leon County Water Resources Committee informed on progress at their monthly meetings since July 2020. Next steps include virtual public meetings in March 2021 to gather input on the plan.

## PROJECTS IN PLANNING OR PRELIMINARY DESIGN

### SUMMARY:

Project:	Details:	Budget:	Est. Construction Year:
Northeast Gateway (Welaunee Boulevard)	New regional transportation corridor that includes trail and multi-modal facilities between Centerville Rd & Miccosukee Rd.	\$47 M	2023
Capital Cascades Trail Segment 4	Drainage improvements and a continuation of the Capital Cascade Trail along the Central Drainage Ditch.	\$14.0 M	2023
Airport Gateway	Roadway and community infrastructure improvements, including pedestrian and multi-modal facilities along the Springhill Rd, Lake Bradford Rd, and Providence neighborhood.	\$58.0 M	2024
Monroe-Adams Placemaking	Community infrastructure improvements to enhance connectivity and pedestrian safety.	\$7.0 M	2023
Mid-Town Placemaking	Community infrastructure improvements to enhance connectivity and pedestrian safety.	\$3.0 M	2023
Lake Lafayette & St. Marks Regional Linear Park and Flood Study	Regional trail network connectivity and proper mapping of the county & city flood maps in the project area.	\$16.6 M	TBD
Fairgrounds Infrastructure and Beautification	Analysis of the current facility, research economic benefits, and evaluate relocation of the Fairgrounds	\$100 k (Study)	Construction Funding included in 2024 Bond
Total		\$145.7 M	

## Northeast Gateway (Welaunee Boulevard)

A detailed update and key IA Board decision points are requested in Agenda Item #7. 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 June 2021 upon approval by FDOT. Final design and permitting is scheduled for completion in 2022 and construction completed by 2025. At opening year, this road will

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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. The project team continues to coordinate with key parties. PD&E public engagement session were held on February 24 and 25, 2021 and focused on the operational alternatives with an emphasis on what the public desires for the final condition. The project team has performed multiple engagement activities focused on the communities to the north of the project area, including events at Centerville Conservation Community, Chemonie Crossing, and the historic St. Phillips AME church. In coordination with the City of Tallahassee, innovative stormwater treatment facilities are being incorporated as part of the concept plan for this project and more details on the innovation will be provided in the design phase.

# 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 possible 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 south side areas. Procurement for planning and design services for the project is currently ongoing with construction expected to begin in 2023. Innovative stormwater treatment facilities are part of the concept plan for this project. The scope of services for the initial phase of the project includes the development of a "white paper" to evaluate several types of innovative stormwater treatments to develop a best fit for the treatment recommended for the project.

### Airport Gateway

The Airport Gateway project creates a beautiful, safety enhanced, and multimodal gateway between Downtown and the Tallahassee International Airport. In addition to coordination with City of Tallahassee and Leon County Government staff, this project includes working with many stakeholders including neighborhoods, Leon County Research and Development Authority, Leon County Schools, area businesses, the Tallahassee International Airport, FSU, FAMU, and FDOT.

The implementation of this project will be carried out in three phases. Phase one includes planning and pre-engineering for the entire project area and design for the improvements to Springhill Road, the proposed new roadway through FSU property, Stuckey Avenue improvements, and improvements at the intersection of Orange Avenue along with enhancements to the communities along these segments including the playground in Providence. In addition to a robust public engagement plan, Phase one technical analyses include preliminary sociocultural and natural features data review, design guide development, traffic modeling, drainage system study, concept development and local and state agency coordination.

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<u>Phase two</u> includes improvements along North Lake Bradford Road and <u>Phase three</u> consists of enhancements to South Lake Bradford Road and improvements at the intersection of Orange Avenue and South Lake Bradford Road. Phase one planning and engineering is anticipated to be completed in 2023, with construction on Phase one anticipated to start in 2024. The design and permitting of Phase two is anticipated to begin in 2025 and of Phase three in 2026.

The Project Kick Off meeting for Phase 1 services was held on March 5, 2021. One of the initial tasks associated with this project is the development of the Community Engagement Plan, which will include stakeholder outreach and engagement goals and strategies. To that end, updated stakeholder information is being collected via door-to-door outreach along the commercial corridor and telephonic, electronic and in-person communication with known and/or potential stakeholders across the project area. The information collected, together with existing stakeholder information, will serve as the initial project database, but will certainly expand as the project progresses and more citizens become aware and involved. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

In addition, staff has coordinated with FDOT and the engineer for the Tallahassee International Airport on the possibility of a joint use stormwater pond with the Airport 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 engineer for the Tallahassee International Airport.

### Monroe-Adams Placemaking

Consistent with IA Board direction provided at the April 15, 2020 meeting, this project will be initiated in FY 2021. The FY 2021 allocation of \$1,500,000 will fund 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. Initial scope and fee negotiations with the consultant for professional planning services for this project are beginning. We anticipate completing the planning phase by the end of 2021.

As a first step for this project, approximately \$84,000 has been committed to a leveraging opportunity with FDOT to be coordinated with its resurfacing project. Blueprint worked with the 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 through an FDOT contract with Peavy and Son Construction and is expected to begin in calendar year 2021.

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# Midtown Placemaking

Consistent with IA Board direction provided at the December 10, 2020 meeting, this project will be initiated in FY 2021 to effectively leverage the three-year effort to date by the Capital Region Transportation Planning Agency (CRTPA), the substantial public engagement in developing the proposed conceptual design, and the costs of the traffic studies and concept development incurred by the CRTPA. Building on the progress to date at this point will ensure that this same work will not have to be re-evaluated in two-three years. The FY 2021 allocation of \$1,000,000 will fund engineering and design services along Thomasville Road from Monroe Street to Seventh Avenue. The estimated construction cost of these improvements, as developed by the CRTPA based on the approved conceptual improvements, is \$4.5 million. This project will create safe, comfortable streets for pedestrians, transit users, and cyclists along the Thomasville Road and Monroe Street corridors.

The proposed procurement builds from the progress made by the CRTPA on the Midtown Transportation Study and will advance the design of improvements on Thomasville Road from Monroe Street to Seventh Avenue. Over the past three years, the CRTPA has conducted numerous traffic studies and developed proposed concepts for streetscaping and safety improvements along the Thomasville Road and Monroe Street corridors. In the last year, the CRTPA has undertaken significant public engagement activities to obtain feedback from FDOT, Leon County residents, Midtown businesses owners, and neighborhoods regarding area improvements. At the October 19, 2020 meeting, the CRTPA approved Phase 2 of the Midtown Transportation Study, which identified a preferred concept for the improvements on Thomasville Road from Monroe Street to Seventh Avenue. This concept was shared with the IA Board as a part of the December 10, 2020 IA Board meeting agenda. Consistent with City of Tallahassee actions at the March 24, 2021 meeting, Blueprint will also coordinate with the newly established Midtown Stakeholders Committee as the project is developed.

# Lake Lafayette & St. Marks Regional Linear Park and Flood Study

The Blueprint Lake Lafayette and St. Marks Regional Linear Park (LLSMRLP) project will connect 7,200 acres of public recreation lands east of Capital Circle Southeast, including Tom Brown Park, Apalachee Regional Park, Lafayette Heritage Trail, and the J.R. Alford Greenway. This project was first established in the Tallahassee-Leon County Greenways Master Plan before it became an independent Blueprint 2020 project. The project will also provide environmental and flooding studies, as well as ecosystem restoration.

On March 2, 2021, Blueprint staff reached out to Florida Fish and Wildlife Commission (FWC), as they manage the L. Kirk Edwards Wildlife and Environmental Area. This Area is included in the LLSMRLP project area and any improvements in the Area will need to be coordinated with FWC. FWC has indicated opposition to the boardwalks that are included in the project description from the Greenways Master Plan.

Consistent with IA Board direction provided at the December 10, 2020 meeting, this project will be initiated in FY 2021. The FY 2021 allocation of \$500,000 will fund a study

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for a significant portion of the Lake Lafayette area in order to understand accurately the overall floodplain, which is a key first step in determining accurate flood elevations. Consistent with project goals, the study will also assist in determining the best location for future amenities in the area. The study will project potential updates to existing flood elevations, which are currently based on observed data dating from 1948. The flood study will include preliminary updates to the 25, 50, and 100-year floodplain. Groundwater conditions will also be considered in the study.

Blueprint is exploring an opportunity to leverage Blueprint 2000 funds by working with the Fallschase Developer, RMDC, Inc. The developer has presented a concept to Blueprint staff to advance the design and construction of a portion of the Lake Lafayette Greenway that is located in the conservation easement within the Fallschase Development.

#### Fairgrounds Infrastructure and Beautification

At the July 9, 2020 workshop, the IA Board directed Blueprint to fund an updated market study on the Fairgrounds in FY 2021 as well as integrate this project into Blueprint Infrastructure's five-year Capital Improvement Program (CIP). At the September 17, 2020 meeting, the IA Board approved the FY 2021 - 2025 capital budget, which includes full funding for the Fairgrounds project. At that same meeting, the IA Board authorized procurement activities for an updated market feasibility study for the Fairgrounds site to include an evaluation of relocating the Fairground activities. Consistent with this direction and as authorized by the IA Board, Blueprint has secured a contract for these services through the Tallahassee-Leon County Planning Department Continuing Services Agreement (CSA) for Planning Consultant Services with HDR, Inc. The updated market feasibility study and alternative site analysis will be complete at the end of 2021.

#### **SUMMARY OF PUBLIC ENGAGEMENT**

Calendars displaying scheduled March and April 2021 community engagement activities, as well as planned activities for May and June 2021, are included as Attachment #2. Blueprint staff continues to engage the public at record levels despite the challenges presented by COVID-19. Staff is applying innovative alternatives to the traditional public meetings in order to provide information and gather input through digital platforms. The goal is to maintain the public involvement commitment and necessary levels of engagement without adversely affecting the overall project schedule.

NTERGOVERNMENTAL AGENCY

**Action by the TCC and CAC:** This item was presented to the TCC and CAC at their March 22, 2021 and March 31, 2021 meetings respectively. The TCC had no comments on the Project Updates item, and the CAC recommended the IA Board accept the April 2021 Status Update on Blueprint Infrastructure Projects.

#### **OPTIONS:**

Option 1: Accept the April 2021 Status Update on Blueprint Infrastructure Projects.

Option 2: IA Board direction.

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#### **RECOMMENDED ACTION:**

Option 1: Accept the April 2021 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 March, April, May, and June 2021
- 3. HCT Research and Content Gathering Presentation
- 4. Lake Jackson Greenway Public Engagement Summary
- 5. Preliminary Draft Market District Park Concept
- 6. Orange-Meridian Placemaking Public Engagement Summary
- 7. NE Connector Corridor Public Engagement Summary



Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines

Brogress		print 2000 and 2		2	021		2	022	23	)24	20	025
Program	Project	Phase	1st Q	2nd Q	3rd Q	4th Q				7-12 Mos		7-12 Mos
		Planning										
	Capital Cascades Trail Segment 3 -	Design										
	Van Buren Street	Right-of-Way Acquisition										
		Construction Planning										
		Design										
	Capital Cascades Trail Segment 3D	Right-of-Way Acquisition										
		Construction										
		Planning/Pre-Engineering										
8	Capital Cascades Trail Segment 3 -	Design										
2	Amenities <sup>1</sup>	Right-of-Way Acquisition Construction										<del>                                     </del>
Ę		Planning/Pre-Engineering										
Blueprint 2000	0	Design										
<u> </u>	Capital Cascades Trail Segment 4	Right-of-Way Acquisition										İ
		Construction										
		Planning/Pre-Engineering										
	Cascades Park Alum	Design Right-of-Way Acquisition										<del>                                     </del>
		Construction										
		Planning/Pre-Engineering										
	Manualia Driva <sup>2</sup>	Design										
	Magnolia Drive <sup>2</sup>	Right-of-Way Acquisition										
		Construction										
	Alternative Sewer Solutions Study	Treatment Facilities Plan										
		Planning/Pre-Engineering										
	Debbie Lightsey Nature Park &	Design						<u> </u>		ļ		<del>  </del>
	Capital Cir Southwest Greenway	Right-of-Way Acquisition										ļ
		Construction Planning/Pre-Engineering										<del>                                     </del>
	Lake Jackson South Greenway	Design										1
		Right-of-Way Acquisition										
		Construction										
	Orange Avenue (FDOT Project)	Planning/Pre-Engineering										
		Design										ļ
		Planning/Pre-Engineering										<del> </del>
	Orange/Meridian Placemaking	Design Right-of-Way Acquisition										-
		Construction										<b>†</b>
		Planning/Pre-Engineering										
	Thomasville Rd Greenway (CRTPA)	Design										
	· · · · · · · · · · · · · · · · · · ·	Right-of-Way Acquisition										
		Construction										<b>.</b>
		Planning/Pre-Engineering Design										
	University Greenway	Right-of-Way Acquisition										
		Construction										
		Planning/Pre-Engineering										
•	Market District Park Element	Design										
202		Right-of-Way Acquisition										
Ë		Construction	_									
ğ	Market District Pedestrian/Trail	Planning/Pre-Engineering Design										<del></del>
Blueprint 2020	Connectivity	Right-of-Way Acquisition		1	1	1						<del>                                     </del>
ш		Construction										
		Planning/Pre-Engineering										
	Monroe-Adams Corridor	Design										
	201130	Right-of-Way Acquisition		1			<del>                                     </del>					<b>↓</b>
		Construction Planning/Pre-Engineering										<del>                                     </del>
	Lake Lafayette and St Marks	Planning/Pre-Engineering Design										<del>                                     </del>
	Regional Park	Right-of-Way Acquisition		l –								
	=	Construction										
		Planning/Pre-Engineering										
	Midtown Placemaking (Thomasville	Design		<u> </u>								<u> </u>
	from Monroe to 7th)	Right-of-Way Acquisition	<u> </u>	1	1		<b> </b>					<del> </del>
	-	Construction Planning/Pre-Engineering										<b>├</b>
		Planning/Pre-Engineering Design										-
	Airport Gateway	Right-of-Way Acquisition		t								
		Construction										
		Planning/Pre-Engineering										
	Northeast Connector - Bannerman	Design										<u> </u>
	Road	Right-of-Way Acquisition		1								
	<u> </u>	Construction Planning/Pre-Engineering					1	1				
	Northeast Gateway Welaunee	Planning/Pre-Engineering Design						<del>                                     </del>		<b> </b>		<del>                                     </del>
	Boulevard	Right-of-Way Acquisition										<del>                                     </del>
		Construction										
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March 20	)21 OE\	' Events		March 2021 Mo Tu We Th Fr	Sa Su	April 2021 Mo Tu We Th Fr Sa Su
IVIAICII ZC	Blue	print Events		1 2 3 4 5 8 9 10 11 12 15 16 17 18 19 22 23 24 25 26 29 30 31	6 7 13 14 20 21 27 28	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
	Nor	-OEV/Blueprint Event	S	29 30 31		26 27 28 29 30
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Mar 1	2	3	4	5	6	7
11:00am Impact Foods Ribbon Cutting Ceremony - Cristina L. Paredes	NE Conne 10:00am NE Gateway: Bannerman Road Virtual Community Meeting (Zoom - Link to follow) -	ctor Public Engagement - Da	niel Scheer 6:00pm NE Gateway: Bannerman Road Community Meeting (Zoom) - Blueprint Community		Lake Jackson Gre	enways Community Engagement Week
8	9	10	11	12	13	14
	Lake Jackson Youth Leadership Tallahassee Day - Blueprint Community Engagement Calendar	Greenways Community Engage 12:00pm CLP: Rotary Club of Tallahassee (Zoom) - Cristina L. Paredes	nement Week  12:00pm ACDBE/DBE - MWSBE Academy Webinar (Zoom) -  6:00pm Lake Jackson Greenway -	12:30pm Exchange Club Presentation - BHP (Capital City Country Club)		
15 10:00am Lake Jackson Greenway - Community Engagement Meeting #2 (https://us02web.zoo	16	17 11:00am Tallahassee-Leon County Stakeholder Meeting (https://us02web.zoo m.us/j/87471773020?	18	19	20	21
22 1:00pm BPIA TCC Meeting	23	24  12:00pm Continuing Services - MWSBE Academy Webinar (Zoom) - Blueprint Community Engagement	25 6:00pm College Terrace NA meeting RE: Orange Meridian - Susan Emmanuel	26	27	28
29	30	31  11:30am EVLC Meeting (TCC Center for 3:00pm MWSBE CAC 5:00pm Blueprint CAC 5:00pm Canceled: BPIA 5:30pm Public Hearing	Apr 1	2	3	4

			1 age 2 01 1
April 2021	OEV Events	April 2021	May 2021
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April 2021	Blueprint Events	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	3 4 5 6 7 8 9 10 11 12 13 14 15 16
	Non-OEV/Blueprint Events	19 20 21 22 23 24 25 26 27 28 29 30	17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Mar 29	30	31	Apr 1	2	3	4
5	6	7	8 3:00pm Blueprint Intergovernmental Agency Board of 5:30pm Public Hearing: Substantial Amendment NE Park	9 8:30am Mark	10 et District Community Engage	11 ement - Round 4
12	13  Market District	Community Engagement - Ro 2:00pm Market District Multi-Purpose Stormwater Project 6:00pm Market District Multi-Purpose	15 und 4 10:00am Market District Multi-Purpose Stormwater Project 6:00pm NE Gateway: Bannerman Road	9:00am	17	18
19	20	21  11:00am     Tallahassee-Leon     County Stakeholder     Meeting     (https://us02web.zoo     m.us/j/87471773020?	22 12:00pm Risk Management - MWSBE Academy Webinar (Zoom) - Blueprint Community Engagement	9:00am Wakulla Springs Alliance - Presentation from BP CCSW & DLNP (Zoom)	24	25
26	27  12:00pm Marketing - MWSBE Academy Webinar (Zoom) - Blueprint Community Engagement Calendar	28	7:00pm SAST PTSA Segment 3 Amenities Presentation - Blueprint Community Engagement Calendar	30	May 1	2

May 2021	OEV Events	May 2021 Mo Tu We Th Fr Sa Su	June 2021 Mo Tu We Th Fr Sa Su
ay	Blueprint Events	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
	Non-OEV/Blueprint Events	24 25 26 27 28 29 30 31	21 22 23 24 25 26 27 28 29 30

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Apr 26	27	28	29	30	May 1	2
3	4	5	6	7	8	9
1:00pm Blueprint TCC Meeting 3:00pm HOLD: IEDC Webinar:	11 1:00pm Career Pathways: Future of Work Presentation (Zoom.) - Cristina L.	12 11:30am OEV EVLC (TCC Center for 3:00pm OEV MSWBE 5:00pm Blueprint CAC	13	14	15	16
17	18	19 11:00am Tallahassee-Leon County Stakeholder Meeting	20	21	22	23
24	25	26	Blueprint Intergovernmental Agency Budget Workshop 1 p.m.	28	29	30
31	Jun 1	2	3	4	5	6

			Page 4 01 4
I 2021	OEV Events	June 2021	July 2021
<b>June 2021</b>		Mo Tu We Th Fr Sa Su	Mo Tu We Th Fr Sa Su
	Blueprint Events	1 2 3 4 5 6 7 8 9 10 11 12 13	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
	Non-OEV/Blueprint Events	14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
May 31	Jun 1	2	3	4	5	6
	Ĭ	HOLD HCT COMMUNITY ENG	AGEMENT - Tatiana Daguillar	d		
7	8	9	10	11	12	13
14	15	16	17	18	19	20
		11:00am Tallahassee-Leon				
		County Stakeholder Meeting				
		(https://us02web.zoo m.us/j/87471773020?				
21	22	23	24	25	26	27
28	29	30	Jul 1	2	3	4
1:00pm Blueprint TCC		11:30am OEV EVLC (TCC				
Meeting		Center for Innovation) 3:00pm OEV MWSBE				
		Citizens Advisory 5:00pm Blueprint CAC				
		Meeting (TCC Center				4/1/2021 12:EE DM

# **Capital Cascades Trail – History & Culture Trail**

#### Interpretive planning and signage

Programming workshop March 10, 2021









## **Today's meeting**

- 1. Explain parameters that relate to sign content and design
- 2. Discuss typical content requirements and expectations
- 3. Explore other opportunities for storytelling and/or integrations with signage
- 4. Review best practices for audio integration
- 5. Discuss possible narratives and photos for each theme

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## **Project goals**

- Share and celebrate the rich history and culture of the neighborhoods, businesses, and people living in the areas surrounding the Capital Cascades Trail/ FAMU Way Extension
- 2. Highlight the history of the Tallahassee African-American community who has historically called the Project area home, as well as the significant history of FAMU and the local civil rights movement
- 3. Improve civic engagement, enhance civil discourse, and encourage thoughtful and meaningful dialogue among people regarding the story of the surrounding communities
- 4. Enhance the tolerance, diversity, and understanding of our communal history
- 5. **Add cultural value** by communicating Tallahassee's unique identity, **social value** by engaging opportunities for interaction and self-reflection
- Conduct extensive community engagement with members of the neighborhoods located along the project corridor



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# Content

## **Research status and general comments**

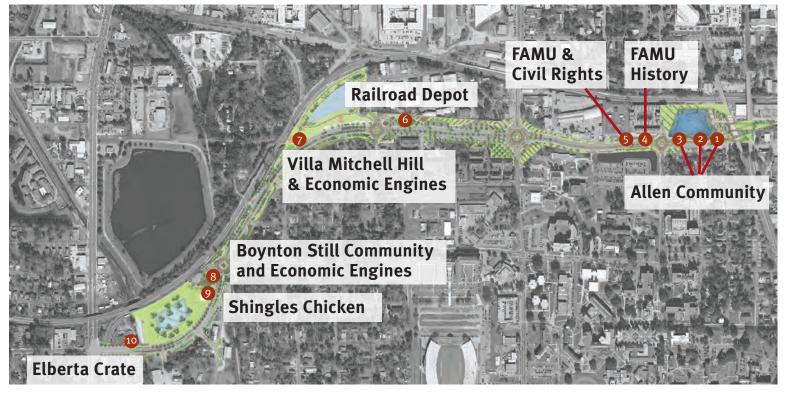
- Stories from the oral histories to be woven into the narratives
- Need to prioritize stories and photos
- More research and photo sourcing is underway







Capital Cascades Trail – History & Culture Trail



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## 1. Allen Community – "Allenites"

#### **Primary story:**

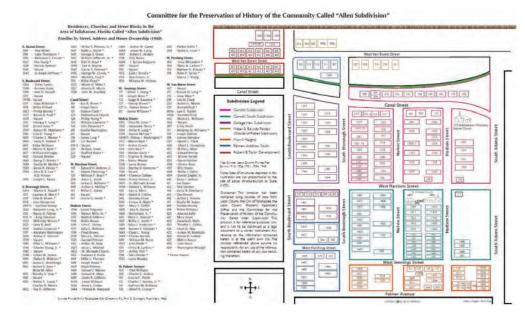
- What makes Allen Subdivision a distinctive community?
- Development: how, when, why Allen Subdivision was formed: affordable housing for nearby jobs at FAMU.
- Resiliency: from humble beginnings, overcoming discrimination and long-term economic challenges, thriving as a community, segregation bringing them together.

#### **Secondary stories**

- 1. It takes a village: church and community values
  - Gethsemane Missionary Baptist Church
  - St. Michaels & All Angels Episcopal Church
  - Tightly knit community, everyone looking after each other and each other's children: respect.
- 2. Community spirit seen in social/recreational life
- 3. Former U.S. Rep. Carrie Meek

#### **Comments**

 Possibly tell the church story with the bell from Gethsemane Church









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#### Capital Cascades Trail – History & Culture Trail

# 1. Allen Community – "Allenites"













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## 2. Allen Community – Economic engines

#### **Primary story:**

 Thriving Black-owned businesses patronized by neighborhood and FAMU—stores, restaurants, bars/lounges ("juke joints")

#### **Secondary stories**

- 1. Domestic jobs, at home businesses, boarding houses (tell here or FAMU/Neighbors)
- 2. Work in local industries
- 3. Careers at FAMU
- 4. Children collected and sold pecans, picked tobacco leaves

#### **Comments**

 Need more images of local Black-owned businesses; access to Tallahassee Democrat photo archives for Fountainette and others possibly















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## 3. Neighbors and FAMU

#### **Primary story:**

- Where town meets gown: a campus for the community
- Allen Subdivision's strong identity/connection with FAMU

#### **Secondary stories**

- 1. Education: children living in neighborhoods near campus could be educated at Lucy Moten Elementary, FAMU High School, and FAMU
- 2. Healthcare: FAMU Hospital, a Black hospital (1950-1971)
- 3. Entertainment, recreation, intellectual events: community residents at FAMU athletic games, marching band parades, cultural events, community picnics, Gibbs Park, lectures, etc.























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## 4. FAMU

#### **Primary story:**

- Prestigious HBCU, making local and national impact
- Why/where founded importance of training African American teachers
- Diverse educational opportunities (vocational and academic)

#### **Secondary stories**

- 1. The Marching 100, est. 1946-1947: develops international fame
- 2. Jake Gaither and FAMU football
- 3. Alumni who excelled in politics, athletics, and the arts

























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## 5. Civil Rights

#### **Primary story:**

- Communities and FAMU join forces in the Civil Rights Movement; Allen a pathway for activists and college students heading to demonstrations
- Charles U. Smith, FAMU professor and Civil Rights activist

#### **Secondary stories**

- 1. 1956 Jakes/Patterson arrests and cross burning; Rev. C.K. Steele and Tallahassee Bus Boycott
- 2. 1960-1964 lunch counter protests (Stephens sisters and others) Note: Telegraph letter of support from Martin Luther King, Jr. to Rev. Steele for the eight jailed students.
- 3. 1963-64 Movie theater protests
- 4. 1964 NAACP March to the Capitol
- 5. 1971 Tallahassee Civil Rights March
- Churches for protest organization and refuge – Rev. David Brooks





















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#### Capital Cascades Trail - History & Culture Trail

## 6. Railroad Depot

#### **Primary story**

 When/why was the railroad built—supporting the city's economic growth, providing jobs, and stimulating residential development

#### **Secondary story**

- 1. Users: legislators, residents, visitors, FAMU students, freight industries, circus
- 2. Tracks delineating neighborhoods (Seaboard)
- 3. Coal Chute (Coalshute) Park

#### **Questions/comments**

• Include Railroad Square (space permitting)?





















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## 7. Villa Mitchell Hill

#### **Primary story:**

• Community pride and reliance on each other

#### **Secondary stories**

- 1. Laying out streets and lots for villas
- 2. Development into a Black community
- 3. Black-owned businesses and other employment
- 4. Roy Rolle and high school bands
- 5. Rev. Evelyn Corbin influence on the community
- 6. Churches St. Eugene Catholic Parish and Fountain Chapel Church

#### **Comments**

- Information and photos still being gathered
- Possibly develop street map with homes, businesses, and churches identified



























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#### Capital Cascades Trail - History & Culture Trail

## 8. Boynton Still

#### **Primary story:**

- A tale of two communities: one oriented around the Boynton Turpentine industry; one that developed independent of it.
- The Boynton Brothers, the distillery and the "Quarters"

#### **Secondary stories**

- 1. The turpentine industry drawing on Florida's natural resources, creating a product for various uses, industrial hazards
- 2. Other businesses at or near Boynton Still
- 3. Living in Boynton homes and landscape, family life and recreation, community life and stories

Mostly everybody on that street worked at Elberta Crate Factory and when my mom goes out, those people—it was like a neighborhood of everybody watched everybody's children. —Ida Smith (Benton interview)





















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#### Capital Cascades Trail – History & Culture Trail

# 8. Boynton Still











I remember way over on Volusia Street, there was a whistle that would blow at the crate factory and a lot of people told time of day and moved by that whistle. If you heard it at six o'clock, it was time for people to start getting up and getting ready to go, because ...some didn't have all these clocks. —McCaskill oral history

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## 9. Shingles Chicken

#### **Primary story**

• A finger-licking local landmark: broad-based popularity, place for food and hospitality

#### **Secondary story**

- 1. Earlier uses of the c.1935 building: part of Boynton Still operation, grocery store in the "Quarters," teen community center
- 2. Henry Shingles and family-run business

#### **Questions/comments**

- Several of these photos depend on tracking down the photographer and/or the Tallahassee Democrat for photo files and permissions
- More research on what was there before it became Shingles

# Guy Revell Grocery & Market 500 Mays St. Near Boynton Still







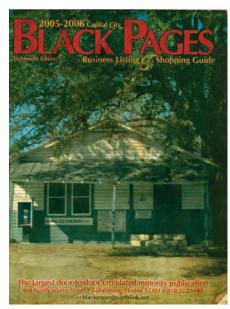






Darryl Shingles Shingles Chicken House





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## 10. Elberta Crate (Suggested theme)

#### **Primary story**

- Economic engine: largest private employer in Tallahassee
- Manufacturing that took place here and link to Florida's agricultural economy
- Jobs for people in the surrounding communities, offered good pay

#### **Secondary stories**

- 1. From factory to lake
- 2. 1969 Strike community support
- 3. Working conditions safety hazards, fires















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#### Capital Cascades Trail – History & Culture Trail

# 10. Elberta Crate (Suggested theme)















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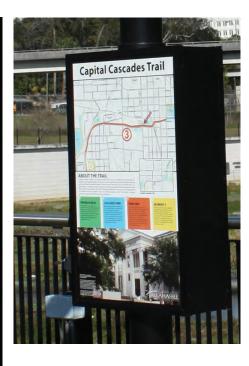
## Other signs in the project area

#### **Questions**

- Should the content of this sign have any impact on our work? (photos we choose, topics presented?)
- Are there specific elements of these signs we should steer away from in our signs? (observations regarding placement, size, too general, etc)







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# COMMUNITY ENGAGEMENT STATUS UPDATE ON THE LAKE JACKSON GREENWAY PROJECT

This attachment to the April 8, 2021 Project Update item provides a status update on community engagement activities for the Lake Jackson Greenway Project. Based on the results of the Alignment Feasibility Study and IA Board direction provided at the December 10, 2020 meeting, the project will create a multimodal connection between Lake Jackson Archeological Mounds State Park and Lake Ella, with access to the Meginnis Arm Landing and the Centre of Tallahassee. Since receiving this direction from the IA Board, Blueprint has undertaken the following community engagement activities:

Project Webpage: <a href="https://blueprintia.org/projects/lake-jackson-greenway/">https://blueprintia.org/projects/lake-jackson-greenway/</a>

- Launched September 2020
- Continuously updated with current project information and answers to frequently asked questions
- Houses community engagement materials for public access, including a recording of the project overview presentation and project documents

#### **Virtual Project Meeting Notification**

- 3500+ post cards mailed
- 85+ email notifications
- 30 meeting notification signs placed around the community
- Display ad in the Tallahassee Democrat

Virtual Project Meeting with Presentations and Live Questions with Project Team

- Two virtual presentation sessions
  - o March 11. 2021 30+ attendees
  - o March 15. 2021 50+ attendees

#### **Interactive Engagement Methods Used at Virtual Meetings**

Questions and comments varied regarding themes of connectivity, safety, and amenities. Some attendees shared their excitement for project, particularly with regard to the enhanced multimodal connectivity, proposed alignment route, and amenities; on the other hand, some attendees voiced concerns with regard to safety and proximity to private property. Some residents proposed the expansion and/or addition of sidewalk facilities in locations of on-street cycle route (such as along Dellwood Drive and Pinewood Drive), while others supported the proposed current project alignment and were opposed to considering private property impacts. Other comments included support for educational and wayfinding signage, invasive species removal, enhancements to the Meginnis Arm Landing paddlecraft launch, and intersection/trail crossing safety countermeasures and paint treatments.

- **Textline Project Phone Number:** Offered a text message communication method that did not require internet access. Project phone number was published on all advertisements, handouts, and mailers.
- **Mentimeter Interactive Survey:** Four interactive survey questions were asked during the project overview presentation, the results are attached. Of note, most respondents indicated they would use the Lake Jackson Trail to walk, bike and/or access other parks. See below for Real Time Survey Results
- **Miro Online Whiteboard:** Published during both virtual engagement sessions and left open for public access from Monday, March 15 Sunday, March 21.
- **Overall participation:** The meetings were well received and included great conversations among attendees and staff. In all, over 100 written comments have been received via chat, Textline, Miro online whiteboard, and social media combined.

#### **Real Time Survey Results**

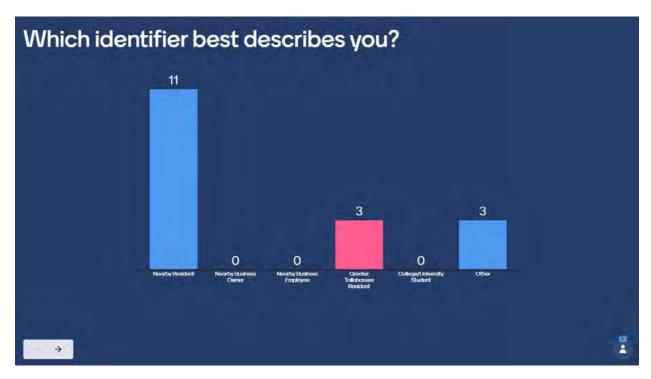


Figure 1 – Mentimeter Survey Question 1 Results (Thursday, 03/11/21)

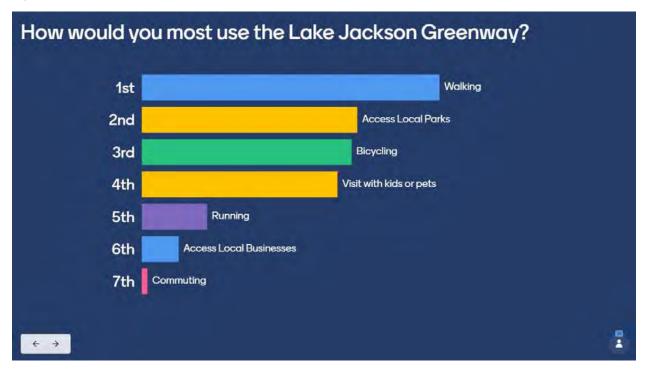


Figure 2 – Mentimeter Survey Question 2 Results (Thursday, 03/11/21)



Figure 3 - Mentimeter Survey Question 3 Results (Thursday, 03/11/21)



Figure 4 – Mentimeter Survey Question 4 Results (Thursday, 03/11/21)

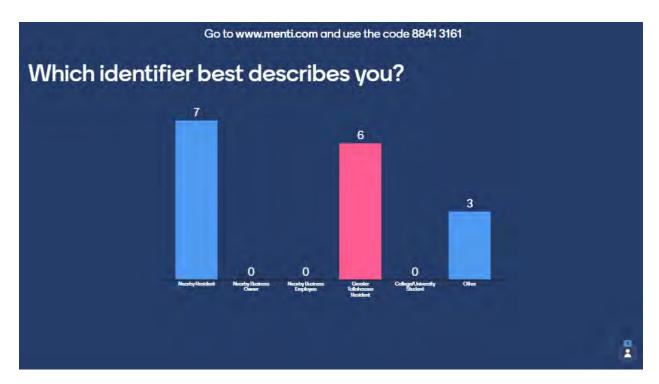


Figure 5 – Mentimeter Survey Question 1 Results (Monday, 03/15/21)

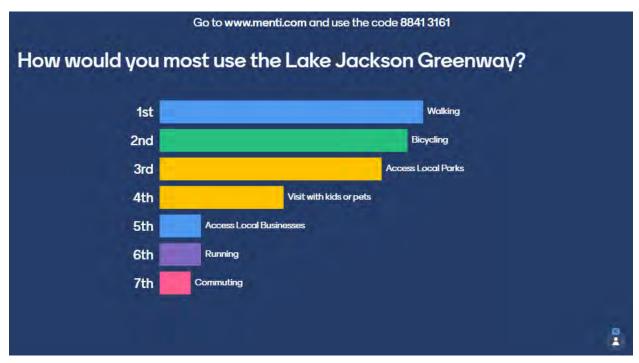


Figure 6 – Mentimeter Survey Question 2 Results (Monday, 03/15/21)



Figure 7 – Mentimeter Survey Question 3 Results (Monday, 03/15/21)



Figure 8 – Mentimeter Survey Question 4 Results (Monday, 03/15/21)

# programming concept: central park







DPB&associates

HargreavesJones

MARKET DISTRICT MULTI-PURPOSE STORMWATER PROJECT



# Orange/Meridian Park First Phase Citizen Engagement Report

Halff Associates/Bono Communications & Marketing, LLC/Browns Consult, LLC For Blueprint Intergovernmental Agency March 23, 2021

# Phase One Outreach: Jan-March 2021

- 1. Approach
- 2. Outreach Meetings
- **3. Outreach Events:** Neighborhood Meetings, Farmer's Market, BBQ Community Conversation, Pop-Up Pancake Breakfast
- 4. Survey Results on Engagement
- 5. Media/Social Media Coverage

# **Approach**

Our focus is on listening and meeting people where they are. From the research conducted for the Community Outreach and Engagement Plan, we spent significant time talking with:

- Neighborhood organizations
- Neighbors
- Church leaders
- Nearby businesses
- Apartment complexes
- Schools and pre-schools
- Existing community organizations



# **Outreach Meetings**

January 26: Leon County Parks & Rec

January 29: South City Foundation

January 31: Greater Love Church of God in

Christ

February 5: Mr. B's BBQ, Classic Cut

Barber Shop, King Food Store, etc.

February 9: South City Neighborhood

**Interest Meeting** 

February 11-17: Seven apartment complex

managers in nearby area

# **Outreach Events**

Orange/Meridian Park 2021

# Booth at Walker Ford Farmers' Market, Feb. 11





Blueprint hosted a table at the Farmers' Market with a dozen residents stopping by and seven completing surveys. WTXL aired a TV story that included a feature on the park from this event.

# Community Conversation BBQ, Feb. 19





More than 80 people attended Blueprint's Community Conversation BBQ at Greater Love Church of God in Christ on Feb. 19, with 72 completing surveys.

# Peacemakers Pop-Up Breakfast, March 13



Families and individuals took part in the South City Foundation/Tallahassee Peacemakers Pop-Up Pancake breakfast, March 13, where 26 surveys about the park were collected.

# **Survey Results on Engagement**

284 Surveys Completed

179 online

72 from the Community Conversation BBQ

26 from the Pop-Up Pancake Breakfast

7 from the Walker Ford Farmers' Market

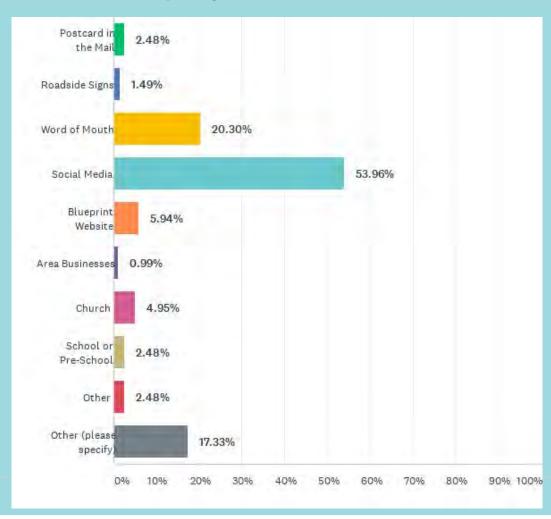
Q13: What is your age?

