

Blueprint Intergovernmental Agency

Board of Directors

Agenda Item

Date: June 21, 2018
To: Board of Directors
From: Benjamin H. Pingree, PLACE Director
Subject: Summary Minutes of March 1, 2018 Board of Directors Meeting

MEMBERS PRESENT

COUNTY	CITY
Commissioner Mary Ann Lindley, Chair	Commissioner Gil Ziffer
Commissioner Kristin Dozier	Mayor Andrew Gillum (telephonically)
Commissioner Nick Maddox	Commissioner Nancy Miller
Commissioner Bryan Desloge	Commissioner Curtis Richardson
Commissioner Bill Proctor	Commissioner Scott Maddox
Commissioner Jimbo Jackson	
Commissioner John Dailey	

MEMBERS ABSENT

There were no members absent.

I. AGENDA MODIFICATIONS

- Request for telephonic participation by Mayor Andrew Gillum.
- Submittal of a written report from the Citizen's Advisory Committee Chairman.

II. INFORMATIONAL ITEMS/PRESENTATIONS

- Citizen's Advisory Committee Chairman's Report
 - Hugh Tomlinson was unable to attend but provided written report to the Board. A copy of that report is attached to the minutes.
- Blueprint Project Updates Presentation
 - Autumn Calder provided an overview of the Blueprint projects which included the following highlights from the consent agenda:
 - The completion of the Smokey Hollow Barber Shop with the Grand Opening scheduled for Monday, April 2, 2018.
 - Updates on the amphitheater weatherization and partnership with Leon County.
 - The completion of remediation work on Franklin Boulevard in January 2018.
 - Construction continued on Capital Cascades Trail Segment 3 with an anticipated completion date in the fall of 2018.

- South Adams Street area infrastructure projects included approximately \$100-million of investments with four projects in the 2020 program poised to achieve the redevelopment and improved safety aspects.
- The request for a workshop on the Implementation of the Blueprint 2020 Work Plan which allowed in-depth discussion of schedules, funding, staffing, and operations.
- OEV Project Updates Presentation
 - Al Latimer provided an overview of the OEV projects which included the following highlights from the consent agenda:
 - The continued positive trend in US, State, and local employment conditions.
 - The OEV team was working thirteen active projects that primarily in the manufacturing and professional services industries with more than half of them being recruitment opportunities.
 - The Competitive Projects Cabinet approved a targeted business award for Project Fox that would result in 50 new and retained jobs with wages 115% above the average in Leon County. The \$4.35-million capital investment would have a \$23-million economic output for the community.
 - The OEV team amplified economic growth through the data center of the OEV website, www.oevforbusiness.org, providing internal and community resources to assist in business decision and the growth of the local economy.
 - Staff conducted 57 business consultations under the CapitalLOOP program that generated four leads, two expansions, and two recruitments culminating in 313 jobs for a \$14-million capital investment.
 - The Urban Vitality Job Creation Pilot Program launched in January 2018 to spark job creation, particularly through the existing businesses within the Promise Zone.
 - Formalization of the exchange of information between Leon County Sheriff's Office and the Minority Women Small Business Enterprises Office to share procurement listings, refer potential vendors for certification, meet supplier diversity goals, and report annual participation through OEV.

III. CONSENT

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

The motion passed 9-0. Commissioner Scott Maddox, Commissioner Proctor, and Mayor Andrew Gillum had not yet joined the meeting.

1. Approval of the December 5, 2017 Board of Directors Meeting Minutes
The Board approved Option #1: Approve the December 5, 2017 Board of Directors meeting minutes.
2. Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects
The Board approved Option #1: Accept the March 2018 status report on Blueprint infrastructure projects.
3. Status Report on the Operations of the Tallahassee-Leon County Office of Economic Vitality
The Board approved Option #1: Accept the Tallahassee-Leon County Office of Economic Vitality Status Report and approve amended enabling resolution for the Competitive Projects Cabinet.
4. Status Report on South Adams Street Infrastructure Projects
The Board approved Option #1: Accept the status report on South Adams Street infrastructure projects.
5. Acceptance of CapitalLOOP Business Engagement, Retention and Expansion Program Update
The Board approved Option #1: Accept the CapitalLOOP Business Engagement, Retention, and Expansion Program update and next steps.
6. Approval to Formalize the Exchange of Information with the Leon County Sheriff's Office Regarding the Utilization of Certified Minority Women and Small Business Enterprises
The Board approved Option #1: Authorize the PLACE Director to develop and execute a Memorandum of Understanding with the Leon County Sheriff's Office and the Blueprint Intergovernmental Agency, in a form approved by legal counsel that defines their activities with the Office of Economic Vitality and certified Minority Women Small Business Enterprise program.
7. Request to Hold a Workshop Regarding the Implementation of the Blueprint 2020 Work Plan
The Board approved Option #1: Direct staff to schedule a workshop on June 21, 2018 from 1:00 to 3:00 pm to discuss and provide direction on the Blueprint 2020 Five-Year Implementation Plan.

