

**Blueprint CAC Meeting Minutes**  
Thursday, February 11, 2016  
Blueprint Office, Bank of America Building

Neil Fleckenstein called the meeting to order at 4:34 pm.

**Committee Members present:**

Allen Stucks	Jim Stevenson
Chris Klena	Kent Wimmer
Claudette Cromartie	Neil Fleckenstein
Gordon Hansen	Stewart Proctor
Andrew Chin	JR Harding

**Committee Members absent:**

Henree Martin	George Smith
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**Guests/Presenters/Staff present:**

Ben Pingree	Susan Emmanuel
Charles Hargraves	Rick Jenkins
Autumn Calder	Gina Kinchlow
Angela Ivy	

**Agenda Modifications**

There were no agenda modifications.

**Information Items**

**Item #1: Second Amended and Restated Interlocal Agreement and Blueprint Staff Changes**

This item was informational only.

Claudette Cromartie questioned if any projects were removed from Blueprint with the changes to the interlocal agreement. Ben Pingree stated that there were not. The changes served to update the interlocal agreement following the vote to extend the sales tax in 2014.

Stewart Proctor encouraged the CAC that as the community moved toward a new Economic Development Organization to utilize their voice in the deliberate and methodical evolution of the process.

**Item #2: Project Updates**

This item was informational only.

Regarding the Park in the Parking Lot, Claudette Cromartie questioned if there would be a maintenance component required of Blueprint. Autumn Calder confirmed that maintenance would be the responsibility of FDOT. She also reminded the CAC that from 6:00am to 6:00pm the parking lot would be reserved for FDOT employees. However, from 6:00pm to 6:00am and on the weekends, the lot would be available for park patrons. Ms. Cromartie questioned who would be liable for any accidents that might occur in the lot. Charles Hargraves stated that it would depend on the cause of the accident. For example, if the contractor left equipment unattended or a hazard in the lot, liability would fall to that entity. However, in that particular case, he anticipated minimal disruption to the park. Post construction, the lot belonged to FDOT therefore liability would be on the owner.

#### Consent Items

##### **Item #3: CAC Meeting Minutes (December 10, 2015)**

Kent Wimmer moved approval of the minutes. Allen Stucks seconded the motion. Claudette Cromartie noted a correction for Windell Paige's name. With that amendment, it passed unanimously.

#### Presentation Items

##### **Item #4: Capital Cascades Trail Segment 3D Approval of Concept Plan from Coal Chute Pond to Lake Bradford Road**

Charles Hargraves and Autumn Calder gave a brief presentation on the item.

JR Harding questioned if the playground design utilized the 2010 standards and the 2012 codes. Ms. Calder stated that she was not certain of that reference however, it was designed after 2012 and included an anti-microbial turf that was ADA accessible. Mr. Hargraves stated that the material supplied complied. Mr. Harding was also concerned with the space between equipment; specifically 36-inches to accommodate a chair, self-transfer, and any kind of swing mechanism that would consist of wheelchair inclusion. Ms. Calder stated that she would forward diagrams of the playground to Mr. Harding for his information.

Ben Pingree questioned how the trail transitioned to the roadway at Railroad Square. Ms. Calder stated that the trail itself would not be as close to the roadway as it appeared in the construction photograph in the presentation. However, there would be a curb with adjacent sidewalk for controlled access. The public would have full access to Railroad Square along the trail as well as a new back entrance at Pinellas Street.

JR Harding stated that approximately one year earlier in the CAC project tour, he observed a lack of ADA accessible parking. Ms. Calder stated that parking along FAMU Way was back-in angled parking. Mr. Hargraves stated that Blueprint would clarify that with the City Underground Utilities and Public Infrastructure (UUPI), the lead on the roadway project, and forward a response to Mr.

Harding.

Claudette Cromartie questioned if there would be a pedestrian crossing at Pinellas Street. She raised the point because she was certain that it would be used as a "cut-through" for access to Gaines Street without people walking east or west to cross at the round-a-bouts. Mr. Hargraves stated that he did not think the City would be interested in a mid-block crossing because of yet another impact to the roadway.