Answered: 275 Skipped: 9

ANSWER CHOICES	RESPONSES	
6-12	2.55%	7
13-18	4.00%	11
19-24	4.00%	11
25-34	16.36%	45
35-44	21.45%	59
45-54	15.27%	42
55-64	17.82%	49
65-74	14.55%	40
75+	1.09%	3
Prefer not to say.	2.91%	8
TOTAL		275

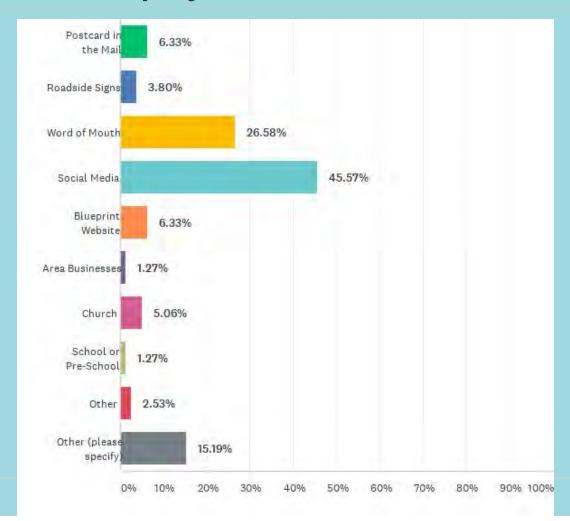
Q14: How did you hear about this project?

Answered: 202 Skipped: 82



## Q14: How did you hear about this project? Residents within 1 mile

Answered: 79 Skipped: 45



Attachment #6 Page 13 of 16

# Media Coverage

Orange/Meridian Park 2021

# Strong Coverage from Media/Social

### **Stories Obtained in Local News Media**

## **Examples of Media Coverage**

- Farmer's Market WTXL
- Community Conversation BBQ: Tallahassee Democrat, WCTV, WTXL, WFSU Radio
- Pop-Up Pancake Breakfast: WFSU

# Strong Coverage from Media/Social

**Information Widely Shared on Social Media** 



15

# **Next Steps for Community Engagement**

## March/April

- Update website
- Complete survey report
- Post survey report to website
- Send email with survey results to those on email list and explain next steps

## April/May

- With Blueprint approval, proceed with community art project
- Project update email

## **Summer**

- Phase 2 of outreach and engagement to share designs with community
- Meetings with neighborhood groups
- Public meeting
- Other Pop-up events, as appropriate

## Fall

\* Share final results with community

# COMMUNITY ENGAGEMENT STATUS UPDATE ON THE NORTHEAST CONNECTOR CORRIDOR: BANNERMAN ROAD PROJECT

This attachment to the April 8, 2021 Project Update item provides a status update on recent community engagement activities for the Blueprint Northeast Connector Corridor: Bannerman Road Project. Based on the results of a Traffic Feasibility Analysis and IA Board direction provided at the September 18, 2020 meeting, the project will relieve congestion by widening Bannerman Road from Quail Common Drive to Preservation Road, and improve bicycle and pedestrian access from Thomasville Road to Meridian Road. Since receiving this direction from the IA Board, Blueprint has undertaken the following community engagement activities:

Project Website: www.BannermanRoad.com

- Launched late September 2020
- Continuously updated with current project information and upcoming events
- Consistent online homepage for community engagement activities, such as virtual meetings and survey

## Virtual Community Meetings:

- First Virtual Community Meeting: Launched November 7, 2020 and available through February 26, 2021
- Second Virtual Community Meeting: Launched March 1, 2021 and available through April 30, 2021

Project Preferences Survey – 290 Responses Received, Summary Pg. 2

- Available from December 2020 through March 5, 2021
- Survey focused on community preferences regarding improvements for Bannerman Road corridor.

In-Person Pop-Up Events – Written Comments Provided at 2/27 Event Pg. 5

- November 7, 2020: In-person event at Bannerman Crossings Pavilion to share results of the Traffic Feasibility Analysis and IA Board direction regarding improvements
- February 27, 2021: Two in-person events held at Bannerman Crossings Pavilion to provide project update and discuss options for multimodal facilities

Virtual Project Presentations and Live Questions with Project Team

- November 2020: Two virtual presentation sessions featuring project overview presentation by the project team as well as opportunity to answer questions from the community
- March 2021: Two virtual presentation sessions featuring project update and next steps presentation by the project team as well as opportunity to answer questions from the community

## Summary of Bannerman Road Survey Results, March 15, 2021

Total Number of Responses: 290

Note: Not all 290 respondents answered each question so percentages and number of people will vary slightly.

## **Features**

Question 1: What features are important to you in relation to the Bannerman Road Corridor?

Preference	Highest Priority	Lowest Priority
Shorter Travel Time	45% (128 people)	19% (54 people)
Alternatives to Driving	18% (51 people)	32% (89 people)
Beautification of Corridor	26% (73 people)	14% (41 people)
Environmental Protection	40% (114 people)	10% (27 people)
Multimodal Facilities	33% (94 people)	14% (39 people)
Access to Restaurants	20% (56 people)	19% (53 people)

## **Traffic Lights/Roundabouts**

Question 2: Do you prefer traditional intersections (signal/traffic lights) or roundabouts?

Preference	Response
Signalized intersections	44% (124 people)
Roundabouts	56% (161 people)

**Question 3:** Do you prefer traditional intersections (signal/traffic lights) or roundabouts at **Preservation Road?** 

Preference	Response
Signalized intersections	35% (66 people)
Roundabouts	65% (89 people)

**Question 4**: Do you prefer traditional intersections (signal/ traffic lights) or roundabouts at **Bull Headley Road**?

Preference	Response
Signalized intersections	58% (166 people)
Roundabouts	42% (122 people)

**Question 5**: Do you prefer traditional intersections (signal/ traffic lights) or roundabouts at **Tekesta Drive?** 

Preference	Response
Signalized intersections	52% (148 people)
Roundabouts	48% (139 people)

126

## **Landscaping**

**Question 6:** Separating the multi-use trail from the roadway with a landscape "buffer" increases the comfort and safety for users of the trail. What width of landscape buffer would you consider ideal for the corridor? Note: The wider the buffer, the more likely private property will need to be acquired to provide the room needed.

Preference	Response
6 Feet	24% (67 people)
8 Feet	43% (124 people)
10 Feet	33% (94 people)

**Question 7:** This project includes a lighting study that will assess necessary lighting coverage and placement. Listed below are lighting style options. Note: Decorative lighting styles (vintage and modern) are more expensive and may require more poles than the traditional highway light style, which provides greater coverage at a lower cost. What style of roadway lighting do you prefer?

Preference	Response
Vintage Style (Franklin Blvd)	38% (110 people)
Modern Style (FAMU Way)	16% (46 people)
Standard Highway	10% (30 people)
No Style Preference	28% (81 people)
Do Not Want Lighting	10% (30 people)
Other (please specify)	4% (12 people)

**Question 8:** This project includes landscaping along the corridor. When considering the type and location of landscaping, do you have a preference on landscaping along the corridor?

Preference	Response
Plantings in the median and grass on the	52% (151 people)
sides of the roadway	
Plantings only (in the median and on the	13% (36 people)
sides of the roadway)	
Grass only (in the median and on the sides of	21% (60 people)
the roadway)	, , , ,
I do not have an opinion	13% (36 people)
Other (please specify)	7% (21 people)

**Question 9:** If trees are included in the landscaping along the corridor, is there a particular type of tree you would like to see in the roadway median or along the multiuse trail?

Preference	Response
Shade Trees (Oak or similar type, which may	27% (74 people)
require a wider buffer area)	
Flowering Trees (such as Crepe Myrtle,	63% (171 people)
which may require a reduced buffer area)	
Mix (Shade and Flowering)	7% (18 people)
Other (please specify)	11% (30 people)

## **Transportation Options**

**Question 10:** In an effort to support a variety of transportation options, which services would you use, if they were included in this project? Check all that apply.

Preference	Response
Ridesharing	33% (46 people)
Vehicle Charging Stations	45% (64 people)
Other (please specify)	38% (53 people)

**Question 11:** With the addition of a multi-use trail and/or sidewalks, would you consider using alternative forms of transportation to access retail and commercial centers along the corridor from your home or business?

Preference	Response
Yes	64% (183 people)
No	37% (106 people)

## Question 12: If yes, check all that apply.

Preference	Response
Walk	80% (153 people)
Bike	77% (147 people)
Alternative vehicles (scooter, golf cart)	49% (93 people)
Other (please specify)	3% (5 people)

**Question 13:** Pedestrian/cyclists crossings at intersections are included in this project. In addition to crossings at intersections, "mid-block" crossings, like the N. Meridian Road crossing shown here, may be added to improve safety and connectivity. Are there locations where you feel crossings are needed (Check all that apply)

Preference	Response
Between N. Meridian and Preservation Road	21% (53 people)
Between Bull Headley and Tekesta Drive	30% (76 people)
Between Tekesta Drive and Quail Common	26% (66 people)
Drive	
I do not want mid-block crossings along the	53% (135 people)
corridor	
Other (please specify)	4% (10 people)



- Complete and leave in comment receptacle at Pop Up, or
- Fold and mail to the address printed on the back of this form, or
- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	MICHAEL WOODARD
Address:	1537 CHADWICK WAY
Phone:	850-656-9027
Email:	MWODDARD @ HWLOCHMER. COM
Interest in project:	Self  Government Agency  Business Owner  HOA  Civic Group  Other
Comments	
PLEA	SE CONSIDER ROUNDABOUTS AT THE
BULL	SE CONSIDER ROUNDABOUTS AT THE HEAPLEY + TEKESTA INTERSECTIONS
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-	
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NOTICE: The information provided is a matter of public record subject to examination by the general public upon request.

1 1

Name:	Julsan Roehler
Address:	8080 Ronds Pointe Ct.
Phone:	(850) 443-5596
Email:	Susan koeller a, hotman, com
Interest in project:	Self Government Agency Business Owner  HOA Civic Group Other
Comments	S:
	Je are very excited about the sossibility of multimodal Connections etween our Dneighborhood (Summerbrooke & Barnerman Crossings.



- Complete and leave in comment receptacle at Pop Up, or
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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	VACH MITINA	ON
Address:	7650 Puck Lov	ers
Phone:	30 566-4950	
Email:	Jekyldart 65@ A	IL COM
Interest in project:	Self Government Agency Business Owner	HOA Civic Group Cther
Comments:		
Takin Road N	g projectly on No Takes make sense	+ th side of e bezause the
Majorit	y of projetly.	is green space



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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Lynne and Bruce Shelfer
Address: _	1119 Bannerman Rol-
Phone:	850-322-4496
Email:	LyShelfer @ gmail.com
Interest in project:	Self HOA
	Government Agency Civic Group
	Business Owner
Comments:	
7	lease check out my driveway and
Drox	Cimity to Bannerman Rd - turning left
wil	I be difficult for a 70 year old.
	lot much yard!



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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Syeve Sklute	
Address:/	778 Newman La	323/2
Phone:		
Email: 5/c	eveskluteeemba	egmail.com
Interest in		_
project:	Self	HOA
	Government Agency	Civic Group
	Business Owner	Other
Comments:	Benefital proje	and Do I serol
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		X/.



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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Bill & Jan Bell	
Address:	9166 Medougal Ct.	
Phone:	(903) 821-9131	
Email:	billbell 19@msn. com	
Interest in project:	Self  Government Agency  Business Owner  HOA  Civic Group  Other	
Comments:		
	We love the plan! Please	
put	in the golf cart paths.	
		_



- Complete and leave in comment receptacle at Pop Up, or
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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Kirsten Henriksen
Address:	12065 cedar bless trail
Phone:	
Email:	Kj H @ Fatmond. net
Interest in project:	Self  Government Agency  Business Owner  HOA  Civic Group  Other
Comments	: ! please walkable/ bikeable
	at last from
_	B. X-ing to Gull Readly
	- os far os molay garden
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·	would be
-	very
-	nice
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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	trances Nicitolas
Address:	8747 minnow Creek Drive
Phone:	850 329 6219
Email:	FIN 2352 @ Jahoo. Ca
Interest in project:	Self HOA Government Agency Civic Group Business Owner Other
Comments	sinewalks Neesen Alan Bull Heroley
	Devices reach from the
	AND on AS many Streets in Killearn
	Lakes as Possible
_	[He Plan Fox Bannerman w Sisevalles
	15 Sept



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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Kory Reese
Address:	PO BOX 12196 Tallahassec, fc. 32317
Phone:	850 300-0317
Email:	RORY REESEROH @ grail. com
Interest in project:	Self  Government Agency  Business Owner  HOA  Civic Group  Other
01	s: 1) World like to see to ke patr / Lane from even an (m Bun Headizy) to late/park to no even age on Bull Headley
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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	KICK	LASY		
Address:	7923	PRESERVATIO	= TALLA YANA	ee FL 32312
Phone:	440-	376-6822		
Email:	RLAS	H350 6MOIL.	Com	
Interest in project:	Ü	Self Government Agency Business Owner	HOA Civic Group Other	p
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Name:	M + Mm. J. J.	ampson	
Address:	7937 Coreysto	one DI.	
Phone:	1214		
Email:	/		
Interest in project:	Q.If	404	
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	Government Agency	Civic Group	<u> </u>
	Business Owner	Other	ш
Comments: /	2		
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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Brian Duguid
Address:	7868 Reynolds CT
Phone:	850 - 443 - 7065
Email:	
Interest in project:	Self  Government Agency  Business Owner  HOA  Civic Group  Other
Comments	s: The majority of my driving is
to and -	from Thomogyille Rd. Getting in and out
of Rey	golds to get to Thomasylle is a Dig concern
of mine	e. Going through other meighborhoods is not a
yrable &	option. Increased traffic to other neighborhoods is
a safey	1550e financial birden, and inconvenient Accessibility
to leve	nolds is my priority. Right turn out and
lest for	n in to hernolde is professed.
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Nice.	
Beeping	consistancy of 4 lanes on Bannerman to
Meridan	would be mice to ensure continued flow of
traffic.	However, it's easy for me to say since it wolfbit
take m	y property



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Name:	Lesten D. Flowing
Address:	1035 JEFFry Ross
Phone:	850-556-9001
Email:	lesteraces@ginal.com
Interest in project:	Self Government Agency Business Owner  HOA Civic Group Other
Comments	d Biting + Golf can't walking Tanil on Bull Headley
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- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Porter (	Dondles	
Address:	8080 Can	tenlight	20
Phone:	850-545-	8491	
Email:	PORTER Chance	eller 7776	SMark
Interest in project:	Government Agency	HOA Civic Group Other	
Comments:	21 / Ma	the Alice	Ala 10
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	1 0		
ame: _	Jason & Amy Lash		
ddress:	1100 Greensmard Drive		
hone:	440 - 391 - 1037		
Email:	JLASH7@GMAIL. COM		
nterest in			_
project:	Self	HOA	
	Government Agency	Civic Group	
	Business Owner	Other	
ommonto.			
Comments:	Path from Sunnerbrooke	to Bannerman 1	Crossing
	Path from Sunnerbrooke	to Bannerman 1	Crossing
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	Path from Sunnerbrooke	to Bannerman (	Crossing
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Briant

## NE Connector Corridor: Bannerman Road Project

- Complete and leave in comment receptacle at Pop Up, or
- Fold and mail to the address printed on the back of this form, or
- Email Project Manager at Megan.Doherty@Blueprintia.org

Name:	Betsy Desotell
Address:	969 Lanten Light Ct
Phone:	850 · @ 907 · 0881
Email:	bd4hima aol.com
Interest in project:	Self Government Agency Business Owner  HOA Civic Group Other
Comments:	
lane	Je would appreciate a left turn heading west into Coventry Banks
Pond	nicromobility path to Orchard Pkurg t the greenway would be awesome.
	Thank you!



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- Email Project Manager at Megan. Doherty@Blueprintia.org

	$C_0$ $C_1$		
Name:	Zowin Kodna vez	<b>P</b>	
Address: _	1879 FOUSTONE Ro	Q	
Phone: _	850 443 8618	0	
Email:	endjogger@gma	il. com	
Interest in			_
project:	Self	HOA	
	Government Agency	Civic Group	
	Business Owner	Other	
Comments:			81
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Name:	WILLIAM McCORT
Address:	10057 NEAMATHLA TRAIC
Phone:	850 509 4969
Email:	W, MCCORT @ GMALL-COM
Interest in project:	Self Government Agency Business Owner  HOA Civic Group Other
Comments:	BANNERMAN ROAD WIDENING SHOULD
BE STAR	TED SOONER THAN THE 3-4 YEAR (?) PROJECTED
SCITEDINE	
81	DEWALRS, BIRETRAILS MULTIMODAL SHOWD
ALL BE	INCLUDED, INCLUDING ALONG BULL HEADLEY!
19	OUNDABOUT SIGNAGE AND USER
EDUCAT	TON SHOULD BE IMPROVED AND EXPANDED,
INCLUD	ING BUFFER AREA EXPLANATIONS.
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- Email Project Manager at Megan.Doherty@Blueprintia.org

1. MailAmara

	OI IVENAINATE		<del></del>
Address:	9233 Shoal	Creek Dr.	
Phone:	440-829-4417		
Email:			
Interest in project:	Self Government Agency Business Owner	HOA Civic Group Other	
Comments:			
my cone	ans are regarding	the the	pensión
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- Email Project Manager at Megan.Doherty@Blueprintia.org

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# Blueprint Intergovernmental Agency Board of Directors Agenda Item #4

**April 8, 2020** 

Title: Revision to the Meeting Schedule and Agenda Development

Policy to Add Director Discussion Items Section

Category: Consent

Intergovernmental

Management Committee:

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE

Project Team:

Autumn Calder, Director, Blueprint
Susan Dawson, Blueprint Attorney

# STATEMENT OF ISSUE:

This agenda item seeks Blueprint Intergovernmental Agency Board of Directors (IA Board) approval of a revision to the current Meeting Schedule and Agenda Development Policy to add a section to the agenda for Commissioners, referred to throughout the Policy as Directors of the IA Board, to bring forward Commissioner items. On February 18, 2021, the IA Board directed staff to add "Director Discussion Items" section to the agenda. The proposed policy revision adds the Director Discussion Items section to the Agenda. The revised policy will become effective following IA Board approval.

# **FISCAL IMPACT:**

This item does not have a fiscal impact.

# **RECOMMENDED ACTION:**

Option 1: Approve the proposed changes to the Meeting Schedule and Agenda

Development Policy adding a Director Discussion Items section to the

meeting agenda.

# **BACKGROUND/ANALYSIS:**

The Agency Bylaws require that the Meeting Schedule and Agenda Development Policy shall prescribe the process and procedure for establishing meeting schedules and the development of the agenda. Throughout the policy, Commissioners are referred to as Directors of the IA Board. The Meeting Schedule and Agenda Development Policy was

Blueprint Intergovernmental Agency Board of Directors Meeting — April 8, 2021 Item Title: Revision to the Meeting Schedule and Agenda Development Policy to Add Director Discussion Items Section Page 2 of 2

adopted by the IA Board on October 20, 2003. The policy describes the respective roles and responsibilities of the Chairperson of the IA Board of Directors, the Intergovernmental Management Committee, and the Director of PLACE, regarding the development, review, and approval of draft agendas and meeting schedules. The policy includes procedures for the addition or deletion of agenda items by the IA Board and instructions for posting and distributing the agendas and agenda materials.

On February 18, 2021, the IA Board directed staff to add a section to the agenda for Commissioners to bring forward Director Discussion Items. The proposed change to the policy adds the Director Discussion Items section to the agenda prior to adjournment of the meeting. At this time the Directors can raise and discuss new matters not on the published agenda. The policy revision provides that no direction shall be given to the Director of PLACE, Blueprint Director, OEV Director, or Blueprint Attorney without an affirmative vote of the majority of the IA Board of Directors present and eligible to vote. Second, the policy revision provides that the IA Board shall take no policy action without an agenda item unless the policy action is taken by a unanimous vote of the Directors present and eligible to vote. These procedures mirror the requirements set forth for the discussion section of the agenda in Leon County Government Policy No. 01-05.

## **CONCLUSION:**

This agenda item provides for the addition of a Director Discussion Items section of the agenda and provides procedures for any votes concerning policy action raised during that portion of the meeting agenda. The revised policy states that IA Board changes to the policy will become effective following IA Board approval.

**Action by TCC and CAC:** This item was not presented to the TCC or the CAC.

# **OPTIONS:**

- Option 1: Approve the proposed changes to the Meeting Schedule and Agenda Development Policy adding a Director Discussion Items section to the meeting agenda.
- Option 2: Do not approve the proposed changes to the Meeting Schedule and Agenda Development Policy adding a Director Discussion Items section to the meeting agenda.
- Option 3: IA Board Direction.

# **RECOMMENDED ACTION:**

Option 1: Approve the proposed changes to the Meeting Schedule and Agenda Development Policy adding a Director Discussion Items section to the meeting agenda.

### Attachment:

1. Revised Meeting Schedule and Agenda Development Policy



DATE

October 20,2003

NO.

103

TITLE

# Meeting Schedule and Agenda Development Policy

ORG. AGENCY

Blueprint Intergovernmental Agency

APPROVED

### 103.1 STATEMENT OF POLICY

It is the intent of the Blueprint Intergovernmental Agency (hereinafter the "Agency") to establish a clear and consistent process for the development of meeting agendas, prescribe a process for modifying said agendas, and prescribe a process and procedures for establishing and modifying meeting schedules.

### 103.2 AUTHORITY

This policy was adopted by the Blueprint Intergovernmental Agency Board of Directors on October 20, 2003.

### 103.3 <u>OBJECTIVE</u>

To establish a policy for the development and modification of agendas and scheduling of meetings of the Agency.

### 103.4 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Agency Board, Intergovernmental Management Committee (IMC) and all employees referenced in the joint project management structure involved in any activities associated with the Blueprint Intergovernmental Agency program, and shall also apply to employees of the Office of Economic Vitality.

### 103.5 <u>DEFI</u>NITIONS

<u>Draft Agenda</u>: An agenda that has been prepared by the Director of PLACE in consultation with the Blueprint Director and the Director of OEV, but has not been approved by the Intergovernmental Management Committee.

<u>Draft Agenda Modifications</u>: Changes, including deletions, additions, or supplemental material to existing agenda items on the Draft Agenda. (Does not include editorial or administrative modifications.)

<u>Approved Agenda</u>: An agenda with or without supporting documentation that has been approved by the IMC.

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Agenda Modifications: Changes made to the Approved Agenda as described above, generally announced at the beginning of each Agency Board of Directors meeting. Depending on the timing of the modification(s), material supporting the changes may or may not be distributed prior to the scheduled meeting.

<u>Intergovernmental Agency Board of Directors</u>: Governing body, consisting of the City and County Commissions, of the joint project management structure, as provided for in the Interlocal Agreement, and generally referred to as the "Agency Board of Directors" or the "Agency Board".

<u>Intergovernmental Management Committee</u> (IMC): The City Manager and County Administrator.

<u>Chairperson</u>: Duly elected member of the Board of Directors charged with the conduct of all Meetings of the Agency Board of Directors.

<u>Vice Chairperson</u>: Duly elected Member of the Board of Directors who acts as the Chairperson in the absence of the Chairperson.

<u>Electronic Agenda Distribution</u>: Approved or Draft Agendas that are distributed via e-mail or posted on the Blueprint Intergovernmental Agency web page, www.blueprintia.org.

<u>Approved Agency Schedule:</u> The Draft Agency Schedule that has been presented to the Agency at a regular meeting and approved.

<u>Draft Agency Schedule:</u> An annual schedule developed jointly by the City, County and Blueprint staff that recommends specific dates and locations for Agency meetings.

<u>Director of PLACE</u>: The individual responsible for managing and directing the Leon County – City of Tallahassee Planning Department, Blueprint Intergovernmental Agency and the Office of Economic Vitality, reporting directly to the Intergovernmental Management Committee or their Designees.

<u>Blueprint Director</u>: The individual responsible for carrying out the implementation of the Blueprint 2000 projects and the Blueprint 2020 Infrastructure projects, reporting directly to the Director of PLACE.

<u>OEV Director</u>: The individual responsible for carrying out the implementation of the Blueprint 2020 Economic Development Programs and the OEV programs, reporting directly to the Director of PLACE.

### 103.6 ROLES AND RESPONSIBILITIES

A. The Director of PLACE, in consultation with the Blueprint Director and the OEV Director, shall be responsible for:

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- 1. Developing the Draft Agenda and supporting documentation basedupon input from members of the Board of Directors, direction from previous Agency meetings, staff, IMC, Citizen's Advisory Committee, Technical Coordinating Committee, Finance Committee or operational or administrative requirements.
- 2. The Director of PLACE may accept or reject agenda items presented by staff for inclusion in the Draft Agenda based on agenda length, time sensitivity of the agenda item or applicability of the agenda item to the Agency. It is the intent that all requested items be included in the agenda. Rejection of an items will be considered as an exception.
- 3. Presenting the Draft Agenda to the Intergovernmental Management Committee (IMC) for approval.
- 4. Presenting the Approved Agenda to the Chairperson or the Vice Chairperson, in the absence of the Chair, for review.
- 5. When requested by other than Directors, presenting the IMC with requests to modify the Approved Agenda (Directors are requested to contact the City Manager or the County Administrator directly).
- 6. Producing and distributing to Directors, IMC, Director Aides and others as required, electronic and/or hard copies of the Approved Agenda.
- 7. Developing the Draft Agency Meeting Schedule, reviewing it with the IMC, and presenting it to the Board of Directors for approval.
- 8. Presenting to the Chairperson, staff requests to modify the Approved Agency Schedule.
- B. Intergovernmental Management Committee shall be responsible for:
  - 1. Providing guidance to the Director of PLACE for the development of the Draft Agenda.
  - 2. Reviewing and Approving the Draft Agency Agenda.
  - 3. Providing guidance for Draft Agency MeetingSchedule.
  - 4. Reviewing and commenting on the Draft Agency MeetingSchedule.
- C. Vice Chairperson shall be responsible for: Acting as the Chairperson in the absence of the Chairperson.
- D. Chairperson of the Board of Directors shall be responsible for:
  - 1. Approving the Draft Agency Meeting Schedule for presentation to the Board at a regular meeting.
  - 2. Resolving issues regarding rescheduled meetings.
  - 3. Approving rescheduled meetings.

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### 103.7 ADDITIONAL PROVISIONS AND EXCEPTIONS

### **General Provisions:**

- A. The Agenda for Intergovernmental Agency meetings will be prepared in Draft by the Blueprint Director. This Draft Agenda will contain items that require Agency Board action as determined by the Director of PLACE --consent, discussion and informational items. The City and County staffs will provide and coordinate with the Director of PLACE any City or County items for inclusion into the Agenda and will provide input for Blueprint Intergovernmental Agency agenda items that may involve or impact either entity. This Draft Agenda will be forwarded to the Intergovernmental Management Committee for their approval.
- B. The IMC must approve all modifications to the Approved Agenda.
- C. Either member of the IMC may unilaterally exclude an item from the agenda, however any agenda item specifically requested by a member of the Board is not subject to exclusion by either member of the IMC.
- D. The Blueprint staff will distribute Approved Agendas electronically (e-mail), on the Blueprint Intergovernmental Agency web site and in hard copy. E-mail copies will be provided seven (7) days in advance of the meeting. Hard copies will be limited to each Director, the IMC, and selected others as deemed necessary and distributed at least five (5) days prior to the scheduled Agency meeting.
- E. Directors who desire the addition of an agenda item or the deletion of an agenda item from the Approved Agenda will contact the City Manager or the County Administrator directly. Staff desiring to add or delete an agenda item from the Approved Agenda will first approach the Director of PLACE who may then forward the staff request to the IMC for consideration. The IMC may deny the late addition or deletion of any agenda item if in his/her opinion the item has not been properly developed, can be deferred until a subsequent meeting without detriment, or in the event of a request to delete, believes that the items needs to be considered by the Board. Late agenda items will only be added if deemed time sensitive and critical by the IMC.
- F. Agendas will be posted to the Blueprint Intergovernmental Agency Web site <a href="www.blueprintia.org">www.blueprintia.org</a>. Limited copies of the agendas will be available at the Agency meeting. Agency Board will be provided Blueprint Intergovernmental Agency binders that contain reference information to include the Interlocal Agreement and the Agencyby-laws. Director aides are requested to post to these binders the Approved Agendas that are provided.
- G. Format for the Agenda will be as attached, see attachment 1.

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H. The portion of the agenda designated as "Director Discussion Items" provides an opportunity for the Agency Board to share information or ideas that might be of interest to other Directors. No assignments shall be given to the Director of PLACE, OEV Director, Blueprint Director, or Blueprint Attorney except by the affirmative vote of a majority of the Directors present and eligible to vote. The Agency Board shall take no policy action without an agenda item unless the policy action is taken by a unanimous vote of the Directors present and eligible to vote. The remarks of each Director during his or her "discussion items" time shall be limited to no more than three (3) minutes, unless the Chairperson extends the time.

### **Agency Meeting Schedule**

Annually the Director of PLACE in consultation with the Blueprint Director and the OEV Director, and in conjunction with the City and County staffs will prepare a Draft Agency Meeting Schedule. This schedule will specify, times, dates and locations for Agency Board of Director meetings for a period of not less than one year. Meeting locations will generally be held in the City Commission Chamber. Other locations may be used as approved by the Chairperson. Times for meetings will generally be 3:00 p.m. to 5:00 p.m., however, meetings may be scheduled for 5:00 p.m. to 7:00 p.m. if approved by the Agency. The Draft Agency Meeting Schedule may include meeting dates for the TCC and the CAC. CRTPA meetings and Agency Board meetings will not be on the same day except as approved by the Chairperson in extreme cases.

Once reviewed by the IMC and the Agency Chairperson, the Draft Agency Meeting Schedule will be distributed to each member of the board for their review prior to the Agency meeting. Distribution will be as above for agenda distribution.

The Draft Agency Meeting Schedule will be presented to the Agency Board as an agenda item. Once passed by the Agency Board of Directors the Approved Schedule will not be altered except in extreme cases. Requests to alter the Approved Schedule must be presented to the Agency Board Chairperson who will task staff to query the Directors for their availability and agreement to modify the approved schedule. Based upon input from the Directors the Chairman will make the decision considering the following:

- i. The number of members available for the originally scheduled meeting.
- ii. The number of members indicating agreement to a new specified meetingdate.
- iii. The number of members available on the rescheduled meetingdate.

After considering the above information the Chairperson will determine which alternative, the original date or the rescheduled meeting date satisfies the needs and desires of the greatest number of the Directors.

The Chairperson may direct meeting cancellations only after a query of the Directors is made and the Chairperson considers the desires of the Directors. If the majority of the total quorum present desire not to cancel a meeting then the meeting will be held as scheduled minus those Directors who are not available to attend. If sufficient City or County Commissioners are not available to form a quorum the Chairperson may elect to hold the meeting yet defer any agenda items requiring a vote.

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### 103.8 ORDER OF MEETING

A Board meeting shall proceed in the following order, subject to Agenda modification:

- I. AGENDAMODIFICATIONS
- II. CITIZENS TO BE HEARD [NON-AGENDAITEMS]
- III. INFORMATIONAL ITEMS
- IV. CONSENT ITEMS
- V. GENERAL BUSINESS ITEMS
- VI. CITIZENS TO BE HEARD
- VII. DIRECTOR DISCUSSION ITEMS
- VIII. ADJOURN

### 103.9 EFFECTIVE DATE

This policy will become effective on October 20, 2003, pending approval by the Blueprint Intergovernmental Agency Board. Revisions to this policy will become effective immediately upon approval of the Agency Board.

Revised: February 28, 2019

January 30, 2020 April 8, 2021

# Blueprint Intergovernmental Agency Board of Directors

# Agenda Item #5

**April 8, 2021** 

Ratification of the Actions Taken at the February 18, 2021,

Tallahassee-Leon County Office of Economic Vitality

Workshop

Category: Consent

Intergovernmental

Management Committee

Title:

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE

Project Team: Cristina Paredes, Director, OEV Drew Dietrich, Dep. Director, OEV

# STATEMENT OF ISSUE:

This agenda item seeks ratification of the actions taken at the February 18, 2021, Tallahassee-Leon County Office of Economic Vitality Workshop.

# **FISCAL IMPACT:**

This item does not have a fiscal impact.

# **SUMMARY:**

On February 18, 2021, the IA Board held a workshop to discuss the following issues:

- Tallahassee-Leon County's Role in the Pathways to Promoting Job Creation over the Past Decade, Currently, and During the Next Five Years.
  - Board Action: Accepted the report by staff on Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation.
- Tallahassee-Leon County Long Term Economic Development Strategic Plan and Report on the Actions of the Office of Economic Vitality.
  - o Board Action: Accepted the Status Report on Tallahassee-Leon County Office of Economic Vitality Strategic Planning. The IA Board also approved amending the contract with VisionFirst Advisors (VFA) to update the Economic Development Strategic Plan reflecting new data, current trends,

Blueprint Intergovernmental Agency Board of Directors Meeting — April 8, 2021 Item Title: Ratification of the Actions Taken at the February 18, 2021 Tallahassee-Leon County Office of Economic Vitality Workshop Page 2 of 2

economic inclusion, and the effects of COVID-19 upon the economic landscape.

This item describes those actions approved by the IA Board at the February 18, 2021, workshop. These actions and the subsequent discussion are detailed in Attachment #1.

## **OPTIONS:**

Option 1: Ratify the following action items as approved by the IA Board at the February 18, 2021 Workshop:

- **§ Action #1:** Accept the report by staff on Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation.
- **§ Action #2:** Accept the Status Report on Tallahassee-Leon County Office of Economic Vitality Strategic Planning.
- **\$ Action #3:** Approve the amendment to the contract with VisionFirst Advisors (VFA) to update the Economic Development Strategic Plan reflecting new data, current trends, economic inclusion, and the effects of COVID-19 upon the economic landscape.

Option 2: IA Board Direction.

# **RECOMMENDED ACTION:**

Option 1: Ratify the following action items as approved by the IA Board at the February 18, 2021 Workshop:

- **§ Action #1:** Accept the report by staff on Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation.
- **\$ Action #2:** Accept the Status Report on Tallahassee-Leon County Office of Economic Vitality Strategic Planning.
- **\$ Action #3:** Approve the amendment to the contract with VisionFirst Advisors (VFA) to update the Economic Development Strategic Plan reflecting new data, current trends, economic inclusion, and the effects of COVID-19 upon the economic landscape.

### Attachment:

1. February 18, 2021, Tallahassee-Leon County Office of Economic Vitality Workshop Minutes

# Blueprint Intergovernmental Agency Board of Directors Workshop Minutes

**Date:** February 18, 2021 **To:** Board of Directors

From: Benjamin H. Pingree, PLACE Director

**Subject:** Summary Minutes to Board of Directors Workshop of February 18, 2021

### MEMBERS PRESENT

COUNTY	<u>CITY</u>
Commissioner Nick Maddox, Vice-Chair	Commissioner Dianne Williams-Cox, Chair
Commissioner Kristin Dozier	Mayor John Dailey
Commissioner Carolyn Cummings	Commissioner Curtis Richardson
Commissioner Brian Welch	Commissioner Jeremy Matlow
Commissioner Rick Minor	Commissioner Jacqueline Porter
Commissioner Jimbo Jackson*	

### **MEMBERS ABSENT**

COUNTY	<u>CITY</u>
Commissioner Bill Proctor	N/A

## I. AGENDA MODIFICATIONS

There were no agenda modifications.

### II. WORKSHOP ITEMS

1. Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation

Ben Pingree introduced the item, stating that it laid out the challenges met and exceeded by the Office of Economic Vitality (OEV) and provided an overview of the current state of business and the role of local government in job creation and economic vitality.

Cristina Paredes provided a presentation on the item, including defining economic development, the strategic direction provided by the County and City, and public infrastructure investments and support services that lead to job creation. She noted that private sector investments had a tendency to follow major public infrastructure projects and anticipated that Tallahassee-Leon County could see growth similar to the development near Cascades Park, Gaines Street, and Domi Station. Ms. Paredes further stated that County and City services also supported and coordinated private sector growth through optimization of permitting timelines, attracting new investment opportunities, and development of sustainable, people-centered places that enhanced surrounding property values.

Gray Swoope elaborated on government's role in economic development, noting that the greatest force for change was people having meaningful jobs that provided a livable

wage. The roles for public policy and decision-making included collaboration, coordination, facilitation, and optimization of assets for Tallahassee-Leon County. The challenge in that was doing it in the private sector and in mitigating the risk for private investors. The IA Board could meet the economic development challenges through public policy that meets the needs of constituents, from job creation and private investment providing holistic benefits for the community in market-driven job growth to community development and competitive projects.

### Citizen Comment

Stanley Sims spoke to the need for IA Board support for Frenchtown residents.

Commissioner Welch moved, seconded by Commissioner Maddox, to approve option one.

Option 1: Accept the report on Tallahassee and Leon County's Public Policy Role and Pathways to Job Creation.

The motion passed 11-0 (weighted 60-0).

2. Update on the Tallahassee-Leon County Long Term Economic Development Strategic Plan and Report on the Actions of the Office of Economic Vitality

Cristina Paredes provided a presentation on the first five years of OEV, during which OEV began or completed 82% of the actions identified in the Strategic Plan. She highlighted OEV's accomplishments and awards in business formation, tech transfer and commercialization, business retention and expansion, business recruitment, competitive projects, talent pipelines, site selection efforts, and the creative economy. Gray Swoope spoke to job creation through capital investment, the process for competitive projects, and the role OEV plays in building bridges between the assets of Tallahassee-Leon County and local businesses. While complicated processes unfolded behind the scenes, the connections OEV provided, with the IA Board's guidance, created an ease that was evident in business formation successes across the economic development ecosystem.

Gray Swoope stated that the velocity of change experienced by the US economy due to the pandemic, going from record highs to record lows in employment in a matter of weeks, changed the dynamic of business. The framework or strategy for decision-making might be similar. However, means, goals, and implementation of it would look quite different moving forward. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

Steve Evans, Economic Vitality Leadership Council Chair, expressed his gratitude and appreciation for the ecosystem partners in implementing the Strategic Plan. He spoke to the accomplishments achieved through those partnerships and stated that the common theme was measurable economic impact on Tallahassee-Leon County. He spoke to the rate of change acceleration of around the world, which is faster than industries could easily adapt, much less people. To address these changes, the EVLC

recommended that the IA Board approve the amendment to the Vision First Advisors' contract to update the economic development Strategic Plan going forward. The timing was critical to Tallahassee-Leon County and Vision First Advisors had the knowledge, vision, and expertise necessary. Cristina Paredes provided comments on behalf of Keith Bowers, the MWSBE CAC Chair, who experienced technical difficulties and was unable to address the IA Board.

### Citizen Comment

Stanley Sims spoke to the need for additional jobs, even in economically depressed areas, citing the success of a restauranteur in Atlanta, GA.

