Chairman: Mark Mustian

Agenda

I. AGENDA MODIFICATIONS

II. INFORMATION ITEMS

1. CAC Election Results                    Dave Bright

III. CONSENT

3. IA Meeting Minutes: September 20, 2004 Commissioner Mustian
4. IA Meeting Minutes: October 18, 2004 Commissioner Mustian
5. IA Meeting Minutes: November 15, 2004 Commissioner Mustian
6. Appointments to the Citizens Advisory Committee Dave Bright
7. Acceptance of FY 2004 Comprehensive Annual Phil Maher/Dianna
   Financial Report (CAFR) and Appropriation of
   FY 2004 Operating Fund Balance Williams

IV. PRESENTATIONS/DISCUSSION

8. Acquisition for Capital Circle Southeast Jerry Oshesky
9. Modification to the Agency Agenda and Schedule Jim Davis
   Development Policy
10. Redefining the Role of the Technical Coordinating Maribel Nicholson-
    Committee Choice
11. Capital Cascade Trail: Project Update Jim Davis/Mark Llewellyn
12. Blueprint 2000 Master Plan Phil Maher

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
**SUBJECT/TITLE:** CAC Election Results

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<tr>
<th>Date</th>
<th>Requested By: Blueprint 2000 Staff</th>
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<th>Contact Person</th>
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**STATEMENT OF ISSUE:**

This item informs the IA that the CAC, at their meeting of January 13, 2005, re-elected Bill Smith as the CAC Chairman, and re-elected Michael Sheridan as CAC Vice-chairman.

**SUPPLEMENTAL INFORMATION:**

None

**RECOMMENDED ACTION:**

For IA information.

**ATTACHMENT(S):**

None
SUBJECT/TITLE: Blueprint 2000 Accomplishments for 2003-2004

Date: January 31, 2005  Requested By: Staff
Contact Person: Jim Davis  Type of Item: Information

STATEMENT OF ISSUE: This item informs the IA Board of the accomplishments of the Blueprint 2000 program for the 2003-2004 Fiscal Year. This information was presented to the City Manager and County Administrator, the CAC, and will be used in development of the Blueprint 2000 Performance Audit to be conducted by MGT America.

SUPPLEMENTAL INFORMATION:
See attachment for activities conducted by Blueprint 2000 during the 2003-2004 Fiscal Year.

RECOMMENDED ACTION:
No action requested.

ATTACHMENT(S):
Blueprint 2000 Accomplishments for 2003-2004
MEMORANDUM

To: Anita Favors, City Manager  
Parwez Alam, County Administrator

From: Jim Davis, Blueprint 2000, Executive Director

Date: September 29, 2004

Subject: Blueprint 2000 Accomplishments for 2003-2004

With the annual performance audit and the evaluation period upon us the following is provided for your consideration as accomplishments for Blueprint 2000:

1. Conducted a financial audit by a third party accounting firm with no exceptions noted.
2. Conducted a performance audit by MGT America with positive results and no significant recommendations.
3. Minority Business Enterprise participation:
   - The LPA Group (GEC) 27.25%
   - Lochner (Expanded PD&E US90-SR20) 46.2%
   - Genesis (Capital Cascade Planning Study) TBD
4. Hired a General Engineering Consultant and integrated same into the Blueprint organization and office.
5. Made GEC available to the City and County as required. GEC currently providing support for City Infrastructure Projects.
6. Established and managed the Sensitive Lands Working Group that created a criterion and list of sensitive lands parcels for acquisition.
7. Leveraged our Revenue
   a. Formalized the agreement with the Northwest Florida Water Management District for cost sharing of the Headwaters of the St. Marks acquisition partnership.
   b. Created a consortium of agencies to acquire and protect properties within the Headwaters of the St. Marks River.
   c. Applied for and received two Florida Community Trust (FCT) grants for Patty and Copeland Sinks.
   d. Initiated contact with St. Joe to add up to 2000 acres to the State Florida Forever Program within the Headwaters.
   e. Applied for a $300K grant from the Office of Greenways and Trails for Meridian Greenway and Trail.
f. Applied for and received a $22.5M State Infrastructure Bank (SIB) loan for Capital Circle Northwest that represented a cost avoidance of approximately $4.5M.
g. Submitted a second request to the State Infrastructure Bank for a loan for Capital Circle Southeast construction, $26.7M.
h. Was successful in initiating and coordinating the inclusion of $22M in the House of Representatives Transportation Reauthorization Bill for Capital Circle Northwest, I-10 to Hwy 90.
i. Submitted a grant application to Water Management District to help fund the construction of the Gibby Pond.
j. Successfully fought to get Capital Circle Northwest on the Emerging Markets Strategic Intermodal System (SIS) with the accompanying opportunities for funding. Working with lobbyist and lobbying ourselves to maximize our chances of obtaining SIS funds. Developed a leave-behind packet that was provided to the Board for their use and will be used with the Local Delegation and the Florida Transportation Commission.
k. Have begun a “full court press” for SIS funding with visits to FDOT, State delegation and hopefully the State Transportation Committee and the Appropriations Committee.

8. Working with Senator Nelson’s office was successful with resolving a major hurdle for Capital Circle Southeast, the FAA outer marker.

9. Maintained an active community information program:
   a. Made approximately 15 community presentations to civic and other groups to keep the public informed.
   b. Held two public meetings regarding the Capital Cascade Trail.
   c. Held the Kick-Off meeting for the EPD&E for Capital Circle Northwest/Southwest, Hwy 90 to Orange Ave.
   d. Presenter to the Chamber of Commerce 2004 Retreat.
   e. Published a Blueprint newsletter and flyer that was distributed to the entire community.

10. Provided funding for a City of Tallahassee/Planning Department FCT grant for Timberlane Ravine.

11. Developed a revised Program Master Plan

12. Developed our first 5-year Capital Budget

13. Established and managed an Operating budget for the FY

14. Created and managed a citizen working group to develop Multi Modal Design Guidelines that will set the standard for Capital Circle.

15. Awarded significant Contracts:
   a. Expanded PD&E for Hwy 90 to Orange Ave
   b. Capital Cascade Trail
   c. Capital Circle Southeast Design Build, first ever for the community (road)
   d. Blueprint Attorney
   e. Internal controls review
   f. Appraisers
   g. Insurance

16. Developed numerous policies and procedures including:
a. Leveraging policy
b. Real Estate Policy
c. Agenda and Schedule Development Policy
d. Telephonic Participation Policy

17. Relocated the Blueprint Office and acquired 90% of all furnishings at no cost to Blueprint.

18. Held Meetings of the Technical Coordinating Committee, Citizens Advisory Committee and the Intergovernmental Agency.

19. Expanded the FDOT scope of CCNW to include an expanded storm water pond on the Gibby property.

20. Developed a new Web page.

21. Develop Concept reports for 5 major projects.

22. Maintained a positive working relationship with both City and County Staffs.

23. Maintained a positive working relationship with FDOT.

24. Maintained a positive working relationship with the Elected Officials.

25. Acquired or began acquisition of property to support the projects:
   a. Davis property
   b. Davidson property
   c. Still property
   d. Myers Industrial Park
   e. Howard Johnson
   f. Mills Street property

26. Acquired and implemented a project management system based on Primavera Expedition as state of the art system.

I hope you will agree that we have had a very productive year, certainly a busy one.
CALL TO ORDER

Chairman Mark Mustian called the meeting to order at 3:10 p.m.

I. AGENDA MODIFICATIONS

Jim Davis indicated that three (3) agenda modifications had been provided last week, for Item #5, Item #7, and Item #11.
II. INFORMATION ITEMS

1. Blueprint 2000 Website

Nothing was discussed on this item.

III. CONSENT

2. IA Meeting Minutes: June 14, 2004
3. Florida Communities Trust Grant Update
4. Leveraging Policy and Plan
5. Contract for Blueprint Director
6. 2005 Agency Meeting Schedule
7. Appointments to the Citizens Advisory Committee

Commissioner Grippa made a motion to approve the Consent Agenda, Commissioner Katz seconded, and it passed unanimously.

Commissioner Katz raised some concern about the Contract for Blueprint Director agenda item. He stated that in the future when an item is pulled for more feedback or rationality, it should not be placed on the Consent Agenda, but rather the Discussion portion. He would have liked more information on how they came to the decision.

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS

8. Capital Circle Southeast Design-Build Award

Jim Davis stated that an e-mail was sent to the Board announcing that M, Inc./C.W. Roberts Joint Venture had won the project award. A short video of the proposed road construction of Capital Circle Southeast was shown to the Board. Jim stated the video clip was created by URS, a non-winning firm. He further stated that the clip shows the meandering trail on the west side of the road, but the winning firm will address the trail on the east side of the road. Commissioner Lightsey stated that she noticed a stretch of six-lanes before getting to a secured median and asked whether pedestrians will be safe crossing six lanes. Jim answered the signalized intersections on the clip were missing the pedestrian refuge. In the true design this will not occur. Commissioner Grippa asked if the meandering path is on the left and the bicycle lanes were on the right in the design for Capital Circle near the airport. Jim stated that a decision has not been made on the segment by the Airport yet and it will come back before the Board for approval. Further discussion followed.

RECOMMENDED ACTION:

Option 1: Authorize the Intergovernmental Agency Management Committee to negotiate and award a contract with M, Inc./C.W. Roberts Joint Venture, the number one ranked firm.
Commissioner Grippa made a motion to approve staff recommendation, Commissioner Lightsey seconded.

Commissioner Gillum asked if the MBE policy was utilized during the process. Jim sated yes it was and all firms except URS received the ten (10) maximum MBE points. URS received nine (9) of the 10 points.

Commissioner Katz inquired about the possibility of change orders. He asked about the 20% threshold in cost changes before the IA is required to approve any changes. Jim stated yes that was correct, however because this project is a design-build project, one of the strong points is that there should be very few change orders. Commissioner Katz stated his concern was that the project could cost an extra $6M without the IA having approved anything. He stated he was not comfortable with this process and would like staff to come up with another procedure by which IA approval is necessary for costly change orders. Commissioner Katz asked that the IA be notified when these changes occur that cost more than $1M. Jim Davis explained that the methodology will include a monthly production meeting, which causes the consultant to give a report in a standard format that will track cost, progress, and key issues on a month-to-month basis. Jim further stated that each Commissioner would receive a copy of the production meeting reports with any change orders highlighted. Commissioner Grippa added that through change orders, the project could reach the cost of the firm with the highest bid price proposal. He further proposed that once the project cost changes reached $500,000 or $1M then any further change orders should come before the Board. He also stated that if the change orders have to come before them, then perhaps it would lessen the occurrence of the change orders. He further asked staff to go and create a procedure for consideration. Commissioner Mustian stated that the Board should remain mindful that they are only scheduled to meet three (3) times a year, and something along the lines of what Commissioner Katz mentioned is more feasible. He further suggested that a sizeable change order of approximately $500,000 or more the IA should be notified and given the opportunity to weigh in with the IMC. He stated this solution would not affect construction time. Commissioner Grippa asked what the procedure would be surrounding the possibility of an impromptu meeting on change orders. Jim stated that the by-laws allow for the Chairman to make that decision, as he deems necessary. Commissioner Mustian stated that if he gets enough feedback and feels a meeting is necessary he would call one. Commissioner Grippa asked if the procedure would violate the Sunshine Law. It was suggested that the Board go through Jim Davis, Blueprint 2000 Executive Director, for any objections to change orders, by which he will notify the Chairman.