IV. GENERAL BUSINESS

8. Acceptance of the Final Study Document on the Target Industry Analysis and Selection Study, Economic Retrospective, and Incubator and Accelerator Study

Al Latimer introduced the item, the consulting firm, and reminded the Board that the firm's objective was to provide an economic retrospective, to conduct an incubator and accelerator analysis, and develop a list of targeted industries. Victoria Storrs and Jim Damicis, with Camoin & Associates and Carol Lauffer, with Business Cluster Development, provided a presentation to the Board on the Target Industry Analysis and Selection Study, Economic Retrospective, and Incubator and Accelerator Study. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

Commissioner Nick Maddox moved, seconded by Commissioner Curtis Richardson, to approve Option #1.

Option #1: Accept the Final Study Document on the Target Industry Analysis and Selection Study, Economic Retrospective, and Incubator and Accelerator Study for Tallahassee-Leon County, Florida, and staff's recommended outputs for the next quarter.

Commissioner Dozier looked forward to the next steps and requested an OEV specific workshop in September for a deeper dive into them and the understanding of the bigger picture of recruitment, startups, and the existing businesses. Ben Pingree stated that staff was targeting June to incorporate this into the work plan as quickly as possible. However, a workshop at the one-year mark could certainly be appropriate; staff would bring an agenda item in June for the Board's consideration.

Commissioner Nick Maddox agreed to the addition of an agenda item at the June meeting to consider a workshop on economic development.

The motion passed 8-0 with Commissioner Proctor out of chambers.

9. Approval of the New Investment Program: Elevate Florida's Capital for Business: Catalyzing Workforce Development Opportunities

Al Latimer spoke to the new investment program, Elevate Florida's Capital for Business: Catalyzing Workforce Development Opportunities and the allocation of \$100,000 from the Business Recruitment and Incentive fund to support the implementation of the program in FY2019.

Citizen Comments:

Kim Moore spoke in favor of the program noting that it addressed the gaps, created nimbleness, and accountability. It also provided tailored solutions for job seekers and employers through in-demand training and access to a well-trained workforce.

Dr. Ryan Kopinsky, DOMI Station, spoke in favor of the program noting that it provided funding to offset costs to in-demand training, in particular to the information technology sector, that served as an alternative to two and four year degrees.

Katrina Alexander spoke in favor of the program noting that it would enhance the quality of life and provide the finances necessary for such programs.

Jim McShane spoke in favor of the program noting opportunities to collaborate with OEV to leverage federal funds and achieve community goals.

Commissioner Nick Maddox moved, seconded by Commissioner Dozier, to approve Option #1.

Option #1: Approve the New Investment Program: *Elevate Florida's Capital for Business: Catalyzing Workforce Development Opportunities* and allocate \$100,000 from the Business Recruitment and Incentive fund to support the implementation of the program in FY 2019.

The motion passed 11-0.

10. Authorization to Fund, Advertise and Award a Competitive Proposal for Business Attraction and Prospect Generation Activities Specifically Related to Magnetic Technologies

Al Latimer requested \$200,000 be allocated from the Business Recruitment and Incentive fund to a competitive proposal for business attraction and prospect generation activities and services specifically related to magnetic technologies. This included a staff position within OEV to foster lead generation opportunities in the Applied Science target area.

Commissioner Nick Maddox moved, seconded by Commissioner Dozier, to approve Option #1.

Option #1: Authorize to fund, develop, in consultation with Camoin Associates, advertise, and award a competitive request for proposals for business attraction and prospect generation activities specifically related to magnetic technologies to be funded from the Business Recruitment and Incentive Fund.

The motion passed 11-0.

11. Evaluation of Undergrounding Electric Utility Lines in Coordination with the Magnolia Drive Trail Project

Autumn Calder provided a presentation to the Board on the staff evaluation of undergrounding electric utility lines in coordination with the Magnolia Drive Trail project. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

Commissioner Ziffer moved, seconded by Commissioner Nick Maddox, to approve Option #1.