Karen Woodall spoke to her desire of the Florida People's Advocacy Center to support the economic development of Frenchtown. She stated that the community was in critical need of soft skills development in order to build their own selfworth, create a greater since of security in their homes, and foster entrepreneurship.

Commissioner Williams-Cox acknowledged that Commissioner Jackson was joining the IA Board workshop virtually.

Commissioner Dozier moved, seconded by Commissioner Minor, to allow Commissioner Jackson to participate via Webex.

## The motion passed 10-0 (weighted: 60-0).

Per the Blueprint Intergovernmental Agency Telephonic Policy, Commissioner Jackson's participation did not count towards a quorum, but he was eligible to vote.

Mayor Dailey moved, seconded by Commissioner Richardson, to approve options one and two.

Option 1: Accept the Status Report on Tallahassee-Leon County Office of Economic Vitality Strategic Planning.

Option 2: Approval to amend contract with VisionFirst Advisors (VFA) to update the Economic Development Strategic Plan reflecting new data, current trends, economic inclusion, and the effects of COVID-19 upon the economic landscape.

Commissioner Minor spoke to using the competitive advantage of being the Magnetic Capital of the World as a strategy for Tallahassee-Leon County to compete with larger cities. He requested that the updated plan consider doubling down on that type of approach. Gray Swoope stated that in regards to asset optimization of an economic development strategy, the MagLab held a competitive advantage that most locations could not replicate. The access to intellectual capital and the ability to integrate it into economic development was definitely a strategy that the IA Board should continue along with other innovations coming from the universities. Commissioner Minor spoke to the need to focus on the magnetic technology advantage regarding competitive projects. He strongly believed that it was necessary to hire folks to work

alongside the tech companies in larger markets, who were on the cusp of the new technology.

Commissioner Matlow stated that the IA Board often discussed economic inequality, systemic racism, etc. and felt the need to act deliberately on the item. The Minority Women Small Business Enterprise Division was doing great work, yet the bottom line, he stated, was that people did not have access to capital. Access through OEV that required the same rules as traditional lenders only created more access for people who already had access to capital. The risk in lending to non-traditional startups could be mitigated through training, mentorship, and critical back-end support.

Commissioner Matlow acknowledged the finite resources available to OEV. Each project was presented with number of jobs created and economic impact but not opportunity costs. For example, considering the jobs that could be created by allocating \$30 million to one project or distributing that amount across multiple projects. Lastly, he stated that the IA Board had not yet established an equal access process for people to request funding for a project to the IA Board. He wanted to be sure that was fleshed out for the future.

Regarding access to capital, Cristina Paredes stated that Leon County recently utilized \$1 million of CARES Act funds to create a partnership with the FAMU Federal Credit Union specifically designed to address minority and women-owned businesses that did not have traditional access to capital. The program is open to people with low credit scores, and FAMU FCU was providing counseling, mentorship, and referrals to the FAMU Small Business Centers for support with a business plan.

Commissioner Porter stated that economic development required a shift in ideological temperament about the role of the public sector. The world was witnessing profound changes in demographics, the market, and culture through consumer demand that changed the rules of economic prosperity. She agreed with and supported a greater emphasis on local businesses, urban density and diversity, cultural and arts, and public transit with bike-friendly, walkable neighborhoods. She was curious about the considerations made for those trends that were beneficial to economic development because she believed the IA Board had taken action as opposed to an accepted philosophy.

Commissioner Porter stated that historically, public policy concentrated market power that worked against local businesses. An issue that was repeatedly brought up through access to capital for local businesses and small projects versus huge development projects. She listed other issues, including misguided and outdated zoning policies, high real estate costs that prohibited local businesses from acquiring property, financing terms that incentivized property owners to rent to chains rather than to local companies, and banking consolidation and the decline of local financial institutions. She felt that those issues were missing from the update; however, they provided context to major trends that effected the national and local economies. She stated that affordable housing, public safety, process of public trust, and racial and income disparities all played a role in economic vitality. She further stated that items she felt should be addressed in the Strategic Plan update included making it easier to

renovate vacant buildings, creating space for local businesses in new developments, and correcting zoning issues.

Commissioner Richardson questioned the status of manufacturing and distribution in Tallahassee-Leon County. He referenced the Family Dollar and new Amazon last mile facility in Marianna and and felt certain that Tallahassee-Leon County could compete with regional communities to recruit businesses that provided high-wage, blue-collar jobs. He felt that those were additional areas to make a concerted effort on that would reduce the reliance on state government jobs. Cristina Paredes stated that Manufacturing and Logistics sector was a targeted industry. OEV staff was able to provide resources to manufacturers in nurturing the career ladder, utilizing apprenticeships, or through the Big Bend Manufacturing Association. Commissioner Richardson stressed the importance of collaborating with Lively Technical College and Tallahassee Community College to retain local talent from career and technical programs.

Regarding zoning and building permits for new facilities, Commissioner Dozier stated that both City and County Growth Management Departments made significant efficiency improvements. For facilities that needed variances to urban design standards, that time increased. She questioned if zoning could be addressed through the economic development Strategic Plan. Gray Swoope stated that for the core strategy and the day-to-day operations, of OEV to be successful, the Strategic Plan had to incorporate enabling strategies like those mentioned by Commissioner Porter. He noted that zoning and permitting were enabling strategies that helped OEV reach their core objective and were pieces that could be evaluated systemically.

Commissioner Dozier also requested additional information on the regional focus of the Strategic Plan update and the reasons behind that. Gray Swoope stated that he first considers the product of Tallahassee-Leon County and communities with which Tallahassee-Leon County could compete. Broadening to a regional view allowed for marketing of additional sites that might not be in Leon County but are nevertheless considered Tallahassee sites. Furthermore, it benefited the people living in and around Tallahassee-Leon County as any of the businesses considering relocation provided tuition reimbursement.

Lastly, Commissioner Dozier questioned the trends in public economic development organizations, transparency, and the benefit of collaboration, or lack of, across other programs. Gray Swoope stated that the model that worked for one community could be a disaster in another; it was up to the IA Board to determine what worked for Tallahassee-Leon County. The key element in the current model for OEV was the voice of the customer. Job creators and community investors were the people whose voices needed to heard in order for the IA Board to make solid policy decisions.

# The motion passed 11-0 (weighted 60-0).

## III. <u>CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS</u>

Public comments were received by email to Comments@BlueprintIA.org through 5:00 p.m. on December 9, 2020. All comments received by that time were provided to

the IA Board. Live comments were also taken in person and via WebEx during the meeting. Those comments are summarized below.

There were no additioanl speakers.

## VI. <u>ADJOURN</u>

The meeting adjourned at 3:00 p.m.

The next Blueprint Intergovernmental Agency Board of Directors Meeting is scheduled for

February 18, 2021, at 3:00 p.m.

# Blueprint Intergovernmental Agency Board of Directors Agenda Item #6

**April 8, 2021** 

**Title:** Approval of Blueprint Lobbying Policy

**Category:** General Business

Intergovernmental

Management Committee:

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

Benjamin H. Pingree, Director, Department of PLACE

Lead Staff / Susan Dawson, Blueprint Attorney
Project Team: Autumn Calder, Director, Blueprint

Cristina L. Paredes, Director, Office of Economic Vitality

# STATEMENT OF ISSUE:

This agenda item seeks Blueprint Intergovernmental Agency Board of Directors (IA Board) approval of a Blueprint Lobbying Policy ("Policy") establishing requirements for lobbyist registration, compliance and penalties for violation of the Policy, reporting requirements, and required forms. The IA Board at its meeting on December 10, 2020, directed Blueprint to draft a policy regarding requirements for lobbyists seeking to encourage or influence the passage, defeat, modification, or repeal of any item which may be presented for vote before the IA Board or any decision-making body under the jurisdiction of the IA Board. As Blueprint is a separate agency and not under the City or the County, Blueprint requires its own lobbying policy. The Policy will become effective following IA Board approval.

# **FISCAL IMPACT:**

This item does not have a fiscal impact.

# **RECOMMENDED ACTION:**

Option 1: Approve the Blueprint Lobbying Policy and Forms.

# **BACKGROUND/ANALYSIS:**

The IA Board at its meeting on December 10, 2020, directed Blueprint to draft a policy regarding lobbying the IA Board as to Blueprint/OEV matters. The approach in developing the Policy for Blueprint was to conduct a review and analysis of the City of Tallahassee's lobbying requirements (City of Tallahassee, Code of General Ordinances, Ch. 2, Art. VIII); and those of Leon County Government (Leon County Ordinance 2020-23) and create a policy similar to both jurisdictions. The Policy (**Attachment #1**) consists of six main sections as described below.

### **KEY DEFINITIONS**

Blueprint's proposed Lobbying Policy follows the language of the City for key definitions, (*Lobby/Lobbying, Lobbyist, Lobbying firm*) including having a separate exemption section, which also follows the City's language. The following is the Blueprint Policy's definition for "Lobbyist":

<u>Lobbyist</u>: means a person who is employed and receives payment or who contracts for economic consideration for the purpose of lobbying, or a person who is principally employed for governmental affairs by another person or governmental entity to lobby on behalf of that other person or governmental entity.

### **EXEMPTIONS FROM LOBBYING**

The lobbying policies of the City and County list persons and activities that are not considered lobbying. Blueprint's Policy has similar language in its Exemption section, but adds additional language to include employees of the City of Tallahassee, Leon County Government, and Department of PLACE (individuals with authority over Blueprint who are not Blueprint employees), when persons communicate with these individuals for the purpose of self-representation, or on behalf of a family member without compensation or reimbursement. Under the Policy, the following are not considered lobbying activities:

- 1. Agency employees discussing government business;
- 2. Law enforcement personnel conducting an investigation;
- 3. Persons who communicate with IA Board members or employees of the City of Tallahassee, Leon County Government, Department of PLACE, or the Agency in an individual capacity for the purpose of self-representation, or on behalf of a family member, without compensation or reimbursement;
- 4. Consultants under contract with the Agency, City of Tallahassee, or Leon County Government who communicate with members of the IA Board or Agency employees regarding issues related to the scope of services in their contract;
- 5. Any government officials or employees who are acting in their official capacity or in the normal course of their duties, unless they are proposing in a competitive procurement, or are government

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Approval of Blueprint Lobbying Policy Page 3 of 5

- employees principally employed for, or whose substantial duties pertain to, governmental affairs lobbying; and
- 6. Persons or representatives of organizations contacted by a member of the IA Board, member of a decision-making body, or an employee of the City of Tallahassee, Leon County Government, Department of PLACE or the Agency, when the contact is initiated by that member of the IA Board, member of a decision-making body, or an employee of the City of Tallahassee, Leon County Government, Department of PLACE, or the Agency in his or her official capacity in the normal course of his or her duties to obtain factual information only.

### **REGISTRATION**

Blueprint's proposed Policy follows the forms (**Attachment #2**) the City's uses for the registration of lobbyists and the required quarterly compensation reports, including the requirement that the documents be signed under oath. Blueprint also adopts the \$25 fee per principal represented. The proposed Policy contemplates that the City Treasurer-Clerk will handle the collection of fees (\$25 per principal) and registration on behalf of Blueprint, as all other funds of Blueprint are currently handled by the City.

Blueprint's Policy incorporated the County's requirement that lobbyists ceasing all lobbying activities, or withdraws from lobbying for a principal, file the required forms with 10 business days of such change. Blueprint's Policy will provide for public inspection and copying.

### **QUARTERLY REPORTING**

The City and County both require the filing by lobbyists of a quarterly compensation report ("Report") on forms provided. Reports are open to public inspection. The City and County both require the reporting of total compensation provided or owed to the lobbying firm from **all principals** for the reporting period, and total compensation provided or owed to the lobbying firm for the reporting period from **each** principal.

The City and County both require the Report to be filed no later than 30 days after the end of each reporting period. The four reporting periods are from January 1 through March 31, April 1 through June 30, July 1 through September 30, and October 1 through December 31.

Blueprint's Policy will require quarterly compensation reports be filed using the same reporting period. The proposed policy contemplates the City Treasurer-Clerk will handle the quarterly compensation reports for Blueprint.

### **ENFORCEMENT AND PENALTIES**

Blueprint's Policy adopts the County's investigation and review of lobbying violations by allowing the Blueprint Attorney to conduct a review of alleged violations, prepare written findings including corrective measures and penalties. Corrective measures must be

complied with within 10 days. There are **no monetary penalties imposed**. The first violation will result in a warning, and two or more violations within a 12-month period will result in a suspension for up to 12 months. Appeals may be made to the Director of PLACE.

### **PROHIBITED CONDUCT**

Blueprint's Policy includes a **two-year** restriction for former IA Board members to lobby the IA Board after vacating office. A six-year restriction will take effect December 31, 2022, pursuant to an amendment to article II, Section 8 (F), of Florida's Constitution, which will become effective at that time.

# **IMPLEMENTATION:**

The Policy will become effective following IA Board approval. Blueprint will update its website to advise the public of the new policy requirements and will work with the City Treasurer Clerk's Office to further implement the Policy and manage the submission of the required forms.

# **CONCLUSION:**

As Blueprint is a separate agency and not under the City or the County, Blueprint requires its own lobbying policy This agenda item establishes a lobbying policy for Blueprint requiring the registration of lobbyists seeking to lobbying IA Board members, Agency employees, and members of any decision making body created by the IA Board. Blueprint's Policy will require quarterly compensation reports be filed using the same reporting period as that of the City and County lobbying requirements. The Policy contemplates the City Treasurer-Clerk will handle the quarterly compensation reports for Blueprint. The policy will become effective following IA Board approval.

**Action by TCC and CAC:** This item was not presented to the TCC or the CAC.

# **OPTIONS:**

Option 1: Approve the Blueprint Lobbying Policy and Forms.

Option 2: Do not approve the Blueprint Lobbying Policy and Forms.

Option 3: IA Board Direction.

# **RECOMMENDED ACTION:**

Option 1: Approve the Blueprint Lobbying Policy and Forms.

### Attachments:

1. Blueprint Lobbying Policy

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Approval of Blueprint Lobbying Policy Page 5 of 5

- 2. Blueprint Lobbying Policy Forms:
  - a. Annual Registration Form
  - b. Lobbying Quarterly Compensation Report
  - c. Add Lobbyist Form
  - d. Remove Lobbyist Form
  - e. Add or Update Principal Form
  - f. Remove Principal Form



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BLUEPRINT (SOUTH AS ENCY)

DATE 2021

NO.

113

TITLE

### LOBBYING POLICY

ORG. AGENCY
Blueprint
Intergovernmental
Agency

DRAFT

### 113.01 <u>AUTHORITY</u>

Section 163.01, Florida Statutes Second Amended and Restated Interlocal Agreement

### 113.02 STATEMENT OF POLICY AND SCOPE

This Policy establishes procedures for the registration of lobbyists and prescribes standards of conduct for members of the Leon County – City of Tallahassee Blueprint Intergovernmental Agency Board of Directors (IA Board), Agency employees, and members of boards and committees created by the IA Board. The terms, definitions, and provisions of this Policy shall supersede the lobbyist registration requirements and definitions contained in Blueprint's *Code of Ethics and Standard of Conduct Policy* #108. Lobbyists should consult the lobbying registration policies of the City of Tallahassee and Leon County Government regarding matters pertaining specifically to City or County matters.

### 113.03 DEFINITIONS

- A. <u>Agency</u>: means the Blueprint Intergovernmental Agency, including the Office of Economic Vitality, created by the Interlocal Agreement, as may be amended, between the City of Tallahassee and Leon County Government, and authorized pursuant to Chapter 163, Florida Statutes, for the purposes of administering the local option one cent sales tax extension.
- B. Employee: means all persons employed by the Agency.
- C. <u>Lobbying</u>: means communications, whether written or oral, by a lobbyist outside a duly noticed public meeting or hearing on the record with any member or members of the IA Board, or any member or members of any decision-making body under the jurisdiction of the IA Board, or any employee of the City of Tallahassee, Leon County Government, Department of PLACE, or Agency, whereby the lobbyist seeks to encourage or influence the passage, defeat, modification, or repeal of any item which may be presented for vote before the IA Board or any decision-making body under the jurisdiction of the IA Board, or which may be presented for consideration by an employee of the City of Tallahassee, Leon County Government, Department of PLACE, or the Agency as a recommendation to the IA Board or decision-making body.

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- D. <u>Lobbying firm:</u> means a business entity, including an individual contract lobbyist, that receives or becomes entitled to receive any compensation for the purpose of lobbying, where any partner, owner, officer, or employee of the business entity is a lobbyist.
- E. <u>Lobbyist</u>: means a person who is employed and receives payment or who contracts for economic consideration for the purpose of lobbying, or a person who is principally employed for governmental affairs by another person or governmental entity to lobby on behalf of that other person or governmental entity.
- F. <u>Principal</u>: means a person, firm, corporation, or other legal entity which has employed or retained a lobbyist.
- G. <u>Reporting period</u>: means each calendar quarter during any portion of which a lobbyist or lobbyist firm was registered under the requirements of this Policy to represent a principal.

### 113.04 PROCEDURES

- A. <u>Lobbyist Registration</u>. All lobbyists, as defined in this Policy, are required to be registered with the Agency prior to engaging in any lobbying.
  - 1. Each lobbyist shall be required to register on lobbyist registration forms adopted by the Agency and filed with the City Treasurer-Clerk. The Annual Registration form shall include the name, business address, telephone number, and email address of the lobbyist. The Add or Update Principal(s) form shall include the name and business address of each principal represented, that the principal has actually retained the lobbyist, the general and specific areas of legislative interest, and the nature and extent of any direct business association or partnership with any current IA Board member, person serving on an advisory body, or any employee of the City of Tallahassee, Leon County Government, Department of PLACE or the Agency. Each lobbying firm may register in the name of such firm, corporation or legal entity, provided the Add Lobbyist(s) form shall list the names of all persons who engage in lobbying as defined in this Policy as part of the firm.
  - 2. Each lobbyist shall, at the time of initial registration, and for each subsequent annual registration, pay a non-refundable registration fee of \$25 for each principal represented prior to engaging in any lobbying.
  - 3. The term of lobbyist registration shall be from January 1 through December 31 of the calendar year, or from the date of initial lobbyist registration to December 31 of that calendar year.

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- 4. If a lobbyist has previously filed a lobbyist registration form for a calendar year and is retained by a new principal to lobby during the calendar year, such lobbyist shall complete and file the appropriate Add or Update Principal(s) form and pay a non-refundable registration fee of \$25 for the principal represented prior to engaging in any lobbying.
- 5. If a lobbyist has previously filed a lobbyist registration form for a calendar year and removes a principal while still lobbying on behalf of other principals, such lobbyist shall file a Remove Principal(s) form within 10 business days of such change. There is no fee to submit a Remove Principal(s) form to provide notice that the lobbyist has removed a principal from its registration.
- 6. If a lobbyist has previously filed a lobbyist registration form for a calendar year and ceases all lobbying activities on behalf of all principals, such lobbyist shall file a Remove Lobbyist(s) form within 10 business days of such change.
- 7. All registration fees shall be paid to the City of Tallahassee.
- 8. Failure to register prior to engaging in lobbying; failure to file the appropriate form regarding lobbyist registration; failure to file a required quarterly compensation report; or providing false information on any lobbyist registration form shall constitute a violation of this Policy.
- B. <u>Exemptions</u>. The following persons are not lobbyists as defined herein and shall not be required to register as lobbyists or to keep records as lobbyists:
  - 1. Agency employees discussing government business;
  - 2. Law enforcement personnel conducting an investigation;
  - 3. Persons who communicate with IA Board members or employees of the City of Tallahassee, Leon County Government, Department of PLACE, or the Agency in an individual capacity for the purpose of self-representation, or on behalf of a family member, without compensation or reimbursement;
  - 4. Consultants under contract with the Agency, City of Tallahassee, or Leon County Government who communicate with members of the IA Board or Agency employees regarding issues related to the scope of services in their contract;
  - 5. Any government officials or employees who are acting in their official capacity or in the normal course of their duties, unless they are proposing in a competitive procurement, or are government employees principally employed for, or whose substantial duties pertain to, governmental affairs lobbying;

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- 6. Persons or representatives of organizations contacted by a member of the IA Board, member of a decision-making body, or an employee of the City of Tallahassee, Leon County Government, Department of PLACE or the Agency, when the contact is initiated by that member of the IA Board, member of a decision-making body, or an employee of the City of Tallahassee, Leon County Government, Department of PLACE, or the Agency in his or her official capacity in the normal course of his or her duties to obtain factual information only.
- C. <u>Validity of action</u>. The validity of any decision, action, or determination made by the IA Board, decision-making body under the jurisdiction of the IA Board, or Agency employee, shall not be affected by the failure of any person to comply with the provisions of this Policy.
- D. <u>Quarterly compensation report</u>. Each lobbying firm, which as defined in this Policy includes an individual contract lobbyist, shall file with the City Treasurer-Clerk a compensation report, signed by an authorized representative of the lobbying firm, for each reporting period.
  - 1. The quarterly compensation report shall include the following:
    - a. Full name, business address, and telephone number of the lobbying firm;
    - b. Name of each of the firm's lobbyists; and
    - c. Total compensation provided or owed to the lobbying firm from **all principals** for the reporting period, reported in one of the following categories: \$0; \$1 to \$49,999; \$50,000 to \$99,999; \$100,000 to \$249,999; \$250,000 to \$499,999; \$500,000 to \$999,999; \$1 million or more.
  - 2. For each principal represented by one or more of the firm's lobbyists, the quarterly compensation report shall also include the following:
    - a. Full name, business address, and telephone number of the principal; and
    - b. Total compensation provided or owed to the lobbying firm for the reporting period from **each principal**, reported in one of the following categories: \$0; \$1 to \$9,999; \$10,000 to \$19,999; \$20,000 to \$29,999; \$30,000 to \$39,999; \$40,000 to \$49,999; or \$50,000 or more. If the category "\$50,000 or more" is selected, the specific dollar amount of compensation must be reported, rounded up or down to the nearest \$1,000.
    - c. The quarterly compensation reports shall be filed no later than 30 days after the end of each reporting period. The four reporting periods are from January 1 through March 31, April 1 through June 30, July 1 through September 30, and October 1

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through December 31. The quarterly compensation reports shall be filed in the form approved by the Agency.

- 3. In the event a lobbyist withdraws from lobbying for a principal during a calendar year, the lobbyist shall file a quarterly compensation report for that principal only for the portion of the calendar year during which the lobbyist was engaged in lobbying for that principal.
- E. <u>Maintaining registrations and compensation reports; method of filing and payment.</u>
  The City Treasurer-Clerk shall accept and maintain the lobbyist registrations and quarterly compensation reports, which shall be open for public inspection and copying.
  To the extent the technology is feasible and cost-effective, lobbyists are authorized to submit the forms and payments required pursuant to this Policy using online means as approved by the Agency.

### 113.05 PROHIBITED CONDUCT OF AGENCY OFFICIALS AND EMPLOYEES

- A. No member of the IA Board or employee of the Agency shall solicit or accept as compensation, payment, favor, service, or thing of value from a lobbyist or principal when such member of the IA Board or Agency employee, as specified above, knows, or with the exercise of reasonable care, should know, that it was given to influence a vote or recommendation favorable to the lobbyist or principal.
- B. From the effective date of this Policy, no member of the IA Board shall lobby the IA Board for a period of two years after vacating the office of County Commissioner or City Commissioner. Effective December 31, 2022, no member of the IA Board shall lobby the IA Board for a period of six years after vacating the office of County Commissioner or City Commissioner.

### 113.06 COMPLIANCE AND PENALTIES

- A. <u>Complaints</u>. A complaint concerning an alleged violation of this Policy shall be in writing and filed with the Blueprint Attorney. The review of any alleged violation of this Policy shall be conducted as follows:
  - 1. The Blueprint Attorney shall be informed in writing of any allegation that a person:
    - a. is engaging in lobbying activities without complying with the lobbyist registration provisions of this Policy;
    - b. has failed to amend a previously filed lobbyist registration form as required by this Policy;
    - c. has failed to file a lobbying compensation report as required by this Policy; or

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- d. has provided false information in a filed lobbyist registration form.
- 2. The Blueprint Attorney or designee shall conduct a review of the alleged violations and prepare written findings of the review, including corrective measures and penalties to be assessed, if any.
- 3. The findings of the review, including corrective measures and penalties to be assessed, if any, shall be provided to the lobbying firm or lobbyist, who shall have ten (10) calendar days from receipt of the findings to comply with the corrective measures. Failure to comply with the corrective measures may result in suspension from lobbying the IA Board for a period not to exceed one year.
- B. Penalties. A first violation of this Policy within a period of 12 months shall result in the issuance of a written warning by the Blueprint Attorney, in addition to any corrective measures. Two or more violations of this Policy within a period of 12 months shall result in the suspension of the lobbying firm or lobbyist from lobbying the IA Board for a period not to exceed 12 months. The lobbyist or lobbying firm shall be notified of the suspension in writing. The suspension shall be effective following the expiration of time in which to appeal the notice of suspension. The City Treasurer-Clerk and Agency shall maintain an updated list of currently suspended lobbying firms and lobbyists on the Agency website.
- C. <u>Appeal</u>. A lobbying firm or lobbyist receiving a notice of suspension from lobbying the IA Board may file an appeal with the Director of PLACE specifically describing the facts the lobbying firm or lobbyist contends warrant reversal or modification of the Agency's proposed action. The written appeal must be received by the Director of PLACE within 5 calendar days of the lobbying firm or lobbyist's receipt of the written notice of suspension. The decision of the Director of PLACE as to the appeal of the suspension shall be final.

### 113.07 <u>EFFECTIVE DATE</u>

This policy will become effective April 8, 2021, upon approval of the Leon County – City of Tallahassee Blueprint Intergovernmental Agency.



## **ANNUAL REGISTRATION FORM**

	NAME OF LOBBYIST FIRM:	11/2/02/2017		
	BUSINESS ADDRESS:			
	PHONE: ()	EMAIL:		
	DATE:	1-000		
N	IAMES OF INDIVIDUAL LOBBYIST(S) (ATT	TACH ADDITION	AL SHEETS AS	NECESSARY):
1.	. FIRST:	MI:	LAST:	270.277
	FIRST:	MI:	LAST:	
3.	FIRST:	MJ:	LAST:	
4.	FIRST:	MI:	LAST:	
5.	FIRST:	MI:		
ch De th	RINCIPALS REPRESENTED: List each ne nanges to name, address, or areas of interest ept. of State business registry (www.sunbiz.co e principal is registered. This will allow prope principal is an individual person or group of PERSON/BUSINESS:	t. Attach a copy o org) or, if not regis er identification, p	f the principal's b stered in Florida, particularly where	pusiness registration from the f from the local jurisdiction whe business names are similar.
	ADDRESS:			
	CITY:	STA	ΓΕ:	ZIP:
	GENERAL AREA OF LEGISLATIVE INTEREST	Т:		
	SPECIFIC AREA OF LEGISLATIVE INTEREST	D		
2.	PERSON/BUSINESS:			
	ADDRESS:			
	CITY:	STAT	E:	ZIP:
	GENERAL AREA OF LEGISLATIVE INTEREST	Гі		

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SPECIFIC AREA OF LEGISLATIVE INTEREST:		
PERSON/BUSINESS:		
ADDRESS:		
CITY:	STATE:	ZIP:
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PERSON/BUSINESS:		
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CITY:	STATE:	ZIP:
GENERAL AREA OF LEGISLATIVE INTEREST:	4.75.17	
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ADDRESS:		
CITY:	STATE:	
GENERAL AREA OF LEGISLATIVE INTEREST:	1.00	
SPECIFIC AREA OF LEGISLATIVE INTEREST:		

to



Be advised:

- 1. Completed forms may be scanned and emailed to <a href="records@blueprintia.org">records@blueprintia.org</a>, hand delivered, or mailed to the address below. Registration does not become effective until all fees have been paid.
- 2. This registration expires at midnight December 31st. A new registration must be filed each year.
- 3. The registration fee is \$25.00 for each principal represented, in compliance with the Blueprint Lobbying Policy.
- 4. If a lobbyist ceases to represent a principal, a "Remove Principal(s)" form must be filed with the Agency. To add additional principals at a later time, submit an "Add or Update Principal(s)" form which must be accompanied by the appropriate fee. Separate forms are available to add or remove individual lobbyists working for the lobbying firm. There is no fee to add or remove a lobbyist to a lobbying firm. If the general or specific area of legislative interest changes, written notification shall be filed with the Agency reflecting such amendments. Such notification shall be made prior to lobbying on any new subject.
- 5. Quarterly compensation reports are due within 30 days after the end of each quarter; each report shall provide disclosure for the previous quarter. Quarterly reports received in excess of 30 days after expiration of the quarter will be deemed late, which may result in suspension of the firm and lobbyists. A final compensation report must be submitted at the time a firm ceases to lobby. The four quarters are Jan-Mar, Apr-Jun, Jul-Sep, and Oct-Dec.

By submission of this form, you are attesting that the firm and lobbyist(s) listed above have been retained to represent each principal listed above.

EFFECTIVE DATE (CHOOSE ONE):	
□ Effective for Calendar Year 20 (Enter Calendar Y	ear)
By submission of this form, you are attesting that the represent each principal listed above.	e firm and lobbyist(s) listed above have been retained
0	ATH
Under penalty of perjury, I declare that I have read the forgo correct.	ing document and that the facts stated within are true and
Signature:	Printed Name:
Title:	Date:

SUBMIT FORM WITH REGISTRATION FEE MADE PAYABLE TO: CITY OF TALLAHASSEE

NOTICE: CASH OR CHECK ONLY. CREDIT & DEBIT CARDS ARE NOT ACCEPTED.

SCANNED FORMS MAY BE EMAILED TO RECORDS@TALGOV.COM

For Official Use Of	nly
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City of Tallahassee Office of the Treasurer-Clerk Attention: Lobbyist Registration, Box A-31 300 S. Adams Street Tallahassee, Florida 32301 Registration No.\_\_\_\_



# LOBBYING QUARTERLY COMPENSATION REPORT

The Blueprint Lobbying Policy requires submittal of this report within 30 days of the end of the quarter. Email to Records@BlueprintlA.org or Deliver or Address to: Leon County – City of Tallahassee Blueprint Intergovernmental Agency, Attention: Lobbyist Registration, 315 S. Calhoun Street, Suite 450, Tallahassee, Florida 32301.

C	ITY:		STATE:	ZIP:	
P	HONE: ()	_	EMAIL:		2
Quarter En	ded (Enter Year and C	heck Appr	opriate Quarter)		
	Mar. 31, 20 □ Jur	1. 30, 20	□ Sept. 30, 20_	_ Dec. 31, 20	
	s) of Registered Lobb		oyed by Firm durin	ng Reporting Period	
(Attach Ad	ditional Sheets as Ne	cessary)	1000		
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## LOBBYING QUARTERLY COMPENSATION REPORT

5. Compensation Paid by Individual Principals Represented by Lobbying Firm during the Reporting Period (Attach Additional Sheets as Necessary)

Full Name of Principal Paying Compensation	Full Name of Principal Paying Compensation	Full Name of Principal Paying Compensation
Business Address of Principal	Business Address of Principal	Business Address of Principal
City, State, Zip	City, State, Zip	City, State, Zip
Telephone Number of Principal	Telephone Number of Principal	Telephone Number of Principal
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## LOBBYING QUARTERLY COMPENSATION REPORT

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Be advised:

- Completed forms may be scanned and emailed to <u>records@blueprintia.org</u>, hand delivered, or mailed to the address below. Registration does not become effective until all fees have been paid.
- 2. This registration expires at midnight December 31st. A new registration must be filed each year.
- 3. The registration fee is \$25.00 for each principal represented, in compliance with the Blueprint Lobbying Policy.
- 4. If a lobbyist ceases to represent a principal, a "Remove Principal(s)" form must be filed with the Agency. To add additional principals at a later time, submit an "Add or Update Principal(s)" form which must be accompanied by the appropriate fee. Separate forms are available to add or remove individual lobbyists working for the lobbying firm. There is no fee to add or remove a lobbyist to a lobbying firm. If the general or specific area of legislative interest changes, written notification shall be filed with the Agency reflecting such amendments. Such notification shall be made prior to lobbying on any new subject.
- 5. Quarterly compensation reports are due within 30 days after the end of each quarter; each report shall provide disclosure for the previous quarter. Quarterly reports received in excess of 30 days after expiration of the quarter will be deemed late, which may result in suspension of the firm and lobbyists. A final compensation report must be submitted at the time a firm ceases to lobby. The four quarters are Jan-Mar, Apr-Jun, Jul-Sep, and Oct-Dec.

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City of Tallahassee Office of the Treasurer-Clerk
Attention: Lobbyist Registration, Box A-31
300 S. Adams Street Tallahassee, Florida 32301

Registration No	



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# Blueprint Intergovernmental Agency Board of Directors Agenda Item #7

**April 8, 2021** 

Acceptance of the Status Update on the Northeast Gateway

Project Development and Environment Study and Approval of

**Recommended Intersection Treatments** 

Category: General Business

Intergovernmental

Management Committee:

Title:

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE

Autumn Calder, Director, Blueprint

Project Team:

Daniel Scheer, Blueprint Design and Construction Manager

# STATEMENT OF ISSUE:

This agenda item seeks IA Board acceptance of a Northeast Gateway (NE Gateway) Project Development and Environment Study (PD&E) status update (Option #1) and approval of two recommended intersection treatments for the project (Options #2 and #3). With approval from the IA Board on the intersection treatments, staff will proceed with the final steps to conclude the PD&E Study: hold the final public hearing for the PD&E Study, seek final approval of the PD&E from the IA Board on May 27, 2021, and submit the PD&E Study to the Florida Department of Transportation in June 2021 consistent with the eligibility requirements for the State Infrastructure Bank (SIB) Loan. Consistent with the project amendment in January 2020, the NE Gateway project includes the combined extensions of Welaunee Boulevard to Roberts Road and the Shamrock Street extension.

# **FISCAL IMPACT:**

This item does not have a fiscal impact at this time as the estimates provided for the intersection treatment alternatives are planning level estimates only. As the project moves forward into design, the total project cost estimate will continue to be refined.

# **RECOMMENDED ACTION:**

Option 1: Accept the Status Update on Northeast Gateway Project Development and

**Environment Study.** 

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on the Northeast Gateway Project Development and Environment Study and Approval of Recommended Intersection Treatments Page 2 of 32

Option 2: Approve the roundabout intersection treatment at Shamrock and Centerville Road for incorporation into the Northeast Gateway Project Development and Environment Study.

Option 3: Approve Alternative A, the roundabout intersection treatment, at Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard for incorporation into the Northeast Gateway Project Development and Environment Study.

# SUPPLEMENTAL INFORMATION:

#### **EXECUTIVE SUMMARY**

The item first presents a status update on the NE Gateway project that includes the summary from the recent public engagement held in February 2021 and the status of the construction of Welaunee Boulevard through the Canopy Development District. Secondly, the item provides an analysis and recommendation for the intersection treatment at Shamrock Street and Centerville Road and the treatment at Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard. Lastly, this item includes the next steps for the completion of the PD&E study and the initiation of design and construction.

The intersection operational analysis has focused on two primary areas, both north of I-10: the Centerville Road and Shamrock Street intersection; and the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection. The project team, consisting of professional experts in engineering and planning, developed numerous intersection concepts based in technical engineering principles and practices for the two primary focus areas, and has continued to meet with key stakeholders and community groups for direct feedback on those specific alternatives. For IA Board consideration in this agenda item, two feasible alternatives for the Centerville Road and Shamrock Street intersection and four feasible alternatives for the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection are presented. These alternatives accomplish the project goals, and stated purpose and need. The alternatives for IA Board consideration are as follows:

#### Shamrock Street & Centerville Road:

- Roundabout Intersection (Recommended, presented as Option #2)
- Signalized Intersection

#### Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard:

- A. Five-Leg Roundabout Intersection (Recommended, presented as Option #3)
- **B.** Five-Leg Signalized Intersection
- C. Signalized Intersection with Roberts Road realignment
- D. Signalized Intersection with 'east swing' and Roberts Road realignment

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This agenda item recommends the IA Board approve the roundabout, presented as Option #2, at the Centerville Road and Shamrock Street intersection as it is the overall best performing for safety and efficiency at this location. Also recommended as Option #3 is Alternative A — Five-Leg roundabout at the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection. From a roadway and transportation engineering, environmental impact, sociocultural impact, and construction cost perspective, the roundabout intersection alternative at both intersections is the most effective and efficient solution to meet the project purpose and need. The roundabout intersection treatment effectively manages continuous vehicular movement combined with superior vehicular safety benefits to make it the preferred alternative in both cases.

Welaunee Boulevard will be a rural, two lane road when it reaches the Centerville Road. Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection. Alternative A. the roundabout, largely unchanges the overall network in the area and brings Welaunee Boulevard to the intersection through a conservation easement that specifically provides for future transporation infrastructure acknowledging that this area would one day include Welaunee Boulevard. Alternative A limits impacts to homesteaded property, and preserves the existing 71" diameter at breast height (DBH) live oak tree at the intersection by placing this oak tree in the middle of the proposed roundabout. Alternative A avoids impacts to a wetland system, a FEMA designated floodway, and mitigates impacts to adjacent homesteaded property while also providing for additional eastern access to public schools and the new Northeast Park project location. The Blueprint Technical Coordinating Committee (TCC) recommended the roundabout, (Option #2) at the Centerville Road and Shamrock Street intersection and either Alternative A (Option #3) or Alternative C for the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection. The Blueprint Citizens Advisory Committee (CAC) recommendation is consistent with the staff recommendations for Options #2 and #3. The list of TCC members and CAC members are included as Attachment #1.

#### PROJECT OVERVIEW AND STATUS UPDATE

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. Subsequent to the traffic modeling results, the project description was amended by the IA Board on January 30, 2020 to extend the Welaunee Boulevard improvements to Roberts Road. The recommendation to amend the project was based in a data driven analysis of the primary project purpose, in addition to other important factors such as the construction cost, overall community traffic analysis, current and future land use, economic development expectations, new interstate access, and public input.

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

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anticipated for completion by May 2021 with final approval from Florida Department of Transportation (FDOT) in July 2021. Since the project amendment, 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, Killearn Homes Association, Centerville Conservation Community, Chemonie Crossing, St. Phillips AME Church, area residents, and Leon County School Board staff. A virtual public engagement was held on February 24 and 25, 2021 to discuss the communities' desires with respect to intersection operations, the future greenway, and the existing and future land uses in the project area.

The NE Gateway project is the extension of Welaunee Boulevard to Roberts Road and the Shamrock Street 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. This project will also 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 #2 and for the NE Gateway project description and map. The project description map is also provided in Figure 1.

