

**Blueprint 2000 CAC Meeting Minutes**

Thursday, February 10, 2011

Blueprint 2000 Office

2727 Apalachee Parkway, Suite 200

Lamar Taylor, Chair, called the Citizens Advisory Committee meeting to order at 4:37 pm.

**Committee Members present:**

Tom O'Steen	Ron Pease
Lamar Taylor	David Jones
Kevin McGorty	Christic Henry
Burt Davy	Dale Landry

**Guests/Presenters/Staff:**

Phil Maher	Ron Jones, Carr, Riggs, & Ingram
Dave Bright	Patrick Twyman
Dave Snyder	Rita Stephens
Jim Shepherd	Paco de la Fuente
Gary Phillips	Alicia Wetherell
Margie Quillman	Kyle Davie
Angela Richardson	Stephen Galloway
Shelonda Meeks	George Roland
Debra Schiro	Kent Wimmer
Ray Youmans	

**Agenda Modifications**

Dave Bright stated that Agenda Modifications included the independent auditors' Draft Management Letters for Agenda Item #3 and a revised table of sales tax receipts that included November 2010 receipts for Agenda Item #2.

Mr. Bright also noted that since the December 2010 CAC meeting, Luciano Ramos had resigned from the CAC due to relocating to Boston for a position at the University of Massachusetts. The nomination for Mr. Ramos' replacement as CAC Vice-Chair would be discussed under presentations.

It was noted that if there was no objection, Agenda Item #3 would be taken up first so that those staff present for the item could leave when discussion is complete.

**Information Items****Item #3: Acceptance of FY 2010 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2010 Operating Fund Balance**

Phil Maher stated that he had distributed the Management Letters that were not included with the agenda packages. Due to timing of the Audit in relation to the meeting, the actual statements were still under review. Based on the unqualified opinion of the auditors, however, there was nothing materially misleading or wrong with the statements. Furthermore, there were no

deficiencies or weakness of internal control.

Lamar Taylor stated that in light of recent issues at Innovation Park, he wanted to ensure that the auditors were comfortable and had completed the report on internal controls. He also noted the close ties with the City and County. Patrick Twyman stated that all of Blueprint's financial records were part of the City's financial system, distinguished by specific fund numbers. Ron Jones stated that Carr, Riggs & Ingram also tested those systems as part of the City audit. Mr. Taylor questioned if Carr, Riggs applied different materiality standards at the Blueprint level, versus the City overall. Mr. Jones confirmed that they did, at each fund level. Mr. Twyman went on to explain the City's procurement process and accounting system.

**Item #1: Leveraging Update**

This item was informational only.

Christic Henry requested a map of the Capital Circle project area. Mr. Bright explained that the project area was from north of Blountstown Highway (SR 20) to Orange Avenue, including improvements along SR 20, at the intersection and a segment of four lanes east and west of the intersection. The design from Orange Avenue to Springhill Road would be based on the Board adopting the existing Capital Circle alignment in 2009. It would be designed as a six-lane road. Getting that segment designed would put Blueprint in the position of potentially receiving Right of Way (ROW) dollars from the state and ultimately construction funds. Blueprint currently had no sales tax money programmed for the future phases of the Capital Circle SW project.

**Item #2: Sales Tax Receipts Update**

This item was informational only.

Phil Maher noted that the November 2010 receipts had been added to the table and that receipts had shown growth over 2009 for the previous four months.

**Item #4: Capital Circle NW/SW Contract Authority: US 90 to SR 20**

This item was informational only.

David Jones questioned if Blueprint owned the necessary ROW for the project. Debra Schiro confirmed that Blueprint did. Mr. Maher noted that the final expenses for some right-of-way acquisition costs had not yet been finalized.

Consent Items

**Item #5: CAC Minutes: December 2, 2010**

**Kevin McGorty moved approval. Burt Davy seconded the motion; it passed unanimously.**

Presentations/Discussion

**Item #6: Citizens Advisory Committee Appointment**

**Kevin McGorty moved approval** of Mr. Wimmer's appointment, noting that Kent Wimmer had

a long, distinguished career in environmental/recreational planning, and had been a colleague of Mr. McGorty's on the Big Bend Environmental Forum for many years. **Dale Landry seconded the motion; it passed unanimously.**

Dave Bright informed Mr. Wimmer that part of Blueprint's accomplishments was the acquisition of sensitive lands. When the economy begins coming out of its slump and local governments are able to build more projects, Blueprint would be going for more grants. Mr. Wimmer could be a good person on that committee to help determine exactly where some of the trails could go, where connections to corridor projects to the forest should be, etc.

Mr. Wimmer thanked the committee for the opportunity to work and serve with them. He was a planner by training and was happy to bring that skill set to the CAC. Mr. Bright stated that he would inform Mr. Wimmer after February 28<sup>th</sup> of his likely approval.