Option #1: Direct staff to install underground electric utilities along the Magnolia Drive. corridor utilizing the “Alternative 2” method, authorize Blueprint to enter into a joint partnership agreement with the City of Tallahassee to secure City fund for 25% of the cost to underground power, approve a budget amendment to transfer of the remaining balance of funds in the Capital Circle Southeast project capital fund to the Magnolia Drive Trail project capital fund, and allocate the remaining project funding needs in FY19 to fully fund the project.

Commissioner Richardson, referencing conversation from the December 5, 2017 Board meeting, questioned the status of landscaping up to Pontiac with funding coming from the tree-bank. Autumn Calder stated that City staff cleared the right-of-way to the fence. Staff was also in contact with Capital City Country Club to clear the area inside their fence.

Commissioner Desloge questioned the veracity of the benefits of undergrounding utilities, beyond aesthetics, and issues with duct bank flooding during construction and as an ongoing maintenance issue. Ben Pingree stated that there was high efficacy in moving toward undergrounding utilities, certainly from City staff perspective on the benefits achieved.

Commissioner Miller noted that, while the City Commission often moved to underground utilities, based on their intentions and policies, there had not been an in-depth conversation of the pros and cons to it. She recommended including a staff person from City Utilities attend a future meeting for a deeper dive into the intricacies of underground utilities.

Commissioner Dozier agreed that it was less expense to include underground utilities during the initial construction of a project, rather than retrofitting them later. However, Blueprint projects were not budgeted to include underground utilities. She could support it in conjunction with the Magnolia Drive Trail project because of the funding coming from the 2000 program. She was concerned with setting a precedent of undergrounding utilities on future Blueprint projects and the significant deficit that would create in the 2020 program. While she appreciated the City’s policy and 25% cost share for private partnership, when it came to public partnership, specifically with Blueprint, she gently suggested that it be evaluated and adjusted.

The motion passed 12-0.

V. PUBLIC HEARING

12. Second Public Hearing to Consider a Substantial Amendment to the Blueprint 2020 Airport Gateway Project

Ben Pingree provided a presentation to the Board on the substantial amendment, which included:

- Project goals, an overview of the amendment process, community engagement through 25 community meetings, and Board actions.
- Community benefits involved supporting growth of local High Tech sector, improved neighborhood safety as identified in the Providence Neighborhood Renaissance Plan that called for moving traffic to Stuckey Avenue, and the creation of a beautiful gateway between downtown and the International Airport.
- Conceptual plans, typical sections, and the associated conceptual budgets, originally presented in September 2017 and with updates as necessary for March 2018.
- The original and amended project description:
 - Description of Project, Original
Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue and Lake Bradford Road from Orange Avenue to Gaines Street (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3).
 - Description of Project, as Amended
Project 3, Airport Gateway: ~~Springhill Road and Lake Bradford Road:~~ Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue, and Lake Bradford Road from Orange Avenue to Gaines Street, South Lake Bradford Road from Capital Circle Southwest to Orange Avenue, Stuckey Avenue from Roberts Avenue to Lake Bradford Road, a roadway (new roadway) through the FSU southwest campus area, and Orange Avenue from South Lake Bradford Road to the southern terminus of the new roadway (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3, as Amended).
- Community engagement would occur throughout the project process. The estimated timeline presented was:
 - 2020 Implementation Plan – June 2018
 - Southwest Area Plan to refine and analyze the multimodal network – began in January 2018 with a targeted completion date mid-2019
 - FDOT Orange Avenue PD&E to evaluate the social, economic, natural and physical environmental impacts and would become the basis for subsequent planning, design, and construction activities – 2019
 - Funding through the Blueprint Work Plan would occur per IA Board direction and would determine the project development timeline. Blueprint 2020 sales tax funding would become available beginning January 1, 2020.
 - The IA Board would determine the project start date at a future meeting based on the components of project development – PD&E, Design, Partnership Agreements, Right of Way, and Construction.

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

Citizen Comments:

Commissioner Lindley distributed a letter of support signed by many members of the Callen Neighborhood received by her office.

President John Thrasher, Florida State University (FSU), spoke via video presentation in favor of the project citing benefits of an enhanced route from the airport to downtown via Springhill Road, and a new route that would showcase some of the community's most important and beautiful assets and drive economic growth. Connecting the Airport with downtown as well as both universities, Innovation Park, the Magnetic Laboratory, Gaines Street, and the Arena District.

