



CITIZEN'S ADVISORY COMMITTEE MEETING

March 18, 2005
12 Noon - 1:30 pm
Blueprint 2000 Office
Ellis Building – Koger Center
1311 Executive Center Drive
Suite 109

Chairman: Bill Smith

Agenda

I. AGENDA MODIFICATIONS

II. INFORMATION ITEMS

- | | | |
|----|--|-----------------|
| 1. | Leveraging Update | Phil Maher |
| 2. | 1000 Friends of Florida Better Community Award | Bonnie Pfuntner |
| 3. | Capital Circle SE Design Consultant Selection
(Tram Rd. to Woodville Hwy., Blueprint Map 4) | Phil Maher |
| 4. | Capital Circle NW/SW E-PD&E
(US 90 to Orange Avenue, Blueprint Map 2A) | Jim Shepherd |
| 5. | Capital Circle SW Corridor Study
(SR 20 to Springhill Road, Blueprint Map 2B) | Jim Shepherd |

III. CONSENT

- | | | |
|----|--|-------------|
| 6. | Minutes of CAC Meeting: January 13, 2005 | Dave Bright |
| 7. | Minutes of CAC Meeting: January 19, 2005 | Dave Bright |

IV. PRESENTATIONS/DISCUSSION

- | | | |
|----|---|----------------------------|
| 8. | Capital Cascade Trail Update | Dave Bright/Mark Llewellyn |
| 9. | Capital Cascade Trail: Addition of the
Construction of Segment 4 into Tier 1
of the Blueprint Program | Jim Davis |

V. CITIZENS TO BE HEARD

*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.

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

VII. ADJOURN

Agenda Item

SUBJECT/TITLE: Leveraging Update	
Date: March 18, 2005	Requested By: Blueprint 2000 Staff
Contact Person: Phil Maher	Type of Item: Information

STATEMENT OF ISSUE:

This issue is to advise the Citizens Advisory Committee on leveraging activities performed since the last meeting.

SUPPLEMENTAL INFORMATION:

At the April 15, 2004, Citizens Advisory Committee meeting, the Committee requested that Blueprint update the Committee on its leveraging activities each meeting. The following is the recent leveraging activity that has been undertaken since the last meeting:

- On February 17, 2005, the Secretary of Environmental Protection approved our request for a Greenway and Trails grant for the acquisition for 61 acre parcel on North Meridian Road. This parcel will be incorporated in the City's Meridian Trail system and is estimated to have a value of \$300,000.
- The owner of the Patty Sink parcel has indicated he is no longer interested in fee simple acquisition and would only consider a conservation easement. This change would negatively affect the Florida Community Trust score to a point that we would no longer qualify for funding. We will contact the NWMD about partnering in the purchase of the easement.
- Due to conflicts among the willing sellers for the Timberlane Ravine parcel the City is pulling the project from the Florida Community Trust docket.
- We have received our appraisals for the Copeland Sink parcel and negotiations are underway.
- Under the advance agreements for Capital Circle Northwest Blueprint is schedule to receive \$1,500,000 in FY 2012 and \$22,548,000 in FY2015 from the Florida Department of Transportation. The Department has verbally agreed with our request for reimbursement on a more periodic basis within their work plan.

RECOMMENDED ACTION:

None Required.

ATTACHMENT(S)

None

Agenda Item

SUBJECT/TITLE: 1000 Friends of Florida Better Community Award	
Date: March 18, 2005	Requested By: Blueprint 2000 Staff
Contact Person: Bonnie Pfuntner/Carlana Hoffman	Type of Item: Information

STATEMENT OF ISSUE:

Each year 1000 Friends of Florida hosts the **Better Community Awards** program to showcase Florida's leading citizens, public servants, programs and communities that are contributing to an enhanced quality of life in this state.

Blueprint 2000 & Beyond submitted to 1000 Friends of Florida on January 31, 2005 for the **Better Community Award**. This award recognizes local governments, and agencies that have brought about positive and lasting change in their community by using the principles of smarter growth to create or maintain vital, livable environments.

Awards are presented sometime this summer in the recipient's community.

SUPPLEMENTAL INFORMATION:

RECOMMENDED ACTION:

None Required.

ATTACHMENT(S)

None



Agenda Item

SUBJECT/TITLE: Capital Circle SE Design Consultant Selection	
Date: March 18, 2005 (CAC)	Requested By: Staff
Contact Person: Phil Maher	Type of Item: Information

STATEMENT OF ISSUE:

This item informs the CAC that Blueprint 2000 has received consultant qualification statements for the design of Capital Circle SE from south of Tram Road to Woodville Highway (Blueprint Map 4). Consultant short-listing should be complete on March 11, and the CAC will be advised of the short-listed firms at their March 18 meeting.

SUPPLEMENTAL INFORMATION:

The firms listed below have submitted their qualifications for conduct of the above design project. Three or four short-listed firms will be requested to provide a full proposal for the project. The selection committee will review the proposals and provide a recommendation, which will be presented to the IA in May.

American Consulting Engineers of Florida
 Creech Engineering, Inc.
 Dyer, Riddle, Mills, & Precourt, Inc.
 EC Driver & Associates, Inc.
 Greenhorne & O'Mara, Inc.
 Hatch Mott MacDonald Florida, LLC
 Kisinger Campo & Associates Corp
 Marlin Engineering, Inc.*
 Reynolds, Smith, and Hills, Inc.
 URS Corporation Southern
 Varnum & Associates, Inc.

*Marlin Engineering, Inc. was disqualified; did not meet Minimum Qualification Requirements

RECOMMENDED ACTION:

No action requested, for CAC information only.

BLUEPRINT
INTERGOVERNMENTAL AGENCY **2000**

Agenda Item

SUBJECT/TITLE: Capital Circle SW Corridor Study	
Date: March 18, 2005 (CAC)	Requested By: Staff
Contact Person: Jim Shepherd/Dave Bright	Type of Item: Information

STATEMENT OF ISSUE:

This item provides the CAC with information on the Capital Circle SW Corridor Study, from SR 20 to Springhill Road, which is currently underway. Blueprint 2000 staff has developed and conducted preliminary analysis on ten alternative alignments. The goal of the corridor study is to reduce the number of alternatives to 3 or 4 alignments which then would go through the entire Expanded Project Development and Environment (E-PD&E) Study process.

SUPPLEMENTAL INFORMATION:

The EECC/Blueprint 2000 Project Definitions Report recommends an alternative alignment (realignment) for Capital Circle SW from south of SR 20 to Springhill Road (Blueprint Map 2B). The intended purpose of the proposed realignment is to reduce the amount of stormwater runoff that would flow into the Chain-of-lakes; to provide easier, more direct access to Innovation Park; and to provide additional economic development potential to the adjacent area.

Ten (10) alternative alignments have been identified for the corridor, and are indicated on the Attachment. The alignments vary in that some use existing Capital Circle, some incorporate sections of Orange Avenue and/or Springhill Road, some have sections on a new alignment, and one goes west and south of the Tallahassee Airport. To date, Blueprint 2000 has held two Public Meetings and two Citizen (Advisory) Group meetings to allow the public to review the alignments, identify and discuss pertinent issues, and assist Blueprint in reducing the number of alignments to 3 or 4 for the full E-PD&E Study. Blueprint 2000 staff will present the results of the Corridor Study to the IA at the May meeting, and request direction and approval for proceeding with the E-PD&E Study. The E-PD&E Study is funded in the Blueprint budget, and if authorized by the IA would begin this fall, and be completed within approximately 24 months.

RECOMMENDED ACTION:

No action requested, for CAC information only.

ATTACHMENT:

Maps (2) of alternative alignments

Blueprint 2000 CAC Meeting Minutes
 Thursday, January 13, 2005
 Blueprint 2000 Office – Koger Center
 1311 Executive Center Drive – Suite 109
 4:30 pm

Vice-Chairman Mike Sheridan called the meeting to order at 4:30 pm.

Committee Members present:

Jerry Conger	Gregg Patterson
Anita Davis	Charles Pattison
Terence Hinson	Kevin McGorty
Casie Moran	Mike Sheridan
Dianna Norwood	Jess Van Dyke

Guests/Presenters/Staff:

Jim Davis	Phil Maher
Dave Bright	Jerry Oshesky
Ed Ringe	Ray Youmans
Richard Menasco	William Grow
Jack Diestelhorst	Mark Thomasson
Eric Gooch	Dianna Williams
Rita Stevens	Mazie Crumbie
Pamela Chamberlyn	Steve Urse
Bruce Richie	Norene Chase
Wendy Grey	Delmus Barber
Mark Llewellyn	Bob Rackleff
Bill Chandler	Greg Garrett
Martha Wellman	Paco de la Fuente
Linda Jamison	Bill Little
Sean McGlynn	Angela Richardson
Shelonda Gay	Tammy Peters

Agenda Modifications

Mr. Sheridan began the meeting by announcing agenda modifications. Item 10, Capital Cascade Trail Master Plan, was moved to Item 11, to be the last item heard for the evening. Item 11, Blueprint 2000 Master Plan became Item 10. Additionally, Jim Davis rather than Bill Smith addressed Item 9 and Mike Sheridan addressed Item 7.

Mr. Bright announced that Capital Cascade Trail recommended concept maps were mailed to CAC members on 1/10/05; copies were made available to members who had not received theirs. Apologies were made for the delay in distributing agenda material to the CAC members.

For Item 5, opinion letters for the CAFR were distributed.

The City of Tallahassee auditor team was acknowledged and new Blueprint 2000 employees were introduced.

Informational Items

Item #1: Leveraging Update

Phil Maher state that Blueprint received tentative approval of a Florida Forever Grant in the amount of \$732,160 from the Northwest Florida Water Management District Governing Board for the construction of the Gibby storm water pond at Capital Circle Northwest and West Tennessee Street.

Blueprint also received a 2% State Infrastructure Bank (SIB) loan in the amount of \$26.7 million dollars for the construction of Capital Circle SE from Connie Drive to Tram Road. Our financial advisor calculated the loan has an estimated \$4.7 million saving over traditional financing.

Tentative notification was received from the Department of Transportation (DOT) that \$1.3 million (from SIS funds) would be included in the FY 2008 work plan for design of the section of Capital Circle NW from US 90 to SR 20. However, DOT is expecting additional funds from the federal transportation reauthorization bill. FDOT has committed that funding for the right of way cost of I-10 to US 90 would be considered as a high priority for them, as well as, additional funding for right of way cost of Capital Circle from US 90 to Orange Avenue. Additionally, funding for Capital Circle is the number one priority on the City and County's legislative priority list.

Item #2 Budget Policy Date Changes

Phil Maher noted that the budget policy needed to be amended to reflect placement of the proposed budgets on the May meeting agendas, for consideration by the IA meeting. This is due to changes in the Intergovernmental Agency's (IA) meeting schedule.

Item #3 Acquisitions for Capital Circle Southeast

The Real Estate Policy was approved at the November IA meeting. Section 105.09 of this policy (Acquisitions for Capital Improvement Projects), calls for the approval by the IA of a Resolution stating the public purpose of the project and the necessity of acquiring the parcels identified in the Resolution. This acquisition can be in the form of a negotiated settlement or through an Order of Taking. There are 13 parcels to be acquired in the vicinity of the Tram Road intersection with Capital Circle SE.

Item #4 Conservation Easement: Thompson Property (Headwaters of the St. Marks River)

In 2004 the Sensitive Lands Working Group evaluated and prioritized sensitive land properties in eastern Leon County. Three of the parcels that were designated priority 1 and 2 have been offered to Blueprint for acquisition; either through conservation easement or purchase of timber rights. Discussion is underway with both the Northwest Florida Water Management District (NFWFMD) and the property owner. The parcels are located near the 168-acre Copeland Sink parcel Blueprint hopes to acquire fee simple through the recently awarded Florida Communities Trust Grant.