The recommended action passed unanimously without further discussion.

9. Master Plan

Jim Davis stated that all Commissioners were briefed on this item. He also stated that the process was very laborious. A draft Master Plan was presented to the IA in 2002, but the cost estimates have been revised and the Master Plan has been updated. Jim further stated that this would serve as a tool that will illustrate what projects can be done, when they can be scheduled, and the funding needed for the projects. The document also serves as the basis for the Capital Budget. He further stated that staff is aware that this plan will need frequent update. Phil Maher addressed the Board to discuss the development of the Master Plan. Phil stated that there were several assumptions made regarding the Master Plan. They are:
• The plan will go before the Board on a yearly basis
• Only currently available resources were used
• A schedule of projects was based on the strategies approved at the October 20, 2003 meeting
• Using only existing resources, trade-offs had to be made

Phil directed the Board to the document provided. He stated that based on cash flow, only minor changes can be made to the bottom line totals. He further stated that the Master Plan is a balanced plan that went before the Finance Committee and included bond sales and was discussed with the Agency’s Financial Advisor. The projects are funded with $281M in Bond proceeds, with $247M coming from sales tax dollars. Phil stated that Blueprint is anticipating another Bond sale in late 2005 or early 2006 in the amount of $44M and then another in late 2007 in the amount of $70M. After that, there will be several Bond sales, every other year until 2014. He stated that the City and County water projects are fully funded. The Sensitive Lands portion was completely funded, including the contract with Northwest Florida Water Management District (NWFWMD) for $2.5M, Headwaters of the St. Marks River for $9.1M, Lake Jackson Basin for $3.5M, and the Lafayette Basin for $5.1M. He also stated that there was an amount set aside for Land Banking in the amount of $7M to acquire right-of-way, stormwater, and floodplains. Phil outlined each road project as well. He stated the following:

Capital Circle Northwest, I-10 to US 90

Phil stated this project is fully funded, although one of the flaws is that the enhanced stormwater does not coincide with the road construction. However, there is $2M that was allocated for Gibby Pond in 2004 and that a majority of the pond would be used for stormwater retrofit. Commissioner Grippa asked that if this is Blueprint’s number one project, why was it not being completed until 2016. Phil stated that on this particular segment of the road, the stormwater was not going to be adjacent to the road, but was going to be west of the road. He stated that the document shows the construction beginning next year and being completed in 2007. Commissioner Grippa further asked why Capital Circle Southeast was completely funded, when it is number five on the list, prior to the number one project. He also mentioned that Capital Cascade Trail is also fully funded, and is there any priority for the projects. Jim Davis explained that in an attempt to get to the Airport the fastest, CCNW became the number one priority. Based on the Blueprint philosophy, Capital Circle from I-10 to Highway 20, had supplemental dollars, approximately $22M and $11M for Floodplain acquisitions and greenways to the west of the roadway, above and beyond what is required for the roadway corridor. He further stated that in an attempt to balance the program, staff opted to stretch the monies for stormwater retrofit for several years. This was done in an effort to pursue other leveraging opportunities. The road in its entirety with the required stormwater facility will be complete by the end of the construction date in 2007. Jim also stated that in a previous discussion, it was decided that if there were six lanes to Blountstown Highway, along with the intersection improvements in that area, then the immediate desire to get to the Airport was addressed. Commissioner Grippa stated he thought the construction was to go to Orange Avenue. Jim answered that the PD&E will go to Orange Avenue, but the construction will only go through the Blountstown Highway intersection. This is the deal that was agreed upon with the Federal Highway Administration. Jim further stated that the next phase of Capital Circle Southwest would begin its PD&E next year. There is the proposed alternative alignment that may begin south of Blountstown Highway and Capital Circle
to Springhill Road. Commissioner Grippa addressed his concern with the road not connecting I-10 to the airport. He also stated that when the new airport opens in Panama City, Tallahassee’s airport would become a lot less competitive due to the inability to connect to a major thoroughfare.

Chairman Mustian asked that the Board regain focus and discuss the approval of the Capital Budget. He further stated that staff could be given direction to amend and give another alternative to the Master Plan to be discussed at a later meeting. He also asked that Phil complete his outline of the document and the Board ask questions after the facts are presented. Commissioner Lightsey asked if additional monies were received, how would they be applied to the Master Plan. It is her understanding that the monies will be used to push projects forward, such as Capital Circle Northwest, to reduce the lag among phases. She further stated that she is happy with the document because it is a “real” picture of the available funds and how they will be spent. Jim stated that she was correct, that any additional money will go to push projects up, not begin new ones. Commissioner Mustian asked about a grant that was in the works for CCNW. He wanted to know if the funding was received would a revised Master Plan be presented with the new schedule reflecting the additional funding. Jim answered yes, that when any funds are received the plan would be updated and presented to the board. Commissioner Mustian also asked if the repayment of the advanced funding money given to the State was reflected in the plan. Phil answered yes.

**Capital Circle Southeast, Tram Road to Connie Boulevard**

Phil stated this project recently went through the Design-Build process and it is fully funded. Construction is scheduled to begin in 2005 and end in 2007.

**Capital Circle Southeast, Woodville Highway to Tram Road & Woodville Highway to Crawfordville Highway**

Phil stated that the PD&E has been completed for this segment. Phil stated he also wanted to point out some key points, such as in 1989 the State received the property from St. Joe Company and transferred 150 feet of right-of-way from Old St. Augustine Road to Woodville Highway. All of the right-of-way for this segment will go to the State automatically. On the segment from Woodville to Crawfordville much of the right-of-way belongs to the National Forest Service. Phil further stated that the potential to gain right-of-way for these segments is promising.

**Capital Circle Southwest, Crawfordville Road to Springhill Road**

Mr. Maher stated that there is no funding provided in the Master Plan for this segment.

**Capital Circle Southwest, Springhill Road to SR 20**

Phil explained the PD&E for this segment has been funded and they would be studying alternate alignments.

**Capital Cascade Trail, Segments 1-4**
Phil stated that there has been a significant increase in the cost estimate for the project. Segments 1-3 are fully funded, and the right-of-way for segment 4 is being funded in the latter years.

Jim stated as a short recap, that from the Board’s direction in October 2003, they realized there is a $200M shortfall to complete all the projects. Another concern was making sure that the environmental aspects of the Blueprint philosophy did not fall by the wayside while completing any of the projects. Jim further stated that all the environmental projects that were proposed are fully funded, however, all do not occur in the years staff wishes for them to happen. Jim further stated that this document is a Blueprint 2000 interpretation and implementation of the Board’s priorities.

Commissioner Rackleff asked Commissioner Grippa for clarification on his statement earlier regarding the prioritization of Capital Circle NW to the Airport and whether he felt the road should begin construction before Capital Circle Southeast. Commissioner Grippa stated he feels building only half a road to the airport is “silly” and that the construction of Capital Circle Southeast will aid in the movement of businesses from the Downtown area to the Southwood Office Complex. He further stated that the connection from I-10 to the Airport is more economical for the community. Commissioner Gillum asked why is there no funding shown for the Capital Circle Southwest, Crawfordville to Springhill Road project. Jim Davis explained that there is not funding available for the project. He further stated that there is $520M available for construction projects, however the plan does not reflect Debt Service and Operating Cost. This is all that could be done using Sales Tax money. A project had to be picked that could not be done and this project was chosen. Jim also stated that this phasing decision was based on traffic projections and prioritization by the Board. Commissioner Gillum asked if funding became available would the project be considered. Jim stated that if additional funds were available, there is a possibility that this project could get some funding. Commissioner Mustian expressed concern that Capital Cascade Trail is fully funded, while only two segments of Capital Circle are being completed. He also stated that when Blueprint 2000 was created, it was designed to complete Capital Circle and we haven’t gotten half way around. Commissioner Lightsey stated that she is interested in finding out if any money can be reallocated, but she also realizes that there are projects that are already in progress, and we must stay focused on these and on the expectations of the public. The other issue is how quickly you can move on the West side. She further stated that with the PD&E study in the works, that if you construct Capital Circle to the Orange Avenue intersection, then you have eliminated all hope for an alternative route. Commissioner Lightsey also asked that decisions be made by the Board in a timely manner so the cost of right-of-way would not keep eating up the available funding amount. Commissioner Katz voiced his agreement with Commissioner Mustian. Commissioner Grippa also expressed his agreement with Commissioner Mustian with minor comments. Commissioner Proctor commented on his disappointment with Springhill Road not receiving any funding. He stated that the philosophy must state that the name of the road must have the word “Capital” in it to receive money. He further stated that what was promised to the community is not being realized in this document. When Blueprint 2000 was created, it was stated that there would equitable spending in all quadrants of the community. He also stated that the wide right-of-way for CCNW is taking money from Springhill Road. Commissioner Proctor also stated that Springhill Road was the road that was promised to voters in exchange for their votes for Blueprint. He further stated that the community has been “duped”, especially his district and Commissioner Sauls’ district, which made Blueprint 2000 a reality. Proctor also stated that the program is far
behind schedule. That in December 2002, an outline was created that stated that in 2003 there would be at least 15 projects started, and 20 ongoing by 2007. He further asked that CCT be completely scrapped from the plan, and those funds be put into the projects that were promised to the community. He can’t support the list. Commissioner Rackleff asked what action was needed on the Agenda item today. Commissioner Mustian stated that staff asked for approval of the 2005 Capital Budget.

**RECOMMENDED ACTION**

**Option 1: Provide Board Guidance**

Commissioner Grippa made a motion to approve the FY 2005 Capital Budget, but on the Mater Plan, have staff go back and come up with alternatives that will satisfy the concerns expressed during the meeting, such as less funding for CCT, adding the remaining sections of Capital Circle, Springhill Road, and the improvements from I-10 to the Airport. Commissioner Gillum seconded the motion.

Commissioner Rackleff read an excerpt from the Tallahassee Democrat’s opinion section on Blueprint 2000 and what was promised to the voters. He stated that Blueprint 2000 promised solutions to three (3) major challenges. They are:

- Protecting the natural environment
- Encouraging development and supporting infrastructure in the right places
- Promoting a balance of housing and stimulating private investment in the Southern Strategy area.

He also stated that the main focus is to keep the promises.

Commissioner Winchester stated he appreciated the development of the Master Plan document. He also asked what were the plans for intersections in the areas that do not have current funding. He stated that we could get some “bang for the buck” on intersection improvements, if we cannot do the big fix on some of the roads. Commissioner Winchester asked for a plan that illustrates the strategy for road segments that are 20-30 years out that are not funded and the improvements that can be made to accommodate pedestrian and congestion issues. Mayor Marks asked if the document was consistent with what was promised and is the Capital Budget also consistent with what the voters asked for. Jim Davis explained that the CAC embraced the document, including endorsement from two CAC members who were original members of the EECC. Therefore, there must be some consistency. He also stated that the actual referendum requires Blueprint to leverage dollars as much as possible, realizing that there is not enough money to do everything with just sales tax revenue money. Commissioner Gillum suggested that all projects have some funding. There being no further discussion, the motion passed unanimously, with Mr. Proctor out of the Chambers.