Steve Evans, retired IBM Executive, Chair, Economic Vitality Leadership Council, and former Chair, Sales Tax Committee, spoke in favor of the project. It was inclusive of the area communities and the airport it also brought them together with FAMU, FSU, and Innovation Park in a beautiful, functional, dynamic, and safe gateway from the airport to downtown. Likewise, it was consistent with the Sales Tax Committee's recommendation and was a comprehensive and transformational project for the southwest part of Tallahassee-Leon County. The additional roadways and multi-modal amenities improved traffic and safety for all, particularly though, the neighborhoods of Springhill, Providence, and Callen. It supported economic growth and the emerging high technology sector through improved access and increased visibility to Innovation Park. Furthermore, it complimented the efforts of the OEV and the Magnetic Taskforce to create a business cluster for magnetic technologies.

Ricardo Schneider, President, Danfoss Turbocor, spoke in favor of the project. Innovation Park and specifically the National High Magnetic Laboratory was an attractor for targeted business sector growth around magnetic technologies. His company was a testament to that, having relocated from Canada to Tallahassee in 2007 and were now reaping the benefits of the public private partnerships. The creative, comprehensive, and bold vision of the Airport Gateway project would elevate the magnetic ecosystem and it aligned with the OEV strategy to target and recruit companies related to those industries. This project supported the southwest area of Tallahassee as an international destination for high technology investments.

Ron Miller, Executive Director, Leon County Research and Development Authority (LCRDA), spoke in favor of the project. It was critical to have the infrastructure in place to accomplish the strategic objectives of the OEV's focus on applied science and innovation as a targeted sector of economic development, the work of the Magnetics Taskforce, the accomplishment of business attraction strategies, as well as the incubation study.

David Coburn, Office of the President, FSU, spoke in favor of the project citing collaboration between FSU, City, and County governments to bring other projects

to fruition for the betterment of the community. Action taken by the Board that evening would provide clear information to the Legislature and the Governor to Tallahassee's commitment to improved access to the Southwest Campus, connections between there and the main campus of FSU, and the jobs created through that process; from construction to high level professional positions.

Bill Giudice, Chief Financial Officer at Tallahassee Memorial Healthcare, spoke in favor of the project and the benefits of a diversified economy it would bring to the community. While healthcare is a personal event, recruitment could be challenging because of the lack of available jobs for the candidate's partners. The Airport Gateway project served the vibrant economic growth of the whole community.

Joe West, resident, spoke of the need for an expeditious route from the airport into downtown however; he expressed concern over the possibility of relocating residents of the Home Front Veteran's apartment complex located in the project area. The fair market value would not be sufficient for the close-knit Veteran's community who relied on one another deeply to remain intact. He also requested the addition of a StarMetro route area as well.

Heidi Ottway, President, Salter-Mitchel Public Relations and Chair, Tallahassee Chamber of Commerce Board of Directors, spoke in favor of the project. The Gateway District would be a strategic alignment of investments for the community that offered long-term economic development that was critical for the future of Tallahassee-Leon County. The Tallahassee Chamber of Commerce Board of Directors voted unanimously to support the project because of that alignment with the bold new direction of the community and the guiding principles of their organization. The project was a considered investment and alignment of resources supported the strategic plan of OEV, offered an enhanced entrance to the community, and provided tremendous redevelopment opportunities for the Southside.

Dr. Ed Hollifield, resident, voiced his concerns over lack of attention around pollution and health in minority communities. As well as poverty rates and lower rates of minority enrollment and faculty members.

Tom Jennings, Vice President for University Advancement, FSU and President, FSU Real Estate Foundation, spoke in favor of the project and the thoughtful approach to growth, in collaboration with the community, of the Real Estate Foundation.

Sue Dick, Chief Executive Officer, Tallahassee Chamber of Commerce, spoke in favor of the project for the increased connectivity it provided to existing community assets.

Kim Williams, Board Member, LCRDA, spoke in favor of the project for job creation aimed at children and graduates. The Gateway would increase exposure of Innovation Park and promote science and engineering in the community. Investment in infrastructure was essential to that.

TJ Lewis, resident, was concerned about spending money on what appeared as two gateways. The proposed concepts for South Lake Bradford, the new roadway, and Stuckey Avenue tying into FAMU seemed to be a secondary or new gateway and he encouraged the selection of it or the original concept for Springhill Road. He preferred the original concept for its transformational improvements.