#### **Item# M1: Election of CAC Vice-Chairman**

Dave Bright lamented the loss of Luciano Ramos from the CAC, who was to serve as Vice-Chair during 2011. He noted that Blueprint had a potential nominee from FAMU to replace Luciano, Andrew Chin, a professor in the Architecture School. They were waiting for Rosalyn Fuse-Hall of the FAMU Administration Office to send a nomination. Staff could not take his resume to the Board without a nomination being submitted. If Ms. Fuse-Hall was unable to come through, Blueprint would contact FSU for a potential nomination.

Lamar Taylor reminded the committee that per the by-laws, the Vice Chair-person would be promoted to Chair the following year. Dave Bright mentioned that the only other time-commitments outside of the CAC meetings were to brief the Chairman prior to the CAC meeting and to brief the IA of CAC activities at each of their three meetings. **Dale Landry nominated Christic Henry; Kevin McGorty seconded the motion. The motion passed unanimously.** Christic was shocked and graciously accepted.

#### **Item #7: Cascade Park Update**

Tim Owens, the Senior Project Engineer leading the Construction & Engineering Inspection team at Cascade Park briefed the committee on updates at Cascade Park. Updated project photos were included in the briefing. Mr. Owens stated that even with the difficulties they've had, contaminated soils, redesigns associated with adding the Franklin Boulevard box culvert, the contractor had made significant progress.

Dave Bright questioned when the limestone rock would be re-installed on the Centennial Field Wall. Mr. Owens stated that that portion of the schedule had not yet been updated. Mr. Bright reminded the CAC that the rock had been saved from the demolition of the original wall.

Dale Landry questioned if the retaining wall near the Electric Building wall would hamper outdoor seating at the (future) café in the Electric Building. Dave Snyder indicated there was approximately 30-feet in between the wall and the building.

Kevin McGorty questioned if there had been any additional issues with sinkholes and how

stabilization was progressing. Mr. Owens stated that there had been no further sinkholes or depressions.

Mr. Landry questioned if the Riley House had made any progress with their concepts for Smokey Hollow. Mr. Bright stated that Blueprint had not addressed the issue recently. One reason was that the Riley House had pursued using the County lot to the south, and that issue had not yet come to a final decision by the County Commission. It did not appear that the Riley House would obtain use of that lot. As soon as that decision was made, however, Blueprint would be developing a committee to work with the Riley House and other community leaders to determine how to best commemorate Smokey Hollow. Mr. Landry noted the changes to the Leon County Board of County Commissioners and that he would pay a visit to Althemese Barnes. Mr. Bright stated he anticipated an April or May timeframe for beginning discussions on Smokey Hollow Plaza.

Mr. Bright noted that Blueprint was moving forward with contract development with Figg Engineering to design the pedestrian bridge over South Monroe.

Mr. Wimmer questioned if the design concepts were available on the website. Mr. Bright confirmed that there was a graphic of the general park layout. Mr. Wimmer questioned if the whole ditch would be placed underground. Mr. Bright confirmed that it would be underground to the west of Railroad Square. He also noted that this discussion segued to the next agenda item...

#### **Item #8: Capital Cascade Trail – Segment 3 and 4 Update**

Gary Phillips stated that Blueprint would be executing a contract with Figg Engineering in February 2011 to design the Bridge, with a charrette planned for May for the community. The bridge concepts would be presented at the charrette for public input before it is presented to the IA in June for approval and prior to moving into final design. The design has a projected completion date of November 2011.

The box culvert proposed from Monroe to South Adams was currently under (30%) design by Kimley-Horn. It would put the ditch into a double 10' X 8' box culvert. Blueprint would be lowering the flow elevation at Adams Street. Design was scheduled to be completed near the end of June 2011 with the project moving into construction by late 2011.

The overall Segment 3 was also under design, concurrent with the City's FAMU Way Extension. Mr. Phillips noted that the original Master Plan concept approved in 2005 had been modified slightly over the years, and that those changes had been approved by the IA. Segment 3 now included two large ponds, more offline than inline (they collected runoff from the drainage basins; water was then treated before being released into the ditch as opposed to the ditch emptying into the pond). Van Buren Pond was approximately 5-6 acres and Coal Chute Pond was approximately 4.5 acres in size. There was also a stilling basin at the south end of Segment 3.

Mr. Phillips reiterated that the ditch would be in a box culvert from M.L. King Boulevard to the

CSX railroad near Gamble Street. The reason for that was the limited right-of-way available, and the boxed ditch would also create a space for the road and trail as well. In addition, it would eliminate the big divide between the community, Railroad Square, and Gaines Street. Instead it would become a useable green space. Amenities would be determined and included as design progressed.

Mr. Phillips stated that the capacity of Coal Chute Pond was being designed to allow redevelopment on Gaines Street as requested by the City. The City would be contributing approximately \$1M for its construction. The design would be completed ahead of the overall Segment 3 design schedule, probably mid-2011, with it going to construction by the end of 2011.

Dale Landry questioned the feedback from public meetings with the community. Dave Bright clarified that it was the City that held the public meetings for the FAMU Way Extension project. Blueprint had the original concept on display (prior to the revisions); however most of the comments were related to the road project proposed by City Public Works. Gary added that the public did express a desire to not have the "brook concept" considered in the Cascade Trail/FAMU Way design.