Blueprint and the NFWFMD have executed a Joint Participation Agreement (JPA) which states they will share in costs to acquire conservation easements. There is concern, however, regarding the timeliness of this process and discussions with Mr. Lex Thompson. The possibility of losing the two priority 1 parcels, of which there are only seven, is high. Mr. Davis advised the board that Blueprint was prepared to take unilateral action to acquire this land. Funding is available and proper NFWFMD procedures will be followed.

Mr. Thompson's proposal was to sell the conservation easement for the value of the lumber. Using procedures NFWFMD can accept, Blueprint will try to acquire the parcels first. The Water Management District would then take ownership and subsequently kick in their half per the JPA. If it does not proceed in this manner, Blueprint would probably still take the property because they are priority 1 and 2 parcels.

If it becomes necessary to take unilateral action and the NFWFMD does not share in the cost, Blueprint staff will possibly apply to the Florida Community Trust for a grant to share in the cost. Recovery of cost will not be made through selling the timber as it is this mature upland that Blueprint is trying to protect.

Consent Items

Item #5: Comprehensive Annual Financial Report (CAFR)

Mr. Maher noted that the Comprehensive Annual Financial Report (CAFR) of the Blueprint 2000 program for the year ended September 30, 2004 will be presented to the IA on January 31, 2005. The CAFR and the draft of the independent auditors report were included with agenda packets. The auditor report was in draft form because it had not yet been approved by the board. A completed 2004 CAFR will be provided to members of the CAC at the March 2005 meeting.

Mr. Phil Maher announced that a Certificate of Excellence in financial reporting on the CAFR was awarded to the City of Tallahassee from the Government Finance Officers Association of America for the second year in a row.

At the end of the fiscal year, \$69,872 remained unexpended and \$21,462 remained encumbered for contracts, for a balance of \$91,334 in the operating fund. Therefore, Blueprint will request the IA to approve \$21,462 of the fund balance at the end of FY2004 be appropriated to the approved FY2005 operating budget for outstanding encumbrances and the unexpended balance

of \$69,872 be brought forward, for future Capital Projects, through a transfer from the operating fund.

A motion was made by Gregg Patterson and seconded by Jerry Conger to accept the CAFR. It was passed unanimously.

Item #6: CAC Meeting Minutes: November 17, 2004

There was no old business to discuss. Mr. Bright did mention, when questions raised by Committee members, which are not answered by Blueprint staff but are listed in the minutes, that item will be taken off the Consent Section to be answered at the next CAC meeting.

Mr. Jerry Conger noted two typo mistakes in terms of the language. Iammonia was spelled ammonia and in Mr. Gregg Patterson's comments he would take "fiduciary" not judiciary responsibility.

Ms. Dianna Norwood moved to approve the minutes with the corrections listed above; Mr. Terrance Hinson seconded the motion. The motion passed unanimously.

Presentations/Discussion/Action

Item #7: Election of CAC Chair and Vice Chair

Mr. Sheridan relayed to the committee that if Mr. Bill Smith were nominated and elected as chair he, Mr. Smith, would be happy to serve in that capacity. Mr. Sheridan called for a motion to elect a chair.

Mr. Kevin McGorty motioned that both the current Chair, Bill Smith, and Vice-Chair, Mike Sheridan, retain their positions. Ms. Anita Davis seconded the motion and it passed unanimously.

Item #8: Appointment to the CAC (Capital City Chamber of Commerce representative)

Mr. Bright noted that the CAC already acted on the re-nomination of Anita Davis as the representative from the Civil Rights Community. This position expired in November 2004, and is currently filled by Anita Davis. The appointment will be presented to the IA on January 31.

Mr. Terence Hinson was re-nominated as representative by and for the Capital City Chamber of Commerce. This position expires in February 2005, and is currently filled by Mr. Hinson. The appointment term will be through November 2007.

Gregg Patterson moved, seconded by Charles Pattison the re-nomination of Terence Hinson. The nomination was approved unanimously.

Item #9: Modification to Agency Agenda and Schedule Development Policy

On November 24, 2004, the Chairman of the Blueprint 2000 Citizens Advisory Committee wrote to the Chairman of the Intergovernmental Agency regarding the Committee's displeasure with the IA's vote on the Killlearn Lakes septic system issue. Mr. Davis quoted a portion of the letter- "Finally, we recommend that in the event of a perceived emergency where the CAC has not reviewed an agenda item that a formal vote of the Board be required to validate the emergency." After reviewing the letter, Commissioner Lightsey supported modifying the Agency Meeting Schedule and Development Policy, and requested it be place on the IA agenda.

Mr. Sheridan requested Mr. Davis read the specifics of the rule modification. 103.0 C 4 - "Determine if a suitable agenda item that has not been reviewed by the Citizen's Advisory Committee will be considered by the Board. This shall be done by separate vote of the Board."

Mr. Jerry Conger moved the changes to the Policy and it was seconded by Ms. Davis. Mr. Davis stated in his opinion the modification would be approved by the Board without any discussion. Mr. Sheridan asked if there was any response from the elected officials or specifically by Commissioner Mustian's office. Mr. Davis said one of the elected officials expressed that they wish the item had been handled differently. Again, in Mr. Davis' opinion, the Board would pass the modification without resolution.

It passed the CAC unanimously. The CAC will be advised of the outcome of the vote at the next meeting.

Item #10: Blueprint 2000 Master Plan

At the September 2004 IA meeting, the Board made several comments and recommendations regarding the Blueprint 2000 Master Plan. Comments ranged from reducing the right of way width, elimination of sidewalks, cost savings per mile from the stated reductions, placing funding on each segment of the road, complete the Capital Circle project at the expense of Capital Cascade Trail, and develop Master Plan alternatives. Blueprint staff attempted to incorporate the recommendations into the plan; consequently only the 'backbone' of Capital Cascade Trail was funded.

Capital Circle Northwest, I-10 to Highway 90 and Capital Circle Southeast have been funded. Funding for ROW has been provided to FDOT on Capital Circle NW and Capital Circle SE is under contract. Blueprint did look at a reduction of right of way width from 230 to 200 and the savings per mile is estimated at \$780,000.00. Elimination of the additional ROW, sidewalk and trail and bike lanes would save \$1.4 million per mile. If these elements were removed on the segment from Tram Road to Highway 20, \$14.1 million could be saved.

Ms. Casie Moran asked if the recommendations were consensus or only information. Mr. Davis explained Blueprint staff was going to show the IA the results of their recommendations from the last meeting. Basically, the elimination of the sidewalks and trail amenities would not release enough funding to be cost effective and allow funding of another project. Even if all amenities of the Capital Cascade Trail were eliminated, it would not save enough money to complete one of the unfunded portions of Capital Circle. The CAC has previously enthusiastically endorsed the priorities Blueprint proposed in the Master Plan. These priorities have, generally, not changed. All environmental issues are still fully funded.

Mr. Sheridan requested that Mr. Maher contrast what the CAC proposed and what modifications the IA requested as well as what remains pending. Mr. Charles Pattison asked, what role, if any, does the CAC have in suggesting that an alteration is or is not appropriate? If the IA makes drastic modifications to the plan, contrary to recommendations by the CAC, would the CAC ever see or have the opportunity to comment? Mr. Davis explained, the option to comment or express pleasure or displeasure would always be available to the CAC. The staff recommendation, however, eliminates none of the amenities previously mentioned. The purpose of the Master Plan Facts presented was for the IA to reach their own conclusion that an additional project would not be able to be funded with the dollars saved. Additionally, the IA is the final approving authority for all Blueprint issues. This is the CAC's opportunity to provide comments on the Master Plan as the advisor to the IA. Comments or recommendations would be provided to the IA for consideration prior to the vote. Items would not come back to the CAC unless, according to the by-laws, a super-majority vote was required. In the event, as a committee, there was significant objection or concerns as to the vote, the option is available to resurface it in a letter or other media, as in the case of the Killlearn Lakes issues.

Mr. Sheridan asked, when the CAC processes are exhausted and the IA votes contrarily to the CAC's recommendation, if the IA would instruct Blueprint staff to begin implementation. At that time, could the CAC depend on staff to inform the committee of the difference between recommendation and what was approved? Mr. Davis replied, "It is all public record and Blueprint would certainly share that with the committee." Mr. Sheridan confirmed the committee would appreciate it.

Mr. Kevin McGorty expressed two points. One, everyone is attempting to avoid another Killlearn Lakes issue and, two, the committee does not want to operate in a vacuum. Additionally, he expressed his concern regarding the timetable of the decision related to Capital Cascades Trail. With the IA reducing the meeting schedule to three per year, it has given the CAC little 'give and take' opportunity with staff. If the committee had additional questions or actions for staff to take, they no longer have that opportunity. Mr. Charles Pattison raised an important process and philosophical issue. If there were a fundamental shift from the vision of Blueprint, the CAC would want to know and at the next opportunity make a comment to it. Our duties are not only to the IA but also to the citizens of the community.

Mr. Davis acknowledged Mr. McGorty's concerns and explained that was the reason Blueprint presents items to the CAC, before anything is presented to the IA, virtually every agenda item. The committee has the opportunity to comment on each item before it is presented to the Board. Killlearn Lakes was an anomaly. There are situations where the agenda would not be presented to the CAC. With Killlearn Lakes, Blueprint staff had not received the agenda item from the County until after the September 2004 CAC meeting had occurred. Under the circumstance and according to the Agency Agenda and Schedule Development Policy, neither staff nor Ms. Favors or Mr. Alam can refuse to hear an item requested by a Commissioner. The Killlearn Lakes issue was requested by a Commissioner. Blueprint staff position was clear in the presentation, that the item had not been reviewed by the CAC. Mr. Davis would like the CAC to see everything, however, literal interpretation of the policy states that the CAC does not have to review every item. If that situation develops again, per Item 9, the entire board must have a separate vote to

validate it as an emergency, or no it is not, and reschedule it to include the CAC review and advice before consideration.

Mr. Davis continued, if it is the recommendation of this committee, that the Master Plan item not move forward to the IA, he would relay this information to Ms. Favors and Mr. Alam who approve the IA agendas. They will make the decision to move it forward or not. Blueprint staff has had significant issues and time constraints and have worked diligently to create what is still a viable and best alternative.

Mr. Sheridan commented that the Master Plan that was being submitted was not in complete acceptance by the CAC. He stated that there were still some issues that the CAC needed to responses to. Mr. Maher confirmed Mr. Sheridan's assessment.

Mr. Maher continued with his presentation stating there were assumptions made by Blueprint staff in that the Water Quality/Sensitive Lands funds would remain constant. Also, the strategy of "funds follow production" was incorporated into the Master Plan. If design is complete and right of way is acquired, when additional funds are available from DOT, we stand a greater chance of receiving them.

In an attempt to implement guidance of the IA, to fund some portion of all segments of Capital Circle, money was moved from Capital Cascades Trail, segment 4. Mr. Charles Pattison asked for elaboration. Mr. Maher explained that approximately \$28 million that was reflected in 2018-2020 for right of way acquisition on Segment 4 was move to the Capital Circle. Segments 1-3 of the Capital Cascade Trail remain funded. Currently Blueprint has funding to acquire right of way for Segment 4, however, the funds would not be available until 2017. Blueprint believes because of the right of ways and water quality issues, there will be great potential for leveraging the dollars on Segment 4. The City and County may provide other alternatives for that area.

Mr. McGorty expressed his concern that Segment 4 was dropped for the Capital Circle priority. The key goal of the EECC was the completion of projects as much as possible without starting other projects. Even though the cash dollars would not come about for another decade, he sees the greatest cost is right of way. He felt it was an important issue and reallocating funds from Segment 4 put a hole in the completion of Capital Cascade greenway.

Mr. Sheridan asked Mr. Davis to address Mr. McGorty's concerns. Mr. Davis explained the budget constraints and attempted to offer a political viewpoint. In his opinion, there was an issue many citizens have been concerned with from the beginning. The roadway projects would rob the environmental projects. There are members of the Board who are willing to do that. Those same members were the ones recommending funding for all segments of Capital Circle. In the revised Master Plan, environmental issues continue to be 100% funded. Road and corridor improvements are not fully funded.