Jim Davis reiterated that leveraging dollars is a top priority for Blueprint. He also stated that he believes the Strategic Intermodal System is the greatest source of funding for Capital Circle NW/SW. Capital Circle NW/SW to the Airport is on the Emerging Markets SIS List. There needs to be a coordinated effort to get funding. He further stated that he has developed a draft document to present to all Legislators who represent our area, to support the funding and CCNW as the top
priority for SIS. Commissioner Grippa stated he thinks the document is great and commends staff for their efforts. He also stated that he believes the money in the House budget has switched to Highway 90, and could staff research if this is indeed a fact. Mayor Marks stated his approval of the document and that he would discuss it with City Lobbyists to support the funding.

10. Construction Management @ Risk

Jim Davis gave a brief overview of the item. He stated a year ago, staff presented a delivery method for highway projects to the Board called Design-Build. Jim introduced Bill Little, Project Manager for Jacobs Civil Engineering, to give the full presentation on CM @ Risk. Bill Little stated that CM @ Risk is a delivery method that may be appropriate for execution of the design option for Segments 1-3 of the Genesis Group contract for the Capital Cascade Trail. Bill stated that as of now, the project area has severe flooding problems, complicated multi-discipline construction issues and is high on the public’s radar screen. Therefore, staff wants the project to be top-notch, retain control of the design, and utilize as many local MBE firms as possible. Project design and construction could be accomplished through three (3) different delivery methods. They are:

- Design-Bid-Build, separately hire a designer and contractor according to low bid.
- Design-Build, hire a single entity for design and construction, single point of responsibility
- CM @ Risk: hires a design engineer, retains control of design, and hires a Construction Manager who acts also as a General Contractor. As a General Contractor they pre-qualify sub-contractors and take bids for different components of the project.

Bill stated that this practice was done commonly in vertical type construction. Bill stated there were several specifics to CM @ Risk. He stated that when using CM @ Risk you will have a Construction Manager that will provide you with constructability reviews, value engineering, assistance with project cost, schedule, and help maintain quality of the overall project. It also utilizes a Contingency System for changes once you obtain a guaranteed maximum price. Mr. Little further stated that CM @ Risk has many advantages:

- Allows you to maintain control of the project design
- Allows teaming with Construction Manager to obtain a guaranteed maximum price prior to design completion
- Allows you to use contingency to eliminate costly and time consuming conflicts
- Allows for maximization of coordination between different segments, different designers, etc.
- Allows you to pre-qualify sub-contractors.

Bill also stated that there was a cost associated with CM @ Risk. He mentioned that in the pre-construction phase the contractor charges on a Professional fee basis. It tends to be about 1% of the construction cost. In addition, the fee associated with the Construction Manager taking the risk to guarantee a guaranteed maximum price, costs are around 2-3% of the construction cost. In addition, the contract allows for reimbursement at direct cost (labor plus fringes) to the Project Manager when acting in the Construction Manager position. Lastly, he stated that when you hire a CM @ Risk contractor, they might want to perform some work themselves with the Agency approval. The savings at the end of the project is minimal when using CM @ Risk compared to
Design-Build, but the effectiveness of the direct input in the project overrides this. Jim Davis added that when he recently went on a tour to Chattanooga, TN, the Manager with the River City Company stated that their success was based on five (5) principles. Three of which are very important. They are:

- A great design for their projects
- Quality construction
- A celebration at the opening

He also stated that no action is required for this item. It was for information only.

11. Water Quality Program Fund Criteria Modification

Jim Davis stated that this was a requested item by Parwez Alam, County Administrator. He stated that this document did not go before the CAC or TCC, as it was delayed due to the recent hurricane weather issues. Jim also stated that staff had drafted a response to the agenda item and was presenting an Agenda Modification with an alternative recommendation to what is being proposed by the County. Commissioner Gillum asked if this item could be taken back through the appropriate channels before they make a decision. Commissioner Grippa stated that he feels it is imperative to get through this item today since it is a safety and health issue. Commissioner Grippa also stated that the situation was so bad in this area, that there was literally raw feces in the streets of Killearn Lakes. He further stated that a report was compiled by Sean McGlynn, McGlynn Laboratories, Inc., that states that Lake Iamonia has a fecal coliform level 27 times the acceptable level. He further stated that although it is a $30M project, it would directly improve the Water Quality for this area. Commissioner Katz stated he thinks the City and County need to work together on this issue and other issues as they arise. Commissioner Thaell stated that he would go along with this only because it is a very special exception to the Interlocal Agreement and Blueprint spending. He further stated that it has to be addressed as soon as possible because of its severity. Commissioner Lightsey stated that there had not been a formal motion made, but she will support the motion as well. She further stated that she would also like continuous networking between the City and County on such projects.

Commissioner Grippa made a motion to approve Blueprint staff recommendation. Commissioner Lightsey seconded the motion.

**ALTERNATIVE OPTION:**

Approve as a one time exception to policy, $5M for use with the sewer system project in Killearn Lakes.

Mayor Marks stated he feels the Board should be very proactive in this regard. He also stated that everyone recognized that there was a problem in the area, and the faster it could be elevated to a discussion and eliminated the better. Commissioner Rackleff stated that this exception eats up approximately 1/3 of the unallocated stormwater money for the County. He also stated that it is another slap in the face on the accountability issue regarding Blueprint 2000. He read a short excerpt from the ballot language that shows where the Board is going directly against what the citizens of Leon County voted on. He further stated that while he agreed that it was a serious problem, he did not agree on spending $5M of taxpayer money to fix the problem.
Commissioner Rackleff also stated that on a list of 47 County Stormwater projects totaling $49.5M, what project would not be funded because of this issue. He also stated that he was disturbed that the CAC or TCC had not reviewed the item. At the least it should go before them and then come back at a later date. Commissioner Proctor stated that he doesn’t understand why this is viewed an exception. There is $25M the County has for Water Quality and using money for this is galling and it should not be an exception. He further stated that since the Board is considering exceptions that they not forget Springhill Road and Woodville Highway, as they should be exceptions as well. Commissioner Lightsey asked if the Board of County Commissioners has made any progress on the issue. Commissioner Grippa answered that the second public hearing is tomorrow and will pass the moratorium tomorrow as well. Commissioner Lightsey asked if there was a need for a Super Majority vote. Jim Davis stated that Legal Counsel stated that the Super Majority vote is not necessary. Commissioner Grippa asked to vote in the Super Majority anyway. Commissioner Thaell stated that the best solution would be to annex that portion of Killearn Lakes into the City and let the homeowner’s bear some of the burden and be a part of the solution. Commissioner Lightsey stated that there was an annexation proposal done for this area in the past, however it failed. She further stated that the City would have taken on the project long ago and solved the problem. Further discussion followed.

The motion was voted on and passed 9-1, with Commissioner Rackleff expressing the dissenting vote, and Commissioner Maloy out of the Chambers.

**PUBLIC HEARING: PROPOSED FY 2005 OPERATING AND CAPITAL BUDGET**

Chairman Mustian stated that it was time for the Public Hearing portion of the Agenda which was advertised for 5:00 pm. He asked if there were any citizens who wanted to address the Board. There were none. He further made a motion to approve the Operating budget. ?? seconded and was passed unanimously.

He also made a motion to approve the Capital Budget. ?? seconded, and it passed unanimously.

**V. CITIZENS TO BE HEARD**

There were none.

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

There were no items.

**VII. ADJOURNMENT**

There being no further business, Chairman Mustian adjourned the meeting at 5:05 pm.
MEMBERS PRESENT

County
Commissioner Bob Rackleff
Commissioner Jane Sauls
Commissioner Cliff Thaell, Vice-Chair

City
Commissioner Allan Katz
Commissioner Debbie Lightsey
Commissioner Mark Mustian, Chair

CITY/COUNTY STAFF

DeLane Adams, County Commission Staff
John Buss, City Stormwater
David Bright, Blueprint 2000
Joe Brown, County Public Works
DeShaun Carter, Blueprint 2000
Craig Diamond, TLCPD
Jim Davis, Director, Blueprint 2000
Anita Favors, City Manager
Shelonda Gay, Blueprint 2000
Fred Goodrow, TLCPD
Jack Kostrzewa, TLCPD
Phil Maher, Blueprint 2000
Gabe Menendez, City Public Works
Tony Park, County Public Works
Dan Rigo, County Attorney’s Office
Olu Sawyerr, City Traffic Engineering
Debra Schiro, City Attorney’s Office
Alan Williams, Mayor’s Office
Bill Woolery, City Engineering
Michael Wright, Asst. City Manager

OTHERS PRESENT

Andy Bazth, BRA
Keith Burnsed, Moore Bass
Clay Campbell, Moore Bass
Paco de la Fuente
Debbie Dantin, Genesis Group*
Donald Downey, B. Harden
Jaime Girardi, CDM
Bryant King, DRMP
Bill Little, Jacobs Civil Eng.*
Mark Llewellyn, Genesis Group*

Maribel Nicholson-Choice, Greenberg Traurig*
Jerry Oshesky, The LPA Group*
Tom O’Steen, Moore Bass
Joe Petrich, Genesis Group*
Bonnie Pfuntner, The LPA Group*
Ed Ringe, The LPA Group*
Helen Ringe
Mark Thomasson, Genesis Group*
Ray Youmans, THC*

* Indicates Blueprint 2000 Consultant

CALL TO ORDER

Chairman Mark Mustian called the meeting to order at 5:15 p.m. There was no quorum of members; therefore the Board could take no action.

I. AGENDA MODIFICATIONS

Jim Davis indicated that were no agenda modifications.

II. INFORMATION ITEMS
III. CONSENT

NONE

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS

1. Blueprint 2000 Real Estate Policy
   No action could be taken due to lack of a quorum

2. Land Banking Acquisition on Mill Street for Capital Cascade Trail
   No action could be taken due to lack of a quorum

3. Capital Cascade Trail: Alternative Concept Review

   Mr. Davis stated that he had received a call from Commissioner Grippa who stated that he had
   planned to participate in the meeting via telephone from South Florida, where he was
   participating in a hurricane recovery exercise. However, due to problems with cell phone towers
   in the area, he elected not to do so. He indicated to Mr. Davis that he was comfortable with the
   staff recommendations.

   Mr. Davis stated that this item was a concepts only Board workshop to review and discuss the
   three (3) alternative concepts that have been developed for the four (4) segments of the Capital
   Cascade Trail. He stated Blueprint wanted to take the opportunity to show the Board what
   information had been gathered from public meetings and existing conditions. Mr. Davis stated
   that the details of the project would be developed based on the concepts that are approved, public
   input, and resource restraints. He stated that the concept reports were not resource driven and
   that they would include all of the approved amenities yet annotate those facets of the plan that
   were not funded at this time. He further stated that it was important to remember that stormwater
   and water quality were key elements and that there were many outstanding issues to be resolved
   and some elements were still being finalized. Mr. Davis used a PowerPoint presentation to
   provide visual aids for the board members. (This presentation is on record with the Blueprint
   2000 office.) He stated that the public had requested five (5) key things as top priority. (1.)
   stormwater is key (2.) landscaped trails and greenways (3.) connecting trails and walks (4.)
   outdoor amphitheater (5.) historic markers to be placed in various locations. He further stated
   that funding for the project would be addressed in the master plan revision to be reviewed by the
   board in January 2005. Mr. Davis stated that the measure of the success of this project would be
   based on how secure the project was and how well it was maintained once it had been completed
   and that there were no Blueprint funds for either one of these functions.