Bill Norwood, resident Lake Bradford Neighborhood, spoke in opposition to the project citing multiple road widening projects in the area and the increased traffic, light and noise pollution and efforts at mitigation.

Jay Smith, business owner, Chair, Business Advocacy Committee, Tallahassee Chamber of Commerce, spoke in favor of the project. Visionary projects like the Airport Gateway provided an investment to the Airport, the most important part of community economic development, and the Southside.

Matt Langston, resident and business owner, spoke in favor of the project citing business investments to the southwest community his company had made over thirty-five years despite the moving target of the promised road widening. He encouraged the construction of a dedicated Gateway route over the multiple options of "pig-trails" that currently existed. The connectivity was essential for first-impressions, transportation of goods and services from the airport to Tallahassee and beyond, and the economic growth of the Southside.

Rhett Turnquest, Chief Executive Officer, Rhetro Development, spoke in favor of the project and its encouragement of community redevelopment in the urban core with specific infrastructure improvements to the Southside communities improving connections to FSU and FAMU. He suggested the inclusion of cross streets in the Providence community and Gamble Street, with hardscape such as decorative lighting, streetscape planters and ornamental trees, and signage that would create the urban village appeal and increase the quality of life in the connecting communities to create a destination district, promote curb appeal, and stimulate growth.

Ron Sachs, CEO, Sachs Media, spoke in favor of the project noting the transformation benefits to the whole community.

Ramona Abernathy-Paine, resident, Indianhead Acres, spoke in opposition to the project based on the allocation of public dollars to construction of a road on FSU campus. She encouraged the Board not to support the project unless FSU fully funded Segment C.

April Salter, CEO, Salter-Mitchel Public Relations and Board of Directors member for Innovation Park, spoke in favor of the project because it would allow the highlighting of the National High Magnetic Field Laboratory Innovation Park on the drive from the airport to downtown.

Reggie Bouthillier, with Stearns Weaver Miller Law Firm and former Chair, Tallahassee Chamber of Commerce Board of Directors spoke in favor of the project. He spoke to the 18-year history of Blueprint and the projects accrued through the Intergovernmental Agency. The Chamber's support of the Blueprint tax was for the sole purpose of promoting economic growth in Tallahassee-Leon County. The Gateway project was as testament to collaboration efforts of stakeholders and was a critical step to prioritizing the growth of our airport.

Bill Peebles, resident Lake Bradford Neighborhood, spoke in opposition to the project voicing concern over South Lake Bradford Road becoming the connector from the airport to FSU campus or as a downtown gateway. He encouraged signage indicating that South Lake Bradford Road was the appropriate route to FSU with complementary signage that directed downtown traffic along Capital Circle and Springhill Road; noting that it was agreeable to both FSU and the Lake Bradford Neighborhood.

Steve Ghazvini, business owner, spoke in favor of the project noting that it was a unique opportunity to transform the southwest quadrant of the city, enhance property values and the lives of residents, and its benefits would reach the whole community.

Don Dietrich, resident, Munson Boulevard, spoke in opposition to the project and South Lake Bradford Road becoming the gateway to the airport. The residents fought for that and with the improvements to Springhill Road, it was not necessary for South Lake Bradford to be included. He did not see it as economic growth potential but only a route from the airport to the Southwest Campus.

Christic Henry, resident Apalachee Ridge, spoke in favor of the project with provisions for affordable housing and protection of existing neighborhoods through the maintenance of residential preservation zoning for the neighborhoods contiguous to Providence. Noting that there were currently 81 affordable housing units within a 1-mile radius of the project area that could be revitalized and used for impacted residents as the corridors were improved.

Debbie Lightsey, resident Lake Bradford Neighborhood, spoke in opposition to the project. She noted her years of service to the community and commitment to the amendment process. She encouraged the Board to act to preserve the trust of the public through the message that neighborhoods mattered and ensure the added protections for the neighborhood and removal of gateway designations.

Bryan Sealy, owner, Sealy Real Estate and Property Management and Allied Development, spoke in favor of the project. It would highlight some of the best aspects of Tallahassee and benefit the community as a whole through the improved economic opportunities.