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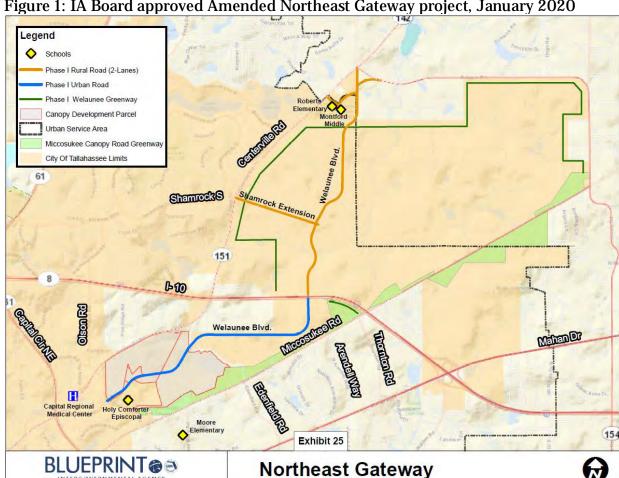


Figure 1: IA Board approved Amended Northeast Gateway project, January 2020

#### **Summary of IA Board Actions Since February 2016**

The following summary details IA Board actions and direction to date regarding the Northeast Gateway Project.

**February 29, 2016:** IA approval of a funding strategy for the 2020 Northeast Gateway Sales Tax Extension project offering pre-funding of the project in advance of the 2020 Sales Tax Extension program.

**September 12, 2016:** IA Board approval to implement the first step to execute the approved funding strategy approved on February 29, 2016 and directed staff to proceed with the PD&E Study.

**June 13, 2017:** IA Board approval to enter into a Joint Participation Agreement to fund the Dove Pond Regional Stormwater Facility.

**June 21, 2018:** IA Board approval of a funding strategy for the design and construction of Welaunee Boulevard, segments 2 and 3, including authorization to

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negotiate a funding agreement with the Canopy Community Development District (CDD) for future IA Board consideration.

**December 13, 2018:** IA Board approval of an Interlocal Agreement for the design and construction of Welaunee Boulevard, Segments 2 and 3 with the City of Tallahassee and the CDD.

March 11, 2019: Project Kick-Off Meeting held at Holy Comforter Episcopal School

**June 27, 2019**: IA Board authorization to enter into an Agreement with the Florida Department of Transportation (FDOT) to accept Transportation Regional Incentive Program (TRIP) funding in Fiscal Year (FY) 2023 to reimburse Northeast Gateway Project expenditures made in FY 2020 and FY 2021.

**September 5, 2019**: The IA Board directed the project team to advance a traffic and cost analysis for multiple roadway corridors for the Northeast Gateway project.

**December 12, 2019**: The IA Board directed staff to proceed with the substantial amendment process to revise the NE Gateway project description. The amended project description provides for the extension of Welaunee Boulevard north of I-10 to Roberts Road and also to provide the Shamrock Extension as necessitated by the PD&E Traffic Study.

**January 30, 2020**: The IA Board conducted the second public hearing and voted to substantially amend the NE Gateway project description. The amended project description provides for the extension of Welaunee Boulevard north of I-10 in the vicinity of Roberts Road and also to provide the Shamrock Extension as necessitated by the PD&E Traffic Study.

**July 9, 2020**: The IA Board directed staff to provide an analysis of the Buckhead HOA proposed NE Gateway alignment.

**September 17, 2020**: The IA Board directed staff to maintain the roadway alignment that was proposed as part of the January 30, 2020 substantial amendment with a connection at Roberts Road and Centerville Road.

**April 8, 2021:** IA Board presentation of analysis and recommendation for the intersection treatments at Shamrock Street and Centerville Road and Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard,

#### **Summary of Public Engagement**

The public engagement for the PD&E project began with a kickoff meeting held on March 11, 2019, and more than 250 community members attended. Based on the direction of the IA Board at the September 5, 2019 meeting, Blueprint expanded the public outreach effort to include 'pop-up' events at local community gatherings and also a traffic modeling information session that was held on December 3, 2019. Robust public engagement has continued throughout the PD&E process and will conclude with a Public Hearing in spring of 2021. The project team has received more than 275 comments (251 written) to

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on the Northeast Gateway Project Development and Environment Study and Approval of Recommended Intersection Treatments Page 7 of 32

date and will continue to receive and respond to comments until completion of the PD&E Study.

Throughout the PD&E process, the community continues to be engaged and has provided feedback on many different aspects of the project. Since project kick-off in March 2019, numerous public outreach events have been undertaken, see Figure 2 below for a list of different events and meetings. This deliberate public engagement has also included dedicated virtual and in person meetings with individual citizens through direct contact, organized community groups such as HOA's and churches, as well as the public meeting held for the noise study as requested by the Buckhead neighborhood.

While not a part of the Blueprint NE Gateway project, the Tallahassee-Leon County Planning Department (TLCPD) hosted numerous virtual charrette events for the community to participate in the discussion of land use designations for the property in the Welaunee Arch surrounding the proposed Welaunee Boulevard alignment. As reported by TLCPD staff, a key take-away from those charrettes was the desire for Welaunee Boulevard to be aligned in such a way that it avoids existing environmentally sensitive areas. The TLCPD effort resulted in a Comprehensive Plan amendment that passed on November 10, 2020 and the final roadway configuration, as discussed in the following section, for the NE Gateway is consistent with the approved Comprehensive Plan amendment.

The project team maintains an "open door" for all citizen questions at any time during the project. In 2021, the team also hosted in-person and virtual public engagement sessions for this project. Staff scheduled and attended meetings with the Centerville Conservation Community, Chemonie Community, St. Phillips AME Church, Killearn Homes Association, and other key individual homeowners in and around the project area. A popup event was conducted at Bannerman Crossing on February 27, 2021. A virtual public engagement for the Northeast Gateway: Welaunee Boulevard was held on February 24th and 25th to solicit input from the community related to intersection operations and the proposed greenway. The engagement provided participants the opportunity to receive project updates and join breakout sessions which included the following:

- Intersection Operations at Bradfordville Road, Centerville Road, and Roberts Road
- Intersection Operations at Centerville Road and Shamrock Street South
- Welaunee Greenway
- Northeast Area Planning

The February 24th and 25th events had 69 participants and 47 participants respectively. Project team members facilitated and monitored each breakout room and participants were able to ask questions and move throughout the breakout rooms. The most highly visited breakout room was Intersection Operations at Bradfordville Road, Centerville Road, and Roberts Road for both events, followed by Intersection Operations at Centerville Road and Shamrock Street South. The project update presentation was recorded and is available on the project website (NEGateway.com). Breakout room

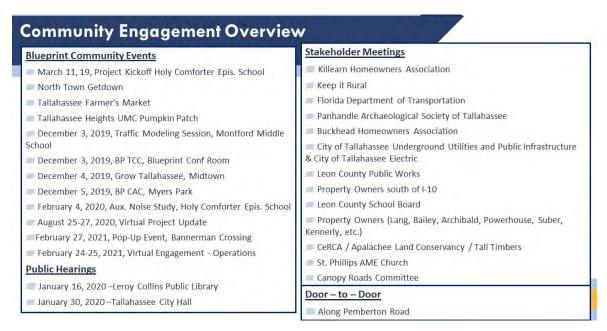
Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on the Northeast Gateway Project Development and Environment Study and Approval of Recommended Intersection Treatments Page 8 of 32

sessions were recorded, and questions and concerns expressed by participants were documented. The key takeaways from the public engagements are as follows and a detailed summary of the February 2021 engagement can be found in Attachment #3:

- Intersection Operations at Bradfordville Road, Centerville Road, and Roberts Road: Participants indicated they support the preservation of the current intersection and inquired about congestion relief at nearby Roberts Elementary and Montford Middle Schools.
- Intersection Operations at Centerville Road and Shamrock Street South: Participants advocated for pedestrian safety when crossing Centerville Road to the proposed Welaunee Greenway and inquired about traffic relief throughout the Killearn Estates neighborhood.
- Welaunee Greenway: Participants inquired about how the proposed greenway will tie-into the existing Miccosukee Greenway and provided suggestions on trail features at trailheads and along the trail.
- Northeast Area Planning: Participants inquired about future roadway extensions and land use in the City planned unit development (PUD) and Welaunee Arch.

The intersection locations were also presented to the Canopy Roads Committee on March 17, 2021, and the Canopy Roads Committee requested that the project team try to avoid larger live oaks where possible and that consideration to additional planting along existing canopy roads be used for impact mitigation at proposed intersection locations. A final PD&E Public Hearing is required for the PD&E study. Upon IA Board direction on the analysis presented in this agenda item, staff will schedule the final public hearing. It is anticipated for May 2021.

Figure 2: NE Gateway Public Involvement, as of March 31, 2021



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#### **Current Status of Welaunee Boulevard Through Canopy Development District**

On March 13, 2019, the City of Tallahassee, Blueprint, and the Canopy Community Development District (CDD) entered into an Interlocal Agreement for the purpose of outlining the construction and funding obligations of the parties related to the uncompleted portions of Welaunee Boulevard as it traverses through the Canopy Development District. This portion of Welaunee Boulevard is approximately 1.25 miles and extends from Fleishmann Road to property owned by the City of Tallahassee south of I-10.

The terms of the Interlocal Agreement set up a construction and funding arrangement whereby the City will reimburse the CDD for the cost of construction for the project and Blueprint will reimburse the City for those costs. The City, Blueprint, and CDD amended the Interlocal Agreement in September of 2020 to amend certain terms, and remove the dollar amounts for reimbursements associated with different construction segments or phases, without changing the total project amount of \$5,813,124.48. Under the terms of the Interlocal Agreement, the City and Blueprint shall not be responsible for any costs of the Project that exceed \$5,813,124.48. Blueprint has not received any reimbursement requests at this time.

The City of Tallahassee is performing the Construction Engineering and Inspection (CEI) for the project and provided the following update: Segments 1 and 2 of Welaunee Blvd are complete and accepted. Segment 3A roadway, stormwater, and utility construction is complete to Station 52+00 (immediately past the second roundabout north of Holy Comforter School), however, there are several items that need to be completed by the CDD prior to acceptance of this portion of the roadway. Construction of Segment 3B has not been approved or constructed as of today. See Attachment #4 for the City status update document for more information.

#### **Analysis and Process for the NE Gateway Roadway Configuration**

The final roadway configuration contained in the draft PD&E Study is consistent with the amended project description. Between January 2020 and March 2021 a substantial amount of technical analysis, including engineering and environmental studies, and public involvement has taken place, which brought the roadway alignment from a concept to a final configuration. Note, the treatments, such as a signal or a roundabout, at the intersections will be detailed in the next section of this agenda item. The final configuration addresses the location of the roadway not the specific treatment at the intersections. With approval from the IA Board on the intersection treatments, staff will proceed with the final steps to conclude the PD&E Study.

The factors considered in a PD&E final configuration analysis focus on the interplay between the land uses and the future transportation system, environmental impacts, cost, and overall right-of-way requirements associated with each possible alternative. The final

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on the Northeast Gateway Project Development and Environment Study and Approval of Recommended Intersection Treatments Page 10 of 32

NE Gateway configuration developed by the project team is a feasible and logical location based on these key factors:

- Provides the most logical path when considering topography and environmental impacts
- Minimizes environmental impacts to the wetlands through the drainage way by crossing the drainage way at the narrowest points possible
- Balances the overall roadway length against environmental, sociocultural (archaeological, historic resources, places of worship, cemetaries, etc.)
- Maximizes opportunities for future interchange at I-10 and Welaunee Boulevard
- Provides for balanced future development in the mixed use area
- Facilitates lateral connections to existing School Board property and potential future recreational facilities such as the Northeast Park
- Minimizes impacts to existing homesteaded properties

From a roadway and transportation engineering, environmental impact, sociocultural impact, and construction cost perspective, the final configuration, shown in the following Figure 3, is the most effective and efficient solution to meet the project purpose and need. As such, the proposed configuration for the NE Gateway maintains the January 30, 2020 IA Board directed goals that are to connect Welaunee Boulevard with Roberts Road near Centerville Road, create a Shamrock Street extension, and open the Shamrock Street extension concurrently with, or after the Roberts Road connection is opened. Another key point is that the Welaunee Boulevard crossing over I-10 is as far east as permissible to allow for a future interchange at the Welaunee Boulevard and I-10 intersection.

The initial configuration for the NE Gateway through the City of Tallahassee PUD section of the project south of I-10 closely followed the approved PUD roadway location. Due to the recent discovery of a potential, previously unrecorded cemetery in the vicinity of the Testerina Church near the Miccosukee Greenway, the project team modified the road location to avoid any interaction with the delineated area.

In addition, a design goal of all Blueprint road projects, including the NE Gateway project, is to develop a facility that is in harmony with the environment in which it is located. Therefore, after detailed internal review, discussions with the PD&E consultant team led by Kimley-Horn, and multiple site visits to the Welaunee Plantation, at a planning level of analysis, the project team minimized impacts on the existing environment, avoided sociocultural significant areas, minimized impacts on existing property owners, and simultaneously met the stated purpose and need for the project. The Kimley-Horn team is primarily a local team with professional staff in the following areas of expertise: sociocultural, natural environment, transportation, stormwater, and permitting. See below for a list of the consultant team members and their expertise.

- Ryan Wetherell, Kimley-Horn Project Manager/Traffic & Safety Analyses
- Kendra Euscher, Kimley-Horn Project Coordinator
- Dwight Dempsey, Kimley-Horn Deputy Project Manager, Engineering Services

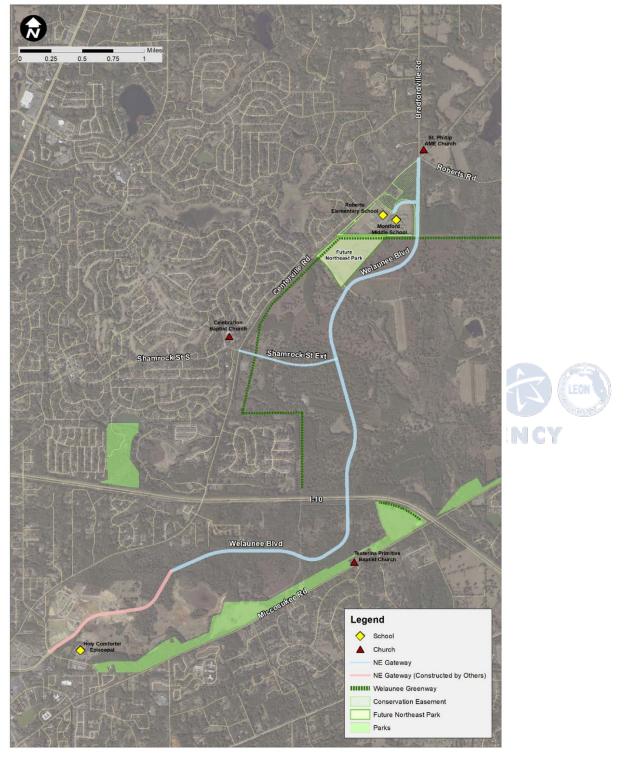
Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on the Northeast Gateway Project Development and Environment Study and Approval of Recommended Intersection Treatments Page 11 of 32

- Richard Barr, Kimley-Horn Principal in Charge
- Earl Wills, Kimley-Horn QA/QC
- Greg Vaughn, Atkins Deputy Project Manager, Environmental Services
- Bryant Brantley, Atkins Environmental Studies
- Frank Keel, Atkins Socio-Cultural Resources Studies
- Richard Darabi, Moore Bass Drainage and Permitting Lead
- Ben Hood, Moore Bass Drainage Studies and Design
- Shawn Kalbli, Kimley-Horn Landscape Architecture
- Tom Hayden, EGS Geotechnical and Contamination Services
- Lynn Cherry, Carpe Diem Community Engagement



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Figure 3: Northeast Gateway Roadway Configuration without Intersection Treatments, consistent with the IA Board approved alignment from January 2020.



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#### **ANALYSIS OF NE GATEWAY INTERSECTION TREATMENT ALTERNTATIVES**

The intersection operational analysis has focused on two primary areas: Centerville Road and Shamrock Street intersection; and the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection. The intersection of the Shamrock Street Extension and Welaunee Boulevard is recommended to be a roundabout.

The project team developed numerous intersection concepts for two primary focus areas and has continued to meet with key stakeholders and community groups for direct feedback on those specific alternatives. For IA Board consideration in this agenda item, two feasible alternatives for the Centerville Road and Shamrock Street intersection and four feasible alternatives for the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection are presented. These alternatives accomplish the immediate project goals and stated purpose and need. The alternatives for IA Board consideration are as follows:

#### **Shamrock Street & Centerville Road:**

- Roundabout Intersection (Recommended, presented as Option #2)
- Signalized Intersection

#### Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard:

- A. Five-Leg Roundabout Intersection (Recommended, presented as Option #3)
- B. Five-Leg Signalized Intersection
- C. Signalized Intersection with Roberts Road realignment
- D. Signalized Intersection with 'east swing' and Roberts Road realignment

As part of the analysis effort, a detailed decision matrix (Attachment #5) was developed for both the Shamrock Street and Centerville Road connection and the northern connection at Roberts Road. A summary decision matrix is as follows:

- Meets Purpose & Need does the operational alternative meet the overall basic criteria outlined at the project onset
- Minimizes Traffic Delay does the operational alternative satisfy the level of service and driver expectations for vehicle throughput
- Minimize Impervious Area which operational alternative is most effective at limiting future asphalt pavement on the project
- Compliments Existing Topography does the operational alternative work intuitively with the existing physical conditions of the site
- Balances Transportation Operations and Multimodal Safety at Street Level
   does the operational alternative satisfy safety requirements for pedestrians and multimodal users
- Minimizes Impact to Sensitive Environmental Areas does the operational alternative avoid sensitive environments such as wetlands and canopy roads

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Maintains Existing Project Budget – does the operational alternative fit
within the outlined IA Board approved budget, if not, the estimated
additional budget to accomplish the alternative for IA Board consideration

#### **Centerville Road & Shamrock Street Intersection Analysis**

The project team evaluated two feasible intersection alternatives at the Centerville Road and Shamrock Street convergence, a signalized control and a roundabout control. A complete analysis of the area and operations were finalized by the project team, including a full tree-survey (Attachment #6). The anticipated right-of-way needs were communicated with community stakeholders. Both alternatives, meet the project opening year and horizon year requirements for functional capability. Both alternatives create conditions that support a future Welaunee Greenway trailhead in the vicinity of the intersection and satisfy pedestrian safety and multimodal users in accordance with the Florida Design Manual (FDM).

This agenda item recommends the IA Board approve the roundabout, presented as Option #2, at the Centerville Road and Shamrock Street intersection as it is the overall best performing for safety and efficiency at this location. In communications with the Killearn Homes Association (KHA), and KHA is on the record as supporting the roundabout. The Blueprint Technical Coordinating Committee also supported the roundabout alternative at the November 16, 2020 meeting. Below is a summary decision matrix of the detailed engineering evaluation that took place as part of the PD&E:

# Summary of Intersection Operational Analysis at Centerville Road and Shamrock Street

Intersection Analysis Factors	Roundabout (Recommended)	Signalized
Meets Purpose & Need	♥ ♥	
Minimizes Traffic Delay	♥ ♥	<b>Ø</b>
Minimizes Impervious Area	<	<b>Ø</b>
Compliments Existing Topography	<b>♂</b>	<b>Ø</b>
Balances Transportation Operations and Multimodal Safety at Street Level	<b>♂</b>	<b>Ø</b>
Minimizes Impact to Sensitive Environmental Areas	<b>Ø</b>	
Maintains Existing Project Budget	Increase of ~\$2M	<b>♂</b>

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#### Intersection Operation – Roundabout (Recommended)

Roundabout intersections are considered highly efficient and effective, in addition to being considered the safest for vehicular travel. The Roundabout Guide (2005) from Federal Highway Administration states that, "for pedestrians, the risk of being involved in a severe collision is lower at roundabouts than at other forms of intersection, due to slower vehicle speeds.". Pedestrian safety at roundabouts are accommodated through 'refuge islands' that afford pedestrians single decision point crossing opportunities. A roundabout also has the added benefit of being more resilient during acute system shocks such as a severe storm as power is not required for the operations.

The recommended roundabout provides the opportunity to better align Centerville Road north and south of the intersection to take out a sight distance issue. The roundabout intersection, shown in the following Figure 4, has a slightly larger footprint than the signalized intersection due to geometry requirements. As such, there are more tree impacts versus the signal. The majority of impacts to the tree canopy in the area are pine with two live oaks with a diameter at breast height (DBH) > 24". This intersection treatment does meet the purpose and need for the project and was recommended by the TCC and CAC. The list below identifies the pros and cons for the roundabout alternative.

#### PROS:

- Best balance of transportation operations and safety
- Best at minimizing traffic delay
- Best aligns Centerville Road through intersection
- Best accommodates access to adjacent properties near intersection
- Minimizes impacts to commercial property
- Supported by Killearn Homes Association and Blueprint Technical Coordinating Committee
- Lowest operating and maintenance costs

#### CONS:

- Roundabout is larger footprint, which has greater impact to Canopy Road Protection Zone (CPZ) and church property to northeast
- Increased construction and ROW cost of approximately \$2,000,000

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Figure 4: Roundabout Intersection Configuration

| Celebration | Supris Church | Supris Churc

# INTERGOVERNMENTAL AGENCY

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#### Intersection Operational - Signalized Intersection

The standard signalized intersection configuration, Figure 5, minimizes the intersection footprint and maintains the intersection in its current location. This alternative has a slightly smaller footprint than the roundabout, due to roundabout intersection geometry requirements, but is technically feasible. However, the canopy combined with the curve in the existing Centerville Road alignment presents a sight distance challenge. This intersection does meets the purpose and need for the project. The list below identifies the pros and cons for the signalized alternative.

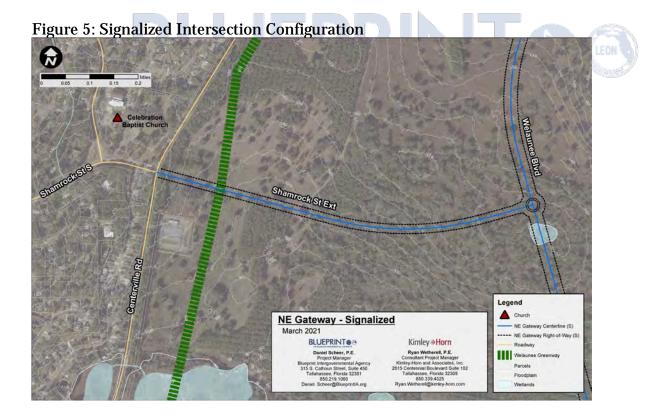
#### PROS:

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- No impacts to private property
- Minimizes impacts to Canopy Protection Zone (CPZ)
- Limits impervious area
- Maintains project budget
- Fewest construction impacts

#### CONS:

- Not as operationally efficient as roundabout
- Not as safe for vehicles and pedestrians
- Canopy road and existing curve cause sight distance challenges
- Reduces access to properties adjacent to the intersection
- Greater cost for operations and maintenance



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#### Killearn Homes Association Traffic Mitigation Requests

As part of the operational analysis through the PD&E efforts, the traffic model was used to evaluate operational design solutions 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. Each of the proposed operational alternatives presented in this item ensure that the vehicle trips and circulation on arterial facilities in the immediate project area, such as in Killearn Estates, are consistent with the December 12, 2019 modeling results. Overall, the traffic modeling results showed that the overall trips in Killearn Estates would be reduced as a result of the new connectivity provided by the NE Gateway project. However, the Killearn Homes Association (KHA) provided a list of requested traffic mitigation strategies to address current and potential future traffic issues.

KHA submitted to the City of Tallahassee and Blueprint a list of 21 different items related to improving traffic and pedestrian safety within the boundary of Killearn Estates. Blueprint and the City of Tallahassee Underground Utilities and Public Infrastructure Department (UUPI) have coordinated with KHA on their requests. As part of that review, the City of Tallahassee is working with KHA to advance or investigate the opportunity and feasibility of implementing 19 of those items in accordance with City policy and priority, and Blueprint has identified two of the items being related to the NE Gateway project. One is a 700' long critical sidewalk connection along Clarecastle Way and the other being the preference for a 'roundabout' intersection at Centerville Road and Shamrock St. South.

Blueprint staff focused on KHA identified projected impacts that traffic modeling showed at the 2025 opening year for the NE Gateway, which is prior to any future development that will result from the growth in the area and not the new connectivity brought by the NE Gateway project roadways. The traffic modeling showed an increase of trips on Clarecastle Way in 2025 and adding the minor sidewalk connection along Clarecastle Way would provide a critical safe link for students to walk to Roberts Elementary and Montford Middle Schools from Killearn Estates without having to potentially walk within an active lane of vehicle traffic. The City is seeking FDOT Safe Routes to Schools funding for the sidewalk construction, and if this funding does not come through then Blueprint will include the construction funding for this link in the NE Gateway project budget. In addition, Blueprint could help with any traffic calming measures that KHA could justify through the City's traffic calming implementation policy (City Commission Policy 602 -City of Tallahassee Residential Traffic Calming Program Procedures) on segments of roads within Killearn Estates that are impacted (traffic increases) in the 2025 opening year. If traffic calming measures are justified on the segments of roadways showing traffic increases in 2025 and Blueprint funding is requested, then staff will bring back an analysis of the request for IA Board direction.

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# Welaunee Boulevard, Centerville Road, Bradfordville Road, & Roberts Road Intersection Analysis

This agenda item presents four feasible intersection alternatives out of 15 contemplated alternatives thoroughly analyzed during the PD&E process by the Project Team for potential use at the Roberts Road, Centerville Road, Bradfordville Road, and Welaunee Boulevard convergence. Three of the four alternatives presented in this agenda item for IA Board consideration are some form of signalized traffic control, and one alternative uses a roundabout for traffic control. To connect with the Bradforvile Road intersection, three of four alternatives use the existing conservation easement that specifically provides for future transporation infrastructure acknowledging that this area would one day include Welaunee Boulevard. The anticipated right-of-way needs for all alternatives were communicated with those stakeholders most directly impacted. All alternatives presented meet the traffic modeling goals including keeping Bradfordville Road two lanes through the design year of 2045.

This agenda item recommends Alternative A, the roundabout intersection treatment, which is presented as Option #3 in this agenda item. This intersection alternative is the best performing for balancing transportation operations and safety by effectively managing a continuous vehicular movement combined with the superior vehicular safety benefits of a roundabout. Alternative A limits the impervious area with a shorter roadway segment and does not impact environmentally sensitive areas (as compared to Alternative D) and limits impacts to homesteaded property (as compared to Alternative C). The roundabout treatment also preserves the existing 71" diameter at breast height (DBH) live oak tree at the intersection by incorporating this oak tree in the infield of the proposed roundabout. Roundabouts are increasingly used in both rural and urban areas and implemented successfully and can be designed with elements and features that provide a transition to vehicular traffic which reflect the communities being served.

Welaunee Boulevard will be a rural, two lane road when it reaches the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection. A complete analysis of the area and operations were completed by the project team, including a full tree-survey (Attachment #6) of the area surrounding the proposed intersection improvements. All alternatives have impacts to the tree canopy in the area. Alternatives A, B, and C avoid significant impacts to the adjacent homesteaded land to the east, including an 80" DBH live oak tree but they do use approximately 15%, or 10 acres of the 71 acres, of the existing conservation easement, discussed more thoroughly below, on the Leon County School Board property. The conservation easement specifically provides for future transporation infrastructure acknowledging that this area would one day include Welaunee Boulevard. The conservation easement area is largely made up of planted pines and does not include any unique and environmentally sensitive habitats. Alternative D minimizes the use of the conservation easement area across the Leon County School Board property but does have significant wetland and floodplain impacts.

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Alternative D - Swing East, Roberts Road Realignment maintains the intersection in its current location and provides for a new connection to Roberts Road on an unimproved, 97 acre parcel east of the intersection in the unincorporated area. To maintain the transportation goals of the project and to relieve the pressure on designated canopy roads, this alternative proposes to build the road on the closest non-homesteaded parcel east of the subject intersection. The road would go through a designated wetlands system and a Federal Emergency Management Agency (FEMA) designated floodway. This system is within the Lake Lafavette Basin, and will require coordination with FEMA and extend the design and permitting process by up to 12 months. This proposed alternative is also accompanied by the potential of significant impacts to an entire ecosystem extending all the way to Lake Lafayette. While other alternatives remain hydrologically separated from this system, this is not the case for Alternative D, especially during significant weather that may affect this area during construction (i.e. tropical storms, etc.). Meeting the permitting requirements will be challenging as the Leon County Land Development Code, Article IV. Environmental Management, Section 10-4.104 provides the following objective for new development, which in this case includes transportation infrastructure:

To provide protection for natural resources, and to require that development projects are designed to ensure the continued functioning of ecosystems with minimum disturbance, especially when located within conservation areas (containing significant environmental constraints) or preservation areas (containing environmentally sensitive areas which would be severely impacted by development) as defined and identified in the Tallahassee-Leon County Comprehensive Plan, conservation element.

Leon County Government is currently undergoing on a FEMA Community Rating System Annual Recertification Audit. This Audit seeks information that demonstrates to FEMA that the County is observing the stated goals and objectives to minimize the impacts to existing floodways. Alternative D places the development of the road in the floodway contradicting the goals while other roadway alternatives are an option.

The following is a summary decision matrix of the detailed engineering evaluation that took place as part of the PD&E.

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# Summary of Intersection Operational Analysis at Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard

Intersection Operational Analysis Factors	Alt. A Round-About (Recommended)	Alt. B Signal	Alt. C Realign	Alt. D East
Meets Purpose & Need	<b>⊘</b>		<b>⊘</b>	
Minimizes Traffic Delay	♥ ♥	<b>Ø</b>	<b>Ø</b>	<b>Ø</b>
Minimizes Impervious Area	<b>&amp; &amp;</b>	<b>&gt;</b>	<b>⊘</b>	
Compliments Existing Topography			<b>♂</b>	
Balances Transportation Operations and Multimodal Safety at Street Level	8	<b>&gt;</b>	<b>&amp; &amp;</b>	
Minimizes Impact to Sensitive Environmental Areas		<b>Ø</b>	<b>V</b>	LEON
Maintains Existing Project Budget	Increase of ~\$550k	<b>♂</b>	Increase of ~\$1M	Increase of ~\$4.4M to 5.1M

#### Conservation Easement

Alternatives A, B, and C bring Welaunee Boulevard through a conservation easement that runs between Roberts Elementary and Montford Middle Schools and two residential parcels with single family homes on them. The conservation easement is a component of a 1999 Settlement Agreement that names the Centerville Rural Community Association, Inc. (CeRCA) for the maintenance of the conservation. The City of Tallahassee and the Leon County School Board (LCSB) are the respondents/parties to the Settlement Agreement. The intent of the Settlement Agreement, in part, is to preserve the conservation easement in perpetuity as a managed natural area and open space and includes language for future utility and roadway access through the easement. As noted in Attachment #7 which includes an email from LCSB staff regarding the intersection alternatives, LCSB placed 71 acres of their original 120 acre parcel into a conservation easement knowing that this area would one day be Welaunee Boulevard and provide the

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needed connection to the schools. The purpose of the easement was to provide a buffer between the development of the schools and the surrounding rural residential area as well as provide an outdoor learning experience for the students. The conservation easement area is largely made up of planted pines and does not include any unique and environmentally sensitive habitats. Alternatives A, B, and C use approximately 8% of the total Leon County School Board parcel or 15% of the conservation easement.

Understanding the 'intent' of the Settlement Agreement and based upon IA Board action on this intersection treatment, the project team intends to negotiate with CeRCA to reach mutually agreeable terms allowing for the project to traverse through the conservation easement. The project cost estimate presented to the IA Board in December 2019 included an estimate for the cost of mitigation should it be necessary for the use of the conservation easement. Should negotiations with CeRCA not be successful, 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". Pursuant to Section 704.06, Florida Statutes, the IA Board could exercise its eminent domain powers with respect to needed right-of-way from a portion of the conservation easement. Resolution without litigation is preferred as 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.

In order to create the connection to Roberts Elementary and Montford Middle Schools from Welaunee Boulevard, Alternatives A, B and C provide a northern extension from the Pimlico Roundabout east to Welaunee Boulevard. Alternative D provides two options for further consideration. One is a southern extension between the schools and the other is a northern extension down to Welaunee Boulevard similar to the school connection shown in Alternatives A, B, and C but without the north connection continuing through the conservation easement to the Bradfordville Road intersection. All School Board connections will use a portion of the conservation easement.

The next sections detail each of the four feasible alternatives developed by the project team for the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection for IA Board consideration.

Intersection Operational Alternative A – 5-Leg Roundabout (Recommended and presented as Option #3)

This agenda item recommends Alternative A - 5-Leg Roundabout. From a roadway and transportation engineering, environmental impact, sociocultural impact, and construction cost perspective, the roundabout intersection is the most effective and efficient solution to meet the project purpose and need. The roundabout intersection treatment effectively manages continuous vehicular movement combined with superior safety benefits to make it the preferred alternative. Alternative A avoids impacts to environmentally sensitive areas and the FEMA designated floodway. The Blueprint

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Technical Coordinating Committee (TCC) recommended Alternatives A and C, and the Blueprint Citizens Advisorty Committee (CAC) recommended Alternative A.

Roundabout intersections are considered highly efficient and effective, in addition to being considered the safest for vehicular travel. Pedestrian safety at roundabouts are accommodated through 'refuge islands' that provide pedestrians single decision point crossing opportunities. A roundabout also has the benefit of being more resilient during acute system shocks such as a severe storm as power is not required for the operations. Roundabouts are increasingly used in both rural and urban areas and implemented successfully and can be designed with elements and features that provide a transition to vehicular traffic which reflect the communities being served.

Welaunee Boulevard will be a rural, two lane road when it reaches the Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard intersection.

The Alternative A - 5-leg roundabout intersection, Figure 6, maintains the intersection location in its current location, provides safe and continuous operation at the intersection, and minimizes impacts to adjacent homesteaded properties. This alternative has a slightly larger footprint than Alternative B due to intersection geometry requirements for a 5-leg roundabout, but is technically feasible and provides the best balance of transportation and safety. Alternative A limits impacts to homesteaded property (as compared to Alternative C) and preserves the existing 71" DBH live oak tree at the intersection by placing this oak tree in the proposed roundabout. Alternative A avoids impacts to a wetland system and a FEMA designated floodway (as compared to Alternative D). Similar to Alternative B, Alternative A provides the least amount of impervious area limiting future asphalt pavement on the project.

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Figure 6: Alt. A - Five-Legged Roundabout Intersection Configuration



#### PROS:

- Best balance of transportation operations and safety
- Best at minimizing traffic delay
- Minimizes impervious area
- Does not impact environmentally sensitive areas
- Works with existing topography
- Reduces impacts to homesteaded property compared to other alternatives
- Preserves 71" DBH oak within new roundabout
- Lowest operations and maintenance cost

#### **CONS:**

- 5-leg roundabout is larger footprint
- Impacts 5 parcels
- Increases project budget by approximately \$550,000

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### Intersection Operational Alternative B - 5-Leg Signalized

The Alternative B - 5-leg Signalized intersection, Figure 7, meets the project purpose and need but presents complicated driver operations and inherent signal timing delays associated with intersections of this type. For example, drivers will have to wait for an additional signal cycle over a typical four leg intersection. Pedestrian safety at this intersection is not anticipated to be any more challenging than at a traditional 4-leg signalized intersection. Due to the intersection expansion to accommodate Welaunee Boulevard, it will necessitate the removal of the 71" DBH oak tree. It does use a portion of the conservation easement but impacts to the homesteaded property would be less than Option C. Alternative B provides the least amount of impervious area, slightly less than Alternative A, limiting future asphalt pavement on the project and avoids impacts to environmentally sensitive areas and the FEMA designated floodway.

Figure 7: Alt. B - Five-Legged Signalized Intersection Configuration



#### PROS:

- Minimizes impervious area
- Does not impact environmentally sensitive areas
- Works with existing topography
- Minimizes impacts to homesteaded property compared to other alternatives
- Maintains project budget

#### CONS:

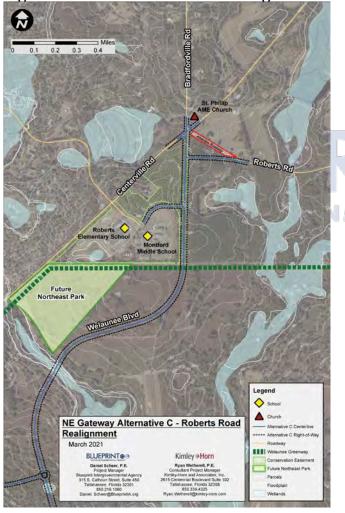
- 5-leg signal causes signal timing delays
- Removes 71" DBH oak at existing intersection
- Impacts 4 parcels

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## Intersection Operational Alternative C - Roberts Road Realignment

The Alternative C - Roberts Road Realignment Signalized intersection, Figure 8, minimizes the intersection footprint and maintains the existing intersection location, but it does have a large impact on one homesteaded property owner to the south-east. Alternative C realigns Roberts Road to come through the homesteaded parcel just north of the home. This Alternative is technically the most efficient as it maintains traditional vehicle driver and pedestrian operations. It also is a safe alternative for motorists and pedestrians by moving Roberts Road to a 'stop' condition away from the primary intersection eliminating the complication and confusion attributed to 5-leg intersections. It also avoids impacts to environmentally sensitive areas and the FEMA designated floodway. This intersection treatment, along with Alternative A, was recommended by the TCC. This intersection meets the purpose and need for the project.

Figure 8: Alt. C - Roberts Road Realignment Intersection Configuration



#### PROS:

- Maintains 4-leg intersection
- Does not impact environmentally sensitive areas
- Works with existing topography
- Preserves 71" DBH oak at existing intersection

#### CONS:

- Impacts homestead parcel to south-east to realign Roberts Road
- Removes 80" DBH oak for Roberts Road realignment
- Impacts 4 parcels
- Increases project budget by approximately \$1,000,000

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## Intersection Operational Alternative D – Swing East, Roberts Road Realignment

The Alternative D – Swing East, Roberts Road Realignment, Figure 9, maintains the intersection in its current location and provides for a new connection to Roberts Road on an unimproved parcel east of the intersection. It minimizes use of the conservation easement and adjacent homesteaded property southeast of the existing intersection, but it does have a significant impact to a wetland system and a FEMA regulated floodway as well as a large impact to one unimproved parcel to the east. In this Alternative, the new connection to Roberts Road is placed approximately a half mile away from the existing Bradfordville, Centerville, Welaunee intersection, which is close enough to meet the project purpose and need but further from the 4-leg intersection. As that distance increases, the more travelers will choose to use Centerville Road rather than the new Welaunee Boulevard. Alternative D draws approximately 25% less traffic than Alternatives A, B, and C, and conversely Centerville Road, the designated canopy road, would experience 25% more traffic in this Alternative D than Alternatives A, B, and C. Overall, Alternative D is approximately a half mile longer than Alternatives A, B, and C.

Alternative D adversely impacts approximately 2 acres of a wetlands system and 2.5 acres of a FEMA designated floodway that the other three alternatives avoid. Wetland mitigation will likely be required and coordination with FEMA on the impacts to the floodway will be required, and a Letter of Map Revision (LOMR) to the FEMA Flood Map is anticipated. The permitting for this Alternative will be more complex, lengthy and costly both financially and ecologically, and would not be consistent with the Leon County Land Development Code, which is structured to avoid to the greatest extent possible impacts to environmentally sensitive areas. The LOMR process could add an additional 12 months to the project permitting schedule. This may postpone the opening of Welaunee Boulevard and the Shamrock Extension by that same amount of time, as the project description dictates that the Roberts connection must be opened either before or simultaneously to the Shamrock connection. However, the I-10 interchange access request process could move forward on the current project schedule and not be postponed.