Blueprint staff tried to determine what strategy would move the program forward by using different funds. It was suggested to make progress on every road segment but not raid the environmental projects to accomplish it. Blueprint staff has chosen to complete the PD&E studies on the Capital Circle and be ready to compete for construction dollars. This applies to Capital Cascade Trail also.

Mr. McGorty expressed his fear that this program was just beginning and already difficult decisions are required and following future IA meetings additional segments could be eliminated. The consequences for Capital Cascades Trail is at this time we probably have the ability to leverage money, for land acquisition at cheaper dollars for the tax payers, and we have no money to acquire property because it was moved to road projects.

Mr. Davis pointed out and explained the literal bottom line funds available per year on the Master Plan. He agreed with Mr. McGorty but also stated that short of deferring construction on some of the projects there is no way, in those years, to acquire the properties. He also said, that on corridor projects there must be a PD&E and a partial design to determine what right of way is required. This plan reflects doing this, in most cases, to acquire the land early on.

Mr. McGorty expressed his understanding and empathy of the situation, however, acknowledged that Florida has the wealthiest land acquisition program in the world. Due to growth in and around Tallahassee the cost of land will only increase. He wanted to make it clear to the CAC the "horse trading" that is taking place.

Commissioner Bob Rackleff, requested to interject, and with Mr. Sheridan's approval stated: "If you are as committed to the vision of Blueprint 2000, as I believe you are, and you believe that the Capital Cascade project is the center piece of Tallahassee, let the IA know. Simply passing this on without comment is acquiescing."

Mr. Jess Van Dyke expressed concern with escalating road costs. He questioned what other communities are paying for this type of roadway improvement. He also asked if there was an analysis to see if this was a local problem with the cost of road construction. He advised if they played road and corridor improvements off of Capital Cascade Trail they would lose an important part of the Blueprint vision. He hoped that the public representatives had the commitment, vision and leadership to find the money that is out there.

Ms. Dianna Norwood expressed concern with storm water issues during construction of Capital Circle Northwest. Mr. Maher explained that storm water facilities related to the roadway construction was included in the construction funding line. The other stormwater line item is for additional retrofit over and beyond what is needed for the road. It is a separate line item. Ms. Norwood indicated she did not want to pull dollars from the top of the Master Plan, the environmental, water quality, and sensitive lands projects.

Mr. Maher stated that a major requirement of the Master Plan is that it must be balanced. It only shows revenue Blueprint currently has either through sales tax, loans, interest earnings, or grants. If they apply for a grant and its award is tentative, it will not be reflected on the plan. Only when the actual funds are available will it be reflected. Only things which are out of Blueprint's control will cause the plan not to be balance. For example, if sales tax does not materialize, based on our conservative estimates, then there will be less revenue. If the sales tax receipts increase or grants are received, we would have more revenue. If costs escalate over our estimated costs, the plan would have to be balanced again.

Mr. Hinson asked for clarification on leveraging. Mr. Bright explained it as using Blueprint funds as a match to receive other funds, generally as grants from the State and Federal governments.

Mr. Jess Van Dyke moved that the Master Plan be approved with the following exception: Capital Cascade Trail be fully funded, as a priority project, at the expense of segments of Capital Circle. Mr. Kevin McGorty seconded the motion. The motion passed unanimously.

Item #11: Capital Cascade Trail Master Plan

Mr. Mark Llewellyn, of the Genesis Group, presented the slideshow of the proposed concept for each segment, similar to that which that was given at the November 30, 2004 public workshop. He summarized each of the four concepts for each of the segments and followed up with the staff recommended concept for the segments. (An attachment was included in the Agenda Item which described the Recommended Concept.)

Mr. Jim Davis discussed the November 30 public workshop; many people from all over the community attended. The attendees shared their ideas, opinions, and preferences on the concepts. Some people had very definitive ideas for the trail or park but the majority liked most of the alternatives. Their strongest feeling was to ensure something was done. Subsequent to that meeting Blueprint staff has met with several community groups to learn their positions as well. The information was reviewed and, where they could, Blueprint staff incorporated these desires and recommendations into one of the alternatives for each segment.

The question was raised if FAMU or FSU made any statement relative to the Gaines Street corridor redevelopment. FSU had provided no input. FAMU, School of Architecture, had no major input except through an article in the paper. Larry Peterson and Keith Grey have had comments in the past. Mr. Davis has also spoken to Professor Matt Powers trying to determine what the School of Architecture concerns were. Mr. Bright mentioned that Blueprint staff have also met with the Campus Planning people related to the FAMU Way extension and how this project and other improvements to FAMU Way would effect the FAMU Campus. Mr. Davis elaborated, stating that from his perception, Matt Powers seemed to think that the segments were not connected well.

Mr. Davis also thought that it was a basic philosophical difference between Blueprint and several people at the FAMU School of Architecture. In their opinion, this is an opportunity to have a "world class park" and where they could, they would fit in some storm water requirements. Blueprint's position is that this is a storm water project that must deal with flooding and they would integrate as much of the "world class park" as they can.

Mr. Davis also pointed out that this is a 3000-acre watershed and for years they had not done anything about the storm water. It was not technically possible, especially with all the physical constraints, for one project to cure all the ills of that watershed. Capital Cascade Trail has an exceptional beginning; we need to ensure that our City and County governments continue to press on. Once this project has been constructed the water quality and storm water issues will not have been fully resolved; the City and County must continue to look at ways to deal with them, outside of this corridor. It was the responsibility of the committee and the community to

ensure that emphasis, with the City and County, is continually placed on water quality and storm water issues.

Blueprint has been in discussions with Leon High School regarding what can be done there, per se. Frankly, Leon High School and the City had known the solution for more than ten years: rebuild Lake Leon, but there was a problem with financial resources, relocation of parking, etc. Our recommended solution does not place a facility at Leon High School, nor does it address off site water quality and retention issues that should be incorporated into the total solution by others; we have a very definitive start and finish point for this project.

Mr. Llewellyn, at the recommendation of Mr. Mike Sheridan, highlighted the differences between the original concepts presented and the staff recommended concepts. (An attachment had been provided to the committee with a narrative of the staff recommendations.)

Mr. Davis emphasized the over-riding consideration of the community was the desire to have a trail. Not just sidewalks down each side but a trail network that begins at Leon High School and works its way down. Additionally, the option suggests an optional landscape easement to enhance the greenway effect without buying more right of way. We would like the resident to either allow us to landscape, at no expense to them, or we would request a landscape easement on their right of way, in an attempt to encourage additional landscaping adjacent to the trail and sidewalk.

Mr. Sheridan asked how the committee wanted to proceed, ask questions following each segment or hold them until the end? Mr. Kevin McGorty stated he would like to ask questions at each segment. His reasoning was he did not understand how one could make an intelligent decision with the rush that (1) Blueprint staff has been under, (2) they only received the staff recommendations, a large amount of information, one day prior to the meeting. Mr. McGorty stated that he has severe reservations and concerns. Casie Moran agreed because she had to leave early and without further review would not be available to provide the perspective of people with disabilities.

The recommendation was made, understanding the legitimate guidelines and deadlines, to hold a workshop on this issue with Blueprint staff, Mr. Llewellyn and the CAC. This was probably the most important project; they should not rush to a decision without thorough discussion. All members of the committee agreed that an additional meeting was needed. Mr. Sheridan called for a special meeting to be held at Blueprint offices on Wednesday, January 19, 2005, 5:00-7:00 pm. The summary of public comments and the detailed budget for the project were requested for review prior to that meeting.

Mr. Davis gave a brief summary of staff's recommendations and also emphasized, even though they discussed the segments sequentially, they would not necessarily be built in that order. The lower segments may be completed first in order to handle the storm water that upstream segments would bring down from Leon High School.

V. Citizens to be Heard

Delmus Barber, representative of FAMU:

In his opinion, segment 4 should be completed first because it is a quality of life issue as the university expands in that direction. Funding for Capital Cascade Trail should be secured prior to Capital Circle projects. FAMU students would use this area as well as the area near Hyman Myers. He asked the council to please ensure that the park was in a condition students would use and that would enhance that area.

Other issues include; who would fund the roundabout and the electric substation relocation? When will it be done? One of his concerns is the traffic; would the light at Wanish Way and FAMU Way be removed? Would that become a 4-way stop? This was the main entrance to their campus; we need to be mindful of these issues.

Centennial Field was also a concern; as a life-long resident and someone who played football there he would like the history of the area preserved.

The amphitheater was also something students would use but it must fit the culture of the community. He believed this project was one that would enhance our campuses and community. It was not about community development as much as it was community inclusion. It would be a centerpiece that the whole community would be proud of.

Bob Rackleff, Leon County Commissioner representing the Fans of Centennial Field and as a resident of the neighborhood:

Mr. Rackleff encouraged, at the special meeting, to include language to keep open the option of having a Centennial Field built on that sight. With some engineering changes and a review of the model, there was a possibility of having a field that was approximately the size of Leon High baseball field. It would be used for community sports and other events; it would feature play-off games for the Babe Ruth League or Senior baseball or soccer and even Shakespeare in the Ballpark! He felt, it was important for our historic heritage and it was important to the redevelopment of downtown. It provided one more destination, and nighttime activities to keep people downtown after work or bring people in on weekends. It must have organized activity and nighttime activity for it to be successful. People must feel safe, however. He did not want to see it become a place that is deserted and dark at night. A forbidding place that people would not want to come to at night. With a high level of activity there, they could have a functioning, urban park that welcomes people any time.

Sean McGlynn, representing himself and local residents:

Mr. McGlynn suggested there be a memorial to the volunteers and staff that have made this possible. This is the chance to transform Tallahassee. He presented an article from the February 7, 2000 issue of the Tallahassee Democrat where it states that the people of Franklin Boulevard would have a river-walk and there would be gondolas. The residents did not realize Blueprint was going to cover the ditch; they still think they are getting a river-walk. History remembers your mistakes. If this section was too bad to fix just leave it alone. If you improve the bridges and culverts it would not flood. He said they needed storage at Leon and needed to start at the beginning. The stilling ponds should be at the beginning and free up Cascades Park. He

recommended everyone buy a copy of *Between Two Rivers* and read Julie Hauserman's essay, 'Florida's Lost Waterfall.' He also agreed with Mr. Barber that segment 4 is where construction should begin.

The article and essay were copied for distribution to the members.

Martha Wellman, representing the Sierra Club, EECC and herself:

On behalf of the Sierra Club, she presented a comment on segment 2 of the trail. They looked at principles they felt should be adhered to in the design phase such as it should be designed to retain as much storm water as possible, second, the system should be designed to treat storm water as well as it moves along the branch, and third, to plant with native vegetation and kept as a passive park. They do not believe the ball field would be compatible with their principles but the amphitheater might.

On behalf of herself, she feels strongly that segment 4 should be built first because that would be where most of the treatment would take place. It should be moved up on the list of priorities, at least in terms of Capital Circle.

Jack Diestelhorst, representing Capital Cascades Council:

This was an incredible plan! Blueprint 2000 had done a fantastic job listening to citizen input. Genesis Group had done a fantastic job designing it. The CAC would have the opportunity to review it in much greater detail next week. He asked that they please do not hold approval of the project up. This project needed to move forward to the IA on January 31, 2005. He was glad they voted on funding for segment 4, he would ask though, that they look for places outside the box for funding. There were many places to find funding outside of the box.

VI. Items From Members of the Committee

There were none.

VII. Adjournment

Mr. Sheridan encouraged the committee to do their homework and be prepared to vote on the Capital Cascades Trail concepts at the special meeting. There being no further business Jess Van Dyke moved that they adjourn, seconded by Charles Pattison. The meeting was adjourned at 7:32 pm.

Blueprint 2000 CAC Meeting Minutes
 Wednesday, January 19, 2005
 Blueprint 2000 Office – Koger Center
 1311 Executive Center Drive – Suite 109
 5:00 pm

Chairman Bill Smith called the meeting to order at 5:06 pm.

