

## Blueprint 2000 TCC Meeting Minutes

Thursday, October 18, 2007  
Ellis Building – Koger Center  
1:00 pm

Attendees: (TCC Members in Bold) (TCC Member Substitutes In Bold Italics)

<b>Rodney Cassidy</b>	Phil Maher	Margie Quillman
<i>Steve Hodges</i>	Dave Bright	Angela Richardson
<b>Theresa Heiker</b>	Steve Nichols	Andrew Orr
<b>Gabe Menendez</b>	Jim Shepherd	Harry Reed
<b>Tony Park</b>	Randy Matheny	Bryant King
<b>Michael Wright</b>	Letesa Turner	Mark Llewellyn
<b>John Kraynak</b>	Ed Ringe	
Jim Davis	Carlana Hoffman	

Jim Davis called the meeting to order at 1:07 pm.

### I. Agenda Modifications

There were none.

### II. Information Items

There were none.

### III. Consent

#### **Item #1: August 23, 2007 TCC Meeting Minutes**

There were no comments regarding the August minutes.

### IV. Presentations/Discussions

#### **Item #2: Capital Cascade Trail: Segments 3 and 4 Design Services**

Jim Davis briefly reminded the TCC of recent history of actions by the Board and noted that the RFQ was presently on the street. Gary Phillips distributed a “Major Conflicts or Issues” summary, a Draft Table of Contents for the combined Scope of Services, and list of sub-committee members and the schedule for review to the committee.

Mr. Phillips stated that the first issue was the contractual component for the project. Staff anticipated taking the design to 60% plans before returning to the IA for a decision on which segment to advance for right-of-way (ROW) acquisition. Furthermore, ROW maps would be developed to 100% and obtaining permits for both segments. Mr. Phillips stated that ROW control maps were completed as part of the Master Plan efforts however, staff wanted to re-evaluate during the design, based on the hydraulic analysis, their ROW limits for the project.

Mr. Phillips stated that efforts would be closely coordinated with on-going projects (FAMU Way extension, FSU/FAMU Master Plan, Gaines Street) with the City of Tallahassee. Initially, the design for FAMU Way extension was included in the Segment 3 / Segment 4 scope of services. However, following discussions with the City, it became clear that their schedule would be ahead of the C3/C4 schedule. Therefore, it would be designed separately and Blueprint staff would be integrating their design concepts with their efforts.

In regards to Roadway and Ditch Crossings, Mr. Phillips stated that there was a pedestrian bridge overpass, over South Monroe Street that would connect Segment 2 and Segment 3. Additionally, there would be the MLK pedestrian bridge (a COT project) that would provide connectivity to the Gaines Street corridor. Michael Wright stated that while the MLK pedestrian bridge had been discussed it had not formally been added to the CIP. Therefore it would not be included.

Mr. Phillips stated that the new ERP regulations would be in effect by the time Blueprint applied for permits on the project. They would need to obtain a FEMA Conditional Letter of Map Revision (CLOMR) as well as an additional letter of map revision during the design. After construction a Letter of Map Revision (LOMR) would be completed under a different contract. Mr. Phillips stated that Blueprint would continue to coordinate with CSX with a Preliminary Engineering Agreement. Mr. Wright requested that Blueprint staff keep COT in close communication regarding the railroad crossings because they were "precious" and the City did not want to "loose" one.

Mr. Wright questioned when the Scope would be presented to the IA. Mr. Phillips stated that it was not necessary. Jim Davis stated that it only needed to be approved by the TCC.

Public Involvement and Park Programming would be similar to efforts in Segment 2 Mr. Phillips stated. The hydraulics and drainage design were leading the design efforts and the park programming workshops and public meetings will be integrated into that effort. Gabe Menendez questioned, at what point staff would know, how much park there would be. Unlike Segment 2, he stated, where the property was previously delineated, with Segment 3 and Segment 4 Blueprint would be defining it. Mr. Phillips stated that Segment 3 especially had a rather tight corridor. The ROW that was slated for acquisition in the Master Plan was the footprint of the ditch, the multi-use trail, and the open water ponds.