This Alternative maintains the traditional 4-leg Bradfordville Road intersection, but it does create an issue at the intersection with the Roberts Road realignment along a curve. Curves at intersections have higher incidents of right turn crashes and can be difficult for drivers with respect to sight distance and judging approaching car speeds and distances. Due to the topography change, the swing to the east necessitates a super-elevated roadway and will require additional stormwater impacts and pond construction. A super-elevated roadway is when the roadway slopes through a horizontal curve to better ensure a vehicle doesn't overturn or skid off the roadway while in the horizontal curve. The sloping is achieved by raising the outer edge of the pavement relative to the inner edge.

In order to create the connection to Roberts Elementary and Montford Middle Schools from Welaunee Boulevard in Alternative D, two options, D1 and D2, have been identified

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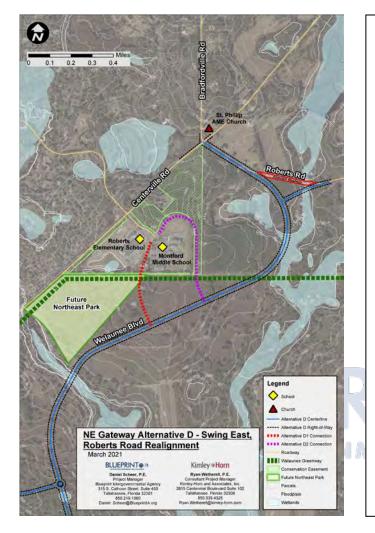
in Figure 9, below. D1 is a southern extension between the schools and the other, D2, is a northern extension down to Welaunee Boulevard similar to the ones shown in Alternatives A, B, and C. D1 is estimated to add \$1.5M and D2 \$2.2M to the project cost. In preliminary coordination, the LCSB prefers the northern extension (D2) from the roundabout, see Attachment #7 for the statement LCSB Staff. Challenges for the southern extension include safety and circulation considerations for students, staff and parents at school drop off and pick up areas and modification to school board stormwater facilities. LCSB placed a 71 acres of the original 120 acre parcel into a conservation easement knowing that this area would one day be Welaunee Boulevard and provide the needed connection to the schools.

The construction and right of way costs are significantly higher as compared to Alternatives A, B, and C. The cost increase for this alternative is approximately \$4.4M to \$5.1M, which includes additional right of way and increased construction costs for bridging and filling the low areas, mitigation costs for the wetland system and floodway impacts, and cost for the construction of the roadway to connect to Roberts and Montford Schools. Alternatives A, B, and C have existing agreements for right of way needs through the Alt D would require acquisition and possibly the use of eminent domain from an additional private owner. Design activities will further refine the bridge design, and the cost could increase due to water flows, geotechnical/soil conditions, and survey data.



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Figure 9: Alt. D - Swing East, Roberts Road Realignment Intersection Configuration



#### PROS:

- Maintains 4-leg intersection
- Preserves 71" DBH oak at existing intersection
- Minimizes impacts to homesteaded property

#### CONS:

- Most impervious area
- Impacts environmentally sensitive areas (wetland and FEMA floodway)
- Adverse impacts to existing topography, requires steep superelevation in curve
- Not as safe, realigns Roberts Road to stop condition on curve
- Attracts least traffic from Centerville Road
- Added ROW, construction and stormwater costs
- Impacts 4 parcels, one significantly
- Increases project budget by approximately \$4.4M - \$5.1M

#### **NEXT STEPS**

The NE Gateway PD&E project continues on schedule, and with approval from the IA Board on the intersection operations presented in this agenda item, staff will proceed with the final steps to conclude the PD&E Study: hold the final public hearing for the PD&E, seek final approval of the PD&E from the IA Board on May 27, 2021, and submit the PD&E Study to the State of Florida in June with their anticipated approval in July.

The NE Gateway PD&E is using a specific PD&E process known as the State Environmental Impact Report (SEIR). Attachment #8 is an early draft of the PD&E SEIR study that will ultimately be presented to the IA Board at the May 27, 2021 meeting. The final PD&E SEIR will include the analysis for the solutions to the operational intersection challenges, the environmental and cultural technical analyses and the public engagement summary. Staff intends to move forward with the design and permitting effort that is

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anticipated to start in June of 2021, and expected to be completed in 2022, followed by construction in 2023.

Upon the IA Board's guidance on the intersection treatments, Blueprint will conclude the PD&E Study at the next IA Board meeting and initiate the final design effort for the project in order to advance the project into the next phase and maintain the project schedule. The anticipated final design and permitting effort is within the IA approved capital budget for the project and is expected to cost approximately \$6.5M. The estimated fee is approximately 15% of the total \$43M construction cost for this project. The estimated design fee includes all necessary design and permitting, including a long-span bridge crossing over I-10 and complex drainage design challenges. The project team will continue to work with the design engineer of record to monitor the project keeping it within the approved budget by managing the project construction risks at an appropriate level.

In order to implement the design, the phase will be broken down in to three tasks:

Task 1: Roadway, Structures & Stormwater Design – COT PUD south of I-10 & I-10 Bridge

Task 2: Roadway, Structures & Stormwater Design – Welaunee Arch

Task 3: Welaunee Greenway, Trailheads, & Greenway Structures

Currently, the Project has an unencumbered balance of \$7,394,862, as appropriated by the IA Board on September 19, 2017. September 20, 2018, September 5, 2019, and September 17, 2020. In accordance with Blueprint Procurement Policy Section 101.07(3)(a), the IMC has authority to approve all purchases and award contracts for projects within the IA approved capital budget.

The construction of a new interchange at I-10 and Welaunee Boulevard has long been a goal of this project, and the NE Gateway project includes a four lane bridge over I-10. However, the interchange is not a part of the PD&E Study. The actual interchange development study and design will be dependent on approval by the Florida Department of Transportation and the Federal Highway Administration. In order to justify the interchange, the road leading to the interchange (Welaunee Boulevard) must be substantially underway. This process could begin in 2023 and will take approximately 24 to 36 months to complete before construction of the interchange can begin.

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.

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## **CONCLUSION:**

This agenda item seeks acceptance from the IA Board on a Northeast Gateway (NE Gateway) Project Development and Environment Study (PD&E) status update (Option #1) and approval from the IA Board of two recommended intersection treatments for the project (Options #2 and #3). With approval from the IA Board on the intersection treatments, staff will proceed with the final steps to conclude the PD&E Study: hold the final public hearing for the PD&E, seek final approval of the PD&E from the IA Board on May 27, 2021, and submit the PD&E Study to the State of Florida in June 2021.

The IA Board's direction on the intersection operations are the final decisions needed to complete the Draft Project Development and Environment (PD&E) Study. This agenda item recommends a roundabout at Shamrock and Centerville Road and a roundabout (Alternative A) at Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard. The Blueprint staff and the consultant team are prepared to implement the direction of the IA Board and continue the PD&E Study process and advance Phase 2 of the project in order to meet the existing schedule. The team will continue to provide the IA Board with ongoing updates and seek guidance at key milestones as the project progresses.

Action by the TCC and CAC: An update on the NE Gateway and intersection operation alternatives was provided to the TCC and CAC at their March 22, 2021 and March 31, 2021 meetings respectively. The TCC had no technical objections to either intersection operation at the Centerville Road & Shamrock intersection (with earlier guidance to recommend the roundabout at the November 2020 meeting); and stated that Alternatives A & C are the technically preferred alternatives at the Centerville Road, Roberts Road, Bradfordville Road and Welaunee Boulevard intersection. The CAC unanimously supported staff's recommendation of a roundabout at both the Centerville Road and Shamrock Extension intersection and at the Centerville Road, Bradfordville Road, Roberts Road, and Welaunee Boulevard intersection presented and recommended herein as Option #2 and Option #3.

# **OPTIONS:**

- Option 1: Accept the Status Update on Northeast Gateway Project Development and Environment Study.
- Option 2: Approve the roundabout intersection treatment at Shamrock and Centerville Road for incorporation into the Northeast Gateway Project Development and Environment Study.
- Option 3: Approve Alternative A, the roundabout intersection treatment, at Centerville Road, Roberts Road, Bradfordville Road, and Welaunee

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Acceptance of the Status Update on the Northeast Gateway Project Development and Environment Study and Approval of Recommended Intersection Treatments Page 32 of 32

Boulevard for incorporation into the Northeast Gateway Project Development and Environment Study.

Option 4: IA Board Direction.

## **RECOMMENDED ACTION:**

- Option 1: Accept the Status Update on Northeast Gateway Project Development and Environment Study.
- Option 2: Approve the roundabout intersection treatment at Shamrock and Centerville Road for incorporation into the Northeast Gateway Project Development and Environment Study.
- Option 3: Approve Alternative A, the roundabout intersection treatment, at Centerville Road, Roberts Road, Bradfordville Road, and Welaunee Boulevard for incorporation into the Northeast Gateway Project Development and Environment Study.

#### Attachments:

- 1. Blueprint Technical Coordinating Committee and Citizens Advisory Committee Membership Rosters
- 2. Amended description of Project 25 and Figures (Amended Northeast Gateway)
- 3. NE Gateway February 2021 Public Engagement Summary
- 4. City Construction Status update on Welaunee Blvd through Canopy
- 5. Draft Detailed Intersection Operations Decision Matrix
- 6. NE Gateway Full Tree Survey at Intersection locations
- 7. March 30 Leon County School Board Email
- 8. Draft PD&E State Environmental Impact Report (SEIR)



# **2021 Citizens Advisory Committee**

Jim McShane, Chair, Big Bend Minority Chamber of Commerce

Peter Okonkwo, Vice-Chair Capital City Chamber of Commerce

Kathy Bell, Tallahassee Chamber of Commerce

Mandy Bianchi, Disabled Community Representative

Claudette Cromartie, Council of Neighborhood Associations

**Christopher Daniels**, At-Large Representative

Mary Glowacki, Planner

Sean McGlynn, Big Bend Environmental Forum

**Elva Peppers**, Natural scientist/biologist

**Daniel Petronio**, Financial expert

Allen Stucks, NAACP / Civil Rights Community Representative

**Hugh Tomlinson**, Network of Entrepreneurs and Business Advocates

Linda Vaughn, Tallahassee Senior Citizen Advisory Council

Robert Volpe, Planning Commission Designee



# **2021 Technical Coordinating Committee**

**Ken Morris**, Assistant County Administrator

Wayne Tedder, Assistant City Manager

**Ben Pingree**, Director – PLACE

Autumn Calder, Director - Blueprint

Cherie Bryant, Director – Planning Department

**Jodie Cahoon**, Manager – City Stormwater

Nawfal Ezzagaghi, (interim) Director – County Environmental Services

**Theresa Heiker**, Chief – County Stormwater

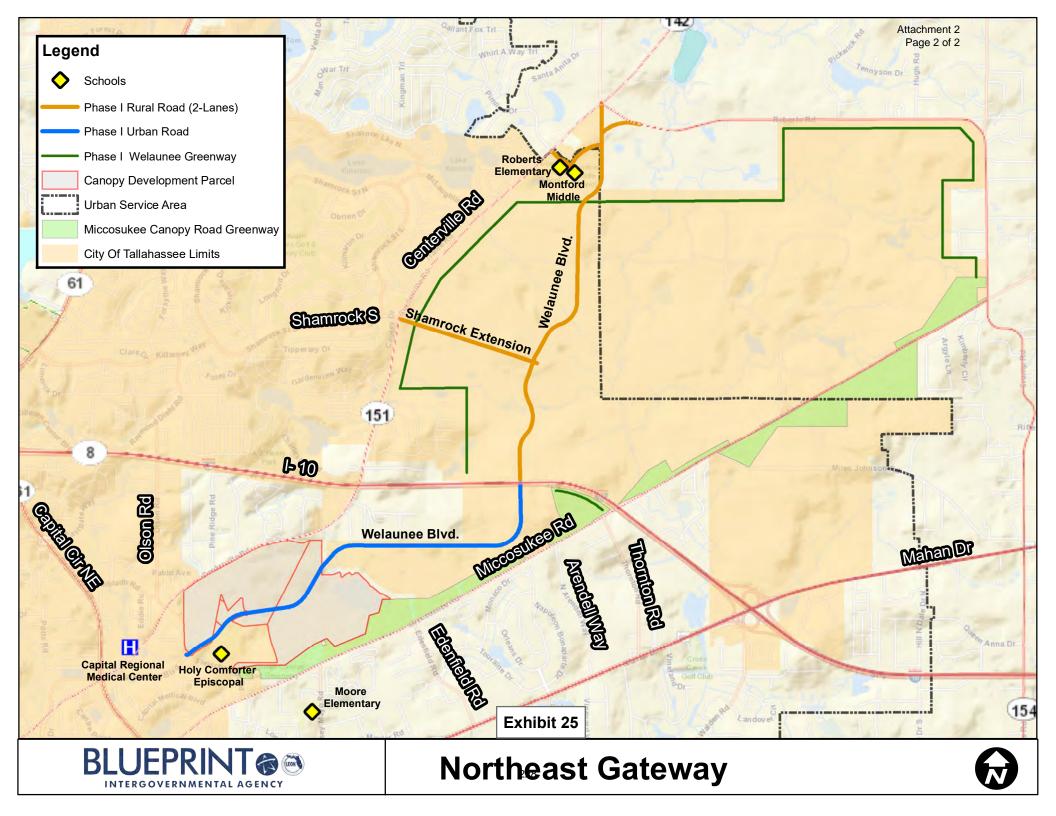
**Bill Adams**, Manager – City Land Use and Environmental Services

**Brent Pell**, Director – County Public Works & Community Development

**Greg Slay**, Director – Capital Regional Transportation Planning Agency

Steve Shafer, Engineer – City Underground Utilities & Public Infrastructure

**Project 25, Northeast Gateway:** Phase I: Funding to develop Welaunee Boulevard north from Fleischman Road to Roberts Road with a two-lane Shamrock Way 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 Way extension open simultaneously, or after, the Welaunee Boulevard connection at Roberts Road. Funding also includes improvements to the Miccosukee Canopy Road Greenway trailhead at the intersection of Miccosukee Road and Thornton Road. (Exhibit 25, as Amended)



## **Virtual Public Engagement**

Wednesday, February 24, 2021 from 11:30 a.m. to 1:00 p.m. Thursday, February 25, 2021 from 6:00 p.m. to 7:30 p.m. Blueprint Intergovernmental Agency - Virtual

## Attendees (Project Team)

#### Wednesday

- o 69 public attendees
- 13 project team members
- 1 commissioner staff\*

#### Thursday

- 47 public attendees
- 13 project team members
- 2 commissioner staff\*

#### **Breakout Room Discussion**

#### Intersection Operations at Bradfordville Road, Centerville Road, and Roberts Road

- Hosted by Daniel Scheer, Blueprint and Ryan Wetherell, Kimley-Horn and Greg Vaughn, Atkins
- Wednesday
  - Roundabout Design Inquiry regarding the roundabout option and if it would be designed for a pulled trailer
  - Property Trees Concern regarding trees on personal property that may be impacted by the project
  - Preserve Current Intersection Desire for the current Centerville alignment and intersection with Roberts and Bradfordville Road be maintained
  - Historical Preservation Concern regarding the impacts to historical elements in the area, including one of the oldest family farmsteads in Leon County
  - o St. Phillip AME Church Impacts Concerns regarding impacts to St. Phillip AME Church
  - Roberts Road Impacts Concern regarding higher traffic volumes to Roberts Road and inquiry regarding potential improvements to Roberts Road
  - Greenway Fencing Inquiry regarding type of fencing to be used for properties along the Welaunee Greenway
  - Traffic Congestion at Schools Concern regarding the traffic congestion at Roberts Elementary and Montford Middle Schools and inquiry regarding Pimlico Extension to Welaunee Boulevard to help alleviate that
  - School Connection to Welaunee Greenway Inquiry regarding a connection to the Welaunee Greenway from the schools.
  - Masonic Lodge Inquiry regarding if the masonic lodge has been active and involved in the project
  - Miccosukee Road Extension Inquiry regarding plans to extend Miccosukee Road to connect with Welaunee Boulevard
  - o I-10 Interchange Inquiry regarding the location of the I-10 interchange

<sup>\*</sup>Identified. could be more

#### • Thursday

- Traffic Congestion at Schools Concern regarding additional traffic at Roberts
   Elementary and Montford Middle Schools during peak hours
- Bradfordville Road Improvements Inquiry regarding adding shoulders and improve ditch conditions along Bradfordville Road
- Bradfordville Road Traffic Increase Concern regarding the traffic impacts and increase along Bradfordville Road
- St. Phillip AME Church Concerns Concern regarding land use and safety of their youth at the Roberts and Bradfordville Road intersection
- Northeast Park Inquiry regarding coordination with the schools about access to the newly proposed Northeast Park
- Preserve Current Intersection Desire for the current Centerville alignment and intersection with Roberts and Bradfordville Road be maintained
- o **Intersection Control** Inquiry regarding when a decision will be made for the intersection to be signal controlled or a roundabout
- Project Amendment Inquiry regarding why the project has changed from its original plan to stay on the Welaunee Property
- o **Electrical Lines** Inquiry regarding the burial of electric lines
- Roadway Lane Width and Utilities Inquiry regarding the proposed travel lane width and the placement of utilities within the right-of-way
- o Greenway Width Concerns regarding the greenway width being only 12-feet wide

#### **Intersection Operations at Centerville Road and Shamrock Street South**

 Hosted by Autumn Calder, Blueprint and Kendra Euscher, Kimley-Horn and Brandi DeRuiter, Carpe Diem

#### Wednesday

- Pedestrian Crossing Inquiry regarding where the greenway component will be entering Killearn Estates and if a roundabout will limit safe pedestrian crossing
- Road Opening Schedule Inquiry regarding the schedule of road openings
- Roadway Speed Limit Inquiry regarding the speed limit of the roads approaching the Shamrock/Centerville Intersection
- Killearn Cut-Through Traffic Concern regarding cut through traffic in the Killearn neighborhood and additional noise
- Heavy Vehicle Traffic Through Killearn Concern regarding semi-trucks cutting through the neighborhood and Shamrock Extension attracting more
- Additional Killearn Exit Public comment acknowledging that Shamrock Extension will
  provide another exit for Killearn Estates, helping to alleviate traffic
- I-10 Interchange Inquiries regarding how the interchange will alter traffic throughout the Killearn neighborhood

#### • Thursday

- Killearn Pedestrian Safety Concern regarding the increase of traffic in the neighborhood and the Killearn Homes Association preference of a roundabout at the intersection of Shamrock/Centerville.
- Centerville Roundabout Comment regarding desire for no roundabouts along Centerville
- Interchange and Greenway Public comment regarding liking the project better knowing that there are plans for an interchange and greenway
- Shamrock Traffic Impacts Inquiry regarding traffic projections along Shamrock
- Noise Impact Concern regarding additional noise from Welaunee for the Buckhead neighborhood
- New Development Inquiry regarding if development will happen around Shamrock Extension and Welaunee Boulevard
- Project Schedule Inquiry regarding when the project will be approved
- Multi-use Trail Inquiry regarding if the path will allow access into Killearn

#### **Welaunee Greenway**

- Hosted by Shawn Kalbli, Kimley-Horn and Lynn Cherry, Carpe Diem
- Wednesday
  - Canopy Connection Inquiry regarding how the greenway will connect to Canopy
  - Greenway Schedule Inquiry regarding the schedule for the greenway trail improvements
  - Roadway Connection Schedules Inquiries regarding the schedule for the Edenfield Road, Miles John Road, and Thornton Road connections
  - o **Trailhead Appearance** Suggestion of the trailheads having natural character

#### Thursday

- Greenway Access Inquiry regarding access to the greenway from Centerville Road
- Greenway Tie-in to Existing Inquiry regarding how Welaunee Greenway will tie-into the existing Miccosukee Greenway
- Trail Features Suggestion of bike repair stations and water fountains be located along the trail
- o **Trail Alignment** Suggestion of the trail to meander and not be a straight line
- Greenway Maintenance Inquiry regarding who will maintain the greenway trail
- Cyclist Safety Concern regarding cyclist safety and the drainage diversion berms being dangerous
- Trailhead Feature Suggestion of a RV dump station at one of the trailheads (but no RV overnight facility)
- o **Trail Feature** Suggestion of a natural tail and no benches. Keep it simple
- o Trail Feature Comment stating that diversion berms are not ideal while riding horse

#### **Northeast Area Planning**

• Hosted by Artie White, Administrator of Comprehensive Planning, City of Tallahassee and Dwight Dempsey, Kimley-Horn

#### Wednesday

- o Future Roadway Extension Inquiry regarding the future Dempsey-Mayo extension
- Pemberton Court Connection Inquiry regarding the possibility of Pemberton Court connecting to Welaunee Blvd
- Planned Future Road Tie-ins Inquiry regarding the planned roads tying into Miles Johnson ad Thornton Roads

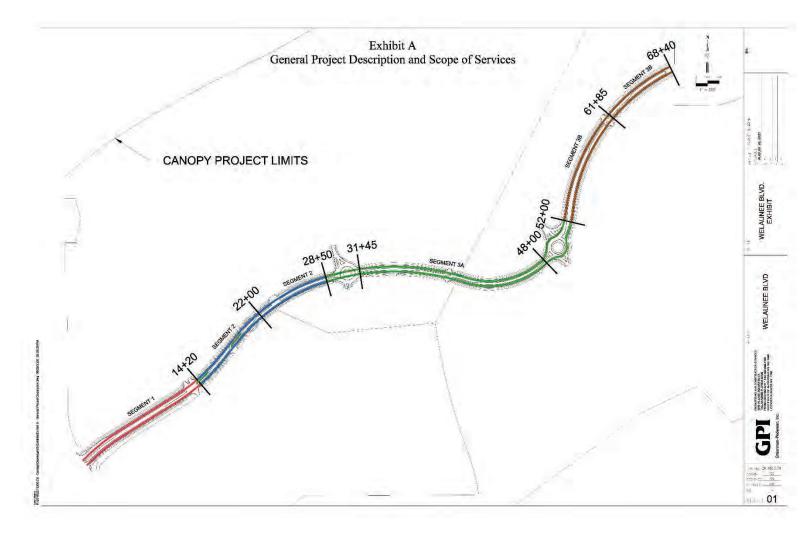
#### Thursday

- Buckhead Neighborhood Concern regarding additional noise from Welaunee and land use/zoning around the neighborhood
- o **Opposed Development** Statement of wanting the property to remain rural
- Proctor Road Improvements Inquiry regarding the possible improvements to the unpaved Proctor Road
- City PUD Roadway Inquiry regarding the number of lanes through the City PUD

- Segment 1 This segment has been completed and had a final acceptance date of July 2017.
- Segment 2 This segment has been completed and had a final acceptance date of July 2017.
- Segment 3A This segment is currently under construction and listed below is the status of remaining construction activities as of 3-8-21.
  - a. There is an 80' section of 8" water main that needs to be pressure tested.
- b. Water samples for all water mains must be taken to pass compliance for bacterial testing from the COT laboratory.
  - c. Need to complete final TV for 346' of 8" gravity sewer main.
  - d. Have not received TV reports for all storm pipe and structures.
  - e. COT gas/electric is in construction phase.
- f. All curb and gutter has been installed. Repairs to damaged concrete will be completed with final punch list.
  - g. Final grading and sod adjacent to mainline and in medians has not begun.
  - h. All structural asphalt is complete. There has been no placement of friction course to date.
- \* To summarize all sewer, water main and storm pipe has been installed but has not met all COT requirements for final acceptance.

Segment 3B - Construction of this segment has not started.

# **Exhibit A**

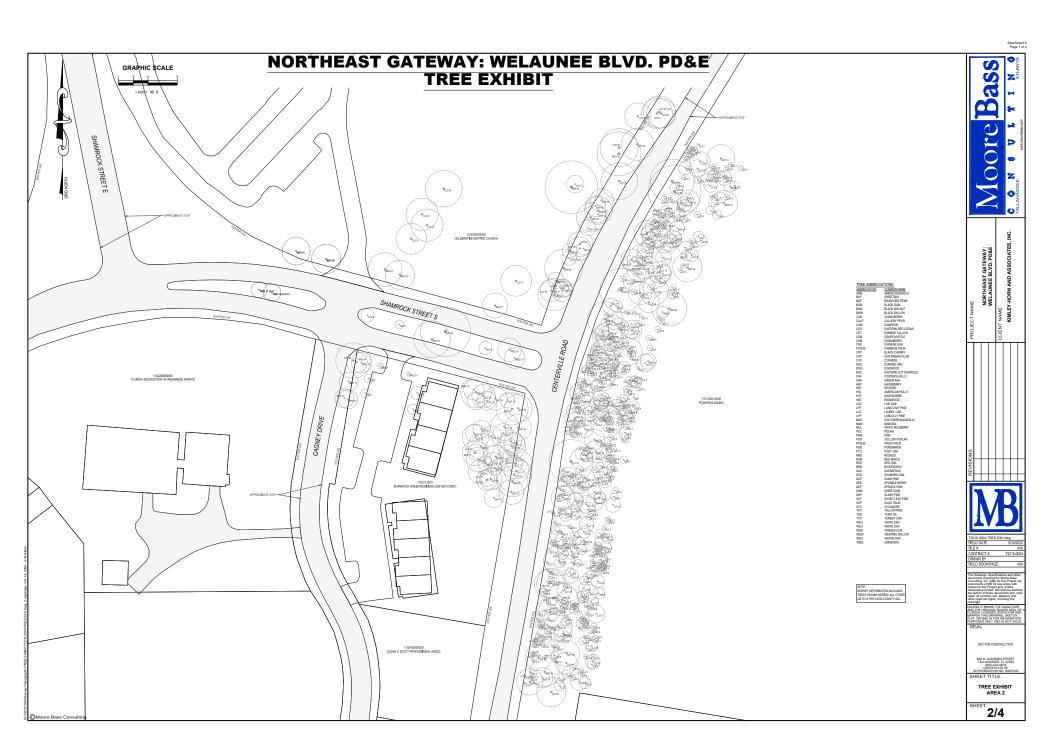


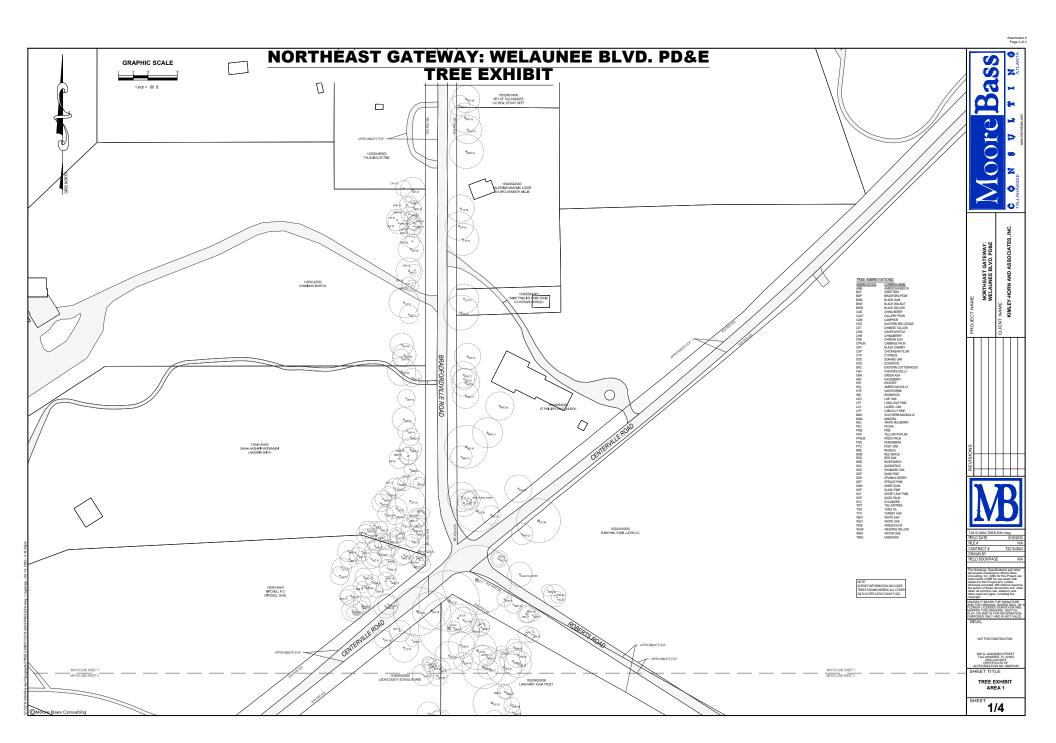
	ANALYSIS	SUMMARY MATRIX	madi: ca			
CATEGORY	Alt A - 5-l eg Roundahout	Alternative  Alt. A - 5-Leg Roundabout Alt. B - 5-Leg Signalized Alt. C - Roberts Realignment Alt. D - Swing				
NGINEERING	yaayt o zog ttoamaasaat	7 tt 1	yaar o itozotto ttoanigiiniont	7.1.1.2		
raffic Operations and Mobility	<b>///</b>	×	<b>V V</b>	$\checkmark$		
Jtility Involvement	<b>✓</b>	<b>V</b>	<b>✓</b>	<b>V</b>		
Safety	<b>V V</b>	<b>V</b>	<b>///</b>	<b>V V</b>		
Access Management	<b>✓</b>		<b>/</b>	<b>V</b>		
Permitting	<b>V V</b>	<b>V V</b>		<b>V</b>		
OCIO-ECONOMIC						
telocation Potential	$\checkmark$	<b>✓</b>		$\checkmark$		
Consistent with Local Planning	<b>V</b>		<b>V</b>	$\checkmark$		
Right-of-Way-Acquisition	<b>V</b>		×	×		
mergency Response/Evacuation	<b>✓</b>	X		×		
Schools/Students	<b>V</b>		<u> </u>	×		
Conservation Areas	×	X	X	<b>V V</b>		
Parks/Recreation Areas	<b>V</b>		<b>V</b>	<b>V</b>		
esthetics	<b>✓</b>		<b>V</b>	<b>V</b>		
ublic Comments	<b>V</b>		<b>✓</b>	_		
conomic Development	<b>V</b>		<b>✓</b>	<b>V</b>		
Canopy Roads	×	X	<b>V</b>	<b>V</b>		
Residential Neighborhoods and Housing			<b>✓</b>	<b>V</b>		
Places of Worship	X	X	<b>✓</b>	<b>V</b>		
NVIRONMENTAL		**				
Vetlands/Surface Waters			$\checkmark$	XX		
stormwater/Drainage			<b>✓</b>	×		
hreatened & Endangered Species	<b>V</b>		<b>✓</b>	<b>V</b>		
contamination	<b>V</b>		<b>✓</b>	<b>V</b>		
uir Quality	<b>V</b>	<b>✓</b>	<b>✓</b>	<b>V</b>		
loise	<b>V</b>	<b>✓</b>	<b>✓</b>	<b>V</b>		
loodplains	<b>✓</b>	<b>✓</b>	<b>✓</b>	XX		
rees/Forests	*	×	×	×		
armlands	<b>V</b>	<b>V</b>	<b>V</b>	×		
Cultural/Historical/Archaeological	<b>✓</b>		<b>V</b>	<b>V</b>		
OST						
design	<b>V V</b>	<b>V V</b>	<b>V V</b>	<u> </u>		
Right-of-Way	<b>V</b>	<b>V V</b>	X	XX		
litigation	×	X	X	XX		
Construction	<b>V V</b>		<b>V V</b>	<b>V</b>		

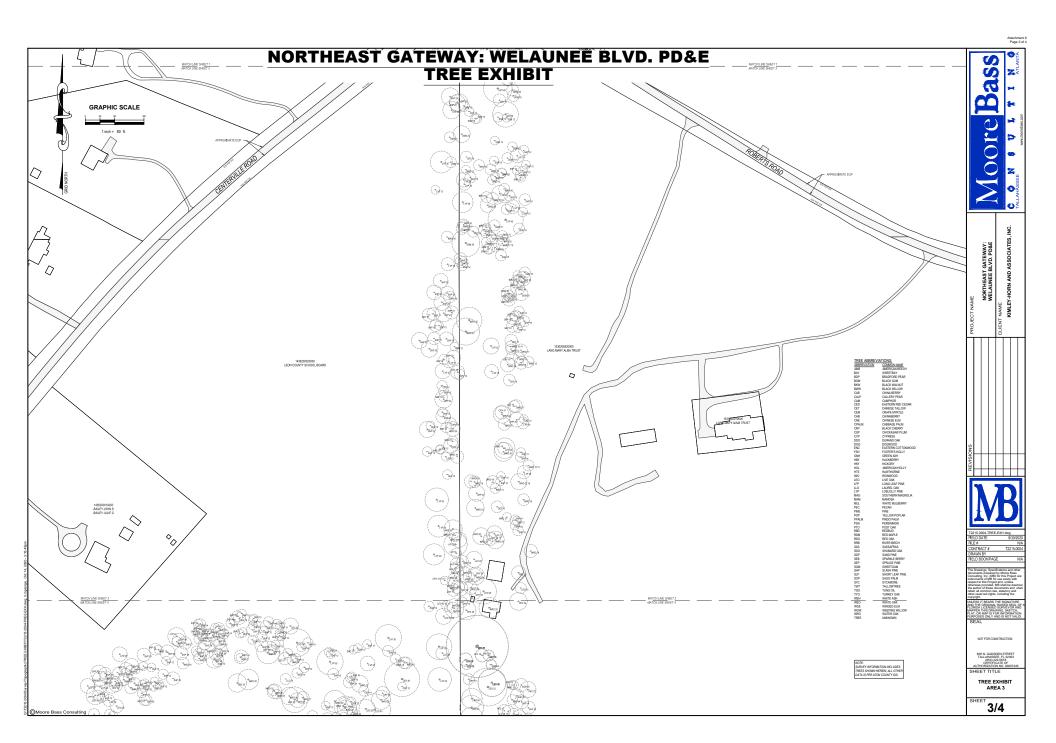
	ANALYSIS	SUMMARY MATRIX				
CATEGORY	Alternative					
CATEGORY	Alt. A - 5-Leg Roundabout	Alt. B - 5-Leg Signalized	Alt. C - Roberts Realignment	Alt. D - Swing East		
ENGINEERING			10000	100 0 0 444 0 044		
Traffic Operations and Mobility	- LOS B for AM & LOS A for PM - Better Roadway Relief	- LOS C for AM & PM - Better Roadway Relief	- LOS B for AM & PM - T-Int: LOS C for AM & PM - Better Roadway Relief	- LOS B for AM & PM - T-Int: LOS B for AM & PM - Good Roadway Relief		
Utility Involvement	Moderate Involvement	Moderate Involvement	Low Involvement	Low Involvement		
Safety	Moderate Safety	Low Safety	High Safety	Moderate Safety		
Access Management	Addresses Access Management	Addresses Access Management	Addresses Access Management	Addresses Access Management		
Permitting	No unique permitting	No unique permitting	No unique permitting	Potential for unique permitting		
SOCIO-ECONOMIC						
Relocation Potential	None	None	None	None		
Consistent with Local Planning	Yes	Yes	Yes	Yes		
Right-of-Way-Acquisition	13.0 ac	12.0 ac	14.0 ac	13.5 ac		
Emergency Response/Evacuation	Operable during Electrial Outages	Challenges during Electrial Outages	Meets Standards	Meets Standards		
Schools/Students	Pimlico Connection supported by Leon County School Board	Pimlico Connection supported by Leon County School Board	Pimlico Connection supported by Leon County School Board	No Pimlico Extension		
Conservation Areas	10.00 ac	10.75 ac	10.75 ac	0.0 ac		
Parks/Recreation Areas	Easy Access to Northeat Park	Easy Access to Northeat Park	Easy Access to Northeat Park	Easy Access to Northeat Park		
Aesthetics	Rural	Rural	Rural	Rural		
Public Comments	Consistent with comments received from Stakeholders and Community Members	Consistent with comments received from Stakeholders and Community  Members  Consistent with comments received from Stakeholders and Community  Members		None		
Economic Development	Satisfied	Satisfied	Satisfied	Satisfied		
Canopy Roads	Trees impacted by larger intersection footprint. Opportunity to preserve large live oak near intersection.	Trees impacted by larger intersection footprint. No opportunity to preserve large live oak near intersection.	Minimal Impacts	No Impacts		
Residential Neighborhoods and Housing	No Impacts	No Impacts	No Impacts	No Impacts		
Places of Worship	St. Phillip AME Church Impacted	St. Phillip AME Church Impacted	No Impacts	No Impacts		
ENVIRONMENTAL						
Wetlands/Surface Waters	0.0 ac	0.0 ac	0.0 ac	2.0 ac		
Stormwater/Drainage	Swale System Management	Swale System Management	Swale System Management	Additional Stormwater Ponds		
Threatened & Endangered Species	None Identified	None Identified	None Identified	None Identified		
Contamination	No Impacts	No Impacts	No Impacts	No Impacts		
Air Quality	No Additional Impacts	No Additional Impacts	No Additional Impacts	No Additional Impacts		
Noise	No Additional Impacts	No Additional Impacts	No Additional Impacts	No Additional Impacts		
Floodplains	0.0 ac	0.0 ac	0.0 ac	2.5 ac		
Trees/Forests	10.0 ac	10.75 ac	13.50 ac	30.0 ac		
Farmlands	0.0 ac		0.0 ac	30.0 ac		
Cultural/Historical/Archaeological	None Identified	None Identified	None Identified	None Identified		
COST						
Design		Design Cost approximately	15% of Construction Costs			
Right-of-Way	20-25%	5-10%	35-40%	100%		
Construction	65-70%	60-65%	65-70%	100%		

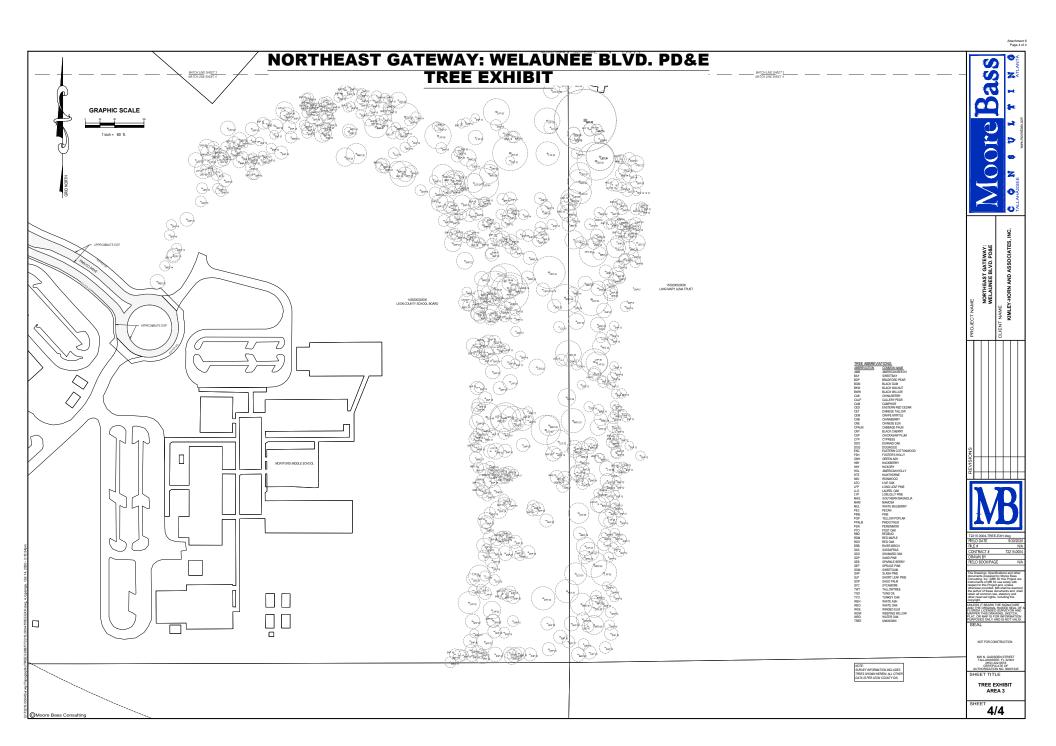
ANALYSIS SUMMARY MATRIX  Alternative				
CATEGORY	Opt. X - Roundabout	Opt. Y - Signalized		
NGINEERING				
Fraffic Operations and Mobility				
Jtility Involvement	$\checkmark$	<b>✓</b>		
Safety	<b>V V</b>	<b>V</b>		
Access Management	<b>V V</b>	<b>V</b>		
Permitting	<b>V</b>	<b>V</b>		
SOCIO-ECONOMIC				
Relocation Potential	$\checkmark$	$\checkmark$		
Consistent with Local Planning				
Right-of-Way-Acquisition	×			
mergency Response/Evacuation				
Schools/Students				
Conservation Areas	_			
Parks/Recreation Areas				
Aesthetics				
Public Comments		<b>V</b>		
Economic Development		<b>V</b>		
Canopy Roads	XX	X		
Residential Neighborhoods and Housing		<b>V</b>		
Places of Worship	×	V		
ENVIRONMENTAL		·		
Netlands/Surface Waters				
Stormwater/Drainage	$\checkmark$	<b>V</b>		
Threatened & Endangered Species	$\checkmark$	$\checkmark$		
Contamination	$\checkmark$	$\checkmark$		
Air Quality		<b>V</b>		
Noise				
Floodplains	<b>V</b>	<b>V</b>		
Frees/Forests	××	×		
Farmlands	V	<b>V</b>		
Cultural/Historical/Archaeological		<b>V</b>		
COST	V	· ·		
Design				
Right-of-Way	×			
Mitigation	×	<b>V</b>		
Construction	<b>V</b>			

	ANALYSIS SUMMARY MATRIX				
CATEGORY	Alter	Alternative			
CATEGORY	Opt. X - Roundabout	Opt. Y - Signalized			
ENGINEERING	1000 5 444 0 044	100000			
Traffic Operations and Mobility	- LOS B for AM & PM - Great Roadway Relief	-LOS C for AM & LOS A for PM - Great Roadway Relief			
Utility Involvement	Moderate Involvement	Low Involvement			
Safety	High Safety	Moderate Safety			
Access Management	Best Acccess Management	Good Access Management			
Permitting	No unique permitting	No unique permitting			
SOCIO-ECONOMIC					
Relocation Potential	None	None			
Right-of-Way-Acquisition	0.25 ac from Celebration Baptist Church	0.0 ac			
Emergency Response/Evacuation	Operable during Electrical Outages	Meets Standards			
Schools/Students	N/A	N/A			
Conservation Areas	N/A	N/A			
Parks/Recreation Areas	No Impacts	No Impacts			
Aesthetics	Satisfied	Satisfied			
Public Comments	Supported by Killearn Homes Association	None			
Economic Development	Satisfied	Satisfied			
Canopy Roads	1.5 acres impacted. Tree survey reveled trees of smaller growth are impacted.	0.25 acres impacted. Tree survey reveled trees of smaller growth are impacted.			
Residential Neighborhoods and Housing	No Impacts	No Impacts			
Places of Worship	Celebration Baptist Church Impacted	No Impacts			
ENVIRONMENTAL					
Wetlands/Surface Waters	0.0 ac	0.0 ac			
Stormwater/Drainage	Satisfied	Satisfied			
Threatened & Endangered Species	None Indentified	None Indentified			
Contamination	No Impacts	No Impacts			
Air Quality	No Additional Impacts	No Additional Impacts			
Noise	No Additional Impacts	No Additional Impacts			
Floodplains	0 ac	0 ac			
Trees/Forests	Approximately 435 Impacted Trees	Approximately 100 Impacted Trees			
Farmlands	0 ac	0 ac			
Cultural/Historical/Archaeological	None Indentified	None Indentified			
COST					
Design	Design Cost approximately	15% of Construction Costs			
Right-of-Way	100%	0%			
Construction	100%	85-90%			









From: Allbritton, Daniel <allbrittond@leonschools.net>

Sent: Tuesday, March 30, 2021 5:04 PM

To: Wetherell, Ryan; Daniel Scheer; Autumn Calder Subject: FW: NE Gateway: Montford and Roberts Connection

Going back and looking at all of the March 22<sup>nd</sup> options with now seeing that option D appears to be the direction Welaunee Blvd. is heading I have a request. Would Blueprint extend Pimlico Rd. as shown in options A, B, & C around Montford in the conservation easement and connect to Welaunee Blvd. South of the Southeast corner of the property. I believe LCS would support option D with that change. Without the Pimlico Rd. being extending to Welaunee Blvd. I think this will be a hard sale to LCS Board, Staff, Teachers, and Parents.