Committee Members present:

Jerry Conger	Gregg Patterson
Anita Davis	Charles Pattison
Terence Hinson	Kevin McGorty
Casie Moran	Mike Sheridan
Dianna Norwood	Jess Van Dyke
Bill Smith	

Guests/Presenters/Staff:

Jim Davis	Phil Maher
Dave Bright	Jerry Oshesky
Ed Ringe	Ray Youmans
Ben Fusaro	Shelonda Gay
Koren Taylor	Mark Thomasson
Julie Hauserman	Angela Richardson
Eric Gooch	Tammy Peters
DeWayne Carver	Linda Jamison
Bruce Richie	Sean McGlynn
Wendy Grey	Delmas Barber
Mark Llewellyn	Bob Rackleff
Bill Chandler	Martha Wellman

Agenda Modifications

None

Informational Items

None

Consent Items

None

Presentations/Discussion/Action

Item #1: Capital Cascade Trail Master Plan

Mr. Smith began the meeting by thanking everyone for coming, thanking Blueprint staff and welcoming guests. He stated that speaker cards were not necessary for this meeting. Guests would be called on to speak during each segment.

The purpose of this special meeting was to workshop the draft design concepts for Capital Cascade Trail as requested by the CAC at their January 13, 2005 CAC meeting. The concept presentation was given in detail at the January 13 meeting therefore, this was an opportunity for the committee to ask questions and clarify the options with Blueprint staff.

Mr. Dave Bright detailed a list of handouts associated with the agenda packet. Included with the packet was specific information requested by the committee: a draft of the minutes from the January 13, 2005 meeting including the motion put forth by Mr. Jess Van Dyke in Item 9 of that agenda, cost comparisons for each concept, a detailed concept highlights narrative, an e-mail from commissioner Rackleff, and a letter from the Science Advisory Committee. Additionally, Mr. McGorty requested members comments be more clearly identified in the minutes.

Mr. Davis reviewed the recommended concept for segment 1.

Mr. McGorty stated he thought the Economic and Environmental Consensus Committee (EECC) made a critical mistake in recommending a four-lane roadway. Their first choice was a smaller road system to allow for a scenic boulevard. The issue, in his opinion, is not the boxed culvert. Progressive cities have recognized that slowing down traffic in their downtown area has enhanced their economic opportunities. The proposed concept was a mistake and there would be more design flexibility with a reduced road system. He further stated that without the cooperation of the Leon County School Board (LCSB), City of Tallahassee and Leon County, doing something north of Tennessee Street and in Lafayette Park, this project cannot accommodate all the storm water needs of the system. Key objectives of this project are storm water, flooding and water quality, and the cooperation of those organizations is critical. They must contribute funds to realize a solution that meets the holistic goals set by Blueprint. He clarified that he intended no misinterpretation because the EECC did recommend the four-lane boxed culvert option. That he merely wanted his opinion on record.

Mr. Ben Fusaro stated that he agreed with Mr. McGorty. The majority of the problems stem from run-off due to the impervious surfaces. If previous developers and city officials had decent respect for the natural topography the community would not be in this situation. He would prefer to begin with a stream that is of natural riparian value; attempts should be made to reverse the damages not continue to make it worse. This stream is a prime conveyance of water and is there; boxed culverts are not natural or necessary. Leave it as it is and save millions of dollars.

Mr. DeWayne Carver spoke on the preferred concept, specifically the Franklin Boulevard cross-section. He stated that Blueprint 2000 was sold to the community as a transportation package. For years, bicyclists have encouraged others to use this form of transportation and have constructed miles of bicycle lanes. Problems occur when non-cyclists regulate cyclists by telling them where, when, and how they should ride. This design is attempting to accommodate bicycles by providing, firstly, a 13' wide shared lane and secondly a 10' multi-use path. The 13' lane is not shareable, a shareable lane is 14', and also, there is no shoulder or gutter along the road. The multi-use path would not be a safe option either. Students rushing to class and parents strolling with toddlers, sharing the same path, is asking for an accident. This is a tremendous step backward for multi-modal transportation and bicycle transportation in Tallahassee. The multi-use path could be narrowed to 8' and the strip between the sidewalk and curb to 1' to allow the addition of an on road bike lane.

Mr. Sean McGlynn spoke from the biological and geological perspective of the stream valley. He stated that he felt this project was doomed unless work began north of Tennessee Street. Storage and treatment north of Tennessee are necessary. The increase in construction and impervious surfaces has worsened erosion problems. The run-off will overwhelm the culverts and the floods will worsen. He also stated the stream is spring fed and spoke of the flora and fauna living there. This area is the heart of downtown, the Country Club district of the 1820's; it is mixed, residential and commercial. Slowing down traffic through this area is vital to both residents and local businesses. Think of pedestrians; think of the stream first.

Ms. Julie Hauserman, author of an essay about the Cascades waterfall in the book, *Between Two Rivers*, which was a volunteer project by the Red Hills Writers Project. Their goal was to tell the story of the region before it was developed into something that they did not recognize. They hope that by telling those stories, it would spark a love of place and activism that would lead to growth that does not roll over the community's character. Franklin Blvd is in a lovely residential community; she suggested one lane on each side and widening the ditch to restore the stream.

Ms. Linda Jamison, of the Big Bend Sierra Club, advocated for the stream also. She read a portion of their policy on flood plains, which is published nationally. "In flood protection, emphasis should be placed not on structural controls, but on floodplain management, including flood proofing ... and zoning for compatible uses to control future development. To maximize environmental benefits, floodplains should be utilized for wetlands, agriculture, parks, greenbelts, groundwater recharge, buffer zones for protection of in stream uses, and other uses compatible with the flood hazard. Structural devices should not be used where they would encourage development in floodplains." (Sierra Club Conservation policy on water can be found at <http://www.sierraclub.org/policy/conservation/water.asp>) Ms. Jamison further stated 50-80 % of the water in St. Augustine Branch comes from the 341 acres north of Tennessee Street. Understanding that this is outside of Blueprint's project boundaries, but it is imperative to address it in order to move forward in a viable fashion with plans for segment 1. Human interference destroyed the natural wetlands surrounding the old Lake Leon. Sierra Club advocates restoration of wetlands, as they are natural flood mitigators

keeping excess water near the source of origin. Pervious surfaces need to be installed in that area to reduce the runoff load into St Augustine Branch. They hope that the time would be dedicated for a scientific search for an integrated solution, anything less would only be a band-aid.

Mr. Delmas Barber of FAMU discussed the natural connection between man and water's ability to revive. He felt the stream should be open because it was important to the re-birth of that area.

Mr. Van Dyke stated no matter how hard he struggled, when he looked at that water body, he did not see a stream, only a ditch. The problem was how to incorporate the traffic flow, experts recommend, and a water body that does not look like a ditch. The EECC wrestled with segment one the longest; they were not certain but had to rely on the expert's opinions and recommendations (regarding traffic flow). He did not see water quality improvements with a ditch versus boxed culverts. He acknowledged this was not easy and wanted the experts to consider segment one very carefully to ensure they were not "blowing it."

Additionally, Mr. Van Dyke asked of Mr. Mark Llewellyn, the existing peak flow is 251 cubic feet per second (CFS) and after doing the project it would be 531 CFS, was this because of the addition of impervious surfaces? Mr. Llewellyn explained it was because of the expanded capacity of the channel through the boxed culverts providing more conveyance. Mr. Van Dyke referenced a letter from Mr. McGlynn which stated if the culverts under the bridges were modified the channel would experience increased flow which would satisfy the flooding issues. Mr. Llewellyn replied this was not entirely accurate because sections of the roadway, too, were depressed. There were other issues involved that would not be resolved with replacement of the bridges. It would reduce the flooding but would not solve the issue completely.

Mr. Smith asked Mr. McGorty, for the EECC perspective. Mr. McGorty stated he expressed those opinions earlier also that he was prepared to vote positively for segments two through four, but did not feel segment one was correct. He felt the committee could move in many directions, vote out concept A (the two lane option) or return it to the IA, but segment one was the "sticking point" for the whole greenway project. If it was returned to the IA, it would have the caveat that they must work together with LCSB to find additional funds to make this a better solution. In his opinion, \$30 million being invested was not buying much.

Ms. Anita Davis expressed concern with where the waters were coming from and if there was enough retention along the steam not to cause anymore harm. Mr. Smith asked Mr. Llewellyn to answer her question. Mr. Llewellyn explained the water was entering the system from north of Tennessee Street as well as east and west of Franklin from the side streets. Most of the water from the north of Tennessee was being piped under Leon High ball fields and Tennessee Street with some surface water contributing to the system also. It would easily connect with the boxed culverts. Piped systems from the neighborhoods adjacent to Franklin would connect into the boxed culverts along the sides.

Ms. Davis felt the problem was in not knowing the topography, were the experts protecting the surrounding properties. She wanted to know what consequences or harm could come from the various concepts of segment one. Mr. Davis explained this was a 3000-acre watershed which collects water because of ills of the past with impervious surfaces. Historically, the runoff would flow into the stream at Franklin, down through the cascades and into a sinkhole that carried it away.

This project alone cannot correct the ills of the past 100 years of unregulated building and the increase of impervious surface in this basin. Segment one is a large portion of the solution; it will not address all of the water quality and storm water issues in this 3000-acre basin. Blueprint is encouraging the support of the CAC to assist in keeping the City, County, and LCSB involved and completing other projects in the basin. A report from 1990 showed a possible solution, but no action was taken. The report recommended the re-creation of Lake Leon, a storm water pond at the old Howard Johnson site, and action taken at Cascade Park were all critical pieces of the solution. The Capital Cascade Trail project is a major component of the solution as well as improvement to storm water issues in that area. No additional water would be generated by this proposal, it would instead, allow for it to be handled in a more controlled fashion. The streets would not flood because the water would be contained in the boxed culverts. There is no water quality treatment in segment one, only storm water conveyance and flood control. The water quality treatment begins in segment two, improves in three and is at its best in segment four. This is how it was designed. This is not the perfect solution for everyone, but it is a good compromise for improvement.

The preferred alternative for all four segments was presented to and recommended by the Capital Cascade Council from the Trust for Public Land (TPL). Mr. Davis' opinion from the stakeholders, persons representing the neighborhood associations, etc, meeting of the previous evening was of general agreement. Additionally, meetings with Tallahassee Community College and the EECC have resulted in support for the recommendations as well.

Mr. Gregg Patterson agreed with Mr. McGorty completely, the preferred alternative is better than what currently exists. He struggles with this segment more than the others because the original selling point of a river walk along Franklin Boulevard. He asked for clarification of the existence of natural springs along the stream. Mr. Llewellyn acknowledged the potential of natural springs and that one had been referenced earlier in the evening's discussions but that he had not personally observed any. Mr. Patterson expressed that everyone embraced the holistic vision of Blueprint and that he had envisioned a "center-piece of Tallahassee" that would differentiate this community from all others. However, with the constraints of the City, County and LCSB he did not want to act to quickly and miss an opportunity to create something great downtown. Understanding how public officials operate, sometimes the court of public opinion will change their minds. This was our opportunity to be more than average or merely better than what exists currently. He was describing a place which would define how our city would be in the future as well as the potential for future economic development. Everyone involved in the project should stretch their imaginations outside of the box, be reasonable, but this is how to create a winner. This was a defining moment in Tallahassee's history to create something that would serve the entire community.

Ms. Cassie Moran thanked everyone for their patience and stated that she felt the "vocal minority" carried more weight than the silent majority. In regards to the Capital Cascades Council approving the preferred alternatives she wanted clarification of who carried more clout, them or the CAC. Mr. Davis confirmed that the CAC does as far as the IA is concerned. Mr. Smith interjected that he hoped by the end of that workshop the CAC would take some form of action, a recommendation on the whole project and/or individual segments of the project and would send that recommendation forward.

Ms. Moran continued by asking in there was a traffic expert available to explain why a two-lane option would not be feasible. She was confused as to which road traffic would be diverted to that would not be acceptable. Mr. Llewellyn, though he is not the traffic expert, explained that information from the initial analysis showed that the parallel roads were already over taxed. By reducing Franklin Boulevard to two lanes it would push additional traffic onto those streets or through neighborhoods in the surrounding area. Mr. Bright stated that the nearest street, Meridian Street was residential in nature and the nearest north/south street would be Magnolia Drive, approximately one half mile to the east. It would not serve the same destination as Franklin Boulevard. Mr. Llewellyn reminded the committee that there is very limited right of way space, with sidewalks, two lanes of traffic and turn lanes, to reconfigure a natural channel. It would not change from what exists today.