Steward Proctor suggested that if a pedestrian crossing was not included, that physical barriers be erected for safety reasons. Mr. Hargraves stated that while he understood the concern for safety, fencing or physical barriers might not necessarily be the appropriate response. However, he would request information from UUPI on their roadway project plans to share with the CAC of what was or was not proposed for Pinellas Street.

Ms. Cromartie questioned if any noise studies were conducted for the buildings and apartments closest to the roadway. Ms. Calder stated that she was not aware of any however, the roadway was not yet open. Mr. Proctor stated that in his research, he found that the City had acquired many of the buildings along the roadway. Mr. Hargraves stated that Blueprint assisted in the right-of-way acquisitions for FAMU Way, and those buildings were demolished. There were still apartments and single family homes though.

Mr. Proctor questioned if bus stops had yet been identified. Mr. Hargraves stated that he believed that was resolved, but again, it was a City UUPI project and that level of detail was unknown to him. A response to the question would be provided along with the others. Mr. Proctor stated that one problem on Tennessee Street was that stops were not located near pedestrian crossings therefore people crossed the roadway anywhere.

Jim Stevenson questioned if there was a point in which Blueprint would no longer have a role in the project. For example once it was opened for public use. Mr. Hargraves confirmed that the City would be the owner and responsible for maintenance of it. Mr. Stevenson questioned if Blueprint was aware of any vandalism to-date, on any of the segments that were open. Mr. Hargraves stated that there was a problem with graffiti in the park following the opening. Ms. Calder stated that, like Mr. Hargraves, she was unaware of any large scale vandalism. There was some minor damage from skateboarding activities. That was part of the motivation for the skateable public art on Segment 3.

Mr. Harding suggested making the observation areas at the skateable features be ADA accessible.

Allen Stucks questioned if lighting would be included; as well as liability. Who would that fall to? Ms. Calder stated that lighting would be included however, it had not yet been designed. As for liability, she stated, that like any other public space and would likely include "skate at your own risk" signage. She also shared that the City has a skate park with similar, unmonitored situations.

Mr. Proctor, referring back to the noise levels, stated that a skate park would not be a quiet area. The equipment on concrete alone held the potential to get loud. Factoring in the aggregation of

people utilizing the facility it could increase significantly. He suggested that staff bear that in mind as lighting was designed and hours of operation determined. Furthermore, skaters would take ownership of the area and would "decorate" it in their style. He suggested that the City should be anticipated that graffiti or urban art as well.

Ms. Cromartie suggested that a historical feature be included near Pinellas or the skateable features to tie it into FAMU. Ms. Calder stated that Blueprint was working with the Design Works Studio in the Planning Department to develop history kiosks along FAMU Way from Lake Anita along the length of Segment 3. Those kiosks would recognize FAMU, the neighborhoods and residents, the railroad and industry, and other unique aspects of the community. Niel Fleckenstein stated that it was a sentiment expressed in many of the public comments included in the agenda material. Mr. Harding stated that informational kiosks needed to be designed to the accessible height, range, and include braille and audible components as well.

Andrew Chin questioned what the negative would be in shifting the multiuse trail so that it looped Coal Chute Pond. Mr. Hargraves stated that the trail was located where it was to avoid the electric lines that crossed the area as well as allow access to them for the City.

In regards to the Capital Cascades Trail connection to the St. Marks Trail, Kent Wimmer stated that the trail head needed to be on the same side of the road as the trail itself. Mr. Hargraves stated that having one on either side of the roadway was under discussion.

Regarding right-of-way acquisition, 53 of the 55 parcels were willing sellers with two parcels taken through eminent domain because of title issues. Ms. Cromartie questioned what incentives were used with the willing seller acquisitions. Ms. Calder explained that a policy was in place so that one person would not receive a higher incentive than another on a proportional basis on the sale price. Ms. Cromartie asked for a copy of the incentive policy to gain a better understanding.

Allen Stucks moved approval of the Capital Cascades Trail Segment 3D concept plan. It was seconded by Claudette Cromartie. The motion passed unanimously.

**Item #5: Selection of Blueprint Bond Counsel, Bond Disclosure Counsel, and Financial Advisor**

Autumn Calder stated that the item was provided as an update to the selection process. No action was required from the CAC.

