

# Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

**Date:** June 4, 2018  
**To:** Technical Coordinating Committee  
**From:** Benjamin H. Pingree, PLACE Director  
**Subject:** Summary Minutes for February 12, 2018 TCC Meeting

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## Committee Members present:

Wayne Tedder	Ken Morris
Steve Shafer	Tony Park
Jodie Cahoon	Theresa Heiker
Rodney Cassidy	Greg Slay

## Committee Members absent:

John Kraynak	Cherie Bryant
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## I. AGENDA MODIFICATIONS

There were no agenda modifications.

## II. INFORMATIONAL ITEMS/PRESENTATIONS

1. Update on the Consideration of a Substantial Amendment to the Blueprint 2020 Airport Gateway Project
  - Autumn Calder provided a status update on the Consideration of a Substantial Amendment to the Blueprint 2020 Airport Gateway Project that included:
    - Project timeline, growth in the southwest area, Board guidance over the last year and updates on the subsequent community and stakeholder outreach and public hearings.
    - Community benefits including improvement of seven miles of roadway; 12 miles of sidewalks, bike lanes, and trails; and the removal of traffic to Innovation Park and the College of Engineering from the heart of local neighborhoods (which was an identified concern of the Providence Neighborhood as noted in their 2003 Renaissance Plan).
    - Commitment to right-of-way acquisition on Springhill Road if future expansion was determined to be necessary.
    - Land donations from Florida State University (FSU) to Providence Neighborhood for a community garden and playground and the restoration of Levy Avenue to a neighborhood road.
    - The new roadway was rerouted from Pottsdamer Road to Orange Avenue and its maintenance would be funded through contributions from FSU. This would result in annualized savings to the City of approximately \$150,000.

- There was significant community engagement with the Providence and South Lake Bradford Neighborhoods resulting in a commitment to retain the rural character and two-lane width of South Lake Bradford Road. Targeted outreach continued and staff was refining the concepts based on the outreach and analysis. The final concept would be presented to the Intergovernmental Agency Board on March 1, 2018.
- Tony Park questioned if the reduced lighting on South Lake Bradford was a request by the residents to retain the rural aesthetic. The County had not provided street lighting however, some residents have installed them for safety at school bus stops. Autumn Calder noted that safety at school bus stops was a concern project wide. Specific to Lake Bradford though, the residents indicated that they were supportive of pedestrian scaled lighting for safety.
- Presentation is on file at Blueprint Intergovernmental Agency

2. Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

- This item was informational only.
  - Theresa Heiker noted that it seemed ambitious that the design of Capital Cascades Trail Segment 4 could be moved to construction in the proposed time frame given the time needed for the completion of the earlier segments.
  - Autumn Calder indicated that Segment 4 would be advertised in the summer of 2018; the schedule would be evaluated in that process.
- Presentation is on file at Blueprint Intergovernmental Agency

III. **CONSENT**

3. Approval of the November 13, 2017 TCC Meeting Minutes  
**Option #1: Approve the November 13, 2017 TCC meeting minutes.**

**Greg Slay moved approval of Option #1. It was seconded by Tony Park**

**The motion passed 8-0.**

IV. **GENERAL BUSINESS**

4. Approval of Capital Cascades Trail Segment 3D Regional Stormwater Facility Design

Cameron Snipes of Kimley Horn and Associates gave a brief presentation on the Segment 3 Regional Stormwater Facility Design. Highlights of the presentation were:

- A recap of the Stormwater Working Group's (SWWG) analyses of the in-line treatment option that involved a double box culvert (total 22x18) for the inflow as well as a large outfall structure (approximately 24x34) for an estimated cost of \$4.8 million.
- Aesthetic concept renderings for the outfall structure that incorporated it into the appeal of the landscape.

- The next steps consisted of final design discussion on water quality enhancements, masterplan coordination of aesthetics, the trailhead and trail connections, trash collection, and the project schedule.
- Autumn Calder shared that Blueprint would also engage in an amenities masterplan for Lake Bradford Road east to South Adams Street. The review would include commitments and Board approved concepts along with how to bring them into the project.
- Wayne Tedder recommended including the City Landscape group in on conversations regarding aesthetics and maintenance.
- Jodie Cahoon thought it wise to complete a design engineering report to document the functions and capacities of the ponds through out the Cascades Trail segments. Tony Park and Wayne Tedder concurred.
- Jodie Cahoon also encouraged moving forward with the masterplan for Segment 4 ahead of design, which was scheduled for 2019. Autumn Calder concurred stating that the existing concept was approved by the Board in 2005 and much had changed in the intervening years.

**Option #1: Concur with the Stormwater Working Group's (SWWG) unanimous recommendation for the in-line option for stormwater conveyance through the Segment 3D Regional Stormwater Facility (RSF).**

Autumn Calder noted the addition of the design and engineering report as well as reconceptualizing Segment 4 by the committee.

**The committee concurred with Option 1 and the additions by Ms. Calder.**

5. Evaluation of Underground Electric Utility in Coordination with the Magnolia Drive Trail Project

Josh Logan gave a brief presentation of staff's evaluation of undergrounding electric utilities in coordination with the Magnolia Drive Trail project. Highlights of the presentation included the following:

- Project history, community engagement feedback, and IA Board guidance to investigate the addition of underground electric to the project. The benefits to aesthetics, safety, and system reliability. Clarification of the project limits, Monroe Street to Chowkeebin Nene, and basics of construction.
- Design considerations included existing utilities, power poles and overhead lines, connections with distribution lines to intersecting roadways, right-of-way/easement acquisition to accommodate service and termination cabinets and switch gears, topography, maintenance of traffic and detours, and residential driveways.
- Staff evaluated two utility corridor options:
  - Beneath the trail which required consideration of additional right-of-way acquisition for easements, electrical cabinet placement within the trail corridor, manhole placement within the trail, relocation of existing storm

sewer in Phase 1, backfill of the severe slope at Jim Lee Road, conflicts with other existing utilities, and tree impacts.

- Beneath the pavement of the roadway which required consideration of utility conflicts, road closures and detours, project phasing, and minimal utility pole relocations. The paving costs were accounted for in the ancillary utility relocations throughout the project.
- The total cost to underground utilities would add \$4 million to the project bringing the total anticipated cost to \$9.8 million.
- Greg Slay noted that while he supported in general the practice of undergrounding utilities, in this case, he did not support the anticipated project cost increase of 80% for what amounted to an aesthetic as it did not seem to be a wise use of the money. He would rather see the funds spent on product rather than aesthetics. Many members agreed, noting that not all utility poles would be removed and boxes would be added. Ben Pingree spoke to the precedent it could set for the future and the budget impacts that would have to Blueprint's ability to accomplish the 27 projects on the 2020 list.
- Questions were raised about the co-location of all utilities (electric, communications, cable, etc.). Josh Logan stated that it was his understanding from City Electric however, he would confirm that co-location was possible.
- In summary, while the TCC saw the benefits there was significant concern with the total anticipated cost, the impact to property owners and potential costs to them, that it could set a precedent that would have tremendous financial impacts to the future 2020 project list.

**Option #2: Recommendation to the IA Board of Directors to approve funding the undergrounding of the electric utility on Magnolia Drive from South Monroe to Chowkeebin Nene if funding is available without impacting existing Blueprint projects.**

**The committee concurred with Option 2.**

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

There were no speakers to be heard.

**VI. ITEMS FROM MEMBERS OF THE COMMITTEE**

There were no speakers to be heard.

**VII. ADJOURN**

**The meeting adjourned by consensus.**