Ms. Moran stated her concern lay more closely to the safety possibilities because it was a precarious road to travel anyway. She questioned Mr. Davis on the division of the lanes. He clarified for her that the lanes were in fact divided either by a median or turn lanes. Mr. Llewellyn further explained the County would require some minimal concrete barrier between lanes. The right of way there is extremely constrained. Mr. Carver offered a transportation planner's opinion of the concept, based on several years of experience. In his experience, these types of studies always result in recommending that the roads must be widened. In this area we have the opportunity to create something greater than a four-lane highway.

Mr. Jerry Conger questioned if, at any point, throughout the project if experts considered an alternative to the concepts presented. Did this develop out of the EECC recommendations? Mr. Davis answered that is where staff began because the EECC provided the most specific guidance for segment one of any in the project. The EECC had looked at options to the four-lane roadway. Staff reviewed various options for improvement on top of what the EECC recommended, however, they did not attempt to revisit every possible alternative. The job of the Blueprint staff is to implement the Blueprint program. This is what staff has created as a compromise based on what the EECC gave them as a start.

Mr. Conger asked if the Sierra vision was considered at all. Mr. Davis explained that it was, after the fact, when they surfaced the idea approximately 30 days ago. Prior to that, Nancy Miller, a member of the EECC as well as a member of the Executive Committee of the Sierra Club, expressed to Mr. Davis that the Sierra Club voted in supported in the Blueprint program, including Franklin Boulevard. However, Mr. Davis stated that he was told on Tuesday 1/18/05, that the Sierra Club had voted again and no longer

supported segment one; adding that this was purely hearsay. Mr. Conger stated that he had the impression that staff came into the project with decisions already made. Mr. Davis said that he was correct, direction from the EECC. Mr. Smith offered 'strong guidance' instead of 'decision' and Mr. Davis corrected himself by stating rather than decisions, strong guidance would be more accurate.

Mr. McGorty explained that he, Martha Wellman, and Jess Van Dyke were three members of the EECC and he would like to recognize Ms. Wellman. She acknowledged that segment one was the most difficult because it was such a constrained area and the right of way was so expensive. The entire budget for Blueprint could be spent in this segment. The EECC met concurrently with transportation and storm water and this was the compromise they came too. After listening to the discussions of that evening, however, she recommended postponing the construction of segment one to the later years and building segment four, first, where most of the water quality treatment takes place. In the intervening years, work with the City, County and LCSB to create something that satisfies more people in segment one. She recommended building segment two, four then three and work with the aforementioned agencies to create a viable solution.

Mr. Terence Hinson expressed his concern regarding beautification and safety issues of Franklin Boulevard in addition to the flooding issues. If the ditch were made deeper, it would increase the safety issues. He noted that most people were aware of the drowning which occurred in the 1970's which resulted in the existing guardrails. He questioned how they would balance aesthetic and traffic flow improvements as well as safety. Also how litter would be handled, due to runoff. Mr. Davis explained that the culverts would generally be self cleaning. Normal flow is only 3 CFS, however, in the first few minutes of a significant rain event the flow would increase, clearing the culvert of debris. Additionally, the storm drains would be engineered to help eliminate debris from entering the culverts initially. There would be more issues in the stilling pools down stream. As the water level rises and falls residue would remain along the sides. That would be a simple maintenance issue.

Ms. Dianna Norwood had philosophical concerns. Given that the EECC spent two years developing the Blueprint plan, they should not consider options not included with the original EECC documents or discussions. It was her perception that EECC was using the excuse of "...because they did not think of it ten years ago, they could not be creative now." She felt it went against the original vision and expressed her offense. She further stated the average voter may have read a few articles in the Democrat or maybe just the brief description the ballot. For the committee to say what they did or did not vote for was an injustice. Mr. McGorty responded that the object was to create model public works projects that melded green and gray infrastructure. He felt that the EECC would be the first to stand up in approval if the committee came away with a better design and consensus to move forward. He felt that three of the segments should move forward but segment one required more work.

Mr. Charles Pattison stated that in his opinion the issue was to protect the possibility of creating something better. The preferred alternative for segment one precluded that option. He understood the constraints, however, felt that downstream segments should be completed first in order to process the water quality and storm water issues. He felt the

committee should vote specifically on segments two through four and work on segment one longer.

Mr. Mike Sheridan felt that the speakers were mainly focusing on segment one but he was more concerned with segment four. The preferred concept dedicates 619 plus acres to storm water flood plain capacity. He was very impressed and felt four should be constructed first followed by three; that segment one was the least important in the process. Without segment four, they could do anything with segment one and it would only exacerbate the issue.

Mr. McGorty supported the direction of the discussion. It places the necessary focus on segments two through four and then return to the elected leaders of the community to find funding sources and more creative solutions to segment one.

Mr. Smith stated it appeared, taking segments two through four off the table for the sake of this discussion, it appeared there was no consensus to move forward, with what was been presented at this time, on segment one. An alternative to segment one should be crafted. He also asked the Blueprint team to send forward the recommendations of the CAC with conceptual thoughts presented and the spirit of the discussion. Mr. Pattison clarified that staff scheduled the CAC meeting with the idea that they would take what the CAC recommended to the IA on January 31, 2005. Mr. Smith confirmed that and suggested the recommendation might be that segment two, three and four are great, but one does not make it.

Mr. Pattison stated it appeared the committee was close to consensus, and that on segment one, it was not correct yet, and that a prioritization of segments two through four, which would allow for time to reconsider segment one with, perhaps, more resources or concepts. Mr. Van Dyke suggested adding language to the recommendation that says the City, County and LCSB must "step up" in regards to Lake Leon and create a storm water pond at the old Howard Johnson site in order to develop a total solution, and for everyone to think "outside of the boxed culvert". Perhaps have water volume and rate controls elsewhere. He did not know how it would all work but felt they were heading in the right direction.

Mr. Sheridan asked if it was also possible to set budget parameters. Noting that all proposals for segment one fall in the \$23 plus million range, and the CAC believes that future design concepts should be comparable. This would provide an overall number for the IA, as to what the CAC thinks the project would entail, even though they offered no specifics. Mr. Davis stated that he did not see a problem with the CAC including a number to their recommendation nor did he see a problem with approving two through four, with the exception of one. He liked Mr. Van Dyke's comment that "...a proper solution to segment one must include..." Blueprint has identified they cannot unilaterally solve all water quality problems in that basin and must incorporate actions by the City, County and LCSB.

Mr. Sheridan wanted to include the budget parameters because he was concerned of possible erosion to the commitment to all four segments if the re-design took awhile. Mr. Davis stated the staff was attempting to implement what they thought you, the citizens,

wanted. Problems arose when there was no clear guidance provided; without that Blueprint would not know how to proceed. It was recommended that there should be a second CAC workshop to review Franklin Boulevard concepts to provide such guidance.

Mr. Smith, addressing the speakers, summarized that on segment one, there was not agreement with the plan as presented and the major conceptual points presented will be condensed by staff in anticipation of the IA meeting on January 31, 2005. With that in mind he requested speakers keep their comments to point that had not been addressed previously in the evening.

Mr. McGlynn wanted to correct the misperception of the drowning death of the children. It occurred at Leon High and they were drawn into the culvert under Tennessee Street; similar to the student at FSU recently. The culverts are dangerous. The technology in stream restoration has advanced in the past ten years; it is unbelievable what can be done now. Julie Hauserman added that she was certain the engineers would be able to drain that basin of water, after all, engineers drained the everglades. However, they should remember that the water is our heart. Think beyond the constraints of needing to move water and cars. It is not necessary.

Mr. Barber took the opportunity to remind the committee of the necessity of constructing segment four first, then three.

Commissioner Bob Rackleff spoke in favor of keeping an option open for Centennial Field construction in the future. He felt it was important because Blueprint was about revitalizing the urban core of Tallahassee. It would provide that by attracting activity most days and nights of the year. Activity was what would make it an urban park, not dark and deserted at night. Kleman Plaza would not be available much longer due to the construction in that area and Cascade Park would be its equal. He referred to a memorandum from PBS&J with solutions to provide stormwater capacity which would allow Centennial Field.

Ms. Norwood asked Commissioner Rackleff, being an elected official, to address any Commission thoughts regarding beginning with segment four. Commissioner Rackleff responded that he was the wrong person to ask what other commissioners might be thinking. In his opinion, however, it seemed to be a rational approach. He added that the County has already invested millions downstream of segment four.

Ms. Jamison spoke again of Sierra Club's position and her tenure with them in regards to Mr. Davis's comment of support/withdrawal of support. Mr. Smith thanked her for her time. He also questioned Mr. Davis and Mr. Bright, regarding the minutes of today's meeting. Mr. Davis proposed Blueprint staff would craft the minutes in concise manner capturing the spirit of the discussion. There is a section on the agenda that goes forward to the IA, for recommendation from the CAC. Staff will include the CAC's concise comments there, if that met his desire. Mr. Smith clarified that the CAC recommendation would be that there was no agreement or recommendation on Segment one.

Ms. Moran asked if there was also agreement to revise priority on funding for segment four. Mr. Smith explained that would be discussed later in the agenda. She further

questioned if the trail would be paved and would the ponds look like Lake Ella or Lake Elberta?

Mr. Patterson agreed with a budget per segment but he did not want it to be self-limiting. He wanted to encourage contributions via other governmental agencies, public, or private contributions, and grants.

Mr. Davis reviewed the recommended concepts for segments two through four. Elaborating on segment four being unfunded in the current Blueprint Master Plan and asking the committee to realize that did not mean it would not be built. Rather, view it as an opportunity for City, County, Blueprint, TPL, etc. to come together to create something wonderful for the community. Mr. Smith asked Phil Maher how much leveraging dollars Blueprint has obtained in the past two years. Mr. Maher replied approximately \$50 million in SIB loans plus \$4.5 million in grants.

Mr. McGorty stated that at the January 13, 2005 CAC meeting, the committee voted to recommend that funding for segment four (right-of-way) go back into the budget. He wanted to verify that was not in conflict with their message to the IA. Mr. Davis stated that was a hard decision the elected officials would have to make; also that it was a prioritization issue.

Mr. Smith continued to restate committee comments. Segments two, three, and four are acceptable, although there may be tweaking regarding location or size of amenities, but in general those sections were okay. Mr. Conger stated he felt they were passing over segment two too quickly in terms of Centennial Field. He felt that was a crucial issue that had not been thoroughly discussed. Mr. Smith indicated the committee would return to that topic. Mr. Patterson stated he was at the point of moving forward with the prioritization of two, three and four, however, leaving open a door for Centennial Field, or some variation of, in the future.

Mr. Smith asked if other committee members supported Centennial Field besides Mr. Conger and Mr. Patterson. He noted that there was a minority/majority opinion of Centennial Field. Mr. Charles Pattison mentioned a memo from the Science Advisory Committee (SAC) suggesting there was a wet pond at Centennial Field. Mr. Davis acknowledged receipt of the letter but had not had the opportunity to read it yet, therefore could not address it. Mr. Pattison continued stating the SAC had concerns regarding the possible karst seepage from the proposed pond. Mr. Smith wanted, and stated it would not be advisable to comment on the memo until their experts had the opportunity to review and/or study it. Mr. Davis added that the Blueprint plan would be to line the pond to prevent seepage. Mr. Bright further stated that it could be an EPA decision that Blueprint would have no control over.