Rahni Spencer-Wright, resident Providence Neighborhood, spoke in favor of the project on behalf of Walter McDonald III, President, Providence Home Owners Association (who could not attend because of an emergency), that the

Neighborhood supported the Gateway project and appreciated inclusion to the process. Furthermore, she personally supported the project and requested the following language: *“The improvements affecting the Providence Neighborhood will be made in consideration of any residences that may be impacted by the improvements and efforts will be made to maintain and improve the supply of affordable housing, rental or purchase, within the Providence Neighborhood.”* The addition of this language would help mitigate gentrification through setting parameters on land acquisitions.

Sylvia Smith, Executive Director, Big Bend Homeless Coalition, spoke in favor of the project. She described the inclusive nature of the Home Front community for the 52 Veterans who lived there. Through the management of that property, the Big Bend Homeless Coalition was able to finance care for 1200-plus additional homeless clients annually. She looked forward to working with Blueprint as the project progressed.

Gill Daspit Jr, resident Southwest Tallahassee, spoke in opposition to the project. He was troubled by the comments about “changing the nature of Southwest Tallahassee” and feared that it could ruin his home, the noise impacts, and what types of economic development would grow in that area.

Doug Russell, incoming National Chair, Seminole Boosters, expressed his support to the professional recommendation of the Blueprint staff.

Kent Zeizer, resident Lake Bradford Neighborhood and in 2004-2005 a member of the Airport Gateway Corridor Citizens Advisory Committee, urged the Board to retain the designation for Springhill Road as the official gateway route, acquire the necessary right-of-way, and install signage accordingly. Regarding South Lake Bradford Road, he urged the Board not to expand the right-of-way, to maintain the current speed limit and speed bumps, to include round-a-bouts and not to enhance the intersection with Capital Circle Southwest.

Diana Norwood, resident Lake Bradford Neighborhood, spoke in opposition to the project and encouraged improvements and signage to direct traffic from the new roadway, east along Orange Avenue and south on Springhill Road.

Lynn Jones, resident Springhill Road neighborhood, spoke in opposition to the project. She was concerned that improvements would occur mostly along South Lake Bradford rather than on Springhill Road.

Donald Hollett, resident of southwest Tallahassee, spoke in favor of the project noting his long history with Innovation Park and the benefits the project would bring.

Frank Messer-Smith, resident Lake Bradford Neighborhood, spoke in favor of the project noting that South Lake Bradford Road was the gateway to downtown in 1980 on his election to the Legislature. He supported improvements and encouraged the Board to maintain the existing right-of-way, speed bumps, and to

use pedestrian-friendly lighting to reduce light pollution. His concern was additional traffic with the new roadway and strongly encouraged signage directing that traffic to Springhill Road.

J. Murray Gibson, Dean, FAMU-FSU College of Engineering, spoke in favor of the project citing better and safer pedestrian and vehicular traffic connections, which did not traverse neighborhoods. Furthermore, it opened the area around Innovation Park to development of service offerings that would benefit students, faculty, staff, and nearby residents as well.

Dr. Gary Ostrander, Vice President for Research, FSU, spoke in favor of the project. It supported the incorporation of assets in Innovation Park to the overall community. As well as the research and development opportunities and the growing Technology District.

Eric Chassignet, resident Lake Bradford Neighborhood and Professor of Oceanography, FSU, spoke in opposition to the name of the project. He understood the need for improved access to Innovation Park but not the designation of gateway. He requested that staff revisit the project to focus on improved access and preserve the neighborhoods and chain of lakes.

Sameer Kapileshwari, Associate Vice President for Facilities, Planning, Construction, and Safety, FAMU, spoke in favor of the project. The FAMU Leadership Team saw the improvements to Orange Avenue equally or more important to FAMU for access to the airport and looked forward to investments in improvements to the Monroe-Adams Corridor. The expanded Airport Gateway project would create a western entrance to FAMU campus and improve access for students and faculty to access Innovation Park and the FAMU-FSU College of Engineering via FAMU Way and Stuckey Avenue. Overall, the project would positively affect student experience, high impact research, and the business community engagement priorities outlined in their strategic plan, FAMU Rising.

Kevin Graham, Executive Director, FSU Real Estate Foundation, spoke in favor of the project. In February 2017, he presented the nucleus of an idea that grew with Blueprint's involvement. Through community engagement and collaboration, the project had been refined to the concept before the Board. The Airport Gateway project presented a truly transformational opportunity for southwest Tallahassee and he encouraged the Board's support.

With no additional speakers, the Chair closed the public hearing.