   Mr. Mark Llewellyn, President of Genesis Group, stated not only had Genesis been gathering
   information from citizens at public meetings and various citizen’s groups but they had also
   worked with numerous City, County, and State agencies to coordinate the project. He stated that
   there were four (4) segments to the project: Segment 1: East Tennessee Street to Lafayette Street,
   Segment 2: Lafayette Street to South Monroe Street, Segment 3: South Monroe Street to Gamble
Street and Segment 4: Gamble Street to the confluence with Munson Slough. He further stated that the existing conditions stormwater model was close to completion. Mr. Llewelyn provided the Board with the draft Capital Cascades Trail Master Plan. This plan was included in a PowerPoint presentation as he narrated the concepts for each segment and answered questions posed by the Board.

Mr. Llewellyn stated that Segment 1, Concept A, East Tennessee Street to Lafayette Street, included Franklin Blvd. where the plan was to place the existing ditch into a boxed culvert and to convey the stormwater underground and to place the utilities underground. He stated that north of Call St. there would be 5-lanes: 3 northbound turn lanes and 2 southbound lanes with bike lanes and sidewalks (This would be consistent for all of the concepts of this segment). He further stated that south of Call St. there would be a transition into two lanes: 1 north bound and 1 southbound. He stated that during the public workshop citizens expressed a strong desire for a reduction in lanes, however this concept would cause problems for adjacent roadways. Commissioner Lightsey stated that she was not aware of the desire to reduce the lanes on Franklin Blvd. Mr. Bright stated that there was also input from citizens who requested that the road be removed all together.

Commissioner Thaell stated that on a trip to review the Chattanooga, TN greenway tour that the developers separated the community from access to the riverfront by acquiring the roadway and building a 2-lane limited access highway to foster economic development. Mr. Davis stated that this would not be a feasible alternative because of existing traffic conditions.

Ms. Debbie Dantin, Genesis Group, stated that Call St. has a proposed median opening for crossing.

There was discussion of the color indications and lines on the concept maps. Mr. Llewellyn provided the Board with explanations for the mapping symbols. There was discussion of how stormwater would be mitigated. Mr. Davis stated that because as previously stated the stormwater models had not been completed, the exact mitigation had not been determined. He stated that flooding would not be eliminated, however the plan was to significantly reduce the occurrences.

Mr. Llewellyn stated that there were some items that would be consistent in all of the concepts such as closing the median at Call St. with a safe zone and a pedestrian crossing at that location. He stated that Park Ave. would be signalized with an improved intersection; a closed meridian at College Ave, a controlled left turn lane at Jefferson, and Pensacola St. will be signalized. He further stated that two concepts show a roundabout at Lafayette St. and one concept shows the intersection as it currently stands.

Mr. Llewellyn stated that Segment 1, Concept B, was the Economic and Environmental Consensus Committee (EECC) concept and was consistent with Concept A north of Call St. He stated that south of Call St, it provides 4-lanes with landscaped median and turn lanes at the intersection previously mentioned, sidewalks and bike lanes on each side. He further stated that there was a transportation study completed and was being reviewed that showed the effects of that plan. He mentioned that the concept included optional landscape easements to provide landscape buffers adjacent to the sidewalks. Mr. Llewellyn stated that the concept provided
improved traffic levels of service, provided sidewalks and bike lanes, however it had limited greenspace.

Mr. Llewellyn stated that in Segment 1, Concept C, the bike lanes were eliminated, however it provides a trail. This concept also eliminates the roundabout and has a wider roadway. He stated that this concept provides improved traffic level service and provides sidewalks, however it has limited greenspace, no bike lanes and no roundabout.

Commissioner Mustian stated that the Board members should offer input at this point. He stated that he recognized that this is a very constrained space and that there was not much that could be done if the decision was to maintain four lanes of traffic. He stated that as a member of the EECC he would like this to be as bike and pedestrian friendly as possible. He further stated that he would like to see some unique ideas as well, such as sidewalks in the medians. He suggested that the consultant should research other communities to gather information as well.

Commissioner Lightsey stated that this was a difficult segment because of the limited size. She stated that she would like to see the separate pedestrian and bike lane to move them from the traffic lanes.

Commissioner Gillium asked if there were any numbers available at this point. Mr. Davis stated that at this point there were none, however the estimate was at approximately $23 million.

Commissioner Mustian asked if the consultant had looked at any other options besides the two-boxed culverts such as storage for capacity. Mr. Llewellyn stated that once the existing conditions model was completed this would be one of the alternatives to be considered. He stated that because of the slope and the cost this may be prohibitive. He mentioned that boxed culverts are expensive options.

Commissioner Thaell stated that he would like staff to brief him later on why the two-lane option would not be feasible. He further asked if the land use could change in this area and how this could enhance the area economically. Mr. Davis stated that there was currently a sector plan study underway in the area that had not been completed. Commissioner Thaell stated that he would like to make the decision on the concept plan for this segment in concert with the decision on the sector plan to insure that they do not conflict with each other.

Mr. Bright stated that the draft sector plan should be out by the end of the year.

Mr. Llewellyn stated that Segment 2, Concept A, Lafayette Street to South Monroe Street, includes Cascade Park, which is a chain of 6 parks. The parks total approximately 6-acres. He stated that the upper section of the park has several constraints such as the fact that it was controlled by the State of Florida and the Korean War memorial is located in that section. The middle section of the parks houses a parking lot that will continue to be controlled by the state. He stated that in two of the concepts part of Gadsden St. would be closed and would be removed in order to clean-up Cascades Park. He mentioned that Bloxham would be closed in all options. Mr. Llewellyn stated that Meridian Marker Park would contain 4 monuments, (1.) Meridian Marker, (2) the Commemoration of the founding of Tallahassee (3.) Memorial Commemoration the Sons and Daughters of Leon County who have given their lives for the Country dedicated by the American War Mothers (4.) Memorial in memory of Governor Dan McCarty.
Commissioner Rackleff stated that he understood that the state was in the process of selling surplus buildings and that that would eliminate the need for so much parking and that this would be an opportunity for additional trail storage.

Mr. Llewellyn stated that the goal in this segment was to contain the volume of water to reduce or eliminate flooding across South Monroe St. for the 25-year 8-hour event.

Joe Petrich, Genesis Group, stated that for segment two everything in them was created through public involvement and the constraints within the site. He stated that concept A included an urban plaza at the end of Madison St. that would act as a gateway into the park. The trail comes down through the east side of the park and meanders behind the Korean War Memorial before it crosses Gaines St. He stated that some of the DOT parking lot was trimmed back. He mentioned that there were picnic pavilions and water cascades. He gave very detailed narrative of the amenities within the parks.

Mr. Petrich stated that Segment 2, Concept B, was the most pedestrian friendly concept. He stated that the plaza at the end of Madison St. was scaled down, however the trail would remain on the east side of the Korean War memorial and other pedestrian walkway systems. This concept also includes Centennial Field and an outdoor amphitheater.

Mr. Petrich stated that Segment 2, Concept C, was the most formal concept with a very formal urban plaza at the end of Madison St. This concept would include formal gardens and Gadsden Street was closed with a bridge system.

Commissioner Lightsey questioned the parking that would be required for the facilities. Mr. Petrich stated that there was currently parking at the state offices around the parks. Commissioner Lightsey asked about the area of the former Centennial Field. Commissioner Rackleff stated that as one of the “Friends of Centennial Field” they were proposing a field that could be used by the community for multi-use facilities. Commissioner Lightsey then questioned whether the area would be prone to flooding. Mr. Davis stated that this area would be flood prone in all of the concepts of the plan.

Commissioner Gillium asked which of the concepts provided for retail or business use. Mr. Llewellyn stated that most of the parcels that were adjacent to the parks were state owned and were subject to surplus. He further stated that if they were sold then the new owners may be convert the buildings to retail spaces. There was further discussion of the possible uses of the surplus state properties and the potential uses of various areas within the subject area. Commissioner Rackleff stated that it would be very important that the park was safe and that it was used daily as much as possible.

Mr. Petrich stated that Segment 2, Concept D, was identical to Concept B in the upper and the middle sections. He stated at the lower section showed a terraced plaza for arts fairs and theatrical performances.

Commissioner Lightsey stated that it was important that none of the concepts created more impervious areas that would cause further flooding to the area.
Mr. Llewellyn stated that Segment 3: South Monroe Street to Gamble Street, crosses Monroe Street with an elevated pedestrian bridge. He stated that Concept A included the FAMU Way segment with wetland creation and wildlife habitats.

Commissioner Rackleff stated that he did not want to see any encroachment on Railroad Square. Commissioner Gillium stated that Concept A would be the one that least encroached on Railroad Square and that he favored that concept for that reason. Mr. Llewellyn stated that he had met with the owners of Railroad Square and that the plan was to alleviate the current flooding in the area. Mr. Llewellyn provided the Board with a narrative description of the concept.

Mr. Llewellyn stated that for Segment 3, Concept B there was the pedestrian crossover also. This concept shows larger ponds, it has a roundabout at FAMU Way and Wahnish Way and it encroaches into Railroad Square.

Mr. Llewellyn stated that Segment 3, Concept C, takes a lot of the water out of the plans and provides more meandering natural stream. It was stated that with standing water there was higher water quality.

Commissioner Gillium stated that the segment did not show many amenities. Mr. Davis stated that at the last meeting the Board tasked the Blueprint staff to provide alternates to the master plan. He stated that moving the funding causes the lose of amenities on this segment. Commissioner Gillium stated that he did not favor getting rid of amenities in this segment and only handling stormwater while there are full amenities in other segments upstream. Commissioner Lightsey stated that she would not support this version either.

There was discussion of the cost of the project and why the initial estimate and the current estimates were so drastically different. Mr. Davis stated that he would provide the Board with a document that would provide an explanation of the current estimates. He stated that the estimates would be conservative.

Mr. Llewellyn stated that Segment 4: Gamble Street to the confluence with Munson Slough would include water quality treatment, stormwater conveyance, and wetland areas. He stated that there was potential for parks in this area and environmental education centers. He stated that the county currently owned some of the properties needed for this plan. There was discussion of DEP permitting for this segment and there was a concern that staff works with DEP to insure that thing would go smoothly.

Mr. Davis stated that the last community workshop would be held on November 30, 2004. He stated at the item would be brought back in January. Mr. Davis stated that he wanted to reiterate the guidance of the Board. He stated that he understood the Board stated that for Segment 1, that they wanted them to look at more innovative aspects and to re-look at the two-lane road option and to err on the side of the bike/ped. stand point. Segment 2, look at parking with no more impervious surface, put the trail near the water. Segment 3, watch Railroad Square. Segment 4 looks pretty good but there was concern for the DEP permitting. Build the backbone for segments 1, 2 and 3 before too many amenities are added.
Commissioner Mustian stated that there was no quorum and that there was only one item to be on the agenda. He stated that there was an upcoming MPO meeting and that this item could be voted on at the end of that meeting.