Mr. Patterson provided clarification on his earlier opinion, that the recommended concept move forward for segment two but not preclude the flexibility to include the field. Mr. Conger personally was in favor of segment two, concept B which included Centennial Field. He did not like E nearly as much as B. Mr. McGorty expressed his support of staff recommendations on segments two through four. He also shared accolades to Blueprint and Genesis staff. He further stated that the EECC always looked at an

amphitheater as a much more public oriented space rather than a baseball field. The community should recognize that Kleman Plaza would not be available much longer and Sringtime Tallahassee has completely maximized space downtown. The proposal for concept E, segment two, provides for the large festival type activities to take place in Cascade Park. His only caveat, raised by TPL, was that segment 2 is the most public used area, yet it has the lowest dollar amount allocated; TPL, Capital Cascades Council, recommended to the IA, if money is surplused or found that it be directed toward this segment. To provide more public amenities because that is what the public expects.

Mr. Smith pointed out there was little right of way cost in segment two, thereby, explaining the lower allocation of funds. Mr. Davis clarified that the public amenities were not funded by Blueprint; those are place-holders to represent a concept. Blueprint would fund the trail network, grading, landscaping, one restroom at \$175,000. The restoration of the historic buildings is not funded by Blueprint either. Basically, Blueprint is responsible for the "backbone" stormwater infrastructure, the trail and lighting for it. Mr. Pattison asked if he understood Mr. Davis correctly when he stated that Blueprint would not fund the amenities, the only way they would be built was if the City, County, public or private businesses or citizens generated the funds to build them. Mr. Davis confirmed his understanding. Mr. Smith, stated he felt Blueprint hoped to set the timing and the other project, in what ever form they take, would be a natural flow of that timing. Mr. Davis agreed and elaborated with possibilities for future economic development surrounding the greenway. Success breeds success, the more people use the space the greater the enticement would be to private investors to develop the surrounding areas.

Mr. Barber addressed the rich African-American history surrounding Centennial Field and the area formerly known as Smoky Hollow and the need to incorporate that heritage into the project. Ms. Wendy Grey acknowledged the need for additional design work, at a technical level, for the additional amenities. She recommended they be designated as cultural placeholders or venues so the community realizes there was a range of things which may be placed there but not so specific that they think there will only be that structure. Ms. Wellman reminded the committee of the train which passes through the area and the noise interruptions with any of the options. Mr. Davis stated he was more concerned with the left fielder, with the life jacket, in the pond.

He further stated, in reference to Mr. Barber's concern, it has always been envisioned there would be some type of historical venue near the Centennial Field area. Additionally, Russell Daws, from the Tallahassee Museum is working cooperatively with Blueprint to research the Smoky Hollow area to incorporate its history into the greenway.

A question was asked regarding the size of the wet pond and impacts to it if Centennial Field was included in the plan. Mr. Davis stated that was one of the original problems with the ball field, depending on the size, it took up the majority of the area needed for stormwater at the expense of the pond. Mr. Smith explained that the pond was critical and the field affected its size; it would create a huge differential to the overall stormwater goal of this segment. Ms. Moran explained she was not in favor of the amphitheater, citing the one at Kleman Plaza, which in her opinion received little use.

Mr. Carver asked about the closing of Gasden Street. Mr. Davis explained that during a high flood event that the area would flood, therefore, closing it would allow for additional storage of storm water. Commissioner Rackleff suggested as a trade off, by including an AA field would mean a smaller pond at the second location. However, if the first stilling pond was increased in size it could still accommodate the high flood capacity of storm water. The only loss would be in parking for Department of Transportation offices. In his opinion, Centennial field was more important than parking and with modifications to the design upstream, the baseball field could be included. Mr. Patterson raised the question of parking agreements with the State of Florida, for those parking lots to be available nights and weekends. Mr. Davis stated at that time the only agreement which had been reached was to re-create any parking spaces which might be taken out during construction of the greenway.

Mr. Sheridan raised the question of what happens to the water in regards to Commissioner Rackleff's suggestion. Mr. Llewellyn responded that the option of providing a baseball field was considered. One of the objectives was to significantly reduce the flooding on South Monroe Street; the models reflected that even including a Babe Ruth sized field would increase flooding on South Monroe Street. That was a key point to not considering that option further. The lower section of the Cascade Park area is where the majority of the capacity is available. In that area, during major storm events, that staging would be up 15-20 feet from the normal water level. There is that much volume available in the lower segment which due to gradient is not available in the upstream segments. Mr. Davis mentioned that another key factor was the ability to move water through this area and under South Monroe Street. Additionally, with apologies to the Commissioner, the majority of public comment did not reflect a baseball field as supportive of the goals. Naturally, the fans do, and staff has considered it but the local neighborhood associations are opposed due to concerns of increased traffic, lighting, noise etc. That was also part of our consideration.

Ms. Jamison expressed concern for the karst area on behalf of Sierra in reference to the remediation site. She questioned how a sinkhole, for example, would be handled during the clean up process. Mr. Davis replied that Koren Taylor was the project manager for the City, the entity responsible for the remediation; she would be the person to elaborate on that scenario. He did state that he was aware of borings and attempts to identify areas that would be sensitive to that possibility. All groups involved with the remediation process would be sensitive to the possibility and exercise due diligence to ensure that does not happen. If it does, however, it would be repaired.

Mr. Smith stated that he felt general consensus had been reached on concepts E, A and C for segments two, three and four. A minority of members wished to preserve options for the venue known as Centennial Field; the majority wished to preserve options for cultural venues. They noted that in moving forward in moving section two through four ahead with general consensus just as segment one was moved ahead with the consensus of no. They wished to have over arching comments included in regards to the City, County and LCSB across all segments and in particular the area north of Tennessee Street. He expressed a possibility that it was an opportunity for some of the ideas which were thought of as constraints to be guidelines. Additionally, a letter would move forward which would recount the spirit of the meeting that would read segment one – no and on

segments two, three, and four - yes. Mr. Sheridan reminded Mr. Smith of comments relative to the budget constraints. Mr. Patterson brought up the priority of construction of the segments.

Mr. Davis asked for the committee to clarify, prior to committing to "non-specific place holders or venues" and realize what Blueprint has depicted in the preferred alternatives was a result of the public input and workshops. Details would be determined in the design phase but to change that to "placeholder"...would be foolish, Mr. Smith completed. Ms. Davis, needing to leave, wanted to express she was in agreement with segments two, three and four as well as putting segment one in a consignment situation.

Mr. Smith called for suggestions, from Mr. Davis or Mr. Llewellyn, to the numerical order of construction. Mr. Davis stated the original plan was to build two, three then one. The reason for beginning in segment two was to coincide with the City's remediation project and capitalize on the work they were doing. Additionally, as a stand alone hallmark section from community involvement was a critical piece. Move to construction of three to address water quality problems and finally moving back to one with segment four remaining unfunded. From an engineering perspective, storm water project should begin downstream and work upstream. No matter the sequence, in his opinion, two should be considered early on due to the remediation process. It would send a positive message to the community and the park amenity would be there early on.

Mr. Smith asked if it was important to include a prioritization of construction in the committee's recommendation. Mr. Davis stated that it would not hurt; from a business perspective two, three, four were justifiable. He further stated if the CAC did not agree with the staff recommendation of two, three, one it was imperative for them to include their recommendation two, three, four in the communication. Mr. Patterson stated, in his opinion, deferring the acquisition of right of way in segment four to the future would only exacerbate the issue because the land would be more expensive. He suggested making the priority two, four, three, one. Several members agreed with his comment.

Mr. Van Dyke stated that 75% of the storm water storage capacity was in segment four; he concurred that segment two should be built early. He suggested two, four, three, one. Mr. Davis asked Mr. Llewellyn, if enough water could be conveyed with the existing channel. Mr. Llewellyn stated that segment two was designed to stand alone, essentially one and two could go without three and four because of the capacity provided in segment two. Mr. Davis confirmed that segment 2 was primarily storm water capacity not water quality treatment. Mr. Smith asked Mr. Llewellyn, in his professional opinion, was the recommendation of two, four, three, one wise or should the CAC merely recommend beginning at segment two. Mr. Llewellyn asked Mr. Mark Thomasson to respond. Mr. Thomasson stated that segments two, three and four had been modeled independently and each could be built independently and net improvement would be achieved downstream. Storm water storage capacity would be added in each segment, where there currently is none, therefore improving the existing situation. The order in which the segments are built becomes political, a right of way and public issue; technically they could be built in nearly any order.

Mr. Smith asked, in moving segment four up, there was right of way funding only. Mr. Davis stated technically, that funding for right of way acquisition was not available until 2017 -2019 under the basic plan. Mr. Bright noted that in the Interlocal Agreement, segment four was funded for right of way only in Tier 1. Therefore if construction was moved forward into Tier 1, two public hearings and a super-majority vote of the IA would be required to implement that change. Mr. Davis noted that should be a joint funding issue between the City and County, not only Blueprint funds. Mr. Llewellyn pointed out that it would be preferred to have the trail amenities continual; completing segment two and moving to four would create "disconnect" in those amenities.

Mr. McGorty stated the vote by the CAC was symbolic in nature; they did not have the technical expertise to make the final decision. However, at the January 13, 2005 CAC meeting the CAC commented and voted to move funds into segment four. Therefore, recommending construction of segments two, four, three, one would send a symbolic message of the CAC's priorities as well as complimenting the vote taken previously. Mr. Sheridan agreed, additionally, he felt it was incumbent upon the committee to make as thorough a recommendation as possible. Therefore it would be appropriate for the CAC to recommend the sequence of construction to the IA. He continued as Mr. McGorty stated, it would send a symbolic message to the IA that the CAC wanted to address all four segments of the project simultaneously to obtain funding. He further stated he would support two, four, three, one as Mr. Van Dyke recommended.

Ms. Grey suggested reallocating construction dollars for segment one to right of way acquisition dollars in four; since there is no land acquisition in one the issues of escalated cost would not be relevant. The question of postponing construction of segment one and how it would affect the northern portion of segment two was raised. Mr. Davis stated he thought it would be fine, however, the committee needed to realize if the funding was reallocated, Franklin Boulevard would not see any activity for ten years.

Mr. Smith requested the spirit and intent of communication from the meeting be drafted into the minutes, a copy forwarded to him for review, and copies to the committee members, prior to submission to the IA.

Mr. Davis stated there were two minor issues to mention if the committee had no further discussion on Capital Cascade Trail. **One issue of the staff recommendation which will go to the IA is that staff exercise the option for Genesis to complete the design for the storm water system for what would be segments two, three, and four, in some order. Furthermore, Genesis would be required to subcontract with a firm which has park expertise, to participate in the development of amenities in segment two; Blueprint, additionally, reserved approval right of said firm. Mr. Smith called for a motion to accept. Mr. Van Dyke moved to accept. Mr. Sheridan seconded the motion. It passed unanimously.**

Mr. Patterson expressed his concern with distinction between public comments and the committee's recommendation. Mr. Smith noted that Mr. Davis would ensure that distinction. He further thanked the Blueprint staff and Genesis for all efforts put forth.

Mr. Smith called for a motion to approve the order of segments: two, four, three, one as well as recommendations and bullet points which were presented earlier. Mr. Sheridan moved to approve it. Mr. Van Dyke seconded it. It passed unanimously.

V. Citizens to be Heard

Citizen's comments were listed above based on the format of the meeting set forth by Chairman Smith.

VI. Items From Members of the Committee

There were none.

VII. Adjournment

The meeting adjourned at 7:54 pm.

Agenda Item

SUBJECT/TITLE: Capital Cascade Trail Update	
Date: March 18, 2005 (CAC)	Requested By: Staff
Contact Person: Dave Bright	Type of Item: Discussion

STATEMENT OF ISSUE: This item provides the CAC an update on the status of the Capital Cascade Trail Master Plan and lists actions taken at the January 31, 2005 Intergovernmental Agency meeting. Correspondence is also attached which reviews the issues raised by the Technical Coordinating Committee (TCC) their January 21, 2005 meeting and provides the resolution.