Commissioner Ziffer moved, seconded by Commissioner Desloge, to approve Option #1A, B, and C. Referencing specifically, comments by Bill Peebles and Rahni Spencer-Wright, and encouraged incorporating them as comments to guidelines for this project and which should be a goal to fulfill.

Option #1:

- A. Approve the substantial amendment to Blueprint 2020 Infrastructure Project 3, Airport Gateway: Springhill Road and Lake Bradford Road, as described in Attachment #1.** (included above in the summary of the presentation)
- B. Accept the Updated Airport Gateway Concept Plan for the Airport Gateway project, as detailed in the analysis section, and incorporate the appropriate segments into the Southwest Area Plan and further develop all segment concepts during project planning and design.**
- C. Approve the Letter of Intent between Blueprint and FSU for the Airport Gateway project, as amended.**

Commissioner Ziffer shared that in coming from Midtown, he currently used South Lake Bradford Road to get to the Airport. However with the improvements to North Lake Bradford and Springhill Roads, he had no doubt that, those roadways would be the obvious Gateway and would be the quicker and more efficient route. Furthermore, regarding road improvements that warranted any changes at the Home Front Community, it was incumbent on the IA Board to match what currently existed. He requested that the goal, however, be to improve it beyond the current conditions.

Commissioner Dailey questioned when, in the timeline, would it be appropriate to discuss at the level of detail, the points raised by speakers such as Mr. Peebles, such as lighting, multi-use trails, two-lane road at South Lake Bradford within the existing right-of-way, traffic calming, signage, etc. Ben Pingree stated that each of the following phases would include increased technical and engineering analyses beginning with the Southwest Area Transportation Plan. The Project Development and Environmental Study (PD&E) would be more extensive; however, the identified level of specificity would come in the design phase of the project. Lastly, Commissioner Dailey voiced his agreement with Commissioner Ziffer's comments and commitment to improvements regarding the Home Front Community.

Commissioner Desloge spoke to the history of other infrastructure projects, such as Blirstone Road, Cascades Park, Gaines Street, and Madison Mile, that seemed irrational yet were integral to the community today. The collaboration between Blueprint, the County, the City, FSU, and FAMU was beneficial to the whole community because 'a rising tide lifts all boats.' He acknowledged the citizen comments and concerns and noted that, while the project was in the early conceptual phases, their input was valuable to the changes moving forward.

Commissioner Richardson spoke to the limited infrastructure improvements to Southside over the 26 years and the necessity for safety improvements. Neighborhoods, beyond those adjacent to the project, like Liberty Park, Jake Gaither, Silver Ridge, Bond and others would see positive impacts as well. He expressed concern for the residents and businesses of Springhill Road that right-of-way acquisition could negatively affect. There were several underserved areas in the south and west sides of Tallahassee that desperately needed infrastructure and economic development support. The "All-American City" feel should reach to all parts of the community.

Commissioner Miller spoke to her history with Blueprint projects, Springhill Road in particular, and the opportunities lost because Tallahassee did not have a good face to put forward. The Commissions were often charged with making decisions between neighborhoods and development. However, the residents of the neighborhoods around the Gateway project deserved additional 'small print' to the substantial amendment the Board was to approve. She requested a friendly amendment to the motion of a 35-mph designation for South Lake Bradford Road with pedestrian scale lighting and landscaping.

Commissioner Ziffer agreed to the 35-mph designation however, he did not accept the addition of lighting and landscape amendments. Commissioner Desloge was hesitant to restrict the design without staff input. Ben Pingree stated that at the macro level all of the input received from all neighborhoods was possible to implement, however, it was too early in the process for that level of detail to be determined. Commissioner Desloge held his position.

Commissioner Miller stated that the restricted miles per hour would be included at the end anyway. She did not think it necessary to delay the inclusion for citizens to return and voice their same concerns in the future. She was requesting one addition. Commissioner Lindley stated that it would become a problem if everyone added one request of the project at this point in the process.

Commissioner Dailey was comfortable with the one amendment for a 35-mph designation on South Lake Bradford Road because at the macro level the speed limit alone would drive design.

Commissioner Richardson agreed with Commissioner Desloge, that it was too early in the process for such amendments. It opened the door to multiple amendments; he personally wanted 35-mph through Providence, pedestrian lighting in Callen, and sidewalks for Liberty Park. He fully understood, appreciated, and supported neighborhoods advocating for themselves. They were not at the point in the process to make such modifications.