Mr. Landry also questioned whether the ponds would be aerated. Mr. Phillips confirmed that they would be aerated. Furthermore, the Coal Chute Pond would be designed half wet, half dry - a new treatment train concept. Only with significant rainfall would the full pond be wet. With landscaping, it would be aesthetically pleasing. Mr. Landry questioned if the ponds could include fish, like Lake Ella. Mr. Phillips stated that staff had not determined if the other pond would be a wet or dry facility. The benefit of a dry pond was more treatment; however, it would not have the same aesthetic appeal. With the relationship to Railroad Square, they would prefer to have a wet area as well. It was not so much an issue of cost, but more as to which design would provide the most treatment. Mr. Wimmer volunteered that a similar pond concept was located at Pedrick Road and Highway 90.

Mr. Landry was still concerned with it becoming an eyesore and the repercussions of that through the community. He questioned that if that came to pass, whether it would be difficult to make the pond wet without major redesign issues. Mr. Phillips stated that staff would take that under review.

Mr. Wimmer questioned how the box culverts would be cleaned and kept clear of sediment. Mr. Phillips stated that the City had equipment to clean them. Also there was a pretty good drop in elevation from Franklin to Gamble. With enough slope, they were self-cleaning. Only in the flat areas would there be potential sediment build up and the necessity to clean the culverts.

Burt Davy questioned the brook concept. Mr. Phillips stated that the brook concept was presented at the FAMU Way Extension public meetings as an option. However, the community preferred the no water option, especially no stormwater. It was presented to the IA in September 2010, and they eliminated the brook concept from consideration. The culvert would be beneath the trail itself. The stilling pond would be inline, to reduce the velocity of the St. Augustine Branch.

Kevin McGorty stated that he supported Mr. Landry's concerns. Some folks were very supportive of the babbling brook concept as a linking theme throughout, but understood some of the problems associated with it. Speaking in regards to the ponds in Segment 3, he argued that everything should be done to keep the open water. It was a highly urbanized park linking with Gaines Street. The City had a remarkable design paradigm shift that had occurred in the last few years about making stormwater ponds attractive and park-like. He argued that with what they all were trying to achieve with Capital Cascade Trail and Gaines Street, keeping the waterways open would be a critical design feature to maximize that urbanized greenway experience.

The overall time frame was 60% design plans by October 2011 tracking with the FAMU Way Extension; final construction plans by the middle of 2012. The City wanted to push to begin construction as fast as possible, too. Construction would most likely begin near the end of 2013.

**Item #9: Franklin Boulevard Flood Relief Project**

Gary Phillips stated that \$4.2M of HUD money was funding the project and could be used for flood relief only. (Phil Maher noted that Federal money had not been received for the Franklin Boulevard project or for E-3 at the time of the financial audit.) The Genesis Group had started design, as they were already under contract and they were the most familiar with the modeling and Master Plan to expedite the design. Survey and utility coordination work had begun and Blueprint intended to fast track the environmental process. It would be designed and Blueprint would have permits by September 2011. It would be going to construction quickly, as there was a two-year duration for expending the funding. By July 2012, all of the HUD funding must be allocated and the project should be substantially complete.

Dale Landry questioned the flooding at Leon High School. Gary responded that the HUD money did not address any construction on the Leon property; however, Blueprint extended the design and construction limits to include a 54" pipe underneath East Tennessee Street to the Leon parking lot. Whether or not that pipe could be opened from the beginning was dependent on the upcoming stormwater modeling, and on how much water Segment 2 could accept without impacting FEMA requirements and regulations. The pipe would be installed, but it might be closed off until the necessary permitting could be obtained. Blueprint was coordinating with the School Board. They recognize that approximately 25-acre feet would remain as storage on the Leon site. However, there are things the school could do to mitigate the flooding, such as raising the elevation of the parking lot, amongst others.

**Citizens To Be Heard**

Dale Landry stated that in a conversation with Commissioner Dailey regarding improvements to Old Bainbridge Road, Commissioner Dailey suggested Mr. Landry bring the suggestion to Blueprint. Dave Bright explained the Blueprint project tier structure and processes for moving projects within it. He also stated the Old Bainbridge Road was not listed as a project in the Project Definitions Report or in the Interlocal Agreement. Furthermore, as the Finance Manager would ask, what (current) project would Mr. Landry have them remove? Mr. Landry understood and stated that he mentioned it on the chance that something might occur in the future by way of

funding, etc. Mr. Bright stated that Blueprint staff would relay Mr. Landry's concerns to Tony Park, Director of County Public Works. He might know of potential FDOT funding for county roads.

Ron Pease questioned if there was any follow up information regarding Mr. John Gibby and his presentation at the last CAC meeting. Debra Schiro stated that the hearing on the Wetland Resource Permit challenge (on the N2 – Capital Circle Northwest/Southwest project) was scheduled for March 1, 2011. General comment was that no one had been served in the case.

#### Items From Members Of The Committee

There were none.

#### Adjourn

**The meeting adjourned by consensus at 6:07 pm.**