Mr. Davis stated that there were certain park amenities that were originally designed, primarily near the Meyers Industrial Park, Coal Chute and other open water areas, and benches along the trail itself. If however, there was the potential to do a whole take on any parcel where a significant remnant would remain that was not needed by Blueprint or COT, then and only then would Blueprint know where opportunities for park like amenities would be presented.

Mr. Phillips stated that the amenities were more numerous in Segment 4 with the inclusion of wetland parks. It was integrated with the City's efforts in the Bond Community. Furthermore, there were ample opportunities to educate and inform the public on the environmental issues that exist at the Wetland Park and the Black Swamp Nature Park at confluence of Munson Slough.

Mr. Phillips stated that from the Master Plan staff identified six sites that were under remediation for contamination. He stated that there was definitely potential for contamination through the light industrial corridor that was as of yet unknown; as well as the waste water treatment facility at Gamble Street. Construction would occur close to the facility however it would not be impacted.

Theresa Heiker questioned if the Davis Oil remediation was adequate. She stated that it was her understanding that EPA's focus was on the east side. Mr. Bright stated that Blueprint was in the process of signing another option agreement. In that process Blueprint would complete limited phase two site assessment. Mr. Bright further stated that it was likely there would be groundwater contamination from the plume however; staff did not anticipate there being any major issues. Mr. Wright offered access to legal files for Blueprint review, if necessary.

Theresa Heiker stated that she recalled, from discussion on Segment 2, there being karst concerns at Railroad Square. She questioned if any other areas had been identified. Mr. Phillips stated that it was only the one area at Railroad Square. Mr. Wright requested clarification on the precise location of that feature so that he might determine if City owned parcels adjacent to Railroad Square were at risk.

Steve Hodges stated that the Tallahassee Junction owned two parcels with stormwater ponds on each. He stated that there was an existing management plan for those properties however, it could be amended. The designer would need to coordinate with Planning and they would coordinate with FCT.

Tony Park stated that Leon County was preparing to spend approximately \$400K in park enhancements around Lake Henrietta. He was curious what the connection would be between the Trail and Springhill Road and how it might benefit all parties. He also noted that the City was in the process of improving the park area at their stormwater pond on Springhill.

Mr. Davis requested clarification of what type of amenities would actually be in line between Alberta Crate and the southern most natural area. His understanding was that it was minor, a few benches, lighting, etc along the trail. Mr. Bright reiterated that at the southern end and the ponds would be educational areas for the community but no plazas, etc.

Gabe Menendez questioned if there would be opportunities during the modeling of the Epps area for improvements to find relief to that area before it reached Alberta Crate. Mr. Wright stated that it was the connection point coming out of French Town. Mr. Davis stated that if it was the logical choice then yes, that is how Blueprint would proceed.

Mr. Phillips spoke briefly about the Utilities in the areas of Segment 3 and Segment 4. He confirmed that though there had been discussion regarding moving the electric sub-station, with a price tag of \$8-million that would not occur. Mr. Phillips state that they intended to work to relocate or avoid where possible, as in Segment 2.

Mr. Phillips stated that the remaining issues would be review by the TCC sub-committee; he did however, briefly summarize them for the committee. He stated that there were two models used in the project. In Segment 4 the ICPR model was used by the City for the LOMR submittal to FEMA. For Segments 1 through 3, Blueprint has utilized the XP-SWMM model for developing the CLOMR and the hydraulic design. Blueprint recommends continuing the use of XP-SWMM model for future modeling efforts. Ed Ringe stated that as long as both models could be aligned with each other there should be no problems with using XP-SWMM.