Without a second, Commissioner Ziffer withdrew his support of the amendment to add a 35-mph designation for South Lake Bradford Road. Commissioner Lindley observed that the discussion was back to the original motion.

Commissioner Jackson echoed sentiments of other Commissioners that the input received through the public engagement process be included with the record. He supported 35-mph speed limits and was excited about the opportunities that the project created for the southwest quadrant of Tallahassee and Leon County.

Commissioner Dozier spoke in support of the project and the long-overdue investment in the southwest parts of Tallahassee. She hoped that the items listed and presented to the Blueprint Citizen's Advisory Committee on February 15, 2018 be considered and responded to in the Southwest Area Transportation Plan. Ben Pingree stated that all public comment received would be considered, however, he did not want to limit it only to the Southwest Area Transportation Plan. She welcomed the commitment to

the consideration of all comments. She cited comments by Christic Henry, Rhett Turnquest, and Rahni Spencer-Wright on affordable housing, the Providence Renaissance Plan, and the outdated sector plan noting their importance and that they required funding and action outside of Blueprint to address the issues beyond transportation.

Commissioner Proctor spoke of the need to protect the neighborhoods from gentrification. He also questioned the public outreach process and changes to the agenda material between the CAC and Board meetings. Ben Pingree stated that in the community meetings, staff sought to ascertain key concerns specific to each segment. The commitments made to comments on those draft documents, were to consider them, along with technical analyses, at the appropriate time through the various phases of the project.

Commissioner Lindley stated that there seemed to be a misinterpretation of the staff summary of neighborhood requests as a promise. In actuality, it was information for Board consideration. Staff did not have the authority to make those decisions or promises. Commissioner Proctor stated that members of the public that believed in the expectation and inducement, based in part on the language and graphics presented at earlier meetings, felt betrayed by the summarization.

Commissioner Proctor expressed his support for Rhett Turnquest's comments and questioned the viability of cross streets at Gamble and in Providence and Bond neighborhoods. Ben Pingree stated that currently, Segment D (Stuckey Avenue) included funding for the conceptual cross streets. Additional neighborhood improvements in that area, particularly connectivity for pedestrians, would occur in the technical analysis phase of the project.

Patrick Kinni stated that for Option 1 A, the substantial amendment to the project description, required a supermajority vote of the membership of the City and County Commissions voting jointly as the Intergovernmental Agency Board of Directors. That equated to a total of five County and four City votes for Option 1 A. Options B, and C did not require separate votes.

The motion was restated by Commissioner Lindley, which was Option 1A, B, and C with instruction to the staff to embrace all of the community's contributions and information in the record as well.

The motion passed 12-0.

Commissioner Scott Maddox offered a clarification on an earlier public comment regarding FSU's tax-exempt status stating that the University paid fire services and storm water fees and their utility bill exceeded \$1-million monthly. The benefits of their presents to the local economy notwithstanding. Springhill Road would be an Airport Gateway, as would South Lake Bradford Road whether it was wanted or not. He understood that the neighborhood wanted their time and effort noted for the record and not forgotten in the future when new Commissioners would be sitting around the table.

Commissioner Scott Maddox moved, seconded by Commissioner Proctor, for the Board to take legislative notice, recognizing citizen input, and to set as a goal the concepts outlined in the graphics labeled:

- **South Lake Bradford Road to Capital Circle Southwest**
- **Orange Avenue from South Lake Bradford to New Road**
- **New road from Orange Avenue to west of Levy Avenue**
- **Stuckey Avenue from new road to North Lake Bradford Road**
- **Lake Bradford Road and Springhill Road from Gaines Street to Orange Avenue**
- **Springhill Road from Orange Avenue to Capital Circle Southwest**

The motion passed 12-0.

Commissioner Dozier moved, seconded by Commissioner Nick Maddox, to direct the County Administrator and City Manager, through the Planning Department to update the sector plan, to incorporate cross streets, housing issues, etc. and seek approval through the respective bodies, and work in partnership to bring it current.

The motion passed 12-0

Commissioner Miller requested clarification for the record that Blueprint funding came from sales tax dollars with an estimated 30% of revenue generated by those outside the community such as students, visitors, etc.

VI. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS

3-minute limit per speaker; there will not be any discussion by the Commission

Speakers: None

VII. ADJOURN

The meeting adjourned at 8:38 p.m.

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

Thursday, June 21, 2018 at 3:00 p.m.