From: Allbritton, Daniel

Sent: Tuesday, March 30, 2021 4:38 PM

To: Wetherell, Ryan < Ryan. Wetherell@kimley-horn.com>

Cc: Daniel Scheer < Daniel. Scheer@Blueprintia.org>; autumn.calder@blueprintia.org; Hanna, Rocky

<hannar@leonschools.net>; McFarland, Kim <mcfarlandk2@leonschools.net>; Blessing, Lewis

<BlessingL@leonschools.net>; Hunkiar, John <hunkiarj@leonschools.net>

Subject: RE: NE Gateway: Montford and Roberts Connection

#### Mr. Wetherell,

I've included Superintendent Hanna, the principals from both Roberts and Montford, and the LCS Chief of Safety & Security. At the March 22<sup>nd</sup> meeting there 4 options of which the group agreed on options A & C. The attached is option D that was not recommended due to environmental impacts and an additional 2.9 million cost to the project. This option is a disappointment to LCS due to the fact we no longer have the Pimlico connection. I see that there could possibly be a connection South of the schools. This would require LCS to use the drop off lanes as thru traffic. The main disappointment is that LCS worked with the COT when purchasing this property for the purpose of Welaunee Blvd. LCS placed a third of the 108 acres into a conservation easement knowing that this acreage would one day be Welaunee Blvd. I will be sending options A & C to Superintendent Hanna for direction on the LCS stance.

From: Wetherell, Ryan < Ryan. Wetherell@kimley-horn.com >

**Sent:** Monday, March 29, 2021 9:42 PM

To: Allbritton, Daniel <allbrittond@leonschools.net>

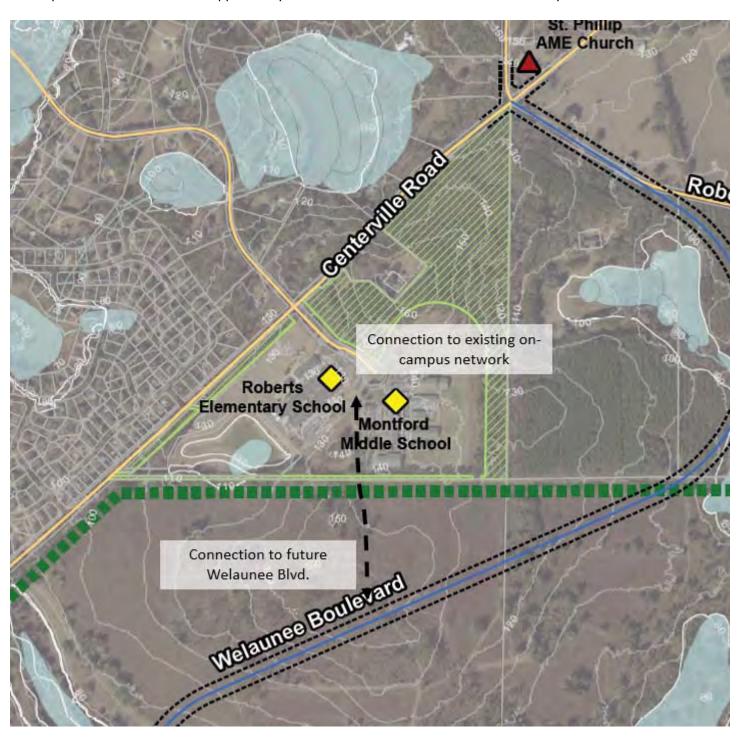
Cc: Daniel Scheer < Daniel. Scheer @ Blueprintia.org >; autumn.calder @ blueprintia.org

Subject: NE Gateway: Montford and Roberts Connection

#### **EXTERNAL** - This email originates outside of Leon County Schools

#### Good evening Mr. Allbritton,

We are continuing to work with Blueprint to complete the PD&E study for the NE Gateway project and are preparing to move into the final design phase this summer. At the April 8<sup>th</sup> Intergovernmental Agency meeting, the Blueprint team will be seeking direction from the Intergovernmental Agency Board regarding the operational alternatives under study for connecting in the Northeast Gateway to Roberts Road. Previously we had coordinated and received your feedback regarding a campus connection along the eastern boundary of the Montford/Roberts campus to the Northeast Gateway. A new northern connection to Roberts Road, in addition to those previously reviewed with you, is under study that does not connect up the eastern boundary of the campus and would not accommodate that connection, as this alternative is further to the east; east of the Lang Family Property. The image below depicts this alternative. Through coordination and preparation for the April 8<sup>th</sup> Intergovernmental Agency Board meeting, the Northeast Gateway project team was asked to coordinate with LCSB staff and understand whether a connection could be contemplated across the southern boundary of the campus, making a connection between the new Welaunee Boulevard, and the existing roadway network on the Montford/Roberts campus. In reviewing the circulation and operations of the existing network on campus, we recognize this would require some reconfiguration of the existing network to accommodate this connection from the southside of the existing roundabout on campus. Please feel free to reach out to Autumn Calder or Dan Scheer at Blueprint or me to discuss. We appreciate your consideration of this and look forward to your feedback.



Thanks, Ryan Ryan S. Wetherell, P.E. | Vice President Kimley-Horn | Mobile: 850.339.4325

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\*SUNSHINE LAW AND PUBLIC RECORDS CAUTION: Florida has a very broad Public Records Law. Virtually all written communications to or from School Board of Leon County, Florida Personnel are public records available to the public and media upon request. E-mail sent or received on the LCSB system will be considered public and will only be withheld from disclosure if deemed confidential pursuant to State Law. Individual student records are deemed confidential.

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# **State Environmental Impact Report**

Florida Department of Transportation
District Three

# Northeast Gateway: Welaunee Boulevard Project Development & Environment (PD&E) Study

From Fleischmann Road to Shamrock Street South and to Roberts Road

FPID: N/A

Leon County, FL

Prepared For:

Florida Department of Transportation - District 3 1074 Highway 90 Chipley, FL 32428

May 2021

#### STATE ENVIRONMENTAL IMPACT REPORT

#### 1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

Project Information: The Northeast Gateway Welaunee Boulevard Phase One (referred to as Welaunee Boulevard) project is a priority project of the Blueprint Intergovernmental Agency (Blueprint) extending Welaunee Boulevard from Fleischmann Road to Centerville Road at Shamrock South and north to Roberts Road, a total distance of approximately 7 miles. As shown in **Figure 1**, the southern portion of the project from Fleischmann Road through the Canopy development will be constructed by others. The Northeast Gateway Welaunee Boulevard Phase One Project Development and Environment (PD&E) Study will evaluate the extension of Welaunee Boulevard from the east side of the Canopy development to Centerville Road at Shamrock South and north to Roberts Road. The Welaunee Boulevard is proposed to be a four-lane divided arterial with a 45-mph design speed that includes sidewalks, bike lanes and multi-use trails. The project proposes to cross over I-10 via an overpass, but through coordination with the Florida Department of Transportation (FDOT) and since this is a State Environmental Impact Report (SEIR), the crossing of the I-10 right-of-way is not addressed in this PD&E study. A proposed interchange at the proposed Welaunee Boulevard and I-10 will be evaluated in a future, separate PD&E study and Interchange Justification Report (IJR).

Blueprint, a joint sitting of the City of Tallahassee and Leon County Commissions, is leading the preparation of the SEIR for the Welaunee Boulevard, an off-system roadway, in cooperation with the FDOT District 3 staff. The state environmental process is being followed and this SEIR is being prepared to allow for future phases to potentially utilize state funding or a loan through the State Infrastructure Bank.

a. Project Name: Northeast Gateway Welaunee Boulevard Phase One (referred to as Welaunee Boulevard)

Project Limits: Welaunee Boulevard from Fleischmann Road to Centerville Road at Shamrock South and north to Roberts Road

County: Leon County, Florida

ETDM Number: 14366

Financial Project Number: N/A

Project Manager: Daniel Scheer, PE; Blueprint Intergovernmental Agency

- b. Proposed Improvements: This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.
- c. Purpose and Need:

#### **Purpose**

The purpose of the project is to improve regional mobility, enhance transportation system connectivity, and serve to reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties. In addition, the Northeast Gateway Welaunee Boulevard will provide mobility and connectivity opportunities for non-motorized users.

Need

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. 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. In addition, the project is anticipated to provide relief to US 319 (Thomasville Road) and US 90 (Mahan Drive)-the first phase of a new regional gateway into Tallahassee.

#### Project Background

The Northeast Gateway Project, located in Leon County, includes major infrastructure improvements within the entire 7,000-acre Welaunee Critical Planning Area. This area is divided into three subareas: the Toe, Arch, and Heel. Infrastructure improvements include regional-serving roads to distribute traffic north, south, east, and west via a new I-10 interchange at Welaunee Boulevard, which was recommended in FDOT's I-10 Master Plan Update on February 28, 2013.

In 1990, the Tallahassee-Leon County Comprehensive Plan designated most of Welaunee as a Critical Planning Area requiring an additional level of planning before the property could be developed. In 1990, the City of Tallahassee entered into an Urban Services-Development Agreement with Powerhouse, Inc., the owners of the Welaunee property. In the agreement, the City and Powerhouse agreed that (1) Powerhouse would annex the entire property into the City; (2) the City would provide water, wastewater and electric service as the property develops; and (3) Powerhouse would reserve and eventually dedicate right of way for the Northeast Capital Parkway (then planned from Dempsey Mayo Road through Welaunee and across I-10 to Roberts Road) and for the extension of Shamrock Way from Centerville Road to US 90.

In 2002, the City and County amended the Tallahassee-Leon County Comprehensive Plan to include Critical Area Plans for 1,250 acres in the Toe and 1,092 acres in the Heel, including the MCRG. No planning was undertaken for the Arch which consists of 4,600 acres. The Welaunee Critical Area Plan included provisions for a new interchange for I-10 and Welaunee Boulevard. Land use controls advocated by Powerhouse and adopted by the City of Tallahassee and Leon County are intended to result in a traditional neighborhood development (TND) design pattern in the Toe and Heel.

In 2006, the City of Tallahassee purchased 438 acres in the Toe including land abutting the south side of I-10. The City of Tallahassee and Powerhouse jointly agreed to reserve 9 acres of land adjacent to I-10 for the eventual construction of a new interchange. In addition, Powerhouse renewed the right of way reservation for the Shamrock Way.

#### Roadway Capacity / Deficiencies

The preliminary modeling results show the project will reduce traffic demand at both the Thomasville Road/Capital Circle Northeast and Mahan Drive/US 90 interchanges by 10 percent. Similarly, the traffic demand for adjacent facilities at Centerville Road and Miccosukee Road are projected to be reduced by 25 percent and 35 percent, respectively. This assumes the full buildout of Welaunee Boulevard as well as the construction of an interchange at Welaunee Boulevard and I-10.

#### System Linkage

Welaunee Boulevard will provide an additional southwest to northeast connection within Leon County helping to reduce capacity demand on Centerville Road, Thomasville Road, Miccosukee Road, and US 90. The portion of US 90 within the project area is part of the FDOT's Strategic Intermodal System (SIS) and is designated as a SIS connector.



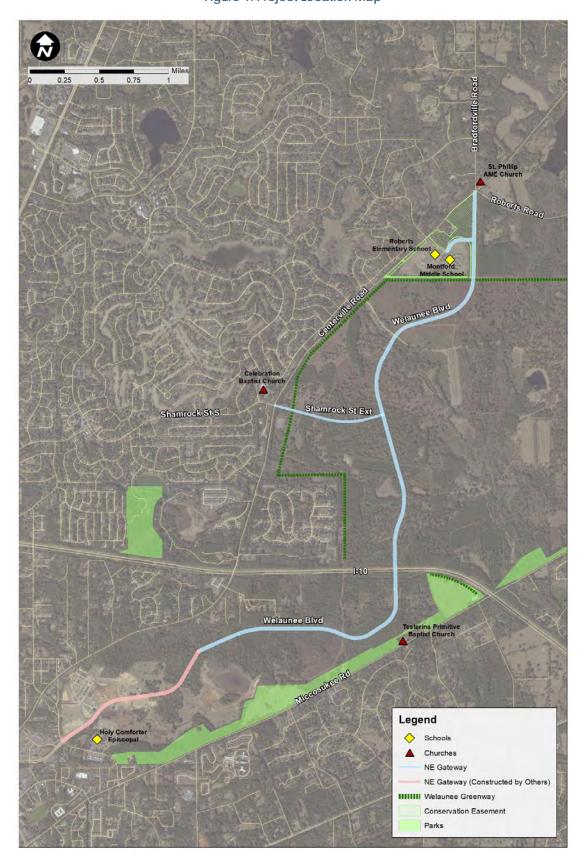


Figure 1: Project Location Map

EN	ENVIRONMENTAL ANALYSIS Issued/Resources		*Substantial Impacts?		ots?	**Supporting Information		
		•	Yes	No E	nhance	Nolnv		
Α.	A. SOCIAL & ECONOMIC							
	1.	Social	[]	[X]	[]	[]	See Attachment A, Section A.1	
	2.	Economic	[]	[X]	[]	[]	See Attachment A, Section A.2	
	3.	Land Use Changes	[]	[X]	[]	[]	See Attachment A, Section A.3	
	4.	Mobility	[]	[X]	[]	[]	See Attachment A, Section A.4	
	5.	Aesthetic Effects	[]	[X]	[]	[]	See Attachment A, Section A.5	
	6.	Relocation Potential	[]	[X]	[]	[]	See Attachment A, Section A.6	
B.	CU	ILTURAL						
	1.	Historic Sites/Districts	[]	[X]	[]	[]	See Attachment B, Section B.1	
	2.	Archaeological Sites	[]	[X]	[]	ii.	See Attachment B, Section B.2	
	3.	Recreation Areas	[]	[X]	[]	Ü	See Attachment B, Section B.3	
C.	NΑ	TURAL					_	
	1.	Wetlands and Other						
		Surface Waters	[]	[X]	[]	[]	See Attachment C, Section C.1	
	2.	Aquatic Preserves and						
		Outstanding FL Waters	[]		[]	[X]	See Attachment C, Section C.2	
	3.	Water Quality and Water						
	(	Quantity	[]	[X]	[]	[]	See Attachment C, Section C.3	
	4.	Wild and Scenic Rivers	[]	[]	[]	[X]	See Attachment C, Section C.4	
	5.	Floodplains	[]	[X]	[]	[]	See Attachment C, Section C.5	
	6.	Coastal Barrier Resources		[]	[]	[X]	See Attachment C, Section C.6	
	7.	Protected Species and						
		Habitat	[]	[X]	[]	[]	See Attachment C, Section C.7	
	8.	Essential Fish Habitat	[]	[]	[]	[X]	See Attachment C, Section C.8	
D.	D. PHYSICAL							
	1.	Highway Traffic Noise	[]	[X]	[]	[]	See Attachment D, Section D.1	
	2.	Air Quality	[]	[X]	[]	[]	See Attachment D, Section D.2	
	3.	Contamination		[X]	[]	[]	See Attachment D, Section D.3	
	4.	Utilities and Railroads	[]	[X]	[]	[]	See Attachment D, Section D.4	
	5.	Construction	[]	[X]	[]	[]	See Attachment D, Section D.5	
	6.	Bicycles and Pedestrians	[]	[X]	[]	[]	See Attachment D, Section D.6	
	7.	Navigation	[]	[]	[]	[X]	See Attachment D, Section D.7	

<sup>\*</sup> Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact: Enhance = Enhancement; NoInv = Issue absent, no involvement

2.

<sup>\*\*</sup> Supporting information is documented in the referenced attachment

### 3. ANTICIPATED PERMITS

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

### 4. ENGINEERING ANALYSIS

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

### 5. COMMITMENTS

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

### **6. FDOT SELECTED ALTERNATIVE**

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

7. [ ] APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)

	11_
<b>Environmental or Project Development</b>	Date
Manager or Administrator	

### 8. PUBLIC INVOLVEMENT

- 1. [] A public hearing is not required.
- [X] A public hearing will be held on DAY OF WEEK, MONTH DAY, YEAR. This draft document was publicly available from MONTH DAY, YEAR to MONTH DAY, YEAR. District Contact Information:
- 3. [] A public hearing was held on MONTH DAY, YEAR and the summary and transcript is available in **Appendix X**.
- 4. [] An opportunity for a public hearing was afforded and was documented (insert date).

### 9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability or family status.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

The final SEIR reflects consideration of the PD&E Study and the public hearing.

	//
FDOT Environmental Manager	Date
	//
FDOT District Secretary or Designee	Date

# **10. SUPPORTING INFORMATION**

Canopy and Welaunee Planned Unit Development (PUD) General Land Use Plan Figures



# **Environmental Analysis**

The following sections summarize the results of the socio-economic, cultural, and natural environmental data collection and analysis conducted as part of this Project Development and Environment (PD&E) Study. The purpose of this analysis was to determine the effects associated with the proposed project. This analysis also utilized information obtained from comments made by the various Environmental Technical Advisory Team (ETAT) members during Efficient Transportation Decision Making (ETDM) Programming Screen. This information is available for review at https://etdmpub.fla-etat.org/ (ETDM number 14366).

# **Attachment A. Social & Economic**

### A.1 Social

Except for the southern and northern terminuses of the project, most of the property encompassing the project area is undeveloped, either densely wooded land or pasture, which is all vacant land. At the southern terminus of the project area, there is a residential area comprised of three developments: Canopy, The Grove at Canopy, and Arbor Trace at Canopy. The Canopy development is currently comprised of approximately 60 single-family residences, The Grove at Canopy is a senior living community, while Arbor Trace at Canopy is multi-family townhomes. It is of note that the Canopy development is still under construction and covers 505 acres, consisting of 1,417 dwelling units. The future residential areas include low, medium, and high-density residential use. The residential areas of this development are shown in **Appendix A**. This project will be beneficial to these new communities by providing enhanced access.

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the project area are listed in **Table A-1**. Some of the community services/providers are listed more than once as they fall within multiple categories and some of the schools/group care facilities have the same address as the churches with which they are associated.

Not included in the list of community services, but also of importance due to the access benefits they would experience from implementation of the project are fire and police protection services. The closest fire station is located at 2805 Shamrock Road, approximately 1.3 mile west of the project area. The Tallahassee Police Department has an office at 234 East 7<sup>th</sup> Avenue, approximately 4.1 miles west of the project. The delivery of both fire and police protection services will be greatly enhanced, especially for the existing and planned developments in the surrounding area.

Table A-1: Community Service Providers in the Project Area

TYPE	NAME	ADDRESS
	Holy Comforter Episcopal School	2001 Fleischmann Road
Schools	Roberts Elementary School	5777 Pimlico Drive
	William J Montford III Middle School	5789 Pimlico Drive
Religious	Holy Comforter Episcopal Church	2001 Fleischmann Road

Centers	Saint Phillip African Methodist Episcopal Church	6200 Centerville Road
	Celebration Baptist Church	3300 Shamrock Street E
	Mount Horbem Church	3390 Gardenview Way
	Westminster Presbyterian Church	4501 Centerville Road
	Christian Life Fellowship	3608 Centerville Road
	Church of Christ	4015 Centerville Road
	Mt. Horeb Primitive Baptist Church	5002 Centerville Road

The EST Sociocultural Data Report (SDR) was used for demographic data. The SDR uses the 2014 to 2018 American Community Survey (ACS) data and reflects the approximation of the population based on the area of a 500-foot buffer intersecting the Census block groups along the project corridor. Using the 500-foot project buffer, the SDR identified that the total population is 197 persons totaling 76 households, of which 7.53% households were below poverty level in the previous 12 months and 1.14% of households received public assistance income. The Census data indicates the median household income, within a 500-foot buffer of the project area, is \$77,024.

Of the 197 people, 25 years and over, living within the 500-foot buffer of the project area, 131 (99.24%) were high school graduates or higher and 53.03% (70 persons) had a bachelor's degree or higher.

Most of the population (78.68%) was White Alone. Two minority group are represented in the project area, "Black or African American Alone" with 16.24% (32 people) and "Asian Alone" with five people (2.54%).

There are 81 housing units in the project area with a median value of \$268,300. Of these 64 are owner-occupied, 12 are renter-occupied units, and four are vacant units.

Also, within the project area, the Census data indicates that none of the population speaks English "not well" or "not at all".

**Table A-2** presents the demographics of the 500-foot buffer of the project area in comparison with that of Leon County. The analysis of Geographic Information System (GIS) data indicates the project area is comprised of a smaller minority population percentage and a higher household income as compared to Leon County as a whole.

Table A-2: Project Area Demographics

DEMOGRAPHIC	500-FOOT BUFFER OF THE PROJECT AREA		LEON COUNTY	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Total Population	197	100.00%	270,409	100.00%
Racial Characteristics				
White Alone (Race)	155	78.68%	171,987	63.60%
African-American (Race)	32	16.24%	81,192	30.03%
Asian Alone (Race)	5	2.54%	7,766	2.87%
American Indian or Alaska Native (Race)	0	0.00%	956	0.35%
Ethnicity Characteristics				
Hispanic or Latino (Ethnic Group)	6	3.05%	14,276	5.28%
Language Ability				
Age 5 and Over	0	0.0%	3,996	1.56%
Speaks English Not at All	0	0.0%	403	0.16%
Speaks English Not Well or At All	0	0.0%	2,419	0.95%
Income Characteristics				
Total Households	76	100.00%	109,314	100.00%
Median Household Income	\$85,029	-	\$44,490	-
Households Below Poverty Level	5	6.58%	23,011	21.05%
Households with Public Assistance	0	0.00%	1,136	1.04%
Education Characteristics				
Median Age	47	-	29	-
High School Graduate or Higher	131	99.24%	139,585	90.55%
Bachelor's Degree or Higher	70	53.03%	63,627	41.28%
Housing Characteristics				
Total Housing Units	81	100.00%	122,500	100.00%
Owner-Occupied Units	64	75.30%	60,588	49.46%
Renter Occupied Units	12	14.81%	48,726	39.78%
Vacant Units	4	4.9%	13,186	10.76%
Median Housing Value	\$268,300		\$196,700	

Source: 2014 – 2018 Census American Community Survey

The project does not separate residences from community facilities such as churches, schools, shopping areas, or civic or cultural facilities. Based on the analysis conducted, the project will not result in high or disproportionate impacts to any minority, ethnicity, elderly or handicapped groups, and/or low-income populations.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

### A.2 Economic

The Welaunee Boulevard project would benefit the local economy in many ways: improve regional mobility, enhance transportation system connectivity, and serve to reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties. It would also advance the goals of the Welaunee Critical Area Plan (Goal 13) by creating a roadway facility to serve the area of influence.

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. As an alternative to these roads, Welaunee Boulevard would improve congestion on these roads. Additionally, Welaunee Boulevard is anticipated to provide relief to US 319 (Thomasville Road) and US 90 (Mahan Drive).

By improving connectivity to future land uses surrounding the project area, Welaunee Boulevard would benefit the Planned Unit Developments (PUDs) of the Welaunee Critical Area Plan, discussed in **Section A.3**. Improved transportation connectivity would likely attract new businesses and services to the area, generating jobs, as well as improve access and convenience for residents in the area of influence.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# A.3 Land Use Changes

The proposed project is in the urbanized area of the City of Tallahassee in Leon County, Florida. **Table A-3** provides the generalized land uses within the project area. The source of the existing land use data was the City of Tallahassee. The predominant land use in the study area is Vacant land use (80.7%) with some Open Space Recreation/Parks (5.8%), Single Family Detached/Mobile Home (5.2%) and Schools/Colleges/Universities (4.8%).

Future land use was determined based on the Tallahassee-Leon County 2030 Comprehensive Plan. The Comprehensive Plan was amended in October 2020 and minimal additional land use changes are anticipated. The future land uses within the 7-mile study area are: Multi-family, High, Medium, and Low Density Residential, Retail and Office, Neighborhood Center, Community Facilities, and Primary Open Space within the Canopy Community Development District (CCDD) and the City of Tallahassee PUD; and Residential, Mixed Use, and Open Space within the Welaunee Arch.

Table A-3: Existing Land Uses within the Project Area

LAND USE CATEGORY	ACRES	PERCENTAGE OF PROJECT AREA
Vacant	3125.6	80.7%
Open Space Recreation/Parks	226.1	5.8%
Single Family Detached/Mobile Home	200.1	5.2%
Schools/Colleges/Universities	185.7	4.8%
Open Space Resource Protection	37.6	1.0%
Multi-Family	18.3	0.5%
Transportation/Communications/Utilities	18.3	0.5%
Open Space Common Areas	15.6	0.4%
Religious/Non-profit	14.9	0.4%
Medical	13.6	0.4%
Single Family Attached	10.1	0.3%
Warehouse	4.2	0.1%
Two-Family Dwelling	0.9	0.0%
Office	0.4	0.0%

The acreages of the future land use designations in the study area are provided in **Table A-4**. From **Table A-4**, it is apparent that most of the Vacant existing land use will be Planned Development in the future.

Table A-4: Future Land Uses Within the Study Area

LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Planned Development	2605.7	67.3%
Rural	398.2	10.3%
Recreation/Open Space	239.1	6.2%
Urban Residential 2	231.7	6.0%
Residential Preservation	156.8	4.1%
Suburban	140.4	3.6%
Educational Facilities	85.5	2.2%
Urban Fringe	14.1	0.4%

The City of Tallahassee has approved several PUDs that will make up the Planned Development future land use. Near the southern termini of the project, the Canopy development (shown in **Appendix A**) is planned towards Dove Pond. Part of this development exists currently, and construction is ongoing. The Canopy development covers 505 acres, consisting of 1,417 dwelling units and future residential areas include low, medium, and high-density residential use. Access to the easternmost parts of Canopy would benefit from Welaunee Boulevard.

East of the Canopy development is the Welaunee PUD (shown in **Appendix A**) that encompasses approximately 429 acres consisting of 1,454 dwelling units. This development covers from around the Dove Pond area up to the I-10 corridor. Proposed land uses for the Welaunee PUD include low, medium, and high-

density residential use, in addition to town and neighborhood centers. The project would traverse through this PUD and provide access to this entire development.

Because the proposed project supports the land use policies of the City of Tallahassee, the proposed project is not expected to alter the forecasted land use patterns in the study area. Any future changes in land uses would be attributable to the on-going development trend. While the Welaunee Boulevard will support the existing and future land use plans to attract new businesses and development, the improvements will not induce secondary development since these actions are already in place.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# A.4 Mobility

The purpose of the project is to improve regional mobility and enhance connectivity for motorized and non-motorized users. In addition, the Northeast Gateway will reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties. The project is anticipated to provide relief to U.S. 319 (Thomasville Road) and U.S. 90 (Mahan Drive)—the first phase of a new regional gateway into Tallahassee.

### Canopy Roads

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. 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.

The terminus locations of the proposed Welaunee Boulevard at the intersection of Centerville Road and Shamrock Street South, and the intersection of Centerville Road, Bradfordville Road, and Roberts Road would have some impact to the Canopy Roads. Tree surveys were conducted at these intersections and reveled that the anticipated impacts are to trees of smaller growth. There is a large live oak tree located near the intersection of Centerville Road and Roberts Road and intentions are in place to mitigate impacts.

### A.5 Aesthetic Effects

As the proposed Welaunee Boulevard is aligning to already developed areas at the Canopy Development, Shamrock Street South, and Roberts Road vicinity, the viewshed impacts would be minimal. The remainder of the corridor is primarily undeveloped open land. Thus, aesthetic effects will be minor. The roadway character will be similar to the existing aligned segments, with rural character to be preserved.

### A.6 Relocation Potential

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# **Attachment B. Cultural**

### B.1 Historic Sites/Districts

A review of the information in the Florida Master Site File (FMSF), historic documents, maps, and aerial photographs was conducted prior to the initiation of fieldwork. Information on the physiographic characteristics of the general Area of Potential Effect (APE) will be examined and documented in a Cultural Resource Assessment Survey (CRAS).

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# **B.2 Archaeological Sites**

A CRAS will be prepared for this project to document affects to archeological sites. This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

### **B.3 Recreation Areas**

The City of Tallahassee and Leon County maintains and operates various recreational properties throughout their jurisdiction. One recreation area is located just southeast of the project alignment, the Miccosukee Canopy Road Greenway. The Greenway is located adjacent to Miccosukee Road just to the north and starts at Fleischmann Road and ends at I-10, encompassing 502 acres. This Greenway's trailhead/park is located at 5600 Miccosukee Road and includes multiple trails, restrooms, and a picnic area. The project will not impact the Miccosukee Canopy Road Greenway. The Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Orchard Pond to Miccosukee Greenway as a Multi-Use Trail Opportunities; however, there are currently no plans identified for this trail.

There are future plans for construction of an 8.4-mile Welaunee Greenway that would connect to the Miccosukee Canopy Road Greenway including a pedestrian/bicycle bridge that would be constructed across I-10. The Welaunee Boulevard project will accommodate future plans for the Welaunee Greenway which will be documented and constructed under a separate project.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# **Attachment C. Natural**

### C.1 Wetlands and Other Surface Waters

The following evaluation will be conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands, and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Wetland impacts that will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 USC § 1344. The project occurs within the geographic service areas of the St. Marks River Mitigation Bank (SMRMB). The SMRMB is a 1,451.20-acre site that provides state and federal credits for palustrine forested and emergent wetland impacts. The exact number of mitigation credits required to fully offset the lost value of functions resulting from the project's wetland impacts will be determined during the Design Phase and in coordination with the state and federal environmental permitting agencies.

A Natural Resource Evaluation (NRE) is being prepared for the project to document impacts to wetlands and other surface waters and will be submitted to resource agencies for their review.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# C.2 Aquatic Preserves and Outstanding Florida Waters

There are no Aquatic Preserves in the project area; therefore, this project will not have any involvement with Aquatic Preserves.

Outstanding Florida Waters (OFWs) are waters designated by the FDEP for special protection due to their natural attributes. The closest OFW is Alfred B. Maclay State Gardens, which is located west of the project area. Therefore, the project will not have any involvement with designated OFWs.

### C.3 Water Quality and Water Quantity

A Water Quality Impact Evaluation is being completed for this project to document measures to meet water quality requirements.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting

### C.4 Wild and Scenic Rivers

There are no wild and scenic rivers on this project; therefore, the project will have no involvement with these issues.

### C.5 Floodplains

A Location Hydraulics Report is being prepared for this project to document potential impacts to floodplains within the study area.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting

# C.6 Coastal Barrier Resources

There are no coastal barrier resources on this project; therefore, the project will have no involvement with these issues.

# C.7 Protected Species and Habitat

The following evaluation will be conducted pursuant to Section 10 of the Endangered Species Act of 1973, as amended, as well as other applicable federal and state laws protecting wildlife and habitat.

The project area will be assessed for the presence of suitable habitat for federal- and state-listed protected species and results will be documented as part of the Natural Resource Evaluation (NRE) prepared for the proposed project.

Literature reviews, agency database searches, and field surveys will be conducted to document the potential presence of state and federal protected species, their habitat, and critical habitat. Based on the results of database searches and review of aerial photographs, field survey methods for specific habitat types and lists of target species will be developed. Following desktop analyses, field reviews will be conducted. The reconnaissance will be conducted by qualified field biologists and consist of vehicular and pedestrian surveys of habitats. During these surveys, areas of remaining habitat will be visually inspected for vegetative type and cover, level of disturbance, management techniques, and overall potential suitability to support listed species and general wildlife.

Initial agency coordination has been conducted as part of the Efficient Transportation Decision Making (ETDM) screening and Advance Notification review process. The ETDM screening process will be used to become aware of any issues noted by the commenting agencies. An NRE report outlining the project's potential impacts to protected species and habitat will be sent to the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FFWCC), Florida Department of Agriculture and Consumer Services (FDACS), US Army Corps of Engineers (USACE), FDEP, and Northwest Florida Water Management District (NWFWMD) once completed.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# C.8 Essential Fish Habitat

There is no Essential Fish Habitat (EFH) in the project area; therefore, the project will have no involvement with this issue.

# **Attachment D. Physical**

# D.1 Highway Traffic Noise

As part of the Welaunee Boulevard PD&E Study, a Noise Study Report (NSR) is being prepared in accordance with Title 23, Code of Federal Regulations (C.F.R.), § 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010) and Part II, Chapter 18 of the FDOT PD&E Manual (Effective July 1,2020). As required by 23 CFR 772, predicted noise levels are modeled using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5. Guidelines established in the Traffic Noise Modeling and Analysis Practitioners Handbook, FDOT, December 2018, were followed in this study. The NSR will be included in the project file.

The primary objectives of this noise study are to:

- Document the methodology used to conduct the noise assessment;
- Describe the existing site conditions, including noise sensitive land uses within the project Study Area;
- Assess the significance of traffic noise levels on noise sensitive sites for both the No-Build Alternative and the Preferred Alternative; and
- Evaluate abatement measures for noise sensitive sites that approach or exceed the FDOT and FHWA Noise Abatement Criteria (NAC) under the Preferred Alternative.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# D.2 Air Quality

An Air Quality Technical Memorandum (AQTM) was completed for the Welaunee Boulevard PD&E study and is included in the project file. The proposed project is located in Leon County, an area currently designated as being in attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, and lead. Based on the results from the screening model, the highest project-related carbon monoxide one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant under either the No-Build Alternative or the Preferred Alternative. The AQTM was prepared in accordance with Part II, Chapter 19 of the FDOT PD&E Manual (Effective July 1,2020).

### **D.3 Contamination**

A Contamination Screening Evaluation is being conducted to evaluate the potential for encountering contamination within or adjacent to the limits of the project area in accordance with Part II, Chapter 19 of the FDOT PD&E Manual (Effective July 1,2020).