SUPPLEMENTAL INFORMATION:

IA Actions and project status: Considerable discussion occurred at the January 21, 2005 TCC meeting related to technical/stormwater modeling issues. As a result, the Capital Cascade Trail Master Plan agenda item presented by staff to the Intergovernmental Agency on January 31, 2005, did not request action on selecting a preferred concept. However, as noted below, the IA took the following action:

- Segment 1 (Franklin Boulevard): Recommended the 4-lane roadway concept with underground box culvert conveyance. The IA indicated that they want additional study done by the City and the County to investigate additional off site storage capacity (Leon High School), and indicated the issues of the TCC related to stormwater velocities, box culvert used for storage, etc. needed to be addressed.
- Segment 2 (Cascade Park): Recommended Concept E, with as flat and green a field as possible in the lower segment (versus the amphitheater); noted some concerns with putting the holding pond on the site of the contamination, and requested staff review this issue. (Staff noted that the pond is to be lined and EPA may have a say in this issue.)
- Segment 3 (FAMU Way/Gaines Street) and Segment 4 (Gamble Street south to the Munson Slough): Passed staff recommendation (Concept A and Concept C, respectively.)
- Project Phasing: the IA passed a motion to move Segment 4 construction into Tier 1. They also accepted a construction sequence of Segment 2, 4, 3, and 1. (Note: Franklin Boulevard is last.) "Capital Circle NW/SW, I-10 to the Airport, is to be funded before Segment 1 of the Capital Cascade Trail."

Correspondence from Genesis Group (Mark Llewellyn and Mark Thomasson) to Dave Bright is attached which describes the technical issues addressed by the TCC and provides the design approach resulting from the various meetings with the subcommittee and other City and County stormwater and growth management staff.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Capital Cascade Trail Status

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IA action related to moving Segment 4 construction into Tier 1: As noted above, the IA voted to move the construction of Segment 4 (Gamble Street to the confluence with Munson Slough) into Tier 1 of the Blueprint Program. Segment 4 is currently approved for right-of-way acquisition only. As a result, staff is developing/reviewing a scope for additional archeological/historic resources services and additional geotechnical services to obtain the information to evaluate pond locations, karst potential, and historic/cultural impacts, etc., within Segment 4, and for some additional information on Segment 3.

RECOMMENDED ACTION:

No action requested, for CAC information

ATTACHMENT(S):

Att. 1: Correspondence dated March 2, 2005, from Genesis Group to Dave Bright.

Att. 2: Minutes of January 31, 2005, IA meeting

March 2, 2005



Mr. David Bright
Blueprint 2000 & Beyond
The Koger Center, Ellis Building
1311 Executive Center Drive, Suite 109
Tallahassee, FL 32301

Re: Capital Cascade Trail Master Plan Direction

Dear Mr. Bright:

Based on meetings conducted last week with Theresa Heiker and John Kraynak (February 23, 2005 at Blueprint's office), and with John Buss, Jodie Cahoon, and Jim Lee (February 25, 2005 at City of Tallahassee Stormwater Division's office), we are proceeding with the stormwater re-modeling of all four (4) segments of the project based on items outlined in your letter dated February 14, 2005 and further clarified at the meetings as follows:

1. Segment 1:

- a. Issue – The design criteria for the Franklin Boulevard box culvert.

Recommended Direction - the box culvert will be designed for conveyance only.

Design Approach - The box culvert will have no surcharge for the 25 year, 8 hour storm event. In addition, the design discharge from the area above Tennessee Street will be based on the results of the initial double box culvert concepts peak discharge (541 cfs) for the 25 year, 8 hour event. This approach will allow for a reduction in the flooding at Leon High School.

Finalized Design Approach - The design approach for this item as identified above was accepted by the City and County, with the following understanding:

- *Three different culvert sizes will be evaluated, with the flow, hydraulic grade lines, and velocities being compared.*
- *As requested by Jodie Cahoon, the preferred box culvert size will be analyzed for the 25 year - 8 hour event, with the flow restriction at Tennessee Street being eliminated. A comparison of the flow, hydraulic grade line, and velocity will be compared with the results identified above.*

- b. Issue – Leon High School flooding.

Recommended Direction – The benefit at Leon High School that will be derived from the improvements to Franklin Boulevard will be quantified. No other analysis of a stormwater facility at Leon High School will be required.

Finalized Direction – The recommended direction identified above was acknowledged and accepted by both the City and County.

Note: A meeting was conducted with Bill Mumford, Superintendent of Leon County Schools, and Jim Davis to discuss potential options for Leon High School property. Based on this meeting, Genesis will prepare a schematic grading plan to identify the potential storage volume that could be provided at Leon High School without impacting the practice fields to any large extent.

- c. Issue – The options associated with off line stormwater facilities including the use of underground storage vaults.

Recommended Direction – The approximate surface area and storage volume in acre feet using a five (5) foot storage depth will be provided for the properties that have been previously discussed as potential stormwater storage sites (Lafayette Park, Call-Cadiz, Leon High School, “Ho-Jo’s,” and Myers Park). Based on the direction provided at the Intergovernmental Agency meeting, no additional modeling will be required to consider potential stormwater projects outside of the Blueprint project limits.

Finalized Direction – The recommended direction identified above was accepted by the City and the County with the following understanding:

- *A comparison will be completed of the capacity required versus the capacity available in Segment 2 for the various alternatives. The capacity required will be that which eliminates flooding at South Monroe Street. The deficit for each alternative will be noted.*
- *The potential sites will be identified in the report, along with the capacity that could be available at each site; however, it is anticipated that several of the sites may not provide the intended flood relief due to existing flow restrictions. An explanation will be provided regarding the potential use of each site. (See note under 1.b. above.)*

- d. Issue – The design criteria for the left turn lanes along Franklin Boulevard.

Recommended Direction – Since the presently proposed lengths are based on FDOT design criteria, we request that Leon County provide specific design criteria that will allow for the reduction of the left turn lane length along Franklin Boulevard.

Finalized Direction – Leon County recommended that the deceleration taper be eliminated, and that Genesis should provide left turn lane storage length recommendations for consideration by the County.

- e. Issue – Side street storm sewer connections along Franklin Boulevard and the specific planning criteria.

Recommended Direction – Clearly designate this issue as a roadway design requirement and provide adequate “preliminary” costs in the Master Plan to address the anticipated improvements to the side street stormwater collection and conveyance system. The reduction in the hydraulic grade line for each box culvert concept alternative along Franklin Boulevard will be identified at each intersection and locations where major storm drainage systems connect to the box culvert.

Finalized Direction – The recommended direction identified above was accepted by the City and County, with the understanding that approximate costs would be included in the Conceptual Opinion of Probable Cost to provide improved conveyance at the intersections of each roadway with Franklin Boulevard.

2. Segment 2

- a. Issue – Stream Morphology and habitat creation/sustainability.

Recommended Direction – Identify and tabulate the peak velocity at critical locations along the stream for each concept for the 2-year critical storm event, and discuss options to address velocities greater than 5 fps in the Alternatives Analysis. In addition, specific recommendations will be provided regarding recommended stream and channel improvements to create or enhance a sustainable habitat.

Finalized Direction – Leon County requested that velocities greater than 3 fps be identified as potential problem areas for stream morphology, and consideration should be given in the report for the expansion of channel modifications that could potentially reduce the velocities in the critical areas.

- b. Issue – Lower Cascade Park peak stage for the design storm event.

Recommended Direction – Maximize the available stormwater capacity in the lower section to reduce the flooding of South Monroe to the greatest extent possible, while providing a “park like” joint use facility. The maximum acceptable stage must be identified. The peak stage shall not have a negative impact on the contributing storm sewer system and shall not flood adjacent buildings or the remaining portion of Bloxham Street.

Design Approach – The design will limit the maximum stage to be considered to a number that is acceptable to the City of Tallahassee, Leon County, and Blueprint based on hydraulic and public/social issues. As a reference, based on the most recent 25 year – 8 hour event modeling of the “Preferred Concept” for Segment 2 (prior to the elimination of the Franklin Boulevard box culvert storage), the lower section will stage up from a beginning elevation of 80.0 to

elevation 98.2 (rise of 18.2') in approximately 4 hours (4.6 feet/hour, 0.08 feet/minute, 1 foot every 13 minutes). The peak rate of rise is 1 foot every 7 minutes for a period of 1 hour. The stage will recede from elevation 98.2 to elevation 82.5 in approximately 10 hours (1.6 feet/hour, 0.03 feet/minute). The Technical Report narrative will provide design recommendations such as grading the area so as to not create areas that will become isolated before fully submerging, not siting potential refuge features such as a covered shelter in the flooding zone, and providing signage to warn and alert park users of the flooding that may occur during storm events. The frequency and depth of flooding at South Monroe Street will be provided for each alternate concept. In addition, the narrative will provide possible alternatives for flood reduction at South Monroe.

Finalized Design Approach – The design approach outlined above was accepted by both the City and the County with the following understanding:

- *A request will be made to Greenways, Inc. regarding escape travel time evaluations for children to determine if the rate of rise was acceptable.*
- *The rough grading plan will be included in the report for the Lower Cascade Park to show how capacity will be achieved. In addition, a cross section will be provided for the upper, middle, and lower sections of Segment 2.*
- *Text will be included in the report that will address potential maintenance issues for the various storm events modeled.*

c. Issue – Raising the elevation of Gaines Street.

Recommended Direction – Based on the criteria established for the lower section, the elevation of Gaines Street will need to be addressed in the sag area between Meridian Street and Suwannee Street. It is anticipated that approximately 350-400' of roadway reconstruction (including the replacement of the existing culvert) will be required.

Finalized Direction – The recommended direction identified above was accepted by the City and the County with the following understanding:

- *The required improvements should be identified on the concept plans.*
- *The extent of the impact at Gaines Street should be carefully reviewed and identified.*

3. Segment 3

- a. Issue – The extent of stormwater capacity and water quality enhancement being provided in this segment.

Recommended Direction – The 100 year flood elevation shall be reduced to the maximum extent possible for lands adjacent to the St. Augustine Branch while

providing aesthetic, joint use facilities as envisioned in Task 3 of the Scope of Services.

Design Approach - The lateral extent with depth of flooding sufficient to delineate "serious flooding" areas outside the boundaries of proposed stormwater management facilities with durations indicated as short (<2 hour), moderate (2-4 hours) or extended (>4 hours) at critical locations will be tabulated and depicted on the alternate concepts for the 2-yr and 25-yr critical duration storm events.

Finalized Design Approach – The recommended direction and design approach was accepted by the City and the County with the following understanding:

- *The term 'serious flooding' is intended to include both nuisance and hazard flooding.*

Additional item identified: The City of Tallahassee indicated the desire to conduct additional meetings with the Florida Department of Environmental Protection to review the ability to utilize the capacity being provided in this system as water quality enhancements for adjacent projects. This meeting will be scheduled with Eric Livingston as early as possible. The purpose will be to obtain some flexibility from DEP regarding allowances for the additional capacity and additional water quality being provided in the system. In addition, the intent of this meeting will be to develop a strategy on how to best deal with the Total Maximum Daily Load (TMDL) requirements.

- b. Issue – The potential for urban parks in this segment compared to the intent of the EECC.

Recommended Direction – Review the current alternatives in detail and request clarification from members of the EECC regarding the intent of Segment 3 facilities.

Finalized Direction – The recommended direction identified above is acceptable to both the City and County, with the City voicing an opinion that Concept B better meets the original intent of the EECC. Concept A provides expanded stormwater management facilities and expanded potential areas for adjacent recreational facilities. John Buss indicated that he would continue to object to the reduction of the facilities from Concept B to Concept A.

- c. Issue – Conveyance adjacent to the electric sub-station.

Recommended Direction – Complete an evaluation of another alternative that will include both open and closed conveyance. The open conveyance will have reinforced side banks to provide the required capacity along with the space required for the trail and landscaping. The closed conveyance will consider

both full flow and the additional cost of a partially full concrete arch or box structure.

Finalized Direction – The recommended direction identified above is acceptable to both the City and the County.

- d. Issue – The extent of stormwater facilities adjacent to Railroad Square.

Recommended Direction – Expand the “Preferred” Concept A stormwater facility located just west of Railroad Square by shifting the future Pinellas Street to the east into Railroad Square property and shifting the future alignment of FAMU Way to the south (as shown on Concept B). The goal should be to lower the 100-year flood elevation to below the finished floor elevation of (most of) the existing buildings located in Railroad Square. This approach was discussed with the majority property owners of Railroad Square. Additional conversations will be held with the owners as their redevelopment plans are being developed.