V. CITIZENS TO BE HEARD

There were none.

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

There were no items.

VII. ADJOURNMENT

There being no further business, Chairman Mustian adjourned the meeting at 5:42 pm.

APPROVED: 

________________________
Mark Mustian
Chairman of Blueprint 2000 IA

ATTEST:

________________________
Shelonda Gay
Secretary to Blueprint 2000 IA
Item #5

TALLAHASSEE-LEON COUNTY
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY
Meeting Minutes
November 15, 2004, Immediately following the CRTPA
City Commission Chambers

MEMBERS PRESENT
County
Commissioner Tony Grippa
Commissioner Bob Rackleff
Commissioner Jane Sauls
Commissioner Cliff Thaell, Vice-Chair
Commissioner Dan Winchester
Commissioner Bill Proctor
City
Commissioner Andrew Gillum
Commissioner Debbie Lightsey
Commissioner Mark Mustian, Chair

CITY/ COUNTY STAFF
Jim Davis, Director, Blueprint 2000
Shelonda Gay, Blueprint 2000

OTHERS PRESENT
Bryant Paulk, FDOT
Chris Merritt, PBS&J
Arlene Houston, City of Quincy
Alfred Williams, FAMU
Jack Kostrzewa, TLCPD
Tony Park, County Public Works
Leonard Sands, FAMU
Delores Barber, FAMU
Maribel Nicholson-Choice, Greenberg Traurig*

* Indicates Blueprint 2000 Consultant

CALL TO ORDER
Chairman Mark Mustian called the meeting to order at 5:40 p.m.

I. AGENDA MODIFICATIONS
Jim Davis indicated that three (3) agenda modifications had been provided last week, for Item #5, Item #7, and Item #11.

II. INFORMATION ITEMS
NONE

III. CONSENT
NONE

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS
1. Blueprint 2000 Real Estate Policy
RECOMMENDED ACTION:

Option 1: Approve Blueprint 2000 Real Estate Policy

Commissioner Grippa made a motion to approve staff recommendation, Commissioner Lightsey seconded. There was no further discussion of the real estate policy. The motion carried unanimously 9-0.

2. Land Banking Acquisition on Mill Street for Capital Cascade Trail

Through the approval of the Blueprint 2000 Real Estate Policy the authority to negotiate and purchase this property was delegated to the Executive Director of Blueprint 2000.

V. CITIZENS TO BE HEARD

There were none.

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

There were no items.

VII. ADJOURNMENT

There being no further business, Chairman Mustian adjourned the meeting at 5:42 pm.

APPROVED:

________________________   __________________________
Mark Mustian     Shelonda Gay
Chairman of Blueprint 2000 IA   Secretary to Blueprint 2000 IA
Agenda Item

SUBJECT/TITLE: Appointments to the Citizens Advisory Committee

Date: January 31, 2005  Requested By: Blueprint 2000 Staff
Contact Person: Dave Bright  Type of Item: Discussion

STATEMENT OF ISSUE:

This item advises the Intergovernmental Agency on two required appointments to the Blueprint 2000 Citizens Advisory Committee, a representative from the civil rights community and from the Capital City Chamber of Commerce.

SUPPLEMENTAL INFORMATION:

Two CAC positions require action:

1. **Representative from the Civil Rights Community** (nominees to be provided by Tallahassee Interdenominational Ministerial Association (TIMA), Southern Christian Leadership Conference (SCLC), and the NAACP): This position expired November 2004, and is currently filled by Anita Davis. The appointment term will be through November 2007.

   No nominations were provided by TIMA or SCLC. The NAACP re-nominated Anita Davis and this nomination was endorsed by the CAC in November.

2. **Representative from the Capital City Chamber of Commerce.** This position expires February 2005, and is currently filled by Terence Hinson. The appointment term will be through November 2007. The Capital City Chamber of Commerce re-nominated Terence Hinson and this nomination was endorsed by the CAC in January.

OPTIONS

**Option 1:** Approve the nomination provided by the NAACP recommending Anita Davis be reappointed. Approve the nomination provided by the Capital City Chamber of Commerce recommending Terence Hinson be reappointed.

**Option 2:** Provide Board guidance
RECOMMENDED ACTION:

Option 1: Approve the nomination provided by the NAACP recommending Anita Davis and the nomination provided by the Capital City Chamber of Commerce recommending Terence Hinson.

Action by TCC and CAC:

Not presented to the TCC. The CAC endorsed Anita Davis’ reappointment at the November 2004 meeting and Terence Hinson’s reappointment at the January 2005 meeting.

ATTACHMENTS

Attachment #1: Application and Biography for Anita Davis
Attachment #2: Application and Biography for Terence Hinson
CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000
INTERGOVERNMENTAL AGENCY

CITIZEN ADVISORY COMMITTEE APPLICATION

Nominating Organization: Tallahassee Branch NAACP

Name: Anita L. Davis

Address: 708 Bragg Drive
Tallahassee Florida 32305

E-mail: tallnaacp @ aol.com

Work Phone: Home Phone: (850) 574-3075
Retired
Former County Commissioner

Race: □ White □ Hispanic □ Asian or Pacific Islander
□ Black □ American Indian or Alaskan Native □ Other

Sex: □ Male □ Female

Identify any potential conflicts of interest that might occur were you to be appointed:
NONE

Are you a City resident? □ Yes □ No
Are you a Leon County resident? □ Yes □ No
Are you a City property owner? □ Yes □ No
Are you a Leon County property owner? □ Yes □ No (City)
Can you serve a full three-year term? □ Yes □ No
Can you regularly attend meetings? □ Yes □ No

Conflicts: 
Please provide biographical information about yourself (attach a resume, if available). Identify previous experience on other boards/committees; charitable/community activities; and skills or services you could contribute to this board/committee:

ATTACH RESUME

Education:

FLORIDA A&M UNIVERSITY
(College/University attended)
B.S. in CRIMINAL JUSTICE
(Degree received, if applicable)

(Graduate School Attended)
(Degree received, if applicable)

References (at least one):
WILLIE MCKINNEY 3240 SPRINGDALE DR (12) 386-8592
(Name/Address) (Phone)

(Name/Address) (Phone)

(Name/Address) (Phone)

All statements and information given in this application are true to the best of my knowledge.

Signature: (8/5/02)

Date: 6/17/21
Vita
Anita L. Davis


Received a degree in Criminal Justice from Florida A & M University. Other studies in criminal justice at Florida State University and New York State University at Buffalo. Special skills in mediation, certified in 1998 as a Florida Supreme Court Mediator (9073C).

Community Affiliations include the League of Women Voters, Jake Gaither Neighborhood Association, N.O.W., National Council of Negro Women, Capital City Democratic Women’s Club, Tallahassee Urban League, Boy Scouts of American At-Risk Council, now “Operation First Class” and numerous other professional and civic organizations. Fully paid Life & Golden Heritage Member of the NAACP, currently a Diamond Life & Local Member of the Florida A & M University Alumni Association, member of the Beta Delta Chapter of Sigma Gamma Rho Sorority, Inc., now serving as the National Phiho Coordinator and Advisor to Beta Delta Sigma Philos. Leadership Florida Class XIII, Democratic Women’s Clubs of Florida Legislative Liaison, Florida Women’s Consortium and Chair of the N. Fl. Consumer Action Network. Immediate Past President of the Tallahassee Branch of the NAACP, served twelve years, 1981-1990 & 2000-2002. Also served as local and state Chair for the ACT-SO Programs and Florida State Vice President, serving the local academic Olympics (ACT-SO) Program for fourteen years. Board Secretary for the John G. Riley Foundation.


Married to Morris Davis, Retired USAF and Food Consultant for Elder Care Services Mother of three, grandmother of six, active member Bethel Missionary Baptist Church
Started the Tallahassee Branch ACT-SO Program in 1990 with sixteen African American high school students wanting to challenge their academic skills through local competition in the sciences, humanities, visual arts, performing arts and entreprenuership. Of the almost 500 students who have been through the ACT-SO Program, only one has ended up in the criminal justice system. Ninety nine percent have gone on to an institution of higher learning majoring in engineering, law, education, medical professions, social sciences, criminal justice, performing arts and sciences and journalism.

ACT-SO (Afro Academic Cultural Technological and Scientific Olympics) is an NAACP program that promotes academic achievement through competition, locally, statewide and nationally. Our National winners have gone on to become engineers with national corporations, and with National Science fields such as NASA.

A number of our state winners have completed law school, passed the Florida Bar and are now working in known state and local law firms. One of our most recent Olympians was installed as the President of the Florida A & M University Student Government Association and two law graduates were swore into the Florida Bar Association.

ACT-SO was founded by Vernon Garrett, Columnist for the Chicago Tribune, who believed in Black is not only beautiful but is brilliant. Most emphasis is placed on African American students excelling in athletics and not academically. ACT-SO students annually demonstrate their abilities academically, showing the world that Black is brilliant.

In order to successful deliver the ACT-SO Program, Anita has to raise thousands of dollars to pay for travel, supplies, project development and other related eminities that cost. She has for fourteen years solicited local and statewide businesses to contribute financially to ACT-SO. She kicked-off the 2003-2004 program on September 27th by recruiting students from local high schools and receive our business partners.

Each student can compete in at least three categories. She encourages them to choose one strong category and develop it for winning, with the help of coaches and mentors.

Recently, Anita is worked for the Leon County Board of Commissioners as an aide.

From Boy Scout troop leader to County Commissioner, to President of the Tallahassee Branch of the NAACP, Davis has been and still is a torch bearer for Sickle Cell, the handicapped and to those who just need some directions for better living.
December 27, 2004

Dave Bright, Planning Manager
Blueprint 2000 Intergovernmental Agency
Koger Center – Ellis Building
1311 Executive Center, Drive, Suite 109
Tallahassee, FL 32301

Dear Mr. Bright:

This correspondence comes to recommend the nomination of Terence Hinson, President of Hinson Realty and Board Chairman of the Capital City Chamber of Commerce, Inc., for reappointment to the Blueprint 2000 Citizens Advisory Committee.

We see his reappointment as pivotal at this time. There is much work to be done and Mr. Hinson’s reappointment would add to ongoing consistency in program and policy implementation based on the desires of an overwhelming number of local citizens. Further, Hinson’s appointment adds to the diversity of thought and perspective, which carry much weight in terms of public perception and expectation. Finally, his drive and enthusiasm, coupled with his extraordinary knowledge of the community and business acumen, provide an opportunity for the elements of Blueprint 2000 to be conducted in an environment designed for success.

In that Mr. Hinson agrees to continue serving in this capacity, please advise whether additional information is needed, or whether our presence at the next CAC meeting would ensure his ongoing involvement with Blueprint 2000.