The Welaunee Boulevard Contamination Screening Evaluation Report (CSER) is being developed by documenting a summary of the literature and map review, the state and federal regulatory database review, and a field review for potential contamination land use sources within or adjacent to the corridor.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

### D.4 Utilities and Railroads

Much of the project area is currently vacant, so substantial impacts to existing utilities are not expected. Coordination with the City of Tallahassee Utilities has occurred throughout the PD&E Study and efforts will be made during final design to minimize impacts to any existing utilities to the greatest extent possible.

There are no existing or proposed railroads within the project area.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# D.5 Construction

Construction activities for the proposed improvements will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The contractor will adhere to the most current version of the FDOT Standard Specifications for Road and Bridge Construction in order to minimize or eliminate potential construction noise and vibration impacts. Excessive tailgate banging by haul trucks will be prohibited.

Should unanticipated noise or vibration issues arise during the construction process, the Construction Engineer, in coordination with the appropriate FDOT Environmental Specialist, will investigate additional methods of controlling these impacts.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements.

Access to all businesses and residences will be maintained throughout the duration of the project. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction at all times, and to comply with the Best Management Practices (BMPs) of FDOT. Also, present traffic movements will be maintained at all times.

As directed by the Intergovernmental Agency Board, the corridor terminus at Bradfordville Road, Centerville Road, and Roberts Road is to be operational before or simultaneously as the corridor terminus at Centerville Road and Shamrock Street South.

### D.6 Bicycles and Pedestrians

The proposed Welaunee Boulevard project will include a twelve-foot multi-use trail and an eight-foot sidewalk to be utilized by bicyclists and pedestrians. This will provide enhanced access for these users throughout the project area.

This section will be updated following the April 2021 Blueprint Intergovernmental Agency Board Meeting.

# D.7 Navigation

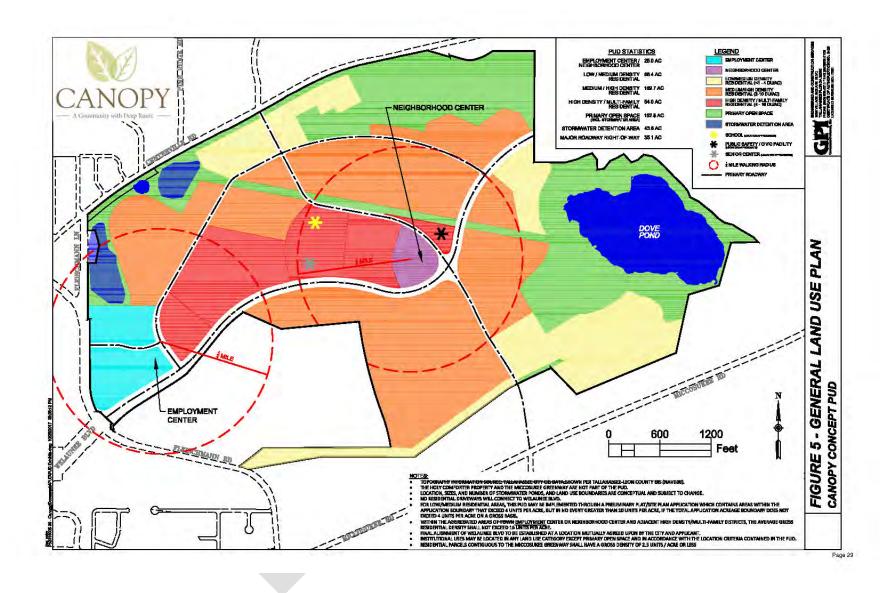
There are no navigable waterways on the project; therefore, the project will have no involvement on navigation.



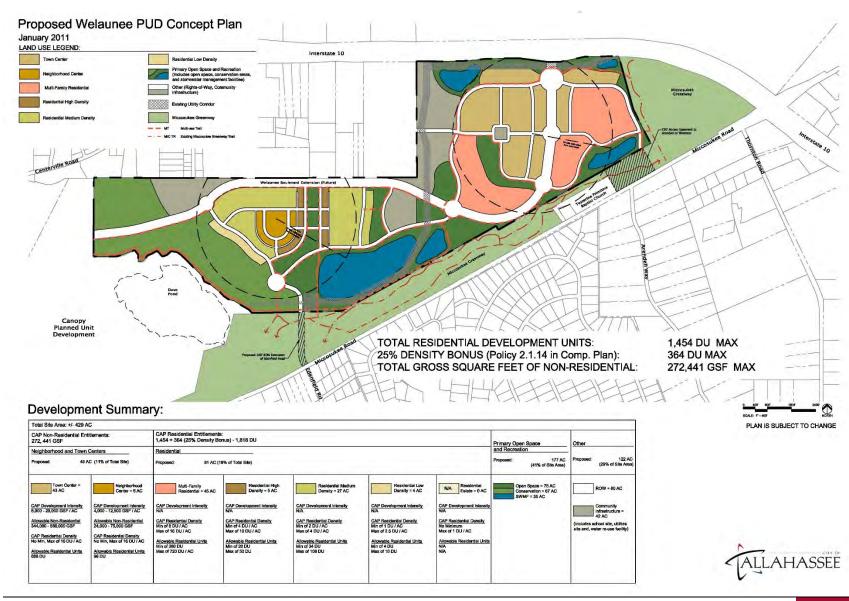
# **APPENDIX A**

Canopy and Welaunee Planned Unit Development (PUD) General Land Use Plan Figures









Northeast Gateway: Welaunee Boulevard | State Environmental Impact Report Tallahassee, FL | May 2021

Appendix

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# Blueprint Intergovernmental Agency Board of Directors Agenda Item #8

**April 8, 2021** 

Consideration of Adjusted 2021 Intergovernmental Agency Board

of Directors Meeting Calendar to Separate Infrastructure and

Office of Economic Vitality Meetings

Category: General Business

Intergovernmental

Title:

Management
Committee:

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

Benjamin H. Pingree, Director, Department of PLACE

Lead Staff / Susan Dawson, Blueprint Attorney

Project Team: \_\_Autumn Calder, Director, Blueprint

Cristina Paredes, Director, Office of Economic Vitality

# STATEMENT OF ISSUE:

This agenda item provides options for Blueprint Intergovernmental Agency Board of Directors (IA Board) consideration to adjust the IA Board meeting schedule. Options provided include separating regular meetings for Blueprint Infrastructure (Infrastructure) and the Office of Economic Vitality (OEV), as well as an option to make no changes, other than a rescheduled September 2021 meeting date to September 27, 2021. The other two options presented provide for either six (6) total regular meetings a year (Option #2) or eight (8) regular meetings a year (Option #3). Both Option #2 and Option #3 provide for the majority of meetings to be specific to Infrastructrue or OEV business; however, some joint meetings will be necessary.

# FISCAL IMPACT

There is no fiscal impact with Option #1, or Option #2 as these options keep the total number of regular meetings consistent with the current schedule. There is a fiscal impact associated with the Option #3, related to WCOT coordination and broadcasting, but it is a nominal amount.

# **RECOMMENDED ACTION:**

Option 3: IA Board Direction

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Consideration of Adjusted 2021 Intergovernmental Agency Board of Directors Meeting Calendar to Separate Infrastructure and Office of Economic Vitality Meetings Page 2 of 7

# **EXECUTIVE SUMMARY:**

This agenda item provides for Blueprint Intergovernmental Agency Board of Directors (IA Board) consideration of options to amend the IA Board meeting schedule to provide for separate Infrastructure and OEV meetings, beginning at the start of FY 2022. This format would allow for expanded presentations on active and upcoming Infrastructure and OEV programs and projects. The two departments would still hold a joint regular meeting on the dates of the joint budget workshop and joint budget public hearing, every year. This item also provides options to keep the meeting schedule at six (6) regular meetings per year, or expand to eight (8) regular meetings per year.

This agenda item also provides a process to review the meeting schedule one year after implementation, which, if approved, is anticipated as part of the May 26, 2022 regular meeting. It is also anticipated that this will result in a reduced exposure during this time period in which COVID-19 is still a concern, by limiting the number of staff required to be present at meetings. Lastly, this item provides an option to keep the IA Board meeting schedule the same, excepting a rescheduled September 27, 2021 meeting to avoid a scheduling conflict with the Florida Association of Counties. , and to present the proposed 2022 schedule for joint Infrastructure and OEV meetings at the September 2021 meeting, consistent with previous practices.

# SUPPLEMENTAL INFORMATION:

# **BACKGROUND**

At the February 18, 2021 meeting, IA Board directed staff to bring an agenda item to amend the 2021 IA Board meeting schedule by separating Infrastructure and OEV business meetings, beginning in FY 2022, and reviewing this process within a year of implementation. Option #2 maintains the number of regular meetings at six (6) per year and Option #3 expands the number of regular meetings to eight (8) meetings per year. Both Options #2 and #3 separate Infrastructure and OEV business into separate meetings, except for on the dates of the budget workshops, or public hearings when Infrastructure and OEV business would be considered concurrently in a joint meeting. Overall, this would allow for expanded opportunity for Directors to consider both Blueprint and OEV business, reduced exposure to Covid-19, and increased staff time efficiency. Option #1 provides an option for IA Board consideration of continuing the practice of holding joint regular meetings, and presenting a proposed 2022 meeting schedule at the September 2021 meeting, consistent with previous practices. All options also provide for an adjusted September 2021 meeting date of September 27, 2021.

# History of IA Board Meeting Schedules

According to Section B-3 of the By-laws of the IA Board, at least one meeting of the Board of Directors per year is required.

The original By-laws for the Intergovernmental Agency called for the IA to meet in conjunction with the Metropolitan Planning Organization, now the Capital Region Transportation Planning Agency. On November 19, 2001, the Agency approved

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Consideration of Adjusted 2021 Intergovernmental Agency Board of Directors Meeting Calendar to Separate Infrastructure and Office of Economic Vitality Meetings Page 3 of 7

alternating the MPO and IA Board meetings on a monthly basis with the meetings to be held on the third Monday of each month in 2002. It was acknowledged that two summer meetings, July and September, would be held concurrently with the MPO due to budget and scheduling reasons. The 2002 and 2003 schedules were developed based on that guidance, however, according to a September 9, 2003 IA agenda item, because of cancellations and rescheduling, the annual plan was not well followed.

From 2002 until 2016, the IA Board held three regular meetings each year. At the October 27, 2016 IA Board meeting, the Board of Directors amended the 2017 meeting schedule to add a fourth meeting to be held in December, to allow for a meeting in each quarter of the year. This practice continued until September 5, 2019 when the Board of Directors adopted the 2020 meeting schedule, which added two additional regular meetings, consistent with IA Board direction.

As noted previously, during the February 18, 2021 meeting, the IA Board directed staff to bring back an agenda item for IA Board consideration of separating Blueprint Infrastructure and OEV meetings and review this process in one year. The next section presents an overview of the current schedule of 2021 IA Board meetings, and two options for separated OEV and Blueprint Infrastructure regular meetings.

# CONSIDERATION OF SEPARATING BLUEPRINT INFRASTRUCTURE AND OEV BUSINESS INTO SEPARATE MEETINGS

# Current IA Board Meeting Schedule

At present, the IA Board annual meeting schedule has six (6) joint regular meetings for conducting both Blueprint and OEV business. In addition to these joint regular meetings, the IA Board holds an economic development strategic plan workshop, a budget workshop, and a budget public hearing, every year. Table #1, below, details these meetings and dates.

**Table 1 – 2021 Blueprint IA Board of Directors Meeting Dates** 

2021 Blueprint IA Board Adopted Meeting Schedule		
2021 Meeting Dates		
<u>Date</u>	<u>Department</u>	
Thursday, February 18, 2021	Joint Meeting*	
Thursday, April 8, 2021	Joint Meeting	
Thursday, May 27, 2021	Joint Meeting*	
Thursday, July 15, 2021	Joint Meeting	
Thursday, September 23, 2021	Joint Meeting*	
Thursday, December 9. 2021	Joint Meeting	
* Indicates Additionally Scheduled Workshop or Public Hearing		

Consistent with IA Board direction from the February 18, 2021 meeting, this item presents options for separating Blueprint Infrastructure and OEV business into separate meetings. This item presents three alternatives, the first is a no change option, save a rescheduling of the September 23, 2021 meeting, to September 27, 2021 meeting, due to

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Consideration of Adjusted 2021 Intergovernmental Agency Board of Directors Meeting Calendar to Separate Infrastructure and Office of Economic Vitality Meetings Page 4 of 7

a scheduling conflict with the Florida Association of Counties. This option, Option #1, would continue the practice of holding joint regular meetings and presenting a proposed 2022 meeting schedule to the IA Board for consideration at the September 27, 2021 meeting, consistent with current practices.

The second alternative, Option #2, separates the business of the two departments beginning in FY 2022 and schedules a total six (6) regular meetings per year. The exception to the separation would be a joint meeting on the days of the combined budget workshop (typically held in May) and combined budget public hearing (held in September), consistent with current practices. The result over the course of the year would be two (2) Infrastructure focused meetings, two (2) OEV focused meetings, and two (2) joint meetings, for a total of six regular meetings.

The third alternative, Option #3, also separates the business of the two departments, beginning in FY 2022, but schedules eight (8) regular meetings per year. Again, the exception to the separation would be a joint meeting held on the days of a combined Blueprint/OEV budget workshop (typically held in May) and a combined budget public hearing (held in September). The result over the course of the year would be three (3) Infrastructure focused meetings, three (3) OEV focused meetings, and two (2) joint meetings, for a total of eight (8) regular meetings.

It is anticipated that this separation of Blueprint Infrastructure and OEV subject matter will allow the Directors to discuss items in-depth, while holding to a specific meeting timeframe. It is also anticipated separating the meetings will reduce exposure during the time that COVID-19 is still a concern, as the number of staff needed will be limited, primarily, to the respective Blueprint division. Both Option #2 and Option #3 would provide for this practice to be reviewed in May 2022.

# Option #2- Six (6) Regular Meetings Per Year

Option #2 would keep the total number of regular meetings per year at six, and would separate Infrastructure and OEV meetings, beginning in FY 2022. The exceptions to this separation would be a joint budget workshop and a joint budget public hearing. Staff from both Infrastructure and OEV would need to be present for these meetings. Table 2, below, depicts the meeting schedule for the remainder of 2021 and potential dates for 2022. Both Blueprint and OEV staff have scheduled important project updates for both the May and July 2021 IA Board meetings, necessitating keeping those as joint regular meetings. Therefore, meeting separation would begin in December 2021, the first IA Board meeting of FY 2022.

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**Table 2 – Option 2 Proposed Meeting Dates** 

Option 2 - 6 Total Regular IA Meetings per Year		
2021 Meeting Dates		
<u>Date</u>	<u>Department</u>	
Thursday, February 18, 2021	Joint Meeting	
Thursday, April 8, 2021	Joint Meeting	
Thursday, May 27, 2021	Joint Meeting*	
Thursday, July 15, 2021	Joint Meeting	
Monday, September 27, 2021	Joint Meeting*	
Thursday, December 9, 2021	Infrastructure	
Potential 2022 Meetin	g Dates	
<u>Date</u>	<u>Department</u>	
Thursday, February 10, 2022	OEV	
Thursday, March 10, 2022	Infrastructure	
Thursday, May 26, 2022	Joint Meeting*	
Thursday, June 23, 2022	OEV	
Thursday, September 22, 2022	Joint Meeting*	
Thursday, December 8, 2022	Infrastructure	
* - Indicates Budget Workshop/Budget Public Hearing in addition to regular meeting.		

Option #3 – Eight (8) Regular Meetings Per Year

Option #3, would expand the regular meeting schedule to eight meetings per year, and hold separate meetings for Infrastructure and OEV business, beginning in FY 2022. The exception to this separation are joint meetings held on the day of the combined budget workshop and the combined budget public hearing, which would continue to be held jointly. Option #3, would allow for both Blueprint Departments to have a meeting in each of the four quarters of the year, as well as both having a meeting between the budget workshop and budget public hearing. This would ensure that Directors are able to provide staff direction they need at important intervals throughout the year, and at least once per quarter. All the benefits outlined in Option #2 are obtained in Option #3, with this additional benefit. Table 3, below, depicts proposed meeting dates for the remainder of 2021, and potential meeting dates for 2022.

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Consideration of Adjusted 2021 Intergovernmental Agency Board of Directors Meeting Calendar to Separate Infrastructure and Office of Economic Vitality Meetings Page 6 of 7

**Table 3 – Option 3 Proposed Meeting Dates** 

Option 3 - 6 Total Regular Meetings in 2021; 8 Total Regular Meetings After		
2021 Meeting Da	tes	
<u>Date</u>	<u>Department</u>	
Thursday, February 18, 2021	Joint Meeting	
Thursday, April 8, 2021	Joint Meeting	
Thursday, May 27, 2021	Joint Meeting*	
Thursday, July 15, 2021	Joint Meeting	
Monday, September 27, 2021	Joint Meeting*	
Thursday, December 9, 2021	Infrastructure	
Potential 2022 Meeting Dates		
<u>Date</u>	<u>Department</u>	
Thursday, February 10, 2022	OEV	
Thursday, March 10, 2022	Infrastructure	
Thursday, May 26, 2022	Joint Meeting*	
Thursday, June 23, 2022	OEV	
Thursday, July 14, 2022	Infrastructure	
Thursday, September 22, 2022	Joint Meeting*	
Thursday, November 17, 2022	OEV	
Thursday, December 8, 2022	Infrastructure	
* - Indicates Budget Workshop/Budget Public Hearing in addition to regular meeting.		

# **CONCLUSION:**

Option #1, provides an option for IA Board consideration and direction, of a no change option to the IA Board meeting schedule, except for a rescheduled September 2021 meeting. This option would also continue the practice of holding joint regular meetings for Infrastructure and OEV business, and to present a proposed 2022 meeting schedule at the September 27, 2021 meeting, consistent with current practices.

This item also presents two alternatives for amending the Blueprint IA schedule, one for separating the business of the two departments and holding six (6) meetings per year, and one for separating the business of the two departments and holding eight (8) meetings per year. An exception for this separation would be when there is a budget workshop or a budget public hearing scheduled for the date of an IA Board meeting; on these dates, Infrastructure and OEV business would be combined for the regular meeting. Option #2 would provide for two Infrastructure meetings, two OEV meetings, and two joint meetings. Option #3 would provide for three Infrastructure focused meetings, three OEV focused meetings, and two joint meetings. All options provide for an updated September 2021 meeting date of September 27, 2021, to avoid a scheduling conflict with Florida Association of Counties activities.

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These potential changes would allow for expanded presentations providing greater detail on active and upcoming Infrastructure and OEV programs and projects, increasing the opportunity for Directors and the public to engage on an item. It is also anticipated that this will result in a reduced exposure during this time period in which COVID-19 is still a concern, by limiting the number of staff required to be present at meetings. During the new Sharing of Ideas meeting section of any IA Board meeting, Directors will be able to bring up any topic regarding Infrastructure or OEV business to be brought back at any future meeting.

The practice of separating meetings under Option #2 and Option #3 would be brought back to the IA Board in May 2022 for consideration and further direction.

# **OPTIONS:**

- Option 1: Continue the current practice of holding joint regular meetings for 2021, and provide a proposed 2022 meeting schedule of joint Infrastructure and OEV meetings for consideration at the September 2021 meeting, consistent with previous practices. Reschedule the September 23, 2021 meeting to September 27, 2021.
- Option 2: Amend the Blueprint Intergovernmental Agency Board of Directors meeting schedule to hold six (6) regular meetings per year; hold separate meetings for Blueprint Infrastructure and OEV business, except for when there is a budget workshop or budget public hearing scheduled for the same day as a regular meeting; review this practice as part of the 2022 joint regular meeting.
- Option 3: Amend the Blueprint Intergovernmental Agency Board of Directors meeting schedule to hold eight (8) regular meetings per year; hold separate meetings for Blueprint Infrastructure and OEV business, except for when there is a budget workshop or budget public hearing scheduled for the same day as a regular meeting; review this practice as part of the 2022 joint regular meeting.

Option 4: IA Board Direction

# **RECOMMENDED ACTION:**

Option 4: IA Board Direction

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# Blueprint Intergovernmental Agency Board of Directors Agenda Item #9

**April 8, 2021** 

Title: Second Public Hearing to Approve a Substantial Amendment

to the Blueprint Northeast Park Project

Category: Public Hearing

Intergovernmental

Management Committee:

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

Benjamin H. Pingree, Director, Department of PLACE

Lead Staff / Susan Dawson, Blueprint Attorney
Project Team: Autumn Calder, Director, Blueprint

Megan Doherty, Blueprint Planning Manager

# STATEMENT OF ISSUE:

This agenda item requests the Blueprint Intergovernmental Agency Board of Directors (IA Board) conduct the second and final public hearing to approve the substantial amendment to modify the Blueprint Northeast Park project. The proposed amendment to the Northeast Park project map is consistent with IA Board direction provided at the February 18, 2021 meeting to initiate the substantial amendment process to recognize a new location for the Northeast Park and allow for the expenditure of sales tax funds for improvements at this site. In order to expedite the Park planning and maximize efficiencies in coordination with the Northeast Gateway project, this item also seeks IA Board approval to amend the existing contract with Kimley-Horn to include planning, design, and permitting services for the Northeast Park.

# FISCAL IMPACT:

Amending the Northeast Park project location does not have a fiscal impact. However, fully funding the project through planned bond issuances within the FY 2022-2026 capital budget, consistent with IA Board direction at the February 18, 2021 meeting, will have a fiscal impact. The May 27, 2021 budget workshop materials will include an analysis of that impact for further IA Board consideration and direction.

# **RECOMMENDED ACTION:**

Option 1: Approve the substantial amendment to Blueprint Project 19, Northeast

Park, as described in Attachment #2.

Option 2: Authorize Blueprint to amend Contract #4309 with Kimley-Horn to include

planning, design, and permitting services for the Northeast Park, pending approval of construction funding at the May 27, 2021 IA budget workshop.

# SUPPLEMENTAL INFORMATION:

In accordance with the Second Amended and Restated Interlocal Agreement dated December 9, 2015, this agenda item requests the Blueprint Intergovernmental Agency Board of Directors (IA Board) conduct the second and final public hearing to approve the substantial amendment to modify the Blueprint Northeast Park project (listed as Project 19 in the Second Amended and Restated Interlocal Agreement). The proposed amendment to the Northeast Park project map is consistent with IA Board direction provided at the February 18, 2021 meeting to initiate the substantial amendment process.

Attachment #1 includes the original description with project map, and Attachment #2 includes the project description, unchanged, with an amended map reflecting the new project location. A supermajority vote is required for the amendment to be approved. The IA Board must also receive recommendations from the Blueprint Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC), and the Intergovernmental Management Committee (IMC), included in this agenda item. The first public hearing was held at the Blueprint Citizens Advisory Committee meeting on March 31, 2021. The second and final public hearing to consider the amendment discussed hereafter has been advertised and scheduled for this April 8, 2021 IA Board meeting.

To expedite the planning, design, and permitting of this park and maximize efficiencies in correlation with the on-going efforts of the co-located Northeast Gateway: Welaunee Boulevard project, this agenda item also requests IA Board approval to modify the scope of services to an existing contract with Kimley-Horn by amending the scope to include planning, design, and permitting services for the Northeast Park, pending approval of construction funding at the May 27, 2021 IA budget workshop.

# PROCESS TO SUBSTANTIALLY AMEND A BLUEPRINT PROJECT

The Second Amended and Restated Interlocal Agreement dated December 9, 2015 specifies that Blueprint must hold two public hearings to consider proposed substantial changes to a Blueprint project.

The first public hearing was publicly advertised and conducted at the March 31, 2021 Blueprint Citizens Advisory Committee (CAC) meeting. The meeting minutes are included as Item #2 in the meeting agenda packet. The second public hearing has been advertised for the April 8, 2021 IA Board meeting.

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Park Project Page 3 of 9

The IA Board must also receive recommendations from the Technical Coordinating Committee (TCC), CAC, and the Intergovernmental Management Committee (IMC).

- TCC Recommendation (March 22, 2021):
  - The 11 members present had no objections and noted no conflicts with staff recommendation to approve the substantial amendment to the Northeast Park project.
- CAC Recommendation (March 31, 2021):
  - o By a 12-0 vote, CAC members recommend the IA Board approve the substantial amendment to the Northeast Park project.
- IMC members have reviewed this item and support staff recommendation.

# PROPOSED AMENDMENT TO THE NORTHEAST PARK PROJECT

At the February 18, 2021 meeting, the IA Board directed Blueprint to initiate the substantial amendment process for the Northeast Park project (Attachment #3). If approved, the substantial amendment will recognize a new location for the Northeast Park and allow for the expenditure of sales tax funds for improvements at this site. The recommendation to amend the project is consistent with actions taken by the Leon County Board of County Commissioners (County Commission), at their January 26, 2021 meeting, where the County Commission approved the sale of the current site and purchase of a new parcel for the Northeast Park off Centerville Road near Roberts Elementary and Montfort Middle schools, subject to the Blueprint Intergovernmental Agency Board's approval to modify the location of the Northeast Park project description. The existing Northeast Park location at Thomasville Road and Proctor Road, and the proposed new location on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools, is illustrated in Figure 1, below:

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Park Project Page 4 of 9



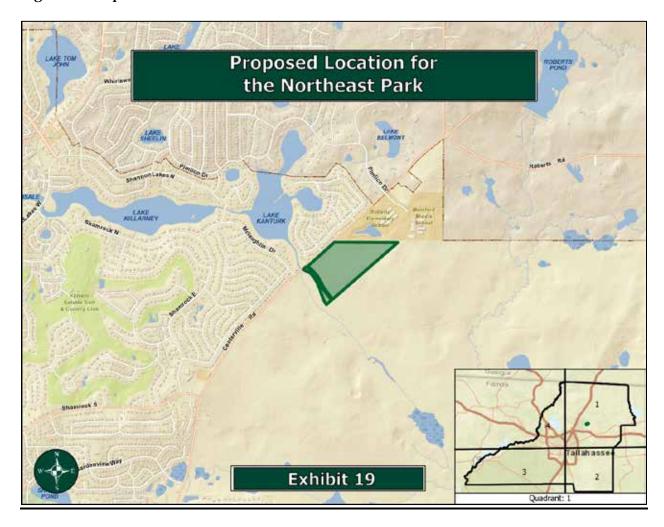
Figure 1. Existing and Proposed Location of the Northeast Park

The current project map in the 2015 Interlocal Agreement (Attachment #1) specifically shows the park being located at the Thomasville Road and Proctor Road site, purchased by the County in 2012. A new location serving a greater population of Leon County residents has been identified on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools. Consistent with the direction of the County Commission and if the substantial amendment process is approved by the IA Board (Option 1), Leon County Administration would commence the selling and buying of the associated parcels which would be brought back to the County Commission for final approval. The current project description, which is proposed to remain unchanged, and the proposed amendment to the Northeast Park map, are presented in Figure 2, below.

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Park Project Page 5 of 9

# **Project 19, Northeast Park**: Funding to develop a Northeast Park

Figure 2: Proposed Amended Exhibit 19, Northeast Park



# SYNERGY WITH NORTHEAST GATEWAY

To expedite the completion of this park and maximize project management and construction efficiencies, this agenda item also requests IA Board authorization to use Kimley-Horn by amending their existing contract to include planning, design, and permitting services for the Northeast Park (Option 2). Kimley-Horn currently serves as Blueprint's primary consultant for the Northeast Gateway: Welaunee Boulevard project. They are tasked with planning, preliminary engineering, and design services for the Northeast Gateway project. It is anticipated that use of this same consultant, which has been undertaking technical analyses and project planning in the area of the proposed Northeast Park since early 2018, will expedite the planning and design phases of the park. Benefits to leveraging the existing Northeast Gateway professional services consultant include:

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- Expedited project schedule and consolidation of construction documents / permitting / bidding efforts
- Streamlined and consolidated consultant efforts including survey, geotechnical, and design of critical shared aspects of the project including stormwater, water, and utilities
- Ensures seamless integration of Welanuee Greenway and NE Park project design including the trailhead and greenway
- Allows for assessment of balancing site and earthwork across the NE Gateways and NE Park
- Alignment of the design schedules allows for one construction procurement that may reduce overall project schedule and costs

Consistent with industry practices and recent project proposals, Blueprint estimated that planning, design, permitting, and CEI services for the Northeast Park would cost approximately 15% of the total \$10 million project budget, or \$1.5 million. Kimley-Horn has provided an estimated cost for professional services to be between \$900,000 and \$1,045,000 for project services for the Northeast Park, including planning, design, and permitting. Based on this fee, totaling approximately ~10% of the total project budget, Blueprint estimates that using the same consultant will result in a cost savings of \$455,000 - \$600,000. This action will maximize efficiencies in correlation with the ongoing efforts of the co-located Northeast Gateway: Welaunee Boulevard project, specifically regarding a combined and integrated effort for stormwater, design congruence, and public involvement. Additionally, combining these projects is anticipated to have a synergistic effect for the planning and design of the 8.4 mile Welaunee Greenway, which can now be integrated with the Northeast Park at it new location and interconnected to surround community facilities and the Miccosukee Greenway.

Blueprint has evaluated the use of Kimley-Horn for the Northeast Park project services according to the provisions of the Blueprint Standard Operating Procedure for Consultants and has found the proposal to be in compliance. Consistent with Blueprint Procurement Policy, amending the current contract to add planning, design, and permitting services for the Northeast Park requires IA Board approval. Under Blueprint's Procurement Policy, the IA Board must approve change orders and modifications to the scope of services or costs which exceed 20 percent of the original contract amount. The existing Kimley-Horn contract amount for the Northeast Gateway: Welaunee Boulevard project is \$2.17 million. The change order for the Northeast Park would be over the 20 percent threshold requiring IA Board approval.

Option 2 requests IA Board authorization to amend the Kimley-Horn contract and upon approval, Blueprint staff will begin negotiations on the scope and fee for the services. Funding options for the Northeast Park will be presented at the May 27, 2021 budget workshop. If construction funding is approved by the IA Board for this project, Blueprint will complete the negotiations and execute the amendment to the Northeast Gateway: Welaunee Boulevard contract. MWSBE participation will be a key focus and Blueprint

Blueprint Intergovernmental Agency Board of Directors Meeting, April 8, 2021 Item Title: Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Park Project Page 7 of 9

will work with Kimley-Horn and OEV to establish and maintain MWSBE participation for this project. Should Blueprint and Kimley-Horn not reach a reasonable contract amendment, Blueprint can procure the services in accordance with the Blueprint procurement policy.

The estimated project schedule is provided in the 'Next Steps' section on the following page and will also be provided as part of the May 27, 2021 budget workshop materials. If Blueprint is directed to procure these services independently (Option 3), it is anticipated the process to advertise, negotiate, and award these services will take approximately four to five months. Blueprint will bring an agenda item to the May 27, 2021 IA Board meeting requesting authorization to procure these services.

# **NEXT STEPS**

This agenda items requests the IA Board conduct the second and final public hearing to approve the substantial amendment modifying the Northeast Park project. Approval of the substantial amendment acknowledges the new planned location of the park, provides for Leon County to move forward with the purchase of the new park location, and allows for the expenditure of sales tax funds at this location.

If approval of the substantial amendment (Option 1) and authorization to amend the existing contract with Kimley-Horn to add project services for the Northeast Park (Option 2) are approved, pending approval of construction funding at the May 27, 2021 IA budget workshop, the following are anticipated as next steps in this project:

Late Spring 2021: Leon County Board of County Commission agenda item regarding

acquisition of new Northeast Park site.

May 27, 2021: Consistent with IA Board direction at the February 18, 2021 meeting,

fully funding the project through planned bond issuances within the FY 2022-2026 capital budget will be included in the May 27, 2021 budget workshop materials for further IA Board consideration and

direction.

June 2021: If construction funding is approved at the May 27 IA budget

workshop, negotiate and finalize scope of services, fee, and schedule for Northeast Park project services with current Northeast Gateway consultant, Kimley-Horn, including planning, design, and permitting. These phases are estimated to take 24 months to

complete.

Late Summer 2021: Initiate Northeast Park project, beginning with planning phase and

technical analyses, with an anticipated timeline of 9-12 months. Community engagement will also be on-going during this phase.

Summer 2022: Present results and recommendations from planning phase and

technical analyses to IA Board.

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Summer/Fall 2022: Begin design and permitting phase of the Northeast Park Project,

with an anticipated timeline of 12 months. Community engagement

will also be on-going during this phase.

Summer 2023: Present recommended design for Northeast Park to IA Board.

Fall 2023: Anticipated construction start date for the Northeast Park.

If Blueprint is directed to procure the Northeast Park project services independently (Option 3), it is anticipated the process to advertise, negotiate, and award these services will take approximately four to six months. Blueprint will bring an agenda item to the May 27, 2021 IA Board meeting requesting authorization to procure these services. It is anticipated the project will be advertised in Summer 2021 with a project start date of late 2021. Compared to an estimated construction start date of fall 2023 using Kimley-Horn, the estimated construction start date of the Northeast Park if services are procured independently, presented as Option 3, is estimated to be spring 2024.

# **SUMMARY**

This agenda item requests the Blueprint IA Board conduct the second and final public hearing to approve the substantial amendment to modify Blueprint Project 19, Northeast Park. The Northeast Park project description is not proposed for changes, but the project map, included as Exhibit 19, is proposed for amendment to acknowledge the new planned location of the park and allow for the expenditure of sales tax funds at this location. This item recommends approval of the proposed substantial amendment and follows the IA Board direction at the February 18, 2021 meeting to initiate the substantial amendment process. The first public hearing was held at the Blueprint Citizens Advisory Committee meeting on March 31, 2021. The second and final public hearing to consider the amendment has been advertised and scheduled for this April 8, 2021 IA Board meeting. Consistent with IA Board direction at the February 18, 2021 meeting, fully funding the project through planned bond issuances within the FY 2022 – 2026 capital budget will be included in the May 27, 2021 budget workshop materials for further IA Board consideration and direction.

# **OPTIONS:**

Option 1: Approve the substantial amendment to Blueprint Project 19, Northeast

Park, as described in Attachment #2.

Option 2: Authorize Blueprint to amend Contract #4309 with Kimley-Horn to include

planning, design, and permitting services for the Northeast Park, pending approval of construction funding at the May 27, 2021 IA budget workshop.

Option 3: Direct Blueprint to bring back an agenda item at the May 27, 2021 meeting

seeking procurement authorization for planning, design, and permitting

services for the Northeast Park.

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Option 4: Do not approve the substantial amendment to Blueprint Project 19,

Northeast Park.

Option 5: IA Board direction.

# **RECOMMENDED ACTION:**

Option 1: Approve the substantial amendment to Blueprint Project 19, Northeast

Park, as described in Attachment #2.

Option 2: Authorize Blueprint to amend Contract #4309 with Kimley-Horn to include

planning, design, and permitting services for the Northeast Park, pending approval of construction funding at the May 27, 2021 IA budget workshop.

# Attachments:

1. 2015 Interlocal Agreement: Project 19, Northeast Park Description and Exhibit 19

2. Project 19, Northeast Park Description and Amended Exhibit 19

3. Blueprint IA Board Agenda Item, February 18, 2021: Approval to Initiate the Substantial Amendment Process for the Northeast Park Project and Consideration of Advance Funding Options

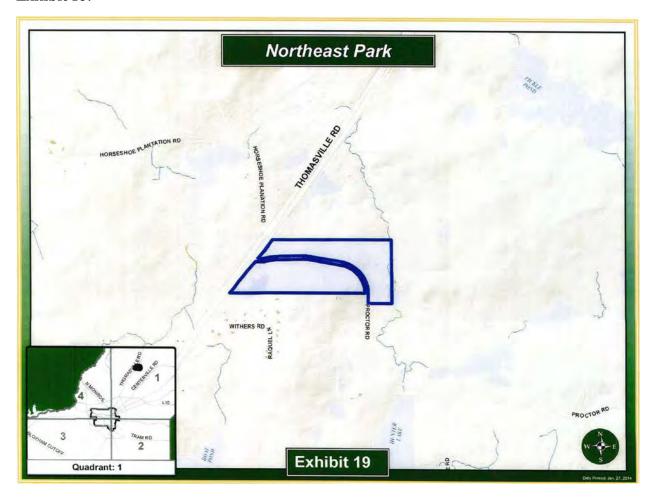


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### **Excerpt from the 2015 Second Amended and Restated Interlocal Agreement:**

### **Project 19. Northeast Park:** Funding to develop a Northeast Park (Exhibit 19).

### Exhibit 19.



### Northeast Park: Project Description (No Change)

Project 19. Northeast Park: Funding to develop a Northeast Park (Exhibit 19).

<u>Proposed Amended Project Map (Exhibit 19, 2015 Second Amended and Restated Interlocal Agreement):</u>



# Blueprint Intergovernmental Agency Board of Directors Agenda Item #8

**February 18, 2021** 

Approval to Initiate the Substantial Amendment

Title: Process for the Northeast Park Project and

Consideration of Advance Funding Options

**Category:** General Business

Intergovernmental

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

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE Autumn Calder, Director, Blueprint

Project Team: Megan Doherty, Planning Manager, Blueprint

### STATEMENT OF ISSUE:

Consistent with direction provided at the December 10, 2020 meeting, this agenda item presents the Blueprint Intergovernmental Agency Board of Directors (IA Board) new information pertaining to the Northeast Park project as well as funding options for advancing this project's implementation. Consistent with Leon County Board actions at their January 26, 2021 meeting, this agenda item recommends initiating the substantial amendment process to recognize the new planned location for the Northeast Park and allow for the expenditure of sales tax funds for improvements at this new site. This agenda item also recommends expanding planned bond issuance(s) to fully fund the Northeast Park project at \$10 million within the FY 2022 – 2026 Capital Improvement Plan.

### **FISCAL IMPACT:**

This item does have a fiscal impact as advancing the implementation of the Northeast Park will impact previously approved project allocations and anticipated debt service payments through FY 2040.

Blueprint Intergovernmental Agency Board of Directors Meeting, February 18, 2021 Item Title: Approval to Initiate the Substantial Amendment Process for the Northeast Park Project and Consideration of Advance Funding Options Page 2 of 10

### **RECOMMENDED ACTION:**

Option 1: Initiate the process to significantly amend the Northeast Park project consistent with the new location planned for purchase by Leon County. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on March 31, 2021 and the second and final public hearing for the Blueprint IA Board meeting on April 8, 2021, at which time a supermajority vote is needed to modify the project.

Option 2: Advance Northeast Park with bond funding: Direct Blueprint to bring back through the annual budget workshop the full funding of the Northeast Park through planned bond issuance(s) at \$10 million within the FY 2022 – 2026 Capital Improvement Plan.

### **SUPPLEMENTAL INFORMATION:**

Consistent with direction provided at the December 10, 2020 meeting, this agenda item presents for IA Board consideration new information pertaining to the Northeast Park project as well as funding options for advancing the project's implementation. This agenda item also recommends initiating the substantial amendment process (Option 1) to recognize the new planned location for the Northeast Park and allow for the expenditure of sales tax funds for improvements at this new site. This amendment is necessary to allow for the expenditure of sales tax funds for improvements at the new site whether or not advance funding this project is approved by the IA Board. Pursuant to Blueprint's 2015 Second Amended and Restated Interlocal Agreement any substantial amendment to a Blueprint 2020 project's description requires two public hearings prior to the project modification being approved. If directed by the IA Board, the first public hearing to consider a substantial amendment to the Northeast Park project could be publicly advertised and conducted at the next Blueprint Citizens Advisory Committee (CAC) meeting, scheduled for March 31, 2021. The second public hearing can be held in conjunction with the April 8, 2021 IA Board meeting.