Allen Stucks stated that he held concerns with the selection process and how it was shared with the public domain. Charles Hargraves stated that it was advertised through Demand Star by the City Procurement office. Ms. Calder stated that Blueprint utilized the City's Procurement Services department for all related activity.

Additional information would be provided to the CAC at their request.

## 2020 Sales Tax Extension

### **Item #6: Infrastructure Projects Update**

Charles Hargraves and Autumn Calder summarized the item and shared leonpenny.org to familiarize the CAC with the 2020 projects.

Allen Stucks stated in regards to FDOT's long range plans and funding, if Blueprint was included in those projections. Mr. Hargraves confirmed that by Blueprint 2020 projects being included in the CRTPA's Regional Mobility Plan they were positioned to receive funds when they were made available by FDOT.

Steward Proctor questioned what timeframe that defined the parameters of the Regional Mobility Plan. Ms. Calder stated that within the Regional Mobility Plan was a Cost Feasible Plan that was based on the amount of funding the local region thought it might receive, and in which years, for transportation projects. The prioritization occurred in the Cost Feasible Plan with items at the top of the list being funded first. Each year the State Legislature adopted a Five Year Work Plan that each FDOT district would implement. Some of the regional mobility projects and cost feasible projects made it into the 2017 FDOT Draft Work Plan. Five of the Blueprint projects were listed in it: Capital Circle Southwest, Woodville Highway, Orange Avenue, and Monroe Street from John Know Road to Thomasville Road as well as from Lake Elle Drive to 7<sup>th</sup> Avenue.

Regarding the \$9.9M annual allocation for bike route systems, sidewalks, greenways master plan, Starmetro enhancements, and operating costs for parks constructed with sales tax dollars, Kent Wimmer questioned if the completion of Capital Cascades Trail Segment 4 was funded. Mr. Hargraves stated that Segment 4 was programmed in the 2000 sales tax allocations. Once Segment 3 was complete, the concept for Segment 4 would be revisited because stormwater opportunities had changed however the need for watershed improvements were essential through Black Swamp. Mr. Wimmer questioned if there were plans for a fifth segment to extend it to Lake Munson. Mr. Hargraves stated that there was not. It was not included in the original program and he did not anticipate any additional funds beyond what was planned for Segment 4. There was a water quality allocation in the 2020 program however, the conversations on how it would be divided had yet to occur.

In his need to balance green and gray, Mr. Wimmer also questioned how the \$9.9M, mentioned above, would be allocated. Ms. Calder stated that each of the projects had its own dedicated funding amount. That information could be provided to Mr. Wimmer. Mr. Fleckenstein stated that it would be nice to have an update on it at the April CAC meeting.

### **Item #7: Orange Avenue, Lake Bradford, Springhill Road Corridor Study**

Autumn Calder briefly spoke on the item.

Claudette Cromartie and Allen Stuck each raised questions about the widening of Orange. Several segments had (relatively) recently been widened to four-lanes. Moreover though, they were

concerned about work near the schools. Ms. Calder stated that was precisely the types of situations, safety concerns, and traffic capacity needs that the corridor study would evaluate. The school board would be included in the discussion as well. Andrew Chin noted the large number of residential properties along the roadway and the bridge at the railroad as well. However, the traffic did become rather dense through there and the project would be beneficial.

#### Items from Members of the Committee

Allen Stucks requested to be invited to the FAMU Way meetings. Ms. Calder stated that any community meeting Blueprint held on the project could be sent to the CAC. Mr. Stucks questioned how the information was disseminated to the community in general. Ms. Calder stated that Blueprint had a comprehensive process for notifying residents and various community organizations. Claudette Cromartie stated that as the CONA representative, she would also assist in the distribution of information.

Neil Fleckenstein thanked everyone for their attention and to staff for the work of preparing the agenda. He also stated that the next meeting would be at 4:30 on April 27, 2016 at the Blueprint offices.

#### Citizens To Be Heard

There were no additional citizens to speak.

#### Adjourn

**Allen Stucks moved to adjourn; Claudette Cromartie seconded the motion. The meeting adjourned at 6:14 pm.**