Sincerely,

Cheryl Gonzalez
President

Enclosure
Nominating Organization: Capital City Chamber of Commerce

Name: Terence R. Hinson

Address: 1600 South Monroe Street
         Tallahassee, FL 32301

E-mail: trhinson @ aol.com

Work Phone: 850 224-4775  Home Phone: 850 528-7653

Occupation: Real Estate Broker

Employer: Hinson Realty LLC

Address: 1600 South Monroe St

Race: □ White  □ Hispanic  □ Asian or Pacific Islander  □ Other
      □ Black  □ American Indian or Alaskan Native

Sex: □ Male  □ Female

Identify any potential conflicts of interest that might occur were you to be appointed:

Are you a City resident?  □ Yes  □ No
Are you a Leon County resident?  □ Yes  □ No
Are you a City property owner?   □ Yes  □ No
Are you a Leon County property owner?  □ Yes  □ No
Can you serve a full three-year term?  □ Yes  □ No
Can you regularly attend meetings?  □ Yes  □ No

Conflicts: ____________________________
Please provide biographical information about yourself (attach a resume, if available). Identify previous experience on other boards/committees; charitable/community activities; and skills or services you could contribute to this board/committee:

SEE ATTACHED

Education:

(College/University attended)

(Degree received, if applicable)

(Graduate School Attended)

(Degree received, if applicable)

References (at least one):

(Name/Address) (Phone)

(Name/Address) (Phone)

(Name/Address) (Phone)

All statements and information given in this application are true to the best of my knowledge.

Signature: [Signature] Date: 12/27/04

(8/5/02)
TERENCE R. HINSON
1540 South Adams Street
Tallahassee, Florida  32301

EDUCATION
Florida A&M University, School of Business and Industry, Tallahassee, Florida  1979-1984
B.S. Business Administration

WORK EXPERIENCE
BROKER-OWNER, HINSON REALTY LLC
1988-PRESENT  Tallahassee, Florida
Responsibilities include:
• Managing agents and staff
• Negotiate real estate transactions
• Manage apartments and other rentals

CORPORATE BROKER, MARTIN & ASSOCIATES
1991-1993  Tallahassee, Florida
Responsibilities include:
• Managing properties for the U. S. Marshals Service for 23 North Florida Counties
• Selling properties for the U.S. Marshals Service for 23 North Florida Counties

PROPERTY MANAGER, CPS
1985-1988  Tampa – Miami, Florida
Responsibilities include:
• Managing parking facilities for hotels, office buildings, shopping plazas, etc.
• Hire and train staff
• Establish new contracts

ACTIVITIES
Chairman- Capital City Chamber of Commerce
Board of Directors- Economic Development Council
Board of Directors- FAMU Federal Credit Union
Board of Directors- FAMU Boosters
Board of the Frenchtown Revitalization Council
Citizens Advisory Committee- Blueprint 2000
Citizens Advisory Committee- Gaines Street Vitalization
Citizens Advisory Committee- South Monroe St Corridor
Citizens Advisory Committee- Tallahassee MBE program
Citizens Advisory Committee- Cultural Arts Plan
President- Jake Gaither Neighborhood Association
BRIEF BIO OF Terence R. Hinson

Terence R. Hinson, a native of Tallahassee, Florida attended Florida A & M High School and graduated in 1979. He attended Florida A&M University and graduated in 1984 with a BS degree in Business Administration. He is the owner of Hinson Realty LLC and has been in business since 1988.

Mr. Hinson is an active member of this community. He is the current Chairman of the Board for the Capital City Chamber of Commerce. He sat on the Board of the Economic Development Council of Tallahassee area Chamber of Commerce. He is currently on the Board of the FAMU Federal Credit Union, FAMU Boosters, and the Frenchtown Revitalization Council. He sits on the citizen advisory committees for Blueprint 2000, the Gaines Street Vitalization project, the South Monroe Street corridor project, the Minority Business Enterprise committee, and the Cultural Arts committee. He is also a commissioner of the Tallahassee- Leon County Planning Commission.
### Agenda Item

**Acceptance of FY2004 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY2004 Operating Fund Balance**

<table>
<thead>
<tr>
<th>Date:</th>
<th>January 31, 2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Person</td>
<td>Phil Maher/Dianna Williams</td>
</tr>
<tr>
<td>Requested By</td>
<td>Blueprint 2000 Staff</td>
</tr>
<tr>
<td>Type of Item</td>
<td>Consent</td>
</tr>
</tbody>
</table>

#### STATEMENT OF ISSUE:
This item requests acceptance of the Comprehensive Annual Financial Report (CAFR) for the Blueprint program, for the year ended September 30, 2004, and the appropriation of FY2004 Blueprint 2000 encumbrances and unexpended operating budget funds.

#### SUPPLEMENTAL INFORMATION:
The Annual Financial Report of the Blueprint 2000 program for the year ended September 30, 2004 has been completed and is being presented to the Intergovernmental Agency’s Board of Directors. Included are the opinion of the external auditors related to the statements presented, their management letter, and the auditors’ reports on compliance and internal controls. Thomas Howell Ferguson and Law, Redd, Crona and Munroe, external auditors for both the City of Tallahassee and Leon County, performed the audit. The Board of Directors is requested to accept the FY 2004 CAFR for the Intergovernmental Agency Blueprint 2000 program.

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 is requesting the Board 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 budget.

$6,701,708 Approved FY2005 Operating Budget  
21,462 FY2004 Carryover for encumbrances  
69,872 FY2004 Carryover to be transferred to capital fund for projects  
$6,793,042 Total FY2005 Amended Budget

Option 1: Accept the draft FY2004 Comprehensive Annual Financial Report (CAFR) and approve appropriation to the FY 2005 Operating Budget of $21,462 for encumbrances and $69,872 to be transferred for future Capital Projects.

Option 2: Provide alternate direction to staff.

**RECOMMENDED ACTION:**
Option 1: Accept the FY2004 Comprehensive Annual Financial Report (CAFR) and approve appropriation to the FY 2005 Operating Budget of $21,462 for encumbrances and $69,872 to be transferred for future Capital Projects.

**Action by TCC:** None required

**Action by CAC:** The CAC Accepted and approved the item.

**ATTACHMENT(S):**
FY2004 Comprehensive Annual Financial Report (CAFR)
SUBJECT/TITLE: Acquisitions for Capital Circle Southeast

Date: January 31, 2005  
Requested By: Blueprint 2000  
Contact Person: Ray Youmans  
Type of Item: Consent

STATEMENT OF ISSUE: Pursuant to the Blueprint 2000 Real Estate Policy, this item requests approval to proceed with the acquisition of all necessary right of way on Capital Circle S.E.

SUPPLEMENTAL INFORMATION: On November 15, 2004, the Intergovernmental Agency approved the Blueprint 2000 Real Estate Policy. 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 thirteen (13) parcels to be acquired from individuals in the vicinity of the Tram Road intersection with Capital Circle SE. (Attachment 3)

OPTIONS:

Option 1: Approve the Resolution allowing right of way acquisition to begin on Capital Circle Southeast.

Option 2: Board Guidance

RECOMMENDED ACTION:

Option 1: Approve the Resolution allowing right of way acquisition to begin on Capital Circle Southeast.

Action by TCC and CAC: For information only; no action required.

ATTACHMENT(S): (not included in CAC or TCC Items; a map will be provided at the meeting)

1. Resolution
2. Legal descriptions for right of way acquisition on 13 parcels on CCSE.
3. Overview of 13 parcels requiring right of way acquisition on Capital Circle SE
RESOLUTION NO. 2005-01

ACQUISITION OF PROPERTY FOR CAPITAL CIRCLE SOUTHEAST CORRIDOR IMPROVEMENT PROJECT FROM SOUTH OF TRAM ROAD TO CENTERVIEW DRIVE

A RESOLUTION OF LEON COUNTY – CITY OF TALLAHASSEE BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY RECOGNIZING AND ESTABLISHING THAT A VALID PUBLIC PURPOSE IS SERVED BY THE IMPROVEMENT, CONSTRUCTION AND MAINTENANCE OF CERTAIN PROPERTY WITHIN THE CITY OF TALLAHASSEE AND LEON COUNTY, FLORIDA, LOCATED ON CAPITAL CIRCLE SOUTHEAST FROM SOUTH OF TRAM ROAD TO CENTERVIEW DRIVE, KNOWN AS THE CAPITAL CIRCLE SOUTHEAST CORRIDOR IMPROVEMENT PROJECT; AND DETERMINING THAT THE AREA ADJACENT TO AND SURROUNDING CAPITAL CIRCLE SOUTHEAST IS NECESSARY FOR THE IMPLEMENTATION OF THE PROJECT; AND AUTHORIZING BLUEPRINT 2000 AND ITS AGENTS OR DESIGNEES TO ACQUIRE THE NECESSARY PROPERTY BY GIFT, DONATION, PURCHASE, OR THE EXERCISE OF EMINENT DOMAIN PROCEEDINGS.

WHEREAS, Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency (the Agency) was formed by Interlocal Agreement on October 27, 2000, pursuant to the provisions of Chapter 163.01, Florida Statutes; Article VII, Sections 1 and 2 of the Constitution of the State of Florida; Chapter 166, Florida Statutes; Chapter 125, Florida Statutes; Section 202.19(5), Florida Statutes, Chapter 212; and other applicable provisions of law, to undertake the acquisition, financing, planning, constructing, managing, operating, servicing, utilizing, owning and exchanging of the Blueprint Projects as set forth in Section 8 of Part V of the Interlocal Agreement, as the same may be amended from time to time by agreement of the City and the County; and:

WHEREAS, in order to accomplish its purposes the Agency shall have the power, pursuant to direction or authorization by its Board of Directors, by its bylaws or by the powers granted by the Interlocal Agreement to appropriate property by gift, donation, purchase, or by exercising the right and power of eminent domain, including the procedural powers under Chapters 73 and 74, Florida Statutes, pursuant to its
delegated authority as set forth generally in Chapters 125, 127, 163, 166 and 337, Florida Statutes, and more specifically as set forth in Section 163.01(7)(f); and

WHEREAS, Section 8 of Part V of the Interlocal Agreement identified the need to expand the capacity of Capital Circle Southeast by making improvements to the section located between Crawfordville Highway to St. Augustine Road, including portions of Tram Road right of way for future transit; and

WHEREAS, the City of Tallahassee has a project to acquire the right of way on Capital Circle Southeast from Centerview Drive to Connie Drive, which includes the St. Augustine Road intersection, and such right of way will be used in the construction of the Agency’s Capital Circle Southeast Corridor Improvement Project; and

WHEREAS, the Agency intends to expand capacity on and improve Capital Circle Southeast from Connie Drive to south of Tram Road, which is within the boundaries of the Agency’s first priority projects as approved by the County and City Commissions on July 10, 2000 and such improvements are being funded from proceeds of the Dedicated Sales Surtax, Bond Proceeds, a State Infrastructure Bank loan and any remaining funds from the City’s Capital Circle Southeast Project; and

WHEREAS, the City of Tallahassee retained the services of Hatch Mott McDonald to complete the project development and environmental study of Capital Circle Southeast, which includes the area from Crawfordville Highway to Connie Drive, giving consideration to alternative alignments, safety factors, environmental factors, costs of the project, and long range planning in determining the feasibility of design concepts as contained in the Final Preliminary Engineering Report dated May, 2004, and Hatch Mott McDonald has identified the properties necessary for the implementation of the Project, as directed, and as subsequently revised by further development of the project; and

WHEREAS, public meetings have been convened for the purpose of enabling the public to express its views and participate in the decision-making process for the design of the Project; and

WHEREAS, the implementation of the Project with the design concepts as approved by the Agency, after consideration of public participation at the public meetings, necessitates the acquisition of property for use as road right-of-way,
stormwater management facilities, drainage and utility structures, recreational facilities
and amenities, and harmonizing the new road improvements with the adjoining
properties.