The current project description (Attachment #1) specifically shows the park being located at the Thomasville Road and Proctor Road site, purchased by the County in 2012. A new location serving a greater population of Leon County residents has been identified on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools. Consistent with Board of County Commissioners direction and if the substantial amendment process is initiated by the IA Board, Leon County would commence the selling and buying of the associated parcels which would brought back to the County Commission for final approvals.

Blueprint Intergovernmental Agency Board of Directors Meeting, February 18, 2021 Item Title: Approval to Initiate the Substantial Amendment Process for the Northeast Park Project and Consideration of Advance Funding Options Page 3 of 10

Consistent with direction provided at the IA Board December 10, 2020 meeting, this agenda item also presents funding options for advancing the project's implementation, and based on the analyses contained herein, recommends Option 2, expanding planned bond issuance(s) to fully fund the Northeast Park project at \$10 million within the FY 2022 – 2026 Capital Improvement Program (CIP). As approved in 2014, the project total is \$10 million.

### **BACKGROUND:**

### **BLUEPRINT 2020 PROJECT PRIORITIZATION**

Since voter approval of the sales tax extension in November 2014, the IA Board has taken significant action to prioritize all 27 projects. For prioritization purposes, the IA Board's adopted list of 27 Blueprint 2020 infrastructure projects were divided into five categories: Regional Mobility and Gateway projects, and Community Enhancement, Connectivity, and Quality of Life (CCQ) projects. At the February 21, 2017 meeting, the IA Board discussed a dual approach to funding the Blueprint 2020 projects. Based on IA Board action at that meeting, the larger, holistic roadway reconstruction projects will be prioritized consistent with the CRTPA Regional Mobility Plan. As a result, these projects are beginning to be funded in the Five-Year Florida Department of Transportation (FDOT) Work Program. This strategy maintained progress on projects where the IA Board has provided direction and continues the collaborative approach to completing projects through FDOT and Federal Highway Administration partnerships.

The Northeast Park project is within the CCQ project category. The IA Board approved the prioritization for the CCQ projects at its September 19, 2017 meeting, included below in Table #1. The Northeast Park project is the next CCQ project scheduled to receive funding based on the currently approved CCQ project prioritization. Based on the approved project prioritization of all 27 Blueprint 2020 projects, as well as updated revenue projections reflecting impacts of COVID-19, funding for the Northeast Park is currently anticipated for FY 2035.

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Table 1. Blueprint 2020 Approved Prioritization for CCQ projects, tied projects listed in alphabetical order

Priority	Project Name	2014 Project Estimate
1	Market District (80 pts.)	\$9,400,000
1	Orange Avenue/Meridian Road Placemaking (80 pts.)	\$4,100,000
2	Lake Lafayette and St. Marks Regional Linear Park (75 pts.)	\$15,816,640
3	Monroe-Adams Corridor Placemaking (55 pts.)	\$7,000,000
4	Midtown Placemaking (50 pts.)	\$22,000,000
5	Beautification and Improvements to the Fairgrounds (45 pts.)	\$12,000,000
5	Northeast Park (45 pts.)	\$10,000,000
6	College Avenue Placemaking (40 pts.)	\$7,000,000
7	Florida A&M Entry Points (25 pts.)	\$1,500,000
8	Tallahassee-Leon County Animal Service Center (10 pts.)	\$7,000,000

### **PROJECT DESCRIPTION & CURRENT STATUS:**

#### Northeast Park

The Northeast Park project will provide a new public park in northeast Leon County. At its May 22, 2012 meeting, the Leon County Board of County Commissioners approved the acquisition of 100 acres of land at the intersection of Thomasville Road and Proctor Road at a cost of \$786,000, to serve as the location for a Northeast Park. Subsequently, the Northeast Park project was submitted by Leon County to the Sales Tax Extension Citizens Committee and the project was included as one of the 27 infrastructure projects comprising the Blueprint 2020 infrastructure program. At the time of the sales tax extension approval in November 2014, the project was estimated to cost \$10 million.

Since 2012, Leon County had completed the following activities for the Northeast Park:

- Phase 1 Environmental Audit
- · Natural Features Inventory survey
- Cultural Resources Assessment Survey
- Evaluation of topographical characteristics
- · Conceptual Site Plan
- Conceptual Costs to Construction Schedule

At their January 26, 2021 meeting, the Leon County Commission authorized the County Administrator to initiate selling the parcel of property at Proctor Road and Thomasville Road and negotiate for the purchase of the parcel on Centerville Road adjacent to the

Blueprint Intergovernmental Agency Board of Directors Meeting, February 18, 2021 Item Title: Approval to Initiate the Substantial Amendment Process for the Northeast Park Project and Consideration of Advance Funding Options Page 5 of 10

Montford Middle and Roberts Elementary Schools in accordance with the Board's Real Estate Policy for the purpose of developing a Northeast Park (Attachment #2). The property owners adjacent to the County-owned land at Proctor Road have expressed an interest in acquiring this parcel. The owners of the property adjacent to Montford Middle and Roberts Elementary Schools have indicated their willingness to sell a parcel to the County for the development of a park. Based on preliminary discussions with all parties, it is anticipated that there will be no net cost to the County to acquire the new parcel.

In order to expend sales tax funds for park and recreational improvements at this new location, this agenda item recommends initiating the substantial amendment process as required by the 2015 Second Amended and Restated Interlocal Agreement governing the Blueprint program. Once the project is initiated, the Northeast Park design and amenities will be developed through a future community engagement process. Possible improvements could include baseball and multi-purpose fields, a playground, and concession/restroom facilities. While the original location is 100 acres, given the environmental features of the property, approximately half was anticipated to be used for active recreation with the balance set aside for passive uses. The proposed new location is estimated to be 50 acres and could be designed to include the active recreation component of the project.

Per the analysis provided in the January 26, 2021 County agenda item, the new location will be accessible by a larger number of Leon County families. Approximately 22,518 more individuals live within a 5-mile radius of the Centerville Road site than the current location. In addition to the increased population served, the alternative site's proximity to two Leon County Schools provides possible future benefits. These opportunities include possible partnerships for joint usage of recreational amenities, stormwater facilities, parking and traffic circulation. Collaboration with Leon County Division of Parks and Recreation will be undertaken when programming the park facilities and amenities. However, there may also be an opportunity to partner with the City on the park itself. The City has had previous discussions regarding the development of a City park in the Northeast, although specific plans for the creation or the operation of the City's park have not been finalized.

In order to take the next step toward moving the Northeast Park to capture the opportunity to expanded recreational facilities and accessibility to a larger number of Leon County families, staff is recommending Option 1, which initiates the process to substantially amend the Northeast Park project consistent with the new location planned for purchase by Leon County.

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### **SUBSTANTIAL AMENDMENT PROCESS:**

Option 1 of this item initiates the substantial amendment process to relocate the park consistent with Leon County Board direction to sell the existing project site identified in the Second Amended and Restated Interlocal Agreement. In order to expend sales tax funds on improvements at the new location to be acquired by Leon County, a substantial amendment is necessary.

The Second Amended and Restated Interlocal Agreement dated December 9, 2015 specifies that Blueprint must hold two public hearings to consider proposed substantial changes to a Blueprint project. The first public hearing could be publicly advertised and conducted at the next Blueprint Citizens Advisory Committee (CAC) meeting, scheduled for March 31, 2021. The second public hearing can be held in conjunction with the April 8, 2021 IA Board meeting. The IA Board must also receive recommendations from the Technical Coordinating Committee (TCC), CAC, and the Intergovernmental Management Committee (IMC). Absent IA Board direction regarding advance funding this project, presented as Options 2 and 3, the Northeast Park would be constructed at the new location with funding anticipated in FY 2035, consistent with the existing project prioritization and related funding schedule.

### **FUNDING OPTIONS:**

Consistent with prior IA Board action regarding prioritization and project funding, the Northeast Park project is currently anticipated to receive funding in 2035. The following section provides two funding options for IA Board consideration regarding the advanced implementation of the Northeast Park project at a cost of \$10 million in the current five-year capital budget: expand planned bond issuance(s) (Option 2), or use sales tax revenues to fully fund this project (Option 3). Based on the analyses contained herein, staff recommends Option 2, expanding planned bond issuance(s) to fully fund the Northeast Park project at \$10 million within the FY 2022 – 2026 CIP.

As of September 19, 2017, the IA Board had prioritized, initiated, or provided direction on all 27 infrastructure projects. Building on this prioritization, at the June 21, 2018 meeting the IA Board approved the FY 2019 – 2024 Implementation Plan, providing project implementation direction for the first five years of the Blueprint 2020 program. The Implementation Plan was the starting point for the subsequent Five Year Capital Improvement Plan. The approved Implementation Plan includes a \$100 million bond to fund large scale Regional Mobility and Gateway projects, including the Bannerman Road and Airport Gateway projects. Bond funding is also utilized for several CCQ projects, including Market District and Monroe-Adams Placemaking. The Implementation Plan for CCQ projects is included in Table #2, below.

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Table 2. FY 2021-2025 CIP for CCQ Projects (Approved September 17, 2020)

FY2021	FY2022	FY2023	FY2024	FY2025	Total FY 21 - 25
1,459,611	750,000	ı	ı	-	2,209,611
2,035,263	5,423,716	1,054,619	-	-	8,513,598
500,000	750,000	-	1,771,145	1,374,492	4,395,637
1,500,000	2,500,000	2,378,365	1,654,596	-	8,032,961
1,000,000	4,000,000	ı	ı	500,000	5,500,000
100,000	-	-	12,000,000	-	12,100,000
-	-	-	1	-	-
-	-	ı	-	-	-
-	-	-	-	-	-
-	-	1	1	-	-
-	-	ı	ı	-	-
500,000	-	ı	ı	-	500,000
	1,459,611 2,035,263 500,000 1,500,000 1,000,000 - - - - -	1,459,611         750,000           2,035,263         5,423,716           500,000         750,000           1,500,000         2,500,000           1,000,000         4,000,000           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -           -         -	1,459,611         750,000         -           2,035,263         5,423,716         1,054,619           500,000         750,000         -           1,500,000         2,500,000         2,378,365           1,000,000         4,000,000         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -         -           -         -	1,459,611         750,000         -         -           2,035,263         5,423,716         1,054,619         -           500,000         750,000         -         1,771,145           1,500,000         2,500,000         2,378,365         1,654,596           1,000,000         -         -         -           100,000         -         -         12,000,000           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -	1,459,611         750,000         -         -         -           2,035,263         5,423,716         1,054,619         -         -         -           500,000         750,000         -         1,771,145         1,374,492           1,500,000         2,500,000         2,378,365         1,654,596         -           1,000,000         -         -         500,000           100,000         -         -         12,000,000         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -         -           -         -         -         -

<sup>\*</sup> Indicates project fully funded by FY 2025 or earlier

As approved by the IA Board at the September 17, 2020 meeting, the FY 2021 – 2025 CIP fully funds the following CCQ projects: Orange-Meridian Placemaking, Market District, Monroe-Adams Placemaking, and Fairgrounds Beautification and Improvement. The full \$500,000 repayment to the City for advance funding the DeSoto Winter Encampment is also completed. Specific to CCQ projects, the approved CIP also provides funding to initiate the Lake Lafayette & St. Marks Regional Linear Park and complete design and construction of Phase 1 of the Midtown Placemaking project.

Based on the approved project prioritization, as well as updated revenue projections reflecting impacts of COVID-19, funding for the Northeast Park is currently anticipated for FY 2035. The two advance funding options may impact the implementation schedules for other Blueprint projects, as detailed below:

**Option 2: Increase Planned Bond Issuance(s)**: Option 2 increases the planned bond issuance(s) to provide full funding for the Northeast Park project within the proposed FY2022-2026 CIP. There are two upcoming bond issuances planned in the five-year capital budget: one in FY 2022, and a second issuance in FY 2024. Based on current project timelines, the initial phases of the Northeast Park project, including planning, community engagement, design, and permitting, are anticipated to take approximately 24 months to complete. The estimated cost of planning is \$750,000, and the estimated cost of design is \$1.25 million, and it is estimated these phases can be completed by FY 2024, if initiated in FY 2022 (Fall 2021). This option would allow in progress projects to maintain forward momentum without disruption to project funding or implementation schedules. However, bonding will increase debt service, which will reduce the funding available each year to implement Blueprint 2020 projects. This funding reduction will mean that some projects, such as projects not yet in progress including the lowest ranked CCQ projects (Tallahassee-Leon County Animal Service Center, Florida A&M Entry

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Points, and Alternative Sewer Solutions Study) will be implemented at a later date than currently estimated.

Option 2, advance Northeast Park with bond funding, could be accomplished through IA Board direction corresponding with approval of Option 2 at the end of this item.

**Option 3: Sales Tax Revenue Funding:** Option 3 would fully fund the Northeast Park project using sales tax revenues within the FY 2022-2026 CIP, which would delay funding for higher ranked CCQ projects. Using existing sales tax revenues would necessitate delaying other projects currently in progress to fully fund the Northeast Park at the approved project funding of \$10 million. If directed to use sales tax revenues to fully fund this project within the FY 2022 -2026 CIP, Blueprint will need direction from the IA Board regarding which active projects should be delayed. Provided this direction, Blueprint would develop budget scenarios which could be evaluated by the IA Board for final direction through the FY 2022 budget workshop, scheduled for May 27, 2021. The budget workshop item would provide the IA Board options and a cost analysis of advance funding the Northeast Park project, including revised implementation schedules for the higher ranked CCQ projects as may be applicable.

Option 3, advance Northeast Park with sales tax funding, could be accomplished through IA Board direction corresponding with approval of Option 3 at the end of this item. For review and direction by the IA Board, Blueprint would develop budget scenarios regarding which active projects should be delayed through the FY 2022 budget workshop, scheduled for May 27, 2021.

INTERGOVERNMENTAL AGENCY

### **SUMMARY:**

Consistent with direction provided at the December 10, 2020 meeting, this agenda item presented the IA Board new information pertaining to the Northeast Park project as well as funding options for advancing this project's implementation. Based on Leon County Board actions at their January 26, 2021 meeting, this agenda item recommends initiating the substantial amendment process (Option 1) to recognize the new planned location for the Northeast Park and allow for the expenditure of sales tax funds for improvements at this new site. This amendment is necessary whether or not advance funding options for this project are approved by the IA Board to allow for the expenditure of sales tax funds for improvements at this new site. If directed by the IA Board, the first public hearing to consider a substantial amendment to the Northeast Park project could be publicly advertised and conducted at the next Blueprint Citizens Advisory Committee (CAC) meeting, scheduled for March 31, 2021. The second public hearing can be held in conjunction with the April 8, 2021 IA Board meeting.

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This agenda item also recommends Option 2, expanding planned bond issuance(s) to fully fund the Northeast Park project at \$10 million within the FY 2022 - 2026 CIP. Option 2 would allow in progress projects to maintain forward momentum without disruption to project funding or implementation schedules. An additional funding scenario, using only sales tax revenues (Option 3), was also detailed for IA Board consideration.

**Action by the TCC and CAC:** This item was not presented to the TCC, and the CAC received an update on IA Board direction provided at the December 10, 2020 meeting during a presentation at their February 4, 2021 meeting.

### **OPTIONS:**

- Option 1: Initiate the process to significantly amend the Northeast Park project consistent with the new location planned for purchase by Leon County. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on March 31, 2021 and the second and final public hearing for the Blueprint IA Board meeting on April 8, 2021, at which time a supermajority vote will take place to modify the project.
- Option 2: Advance Northeast Park with bond funding: Direct Blueprint to bring back through the annual budget workshop the full funding of the Northeast Park through planned bond issuance(s) at \$10 million within the FY 2022 2026 Capital Improvement Plan.
- Option 3: Advance Northeast Park with sales tax funding: Direct Blueprint to bring back options through the annual budget workshop scheduled for May 27, 2021 for advance funding of the Northeast Park project within the five-year capital budget using sales tax revenues.
- Option 4: IA Board direction.

### **RECOMMENDED ACTION:**

- Option 1: Initiate the process to significantly amend the Northeast Park project consistent with the new location planned for purchase by Leon County. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on March 31, 2021 and the second and final public hearing for the Blueprint IA Board meeting on April 8, 2021, at which time a supermajority vote will take place to modify the project.
- Option 2: Advance Northeast Park with bond funding: Direct Blueprint to bring back through the annual budget workshop the full funding of the Northeast Park

Blueprint Intergovernmental Agency Board of Directors Meeting, February 18, 2021 Item Title: Approval to Initiate the Substantial Amendment Process for the Northeast Park Project and Consideration of Advance Funding Options Page 10 of 10

through planned bond issuance(s) at \$10 million within the FY 2022-2026 Capital Improvement Plan.

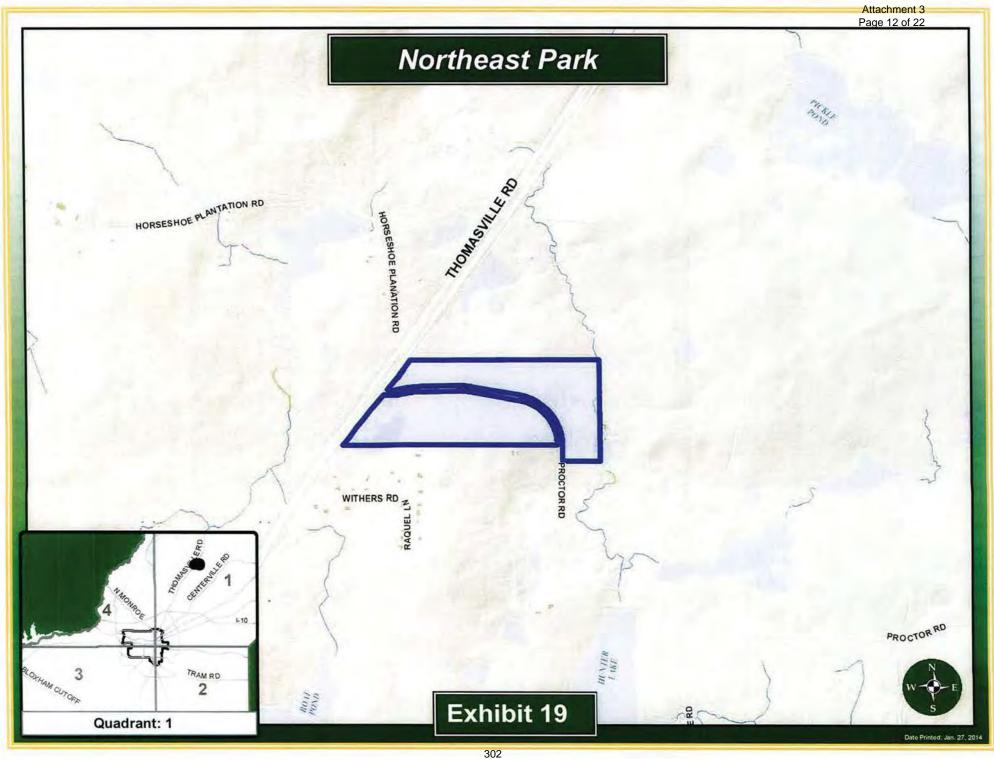
### Attachments:

- 1. Blueprint 2020 Project Description and Map Northeast Park
- 2. January 26, 2021 Leon County Commission Agenda Item Sale and Purchase of Land to Relocate Proposed Northeast Park



# SECOND AMENDED AND RESTATED INTERLOCAL AGREEMENT between LEON COUNTY, FLORIDA and CITY OF TALLAHASSEE, FLORIDA DATED as of December 9, 2015

Project 19. Northeast Park: Funding to develop a Northeast Park (Exhibit 19).



# **Leon County Board of County Commissioners**

# Agenda Item #23

**January 26, 2021** 

**To:** Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Sale and Purchase of Land to Relocate Proposed Northeast Park

Review and Approval:	Vincent S. Long, County Administrator	
Department/ Division Review:	Alan Rosenzweig, Deputy County Administrator Ken Morris, Assistant County Administrator	
Lead Staff/ Project Team:	Leigh Davis, Director, Parks and Recreation Heather Peeples, Special Projects Coordinator Ben Pingree, Director, PLACE Maggie Theriot, Director, Resource Stewardship	

### **Statement of Issue:**

This item seeks Board consideration to relocate the proposed Northeast Park from the existing County-owned land at the intersection of Thomasville and Proctor Roads to a site between Centerville Road and the planned Welaunee Boulevard, adjacent to Montford Middle and Roberts Elementary Schools. To accomplish this relocation with no net cost to the County, this item recommends selling the County-owned site and utilizing the proceeds of the sale to purchase the new site.

### **Fiscal Impact:**

This item has a fiscal impact. The property owners adjacent to the County-owned land at Proctor Road have expressed an interest in acquiring this parcel. The owners of the property adjacent to Montford Middle and Roberts Elementary Schools have indicated their willingness to sell a parcel to the County for the development of a park. Based on preliminary discussions with all parties, it is anticipated that there will be no net cost to the County to acquire the new parcel.

### **Staff Recommendation:**

Option #1:

Authorize the County Administrator to initiate selling the parcel of property at Proctor Road and Thomasville Road and negotiate for the purchase of the parcel on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools in accordance with the Board's Real Estate Policy, for the purpose of developing a Northeast Park to be brought back to the Board for final approval, subject to the Blueprint Intergovernmental Agency Board's approval to modify the location of the Northeast Park project description.

### **Report and Discussion**

### **Background:**

For over a decade, Leon County has been actively working to site and develop the Northeast Park. In FY 2007, funding for the Northeast Park was included in the County's five-year Capital Improvement Program (CIP). However, in preparation for the FY 2008 budget the recession had caused a significant decline in projected revenues and to avoid a property tax increase the Board implemented a 120-day freeze on capital projects, including the proposed Northeast Park. The purpose of this freeze was to provide the Board with flexibility in the prioritization of projects as part of the FY 2008 budget cycle. Subsequently, the Northeast Park project, as well as many other capital projects, was not funded in FY 2008.

During its December 13, 2010 Annual Retreat, the Board included funding for the proposed Northeast Park as one of the top priorities for the 2011 calendar year. On March 24, 2011, staff issued a request for proposals (RFP) for the acquisition of land to develop the proposed Northeast Park. The RFP identified requirements for the site, including acreage, general area for the site to be located, opportunities for donations, general slope requirements, and other general conditions. Responses to the RFP were due on April 27, 2011; however, the County did not receive any responses.

After exhaustive efforts to identify parcels of adequate size in the northeast part of the County, d5uring the June 27, 2011 Budget Workshop, staff provided a status report on the Northeast Park, including the estimated cost and funding options. On August 23, 2011, the Board was informed that Celebration Baptist Church had expressed interest in selling a 100-acre parcel at Proctor and Thomasville Roads to the County in the amount of \$1.5 million. The Board directed staff to bring back an agenda item for its consideration for the purchase of property. On September 13, 2011, the Board directed staff to proceed with the acquisition of the property, subject to appraisals. At that time, the agenda materials indicated that funding for the development of the Northeast Park could be considered as part of a future sales tax extension. While the appraisal indicated the value of the land at \$1.0 million, at the May 22, 2012 the Board approved the acquisition of the parcel at a total cost of \$786,000 with the intention of land banking the site until funding for the construction could be identified.

In November 2014, Leon County residents approved the extension of the Blueprint Sales Tax for twenty years, beginning January 1, 2020. Included in the approved funded project list is \$10 million for the Northeast Park Project

At the December 2015 Annual Retreat, the Board requested information be provided as part of the budget process on establishing trails on the Northeast Park property until the active recreation could be developed. Following a review of the property, staff recommended creating a multi-use trail of approximately 2 miles and 10 to 12 feet wide to provide for a variety of users including hikers, bikers, and runners. As part of the April 2017 Budget Workshop, the Board subsequently authorized the inclusion of \$250,000 in the FY 2017 – FY 2021 preliminary capital improvement program for the development and construction of a temporary trail and trail head at the intersection

of Thomasville Road and Proctor Road. The trail was constructed during the following year and was opened to the public on January 4, 2018.

At the September 19, 2017 Blueprint Intergovernmental Agency (IA) Board meeting, the IA Board prioritized the 10 Community Enhancement Districts, Connectivity, and Quality of Life projects (CCQ) (Attachment #1). Based on the prioritization criteria, the Northeast Park and the Fairgrounds tied as the sixth highest ranked projects. At the June 27, 2019 meeting, the IA requested Blueprint staff to develop options for the IA Board to consider advance funding and implementation of the Fairgrounds and Northeast Park projects. An agenda item was presented to the IA Board at its December 11, 2019 providing options to advance fund both projects; the IA Board accepted the report and took no additional action at that time. Subsequently, at the July 9, 2020 Budget Workshop, the IA Board directed staff to fund the Fairgrounds project in the five-year Capital Improvement Program (CIP). The Northeast Park's funding is currently programmed for FY 2035.

Most recently, in February 2020, the property owner's adjacent to the Proctor Road parcel reached out to the County to discuss possibly purchasing the property. Horseshoe Plantation, working with Tall Timbers, owns and manages thousands of acres in the surrounding area of the Proctor Road site. Horseshoe Plantation and Tall Timbers regularly perform prescribed burns on their property which can cause air quality issues when the burning is occurring. Being sensitive to future Northeast Park users, they expressed their concern in trying to conduct these burnings adjacent to a park facility.

In response to this outreach by Horseshoe Plantation and Tall Timbers, and to mitigate future issues related to air quality and smoke at the Proctor Road site, an evaluation was conducted on possible alternative locations for the Northeast Park. Based on an analysis of parcels available in the northeast, it was determined that there was land available within Welaunee (bounded by Centerville Road and the future Welaunee Boulevard), and adjacent to the Montford Middle and Roberts Elementary Schools, that met the criteria for the Northeast Park.

As detailed in the analysis, in addition to obtaining a preferable location for the Northeast Park, this location presents a synergistic opportunity to develop the Northeast Park project in conjunction with the Northeast Gateway project. Synergies include improved traffic outcomes by integrating the ingress/egress to the Northeast Park as part of the Welaunee Boulevard extension, possible reduced costs by aligning construction schedules and sharing stormwater facilities, and designing the Northeast Park and greenway and trail connections concurrently. Most significantly, the Northeast Park construction timeline can be accelerated in conjunction with the design and construction of the Northeast Gateway project, thereby advancing the construction of the Northeast Park by over a decade. The Northeast Gateway project is currently undergoing preliminary design and engineering and is scheduled to start construction next fiscal year. In addition, the total unincorporated area population (as well as the total population) to be served at the new location is greater than the existing site. Given the proximity to the schools, the new location also allows for future collaboration with Leon County Schools on field usage, stormwater and parking. It is projected that this site acquisition can be paid for with the proceeds through the sale of the Proctor Road site.

At the December 10, 2020 Blueprint IA meeting, Commissioner Welch discussed the possible new site for the Northeast Park and requested the IA consider accelerating the funding of the Northeast Park project to align with the Northeast Gateway Project. The IA Board directed an agenda item be prepared providing options for advance funding the Blueprint Northeast Park Project into the current five-year Capital Improvement Program. That agenda item is scheduled to be presented at the February 18, 2021 IA Board meeting.

Should the Board wish to proceed with the sale and purchase of these lands, the next step will be to seek approval from the Blueprint Intergovernmental Agency Board to amend the Northeast Park project description. The current project description specifically shows the Northeast Park being located at the Proctor Road site. Pursuant to Blueprint's 2015 Second Amended and Restated Interlocal Agreement, any substantial amendment to a Blueprint 2020 project's description requires two public hearings prior to the project modification being approved. Blueprint staff will seek IA Board authority to begin the modification process to move the Northeast Park's project location at the February 18, 2021 Blueprint IA Board meeting. Following the February 18, 2021 meeting, the County Administrator would commence the sale and purchase of the associated parcels which would be brought back to the Board for final approvals.

As discussed in detail in the analysis, this item therefore seeks Board authorization for the County Administrator to sell the parcel of property at Proctor Road and Thomasville Road and to negotiate for the purchase of the parcel on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools for the development of a Northeast Park at the newly acquired site, subject to the Blueprint IA Board approval to modify the location of the Northeast Park project description. The development of the Northeast Park will be paid for through Blueprint revenues. The Blueprint IA will be considering advancing the funding of the Northeast Park development at the February 18, 2021 meeting.

### **Analysis:**

As noted in the background, the County has been actively pursuing the development of a Northeast Park since at least 2008. During this time, the County purchased the parcel at Proctor and Thomasville Roads and "land banked" it as a possible location for the future site of the Northeast Park. While this site could be developed with active recreation amenities, an alternative location has been identified that provides an opportunity to advance the development of the Northeast Park project in conjunction with the design of Blueprint's Northeast Gateway project.

As reflected in the original project description (Attachment #2), the Northeast Park would be designed to include active recreation amenities. Northeast Park amenities may include baseball and multi-purpose fields, a playground, and concession/restroom facilities. Community engagement will occur in developing the final Northeast Park design and amenities. While the original location is 100 acres, given the environmental features of the property, approximately half was anticipated to be used for active recreation with the balance set aside for passive uses. The proposed new location is estimated to be 50 acres and would be designed to include the active recreation component of the Northeast Park project. The Northeast Park design and amenities are to take into consideration a future community engagement process.

### Proposed New Site

The proposed alternative site is located just south of Montford Middle and Roberts Elementary Schools and would be bounded by Centerville Road and the future Welaunee Boulevard extension. Locating the Northeast Park at the proposed site would allow the project to be designed in conjunction with the Welaunee Boulevard extension portion of the Northeast Gateway project in a holistic manner. Synergies between the two projects include improved traffic outcomes by integrating the ingress/egress to the Northeast Park as part of the Weluanee Boulevard extension, possible reduced costs by aligning construction schedules and sharing stormwater facilities, and designing the Northeast Park and greenway and trail connections concurrently. Based on the accelerated timeline for the Northeast Gateway project, planning and pre-engineering has already commenced with design and right-of-way acquisition planned for the current fiscal year. Construction of Welaunee Boulevard extension is planned to commence next fiscal year (FY 2022) and be completed by FY 2026, while the current funding for the Northeast Park is not scheduled until FY 2035. Accelerating the funding for the Northeast Park and moving forward with the relocation allows for the Northeast Park and the Northeast Gateway project to be designed and constructed concurrently.

In addition to the design opportunities and synergy that can be created with the Northeast Gateway project, the new location will be accessible by a larger number of Leon County families. As shown in Tables 1 and 2, an analysis was done of the population served at 1, 3, and 5-mile increments. The analysis looked at total population (incorporated and unincorporated areas) and population served for only the unincorporated area. In all scenarios, a greater population is served by the proposed new location.

Table 1: Total Population Served by Distance to Possible Northeast Park Sites

Miles	Current Location: Proctor Road	Proposed Relocation: Centerville Road	Difference	% Difference
1	83	1,380	1,297	1,563%
3	6,164	19,482	13,318	216%
5	31,364	53,882	22,518	72%

Table 2: Unincorporated Area Population Served by Distance to Possible Northeast Park Sites

Miles	Current Location: Proctor Road	Proposed Relocation: Centerville Road	Difference	% Difference
1	83	401	318	383%
3	6,164	7,747	1,583	26%
5	21,943	25,549	3,606	16%

Approximately 22,518 more individuals live within a 5-mile radius of the alternative site than the current location. Although the alternative site is located within the City limits, more residents of unincorporated Leon County will benefit from the relocation of the Northeast Park. Within the 5-

mile radius of the alternative site there are approximately 3,606 more residents living in the unincorporated area.

In addition to the increased population served, the alternative site's proximity to two Leon County Schools provides possible future benefits. These opportunities include the potential for partnerships for joint usage of recreational amenities, stormwater facilities, parking and traffic circulation. There may also be an opportunity to partner with the City on the Northeast Park itself. In addition to the County's Northeast Park project, the City has also had previous discussions regarding the development of a City park in the Northeast. The City has not finalized plans for the creation or the operation of the City's park. Therefore, there may be an opportunity for collaboration on the new Northeast Park which could be further discussed at the IA Board meeting.

### Purchase and Sale of Land

If the Board approves moving forward with the proposed relocation, the sale and purchase of lands by the County is governed by Policy No. 16.5 "Real Estate Policy." As required by Article 12 of the County's Real Estate Policy, if the County Administrator deems that a sale or lease of Countyowned real estate may be in the best interest of the County, the matter shall be presented to the Board for consideration. Should the Board authorize the sale, staff will then prepare a notice calling for competitive bids in accordance with the Policy and Section 125.35(1)(c), Florida Statutes. Pursuant to the Policy, two independent appraisals are also required to determine the estimated Fair Market Value of the real estate. With the Board's authority, the County Administrator would then accept the offer from the highest responsive bidder by executing the sale and purchase agreement contingent upon the Board's review and approval at a scheduled meeting. Tall Timbers, on behalf of the owners of Horseshoe Plantation, have already expressed an interest in purchasing the County property which is encompassed by Horseshoe Plantation lands. Currently, much of surrounding Horseshoe Plantation lands are managed by Tall Timbers as part of its conservation and research efforts. As part of the transaction, Horseshoe Plantation has indicated a willingness to negotiate the continued use of the trail for a year. In addition to the value of the land, the sale price would also cover the County's investment in the trail and associated parking.

Utilizing the proceeds of the sale, the County would concurrently purchase the new parcel for future development of a Northeast Park. Pursuant to the County's Real Estate Policy, the purchase of real estate likewise requires that the County Administrator present a proposal to the Board and obtain the authority to negotiate the purchase. As part of the process, the County is also required to obtain two independent appraisals of the property to ensure the estimated value of the property is in line with market conditions. If the negotiations and appraisals are successful, a negotiated purchase would be presented to the Board for review and approval. While the purchase of the new parcel will be contingent upon the sale of existing County owned land, the negotiations for both transactions would be concurrent.

### Next Steps

Should the Board wish to proceed with the sale and purchase of these lands, the next step will be to seek approval from the IA Board to amend the Northeast Park project description. The current project description specifically shows the Northeast Park being located at the Proctor Road site. Pursuant to Blueprint's 2015 Second Amended and Restated Interlocal Agreement, any substantial

amendment to a Blueprint 2020 project's description requires two public hearings prior to the project modification being approved.

The IA Board will consider the modification process to move the Northeast Park's project location at the February 18, 2021 Blueprint IA meeting. Once approved by the IA Board, the first public hearing would be conducted by the Blueprint Citizens Advisory Committee and the second and final public hearing would be conducted by the IA Board at the April 8, 2021 meeting. Following the public hearing, the IA Board could then approve the modifications by a super-majority vote of the individual County and City Commissioners. The funding for the development of the Northeast Park is included as a Blueprint project with funding planned for 2035. At the February 18, 2021 meeting the Blueprint IA will be considering advancing the funding for the development of the Northeast Park to align with the Northeast Gateway project implementation. The Blueprint IA will be considering options to accelerate the Northeast Park project funding as part of the upcoming debt financing that Blueprint is considering.

The land sale and purchase would be scheduled to close following the April 8, 2021 IA Board meeting and subject to the approval of the project modification occurring. The negotiated sale and purchase agreements would then be brought back to the Board for final approval.

### **Options:**

- 1. Authorize the County Administrator to initiate selling the parcel of property at Proctor Road and Thomasville Road and negotiate for the purchase of the parcel on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools in accordance with the Board's Real Estate Policy, for the purpose of developing a Northeast Park to be brought back to the Board for final approval, subject to the Blueprint Intergovernmental Agency Board's approval to modify the location of the Northeast Park project description.
- 2. Board direction.

### **Recommendation:**

Option #1

### **Attachments:**

- 1. Prioritization Process by Project Blueprint 2020 Infrastructure Program
- 2. Northeast Park project description

Prioritization Process by Project – Blueprint 2020 Infrastructure Program (27 Projects, listed in alphabetical order by category, except for the CCQ projects which are presented in priority order)

IA Board Action	Project Name	2014 Project Estimate
#1 Project (April 2015)	Capital Circle Southwest	\$70,000,000
Funded via	Bike Route System	\$15,000,000
	Greenways Master Plan	\$15,800,000
Annual	Operating Costs for Parks Built with Sales Tax Funds	\$20,000,000
Allocation	Sidewalks	\$50,000,000
(April 2015)	StarMetro Enhancements	\$12,500,000
	Water Quality and Stormwater Improvements	\$85,000,000
	Alternative Sewer Solutions Study (Phase 1 - June 2017)	\$2,800,000
In Progress Per IA	Northeast Gateway Welaunee Critical Area Plan Regional Infrastructure (February 2016)	\$47,300,000
Direction (Varies by	Orange Avenue: Widening from Adams Street to Springhill Road (September 2016)	\$33,100,000
project)	Southside Gateway Enrichment: Widening of Woodville Highway (June 2016)	\$29,700,000
	Airport Gateway: Springhill Road and Lake Bradford Road	\$58,698,138
Prioritization Coordinated	North Monroe Gateway	\$9,400,000
with CRTPA	Northeast Connector Corridor: Widening of Bannerman Road	\$33,300,000
(Feb. 2017)	Northwest Connector Corridor: Widening of Tharpe Street	\$53,184,800
	Westside Student Corridor Gateway: Widening of Pensacola Street	\$29,936,800
Complete (Jan. 2015)	De Soto Winter Encampment	\$500,000
Community En	hancement Districts, Connectivity, & Quality of Life (CCQ)	
	Market District (80 pts.)	\$9,400,000
	Orange Avenue/Meridian Road Placemaking (80 pts.)	\$4,100,000
	Lake Lafayette and St. Marks Regional Linear Park (75 pts.)	\$15,816,640
Prioritized via	Monroe-Adams Corridor Placemaking (55 pts.)	\$7,000,000
Blueprint Promise	Midtown Placemaking (50 pts.)	\$22,000,000
Criteria	Beautification and Improvements to the Fairgrounds (45 pts.)	\$12,000,000
(Sept. 2017)	Northeast Park (45 pts.)	\$10,000,000
	College Avenue Placemaking (40 pts.)	\$7,000,000
	Florida A&M Entry Points (25 pts.)	\$1,500,000
	Tallahassee-Leon County Animal Service Center (10 pts.)	\$7,000,000



# **Northeast Park**



# **Project Highlights**

- Park design and amenities to be determined through community input.
- Possible improvements may include:
  - Active Park (55 acres):
    - Baseball and multi-purpose fields
    - Playground
    - Amenities such as concession/restroom facilities, sidewalks, lighting, etc.
  - Passive Park (45 acres):
    - Greenways
    - · Hiking and biking trails.
- Estimated Cost: \$10 million

The Northeast Park is 100-acre parcel located at the corner of Proctor Road and Thomasville Road, of which 55 acres are anticipated to hold activity-based facilities (playground and activity fields). The remaining 45 acres of the park are anticipated to be set aside as a passive park (trails and greenspace). This project could also include the realignment and paving of Proctor Road within the confines of the park site. Additionally, a northbound turn lane would need to be added on Thomasville Road to facilitate traffic flow into the park.