Mr. Phillips stated that a water quality feasibility study (alum injection analysis specifically for Segment 3 and Segment 4) was included in the Scope and that Blueprint preferred off-line ponds in the designs because of added flexibility. Currently the Master Plan included in-line ponds therefore that would need to be changed.

Stream stabilization would be an important component of the project, Mr. Phillips stated, given that they altered ditches with very steep slopes. The goal of the project was to open the area, create more stable channels (meandering where possible), using benches and open lake systems. There would also be hard armoring in Segment 3, where staff felt necessary. Mr. Wright noted that many areas of the ditch bottom were privately owned. He felt it would be in Blueprint's best interest to proceed with whatever action was necessary to obtain title to their prescriptive rights. Furthermore, he stated that the City would initiate that process and coordinate with Blueprint.

Steve Hodges questioned if Blueprint would be any additional FCT projects in that area. Mr. Bright confirmed that there would be as staff identified additional parcels that met FCT criteria.

Mr. Davis reminded the committee that Blueprint received a FCT grant of \$4.5 M for the Boynton-Kaye property. Mr. Hodges stated that Blueprint would need to work through the City for additional FCT grants. Mr. Davis noted that the Meyers Industrial Park was the highest ranked FCT grant in the state last year. Unfortunately, there was a significant difference between the offer and asking price.

Mr. Menendez questioned how far Blueprint would go in condemning property for the project. Mr. Davis stated that if absolutely necessary Blueprint would condemn property if they had too. However, he could not speculate on possibilities until they were at least at 60% design.

Mr. Phillips briefly discussed the Scope of Services Review Schedule for the TCC sub-committee. Mr. Hodges noted that the Planning Department was relocating their offices the first week of November.

Mr. Davis stated that, from a macro standpoint, coordination would be difficult due to FAMU Way extension, coordination of ROW, Utilities, and park connections in Segment 4. He stated that he envisioned a working group that would periodically come together throughout the process to ensure that nothing had been overlooked. Additionally, he summarized the action items that had been requested: including the Epps area in the model, remove MLK Pedestrian Bridge, and eliminate the option for design of FAMU Way extension. Mr. Park questioned if the Trail would be extended across Springhill Road. Mr. Davis stated yes, unless there was an overriding reason not to but they would certainly try.

Steve Hodges questioned if there had been any thought to connecting the Trail to Railroad Square. Dave Bright stated that it had been discussed although no commitments had been made. As they understood it, Mr. Bright stated, the Railroad Square folks were developing a Master Plan. Mr. Menendez confirmed that they were, in fact, working on it and seriously revamping that area.

Mr. Bright questioned, at what point in their redevelopment they would be required to take care of their current stormwater problems. Mr. Menendez stated that their stormwater would only be whatever existed through their redevelopment; that was not much.

Mr. Bright stated that the evaluation committee for the RFQ consisted of himself, as chairman, Mr. Phillips, Theresa Heiker – Leon County, John Buss – City of Tallahassee, Mike Clark – Leon County, Greg Barkve – City of Tallahassee, and Susan Tanski – City of Tallahassee.

## **V. Items from Members of the Committee**

Mr. Davis introduced Latesa Turner the new project manager for CCNW/SW and CCSW. He also noted that Capital Health Plan's board approved the private donation to Cascade Park (based on the estimate of \$660,000) in conjunction with their 25<sup>th</sup> anniversary; the official announcement would be forth coming.

Steve Hodges noted that the Planning Department had been coordinating with the USFS on their latest attempts to bring under control their trail situations adjacent to urban areas. The USFS had received an enhancement grant to build a portion of the Gator Frog Alligator Trail off of Springhill Road. It would connect several lakes in the forest. An alternative conceptual alignment had been created from Springhill Road through Lake Munson. Mr. Bright stated that the Boynton-Kaye parcel would be the perfect location, with the frontage it had along Springhill, to allow for crossing Orange Avenue at the signal.

## **VI. Adjournment**

There being no further business, the meeting adjourned at 1:53 pm.