NOW, THEREFORE BE IT RESOLVED BY LEON COUNTY – CITY OF
TALLAHASSEE BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY, that:

Section 1. The Agency hereby determines that the Capital Circle Southeast
Corridor Improvement Project (the Project) from south of Tram Road to Centerview
Drive, comprising of road rights of way, regional storm water facilities, drainage and
utility structures, recreational facilities and amenities, and harmonizing the new road
project with the adjoining properties, represents a valid Agency public purpose.

Section 2. The Agency hereby approves the map of location and survey
identifying the property necessary for implementation of the Project as the official Right-
Of-Way Map for the Project, copies of which are on file and available at the Blueprint
2000 Offices located at 1311 Executive Center Drive, Suite 109, The Koger Center, Ellis
Building, Tallahassee, Florida, 32301, and determines that the right of way depicted and
described therein, and as further shown on Exhibit A attached hereto, is necessary for
implementation of the Project.

Section 3. The Agency hereby authorizes, empowers and directs Blueprint 2000
and its designees or agents, to acquire by gift, donation, purchase, or by the exercise of
the powers of eminent domain a fee simple interest in the properties identified on Exhibit
A as Parcels 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1119, 1120, 1121, 1122, 1123,
and 1124, reserving to the owners their rights of ingress and egress over said parcels to
their remaining property, if any, which rights are to be not inconsistent with the Project.

Section 4. The Agency acknowledges that additional unidentified properties may
be necessary for the completion of the Project, and that, upon the determination by
engineers and surveyors of those additional properties, this resolution shall be
supplemented to include identification of any such additional necessary properties.

Section 5. The Agency acknowledges that, in the course of implementing the
Project, the boundaries of the properties identified in Exhibit A may differ from those of
the properties actually acquired because of engineering design changes, negotiated
changes resulting in savings in the cost of acquisition, or other such changes made in the
best interest of Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency, and the Agency agrees that the authority granted by this resolution shall extend to any acquisition of property involving such changes.

Section 6. The Agency’s designated legal counsel is hereby authorized to institute eminent domain proceedings as necessary to complete the acquisition of the parcels as set forth herein by the earliest possible date, which authority shall include signing of the Declaration of Taking and utilization of any and all statutes of the State of Florida applicable thereto, and to compensate the interested parties as required by law.

Section 7. This resolution shall become effective immediately upon its adoption.

INTRODUCED, PASSED AND ADOPTED by Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency of Leon, County, Florida, this _____ day of January 2005.

By: _____________________________
Mark Mustian, Chairman
Blueprint 2000 Intergovernmental Agency

ATTESTED

By: _____________________________
Gary Herndon
Treasurer-Clerk
City of Tallahassee

APPROVED AS TO FORM

By: _____________________________
Reginald Bouthiller, Esquire
Blueprint 2000 General Counsel
ANA Project 4611.001
October 12, 2004
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1102

A portion of the property recorded in Official Records Book 1394, Page 1698 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 52 degrees 49 minutes 30 seconds with a radius of 1977.93 feet for an arc distance of 1823.59 feet (chord of said curve bears North 51 degrees 09 minutes 40 seconds East 1759.69 feet), thence departing said curve and centerline of survey run South 65 degrees 15 minutes 13 seconds East for a distance of 50.00 feet to a point on the existing easterly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said easterly right of way boundary along a curve concave northwesterly, said curve having a central angle of 05 degrees 39 minutes 39 seconds and a radius of 2027.93 feet, thence along arc of said curve for a distance of 200.36 feet (chord of said curve bears North 21 degrees 55 minutes 05 seconds East 200.28 feet), thence departing said curve and easterly right of way boundary run North 89 degrees 58 minutes 09 seconds East for a distance of 82.56 feet to a point on a curve concave northwesterly, said curve having a central angle of 05 degrees 18 minutes 16 seconds and a radius of 2140.00 feet, thence along arc of said curve for a distance of 198.12 feet (chord of said curve bears South 20 degrees 13 minutes 15 seconds West 198.05 feet), thence departing said curve run South 90 degrees 00 minutes 00 seconds West for a distance of 88.87 feet to a point on the easterly right of way boundary of S.R 263 and the POINT OF BEGINNING;

Containing 15898.48 square feet, more or less.
ANA Project 4611.001  
October 12, 2004  
Sheet 2 of 2  

STATE ROAD No. 261 / 263  
PARCEL 1103  

A portion of the property recorded in Official Records Book 1057, Page 1209 and Official Records Book 1012, Page 654 of the Public Records of Leon County, Florida, being more particularly described as follows:  

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 58 degrees 29 minutes 09 seconds with a radius of 1977.93 feet for an arc distance of 2019.01 feet (chord of said curve bears North 48 degrees 19 minutes 50 seconds East 1932.49 feet), thence departing said curve and centerline of survey run South 70 degrees 54 minutes 38 seconds East for a distance of 50.00 feet to a point on the existing easterly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said easterly right of way boundary along a curve concave northwesterly, said curve having a central angle of 06 degrees 46 minutes 35 seconds and a radius of 2027.93 feet, thence along arc of said curve for a distance of 239.85 feet (chord of said curve bears North 15 degrees 41 minutes 58 seconds East 239.71 feet), thence run North 12 degrees 18 minutes 40 seconds East for a distance of 39.05 feet, thence departing said easterly right of way boundary run South 88 degrees 50 minutes 09 seconds East for a distance of 76.94 feet, thence run South 12 degrees 18 minutes 40 seconds West for a distance of 79.48 feet to a point on a curve concave northwesterly, said curve having a central angle of 05 degrees 15 minutes 26 seconds and a radius of 2140.00 feet, thence along arc of said curve for a distance of 196.36 feet (chord of said curve bears South 14 degrees 56 minutes 24 seconds West 196.29 feet), thence departing said curve run South 89 degrees 58 minutes 09 seconds West for a distance of 82.56 feet to a point on the easterly right of way boundary of S.R 263 and the POINT OF BEGINNING;  

Containing 21242.87 square feet, more or less.
Exhibit 3

LEGEND:

(C) • CALCULATED
G • CENTERLINE
FT • FEET
N/A • NOT APPLICABLE
NO. • NUMBER
O.R. • OFFICIAL RECORD
P. • PAGE
(P) • PLAT
P • PROPERTY LINE
REQ. • REQUIRED
T.S. • TITLE SEARCH
R/W • RIGHT OF WAY
(F) • FIELD
STA. • STATION
SF. • SQUARE FEET
(D) • DEED
EXIST. • EXISTING

CURVE DATA
CURVE C10 (C)
Δ • 07°05'08"
D • 02°58'19"
T • 119.36'
L • 238.42'
R • 1927.93'
CH • S 15°51'14" W
238.27'

CURVE DATA
CURVE C10 (D)
Δ • 07°00'05"
L • 235.85'
R • 1930.08'
CH • S 15°24'39" W
235.70'

CURVE DATA
CURVE CS (C)
Δ • 05°40'56"
D • 02°59'59"
T • 111.51'
L • 222.76'
R • 1910.00'
CH • N 15°39'09" E
222.64'

CURVE DATA
CURVE CS (D)
Δ • 05°10'36"
D • 02°53'48"
T • 1100.38'
L • 2008.34'
R • 1977.93'
CH • N 48°29'06" E
1923.17'

S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1104A

NOTES:


2. THIS SKETCH IS BASED UPON A RIGHT OF WAY CONTROL SURVEY FOR CAPITAL CIRCLE SOUTH. COMPLETED BY W. B. NOLES AND ASSOCIATES AND TIED TO CENTERLINE OF SURVEY SHOWN ON SAID MAPS.

3. THIS IS AN ENGLISH UNIT PROJECT.

4. IMPROVEMENTS ADDED TO SKETCH ON 01/06/05.

BLUEPRINT 2000 AND BEYOND
RIGHT OF WAY PARCEL SKETCH
STATE ROAD NO. 261/263 LEON COUNTY

RIGHT OF WAY PARCEL SKETCH

S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1104A

NOT A SURVEY

NOT VALID WITHOUT T.E. SIGNATURE
AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

James E. MacPherson
Florida Registered Land Surveyor
Certificate No. E-159

FIN. PROJ. ID. N/A SECTION N/A SHEET 1 OF 4
LEGEND:
(C) CALCULATED
(C) CENTERLINE
FT. FEET
N/A NOT APPLICABLE
NO. NUMBER
G.R. OFFICIAL RECORD
P. PAGE
(P) PLAT
PL. PROPERTY LINE
REG. REQUIRED
T.S. TITLE SEARCH
R.W. RIGHT OF WAY
S.F. SQUARE FEET
(D) DEED
EXIST. EXISTING

NOTES:
1. ALL BEARINGS SHOWN HEREON ARE BASED ON STATE PLANE COORDINATES, NORTH FLORIDA ZONE, LAMBERT PROJECTION, NORTH AMERICAN DATUM 1983/1990.
2. THIS SKETCH IS BASED UPON A RIGHT OF WAY CONTROL SURVEY FOR CAPITAL CIRCLE SOUTHEAST COMPLETED BY ALLEN NOBLES AND ASSOCIATES AND TIED TO CENTERLINE OF SURVEY SHOWN ON SAID MAPS.
3. THIS IS AN ENGLISH UNIT PROJECT.
4. CHANGES TO REQUIRED R.W LIMITS AND IMPROVEMENTS ADDED TO SKETCH ON 01/06/05.

SURVEY (S.R. 263)
CURVE & DATA
\[ \alpha = 78^\circ 13' 32" LT. \]
\[ D = 02^\circ 53' 48" \]
\[ T = 1608.15' \]
\[ R = 1977.93' \]
\[ L = 2700.45' \]
\[ CH = 51925.26' E \]
\[ 2495.55' \]

EQUATION: STA. 168+13.00
(C SURVEY S.R. 263) (BACK) STA. 168+13.00
(C SURVEY S.R. 261) (HEAD) STA. 30+00.00
(C SURVEY TRAM ROAD)
(OLD S.R. 261)

BLUEPRINT 2000 AND BEYOND
RIGHT OF WAY PARCEL SKETCH

RIGHT OF WAY PARCEL SKETCH

STATE ROAD NO. 261/263 LEON COUNTY

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S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1104B
Portions of the property recorded in Official Records Book 2797, Page 1791 of the Public Records of Leon County, Florida, being more particularly described as follows:

PART “A”

COMMENCE at a found 2” open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 58 degrees 10 minutes 36 seconds with a radius of 1977.93 feet for an arc distance of 2008.34 feet (chord of said curve bears North 48 degrees 29 minutes 06 seconds East 1923.17 feet), thence departing said curve and centerline of survey run North 70 degrees 36 minutes 08 seconds West for a distance of 50.00 feet to a point on the existing westerly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 88 degrees 25 minutes 18 seconds West for a distance of 53.70 feet to a point on a curve concave northwesterly, said curve having a central angle of 06 degrees 40 minutes 56 seconds and a radius of 1910.00 feet, thence along arc of said curve for a distance of 222.76 feet (chord of said curve bears North 15 degrees 39 minutes 09 seconds East 222.64 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 226.34 feet, thence run South 59 degrees 58 minutes 31 seconds East for a distance of 57.22 feet to a found 5/8” iron rod & cap (No ID) on the existing westerly right of way boundary of S.R 263, thence run along said westerly right of way boundary South 12 degrees 18 minutes 40 seconds West for a distance of 183.37 feet to a point on a curve concave northwesterly, said curve having a central angle of 07 degrees 05 minutes 08 seconds and a radius of 1927.93 feet, thence along arc of said curve for a distance of 238.42 feet (chord of said curve bears South 15 degrees 51 minutes 14 seconds West 238.27 feet) to the POINT OF BEGINNING;