Finalized Direction – The recommended direction identified above was accepted by both the City and the County, with the understanding that the City would continue to object based on the issues identified in 3b.

- e. Issue – Coordination with FAMU.

Recommended Direction – Genesis will schedule and conduct a final follow-up meeting with FAMU Administration Staff to review the “Preferred” concept and request a formal review and comment.

Finalized Direction – The recommended direction identified above was accepted by both the City and the County, with the understanding that the contact person with the City of Tallahassee to clarify any questions about the FAMU agreement would be John Buss. The report will address the commitments made by the City in the Agreement with FAMU.

4. Segment 4

- a. Issue – The construction probability and the extent of stormwater facilities.

Recommended Direction – The IA provided specific direction on the order of construction implementation, moving Segment 4 from an unfunded position to second priority. Genesis will address the extent of stormwater facilities in Technical Report 2 as it relates to the criteria established in the Scope of Services (adequacy in addressing stormwater flooding and improving water quality, benefits to habitat and stream morphology, ease of permitting or permitting issues needing to be resolved, lands to be acquired, and construction costs of the conveyance, retention, water quality improvements, and other amenities).

Finalized Direction – The recommended direction identified above was accepted by both the City and the County, with the understanding that the criteria will be identified and ranked in a matrix form to support the selection of a preferred alternative. It should be noted that all concept criteria will be indicated in matrix form to support the selection process.

b. Issue – Karst potential.

Recommended Direction – Environmental and Geotechnical Specialists, Inc. (EGS) will complete the “Likely Karst Features” analysis along with additional borings at the proposed pond facilities located in Segment 4 to provide an enhanced review of the Karst potential. Karst potential shall be addressed at this phase of the analysis in a manner similar to the County’s approach to Lake Henrietta (further evaluation will be conducted during the design phase, and additional analysis will be conducted if a sink hole is encountered during construction).

Finalized Direction – The recommended direction identified above was accepted by both the City and the County, with the understanding from the County that additional costs will be included in the Conceptual Opinion of Probable Cost to address the probability that a sinkhole would occur during construction in the amount of 10% of the stormwater facility construction cost. As clarification: a limited number of deep soil borings will be completed to address the Karst issue on a preliminary basis only.

c. Issue – The confluence of the Central Drainage Ditch and Munson Slough.

Recommended Direction – Genesis will work with the County to clarify this issue, identify specific concerns, and develop a reasonable approach for addressing the concerns.

Finalized Direction – Leon County indicated that their concern is related to the backwater condition created by each alternative and the effect that that condition has on the time and extent of the peak stage at the confluence. In addition, the concern was raised about the effect of each concept alternative at Lakeview Drive. This concern will be addressed in the analysis.

5. General

a. Issue – Participation in the review process and the associated schedule.

Recommended Direction –

March 18, 2005 – Genesis will submit the updated modeling information and narrative to the City and County for review and comment.

April 8, 2005 – Comments will be issued from City and County and a roundtable review of the comments will be conducted.

April 25, 2005 – Genesis will resubmit the final Alternatives Analysis for final review prior to the May 2, 2005 TCC meeting.

May 16, 2005 – Present the Preferred Alternative to the IA with CAC and TCC acceptance.

The finalized direction regarding the schedule is based on an understanding of the review responsibilities outlined under 5c. Based on the current status of the analysis and the time frame to conduct the meetings with the City and the County, the schedule identified above has been modified as follows:

March 31, 2005 – Genesis will submit the updated modeling information and narrative to the City and County for review and comment.

April 15, 2005 – Comments will be issued from City and County and a roundtable review of the comments will be conducted.

April 29, 2005 – Genesis will resubmit the final Alternatives Analysis for review prior to the May 2, 2005 TCC meeting.

May 16, 2005 – Present the Preferred Alternative to the IA with CAC and TCC acceptance.

b. Issue – Trash collection devices.

Recommended Direction – Genesis will identify approximate physical size requirements and potential locations for “in-line” trash collection devices, review the locations with the City and County, and include the information in the final Alternatives Analysis. In addition, alternate storm sewer devices will be discussed in the Technical Report for connecting storm sewer systems.

Finalized Direction – The recommended direction identified above was accepted by both the City and the County, with the understanding that consideration will be given to velocities at sites being considered.

c. Issue – Scope of Services – some specific requirements for data and comparative analysis presentation have not been provided

Recommended Direction – Genesis will provide the information for each alternative in the format requested and in accordance with the project Scope of Services. Blueprint staff is responsible for ensuring that scope requirements have been complied with. However, it is hoped that any deficiencies noted by City of Tallahassee and Leon County staff will be brought to the attention of staff in sufficient time to correct and furnish information sufficiently in advance of the submittal and meeting dates. This understanding is based on the City and County receiving the documentation in an acceptable format and in a timely manner.

Finalized Direction – The recommended direction identified above was acknowledged by both the City and the County.

d. Issue – Alternatives Analysis Modeling Sequence

Recommended Direction – Based on the construction priority sequence established by the IA (Segments 2, 4, 3, 1), the modeling will be completed as follows:

Segment 2 – All Concepts will be modeled without any other improvements to any other Segment.

Segment 4 – All Segment 4 Concepts will be modeled with the results from the “Preferred” Segment 2 Concept model (Concept E – as selected by the IA) without any other improvements to Segments 3 or 1.

Segment 3 – All Segment 3 Concepts will be modeled with the results from the combined “Preferred” Segment 2 Concept (Concept E) and the “Preferred” Segment 4 model (Concept C) without any improvements in Segment 1.

Segment 1 – All Segment 1 Concepts will be modeled with the results from the combined “Preferred” Segment 2 Concept (Concept E), the “Preferred” Segment 4 model (Concept C), and the “Preferred” Segment 3 model (Concept A). Three (3) different box culvert size configurations will be modeled.

Note: Temporary features that may be necessary to allow for the phased implementation of the 4 segments will be identified in the Technical Report.

Finalized direction – The finalized direction was significantly altered from the recommended direction identified above. Genesis Group is proceeding with the alternatives analysis modeling as follows:

- *All segments will initially be modeled independently of any other improvement. The outfall of Segment 1 will daylight into Segment 2 and will be modeled independently of any other Segment 2 improvements.*
- *Six (6) storm events will be modeled for each concept for each segment (2, 5, 10, 25, 50, and 100 year frequencies). This is a total of 78 model runs.*
- *The preferred concept will be selected based on the independent segment-by-segment model runs, along with the other factors considered during the public participation process.*
- *The preferred concept for Segments 1, 2, 3, and 4 will be combined into one model, and the six (6) storm events identified above will be modeled for the preferred, combined alternative. This modeling sequence approach will result in the completion of 84 model runs, with the appropriate results being tabulated.*

Mr. David Bright
March 1, 2005
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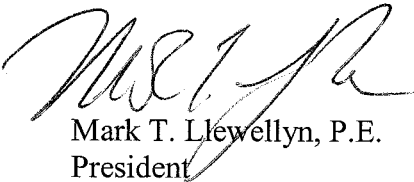
e. Added Issue: FEMA Approach

Finalized Direction – Genesis Group, along with Ed Ringe, will meet with the appropriate COT Stormwater staff to determine the City's approach for the Central Drainage Ditch and to finalize the FEMA approach for the St. Augustine Branch.


Thank you for the direction provided. Please notify us as soon as possible if there are any changes required to finalize the direction for each item. Due to the time constraints, we are pressing forward with the direction provided. We look forward to the successful completion of this master plan.

Sincerely,

GENESIS GROUP



Mark T. Llewellyn, P.E.
President



Mark P. Thomasson, P.E.
Associate Vice President

Attachment #7

TO BLUEPRINT 2000 AGENCY
January 19, 2005

RE: Capital Cascade Trail Master Plan - Alternate Stormwater Analysis

The Report has divided the analysis into four (4) segments with up to four (4) concepts for each segment. Within Segment 2, Concept A includes a Centennial Field Memorial Plaza (101 AF), Concept B rebuilds Centennial Baseball Field (42.5 AF), Concept C is a passive park (103 AF), and Concept D provides an amphitheatre (69 AF). Segment 1 assumes that the existing Franklin Blvd. ditch will be enclosed with two (2) box culverts. Therefore, the majority of the existing flooding will be conveyed downstream and will have to be stored within Segment 2 to reduce flooding at So. Monroe St. Segments 1 and 2 were then evaluated together, assuming that Franklin Blvd. improvements would be the same regardless of the Segment 2 Concept.

Please note that each Segment 2 concept represents a unique set of improvements. Therefore, it is very difficult to use the model results to determine the relative benefit of any individual improvement (such as Centennial Field) from one concept in comparison to an individual improvement from another concept. Also, because each downstream segment was modeled assuming a particular upstream segment, different combinations of segment alternatives will generate different results. Any decision based solely on reported results will need to be made carefully.

It is difficult to ascertain the decision matrix that was used to determine the amenities within each concept. Concept B assumed a larger "footprint" for the proposed baseball field than was proposed by the "Fans of Centennial Field Restoration". If Centennial Field becomes a priority, it seems that the following areas could provide additional opportunity for additional storage:

1. FDOT Parking west of Suwannee St. could be eliminated to increase the size of the "Stilling Pool"
2. The "Improved Parking" south of Gaines St., the Amphitheatre, and the "Additional Parking" north of the RR could be eliminated to provide additional storage
3. Centennial Field should be downsized to accommodate a Babe Ruth/High School Baseball Field increasing storage
4. The "Passive Park" between Pensacola St. and Madison St. could be modified to provide storage

Narrative by Charley Redding, PE
PBS&J Tallahassee Civil
(850) 575-1800



Agenda Item

SUBJECT/TITLE: Capital Cascade Trail: Addition of the Construction of Segment 4 into Tier 1 of the Blueprint Program	
Date: March 18, 2005 (CAC)	Requested By: Staff
Contact Person: Jim Davis	Type of Item: Discussion

STATEMENT OF ISSUE: To receive comments and a recommendation from the CAC regarding moving the construction of Segment 4 of the Capital Cascade Trail from Tier 2 to Tier 1 of the Blueprint Program.

SUPPLEMENTAL INFORMATION:

IA action related to moving Segment 4 construction into Tier 1: As noted in the previous agenda item, on January 31 the IA voted to move the construction of Segment 4 (Gamble Street to the confluence with Munson Slough) into Tier 1 of the Blueprint Program. Segment 4 is currently included in Tier 1 for right-of-way acquisition only. To finalize this action requires a supermajority vote of each Commission, after taking into consideration the recommendations of the Citizen Advisory Committee and the Technical Coordinating Committee, and after holding two public hearings.

The Blueprint 2000 Interlocal Agreement, Section 9 (Amendment, Deletion or Additions to Projects) provides a process for making changes to the priority list of projects included in the Interlocal Agreement. Section 9 states:

“The above listed projects can only be significantly amended, deleted, or added to if unforeseen conditions, as determined by the Board of Directors, require such changes and if the City Commission and the Board of County Commissioners each approve such change by a supermajority vote (a majority plus one of the voting members of each body), after taking into consideration the recommendations of the Citizen Advisory Committee, the Blueprint 2000 Technical Coordinating Committee, and the Intergovernmental Management Committee. Such a vote will not be taken until the Blueprint 2000 Intergovernmental Agency holds at least two noticed public hearings with respect to such proposed change.”

It is anticipated that one public hearing will be scheduled for a City Commission meeting and one for a County Commission meeting. A third public hearing would be held at the IA meeting prior to the vote.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Capital Cascade Trail: Addition of the Construction of Segment 4 into Tier 1 of the Blueprint Program

Meeting Date: March 18, 2005

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RECOMMENDED ACTION:

Provide comments and a recommendation on moving the construction of Segment 4 of the Capital Cascade Trail from Tier 2 to Tier 1 of the Blueprint Program.

ATTACHMENT(S):

None