Containing 0.5363 acres, more or less.
PART “B”

COMMENCE at a found 2” open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 511.39 feet to the intersection of the centerline of survey of S.R. 263 with the centerline of survey of Tram Road (Old S.R. 261), thence along said centerline of survey of Tram Road (Old S.R. 261) run North 59 degrees 57 minutes 12 seconds West for a distance of 568.55 feet, thence departing said centerline of survey of Tram Road (Old S.R. 261) run South 30 degrees 02 minutes 48 seconds West for a distance of 33.00 feet to a point on the existing southerly right of way boundary of Tram Road (Old S.R. 261) and the POINT OF BEGINNING. From said POINT OF BEGINNING and departing said existing southerly right of way boundary run thence South 01 degrees 23 minutes 43 seconds West for a distance of 98.00 feet, thence run North 59 degrees 57 minutes 12 seconds West for a distance of 481.79 feet, thence run North 00 degrees 00 minutes 58 seconds East for a distance of 99.33 feet to a point on the existing southerly right of way boundary of Tram Road (Old S.R. 261), thence run along said southerly right of way boundary South 59 degrees 57 minutes 12 seconds East for a distance of 484.51 feet to the POINT OF BEGINNING;

Containing 0.9539 acres, more or less.
POINT OF COMMENCEMENT
FOUND 2" OPEN IRON PIPE NO ID
THE SW CORNER OF SECTION 21
T-1-S, R-1-E
LEON COUNTY, FLORIDA

29  20
28  21

LEGEND:
(C)  - CALCULATED
C  - CENTERLINE
FT  - FEET
N/A  - NOT APPLICABLE
NO.  - NUMBER
O.R.  - OFFICIAL RECORD
P.  - PAGE
(P)  - PLAT
P  - PROPERTY LINE
REQ.  - REQUIRED
T.S.  - TITLE SEARCH
R/W  - RIGHT OF WAY
(F)  - FIELD
STA.  - STATION
SF  - SQUARE FEET
(D)  - DEED
EXIST.  - EXISTING

NOTES:
2. THIS SKETCH IS BASED UPON A RIGHT OF WAY CONTROL SURVEY FOR CAPITAL CIRCLE SOUTHEAST COMPLETED BY ALLEN NOBLES AND ASSOCIATES AND TIED TO CENTERLINE OF SURVEY SHOWN ON SAID MAPS.
3. THIS IS AN ENGLISH UNIT PROJECT.

Florida Registered Land Surveyor
Certificate No. 6159
NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER
NOT A SURVEY

S.R. 261/263 (CAPITAL CIRCLES SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1105
ANA Project 4611.001
October 12, 2004
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1105

A portion of the property recorded in Official Records Book 395, Page 440 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 39.50 feet, thence departing said centerline of survey run South 77 degrees 41 minutes 20 seconds East for a distance of 50.00 feet to a point on the existing easterly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said easterly right of way boundary North 12 degrees 18 minutes 40 seconds East for a distance of 213.92 feet, thence departing said easterly right of way boundary run South 74 degrees 08 minutes 18 seconds East for a distance of 75.64 feet, thence run South 12 degrees 18 minutes 40 seconds West for a distance of 194.36 feet, thence run South 88 degrees 50 minutes 09 seconds West for a distance of 76.94 feet to a point on the existing easterly right of way boundary of S.R. 263 and the POINT OF BEGINNING;

Containing 15410.26 square feet, more or less.
NOTES:
2. THIS SKETCH IS BASED UPON A RIGHT OF WAY CONTROL SURVEY FOR CAPITAL CIRCLE SOUTHEAST COMPLETED BY ALLEN NOBLES AND ASSOCIATES AND TIED TO CENTERLINE OF SURVEY SHOWN ON SAID MAPS.
3. THIS IS AN ENGLISH UNIT PROJECT.
4. SHEET 2 OF 4 REvised ON 01/06/05.

POINT OF COMMENCEMENT
FOUND 2" OPEN IRON PIPE NO ID
THE SW CORNER OF SECTION 21
T-1-S, R-1-E
LEON COUNTY, FLORIDA

POINT OF BEGINNING
FOUND ½" IRON ROD NO ID
STA. 164+04.99
50.00' LT.(F)

CURVE C1
N 12°18'40" E
183.38'(F)

SURVEY (S.R. 263)
N 12°18'40" E
GRID

REO R/W

T.S. 13-2004-4179
T.S. 13-2004-4156
O.R. BOOK 3135
PAGE 2202

1106 (PART)

FOUND 4" SQUARE CONCRETE MONUMENT STAMPED "1254" 0.57' E OF LINE(F)

100.99' (C1)
5.452.90 SF ./-

S 12°18'40" W
99.90'(C)
99.93'(D)

S 59°42'24" E
50.00' LT.(F)

S 59°42'24" E
249.55'

140+48.67
(C SURVEY SR. 263)

165

50.00'
50.00'

BLUEPRINT 2000 AND BEYOND
RIGHT OF WAY MAPPING

RIGHT OF WAY PARCEL SKETCH

STATE ROAD NO. 261/263
LEON COUNTY

PRELIM JEM
10/06/04

FINAL JEM
10/12/04

CHECKED KEN
10/06/04

REvised JEM
01/06/05

FIELD BOOK NO. 4
ELECTRONIC FIELD BOOK

W.P.I. NO. N/A
SCALE: 1" = 40'

FIM. PROJ. ID. N/A
SECTION N/A
SHEET 1 OF 4

S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1106A

James E. Neffher
FLORIDA REGISTERED LAND SURVEYOR
Certificate No. 6159

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER
NOT A SURVEY
STATE ROAD No. 261 / 263
PARCEL 1106

Portions of the property recorded in Official Records Book 3135, Page 2202 of the Public Records of Leon County, Florida, being more particularly described as follows:

PART “A”
COMMENCE at a found 2” open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 183.38 feet, thence departing said centerline of survey run North 77 degrees 41 minutes 20 seconds West for a distance of 50.00 feet to a found 5/8” iron rod (No ID) on the existing westerly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING and departing said westerly right of way boundary run thence North 59 degrees 58 minutes 31 seconds West for a distance of 57.22 feet, thence run North 12 degrees 18 minutes 40 seconds East for a distance of 100.09 feet, thence run South 59 degrees 52 minutes 24 seconds East for a distance of 57.26 feet to a point on the existing westerly right of way boundary of S.R 263, thence run along said westerly right of way boundary South 12 degrees 18 minutes 40 seconds West for a distance of 99.98 feet to a found 5/8” iron rod (No ID), said iron rod being the POINT OF BEGINNING;

Containing 5452.90 square feet, more or less.
PART “B”

COMMENCE at a found 2” open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 511.39 feet to the intersection of the centerline of survey of S.R. 263 with the centerline of survey of Tram Road (Old S.R.261), thence along said centerline of survey of Tram Road (Old S.R.261) run North 59 degrees 57 minutes 12 seconds West for a distance of 357.65 feet, thence departing said centerline of survey of Tram Road (Old S.R.261) run South 30 degrees 02 minutes 48 seconds West for a distance of 33.00 feet to a point on the existing southerly right of way boundary of said road and the POINT OF BEGINNING. From said POINT OF BEGINNING and departing said existing southerly right of way boundary run thence South 12 degrees 04 minutes 22 seconds West for a distance of 90.41 feet, thence run North 59 degrees 57 minutes 12 seconds West for a distance of 191.81 feet, thence run North 01 degrees 23 minutes 43 seconds East for a distance of 98.00 feet to a point on the existing southerly right of way boundary of Tram Road (Old S.R.261), thence run along said southerly right of way boundary South 59 degrees 57 minutes 12 seconds East for a distance of 210.90 feet to the POINT OF BEGINNING;

Containing 17316.55 square feet, more or less.
ANA Project 4611.001
January 6, 2005
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1107

A portion of the property recorded in Official Records Book 801, Page 722 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 252.96 feet, thence departing said centerline of survey run South 77 degrees 41 minutes 20 seconds East for a distance of 50.00 feet to a point on the existing easterly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said easterly right of way boundary North 12 degrees 18 minutes 40 seconds East for a distance of 208.73 feet to a point marking the intersection of the existing easterly right of way boundary of S.R. 263 with the existing southerly right of way boundary of Tram Road, thence along said southerly right of way boundary run South 59 degrees 51 minutes 57 seconds East for a distance of 237.40 feet, thence departing said southerly right of way boundary of Tram road run South 07 degrees 09 minutes 32 seconds West for a distance of 63.00 feet, thence run North 59 degrees 51 minutes 57 seconds West for a distance of 89.05 feet, thence run South 73 degrees 23 minutes 25 seconds West for a distance of 81.57 feet, thence run South 12 degrees 18 minutes 40 seconds West for a distance of 65.82 feet, thence run North 74 degrees 08 minutes 18 seconds West for a distance of 75.64 feet to a point on the existing easterly right of way boundary of S.R. 263 and the POINT OF BEGINNING;

Containing 0.6104 acres, more or less.
EQUATION
STA. 168.13.00 (SURVEY S.R. 263) (BACK) *
STA. 168.13.00 (SURVEY S.R. 261) (AHEAD) *
STA. 30.00.00 (SURVEY TRAM ROAD) (OLD S.R. 261)

FOUND 4" SQUARE CONCRETE MONUMENT
STAMPED "1254" STA. 167.95.31
50.00' (F)

0.7719 AC +/-

POINT OF BEGINNING
STA. 165.84.97
50.00' LT (C)

POINT OF COMMENCEMENT
FOUND 2" OPEN IRON PIPE NO ID
THE S W CORNER OF SECTION 21
T 1-2, R 1-E
LEON COUNTY, FLORIDA

LEGEND:
(C) = CALCULATED
(C) = CENTERLINE
FT = FEET
N/A = NOT APPLICABLE
NO = NUMBER
O.R. = OFFICIAL RECORD
P. = PAGE
(P) = PLAT
fila = PROPERTY LINE
Req. = REQUIRED
T.S. = TITLE SEARCH
R/W = RIGHT OF WAY
(F) = FIELD
STA. = STATION
AC = ACRES
(D) = DEED
EXIST. = EXISTING

NOTES:
2. THIS SKETCH IS BASED UPON A RIGHT OF WAY CONTROL SURVEY FOR CAPITAL CIRCLE SOUTHEAST COMPLETED BY ALLEN NOBLES AND ASSOCIATES AND TIED TO CENTERLINE OF SURVEY SHOWN ON SAID MAPS.
3. THIS IS AN ENGLISH UNIT PROJECT.

BLUEPRINT 2000 AND BEYOND
RIGHT OF WAY MAPPING

RIGHT OF WAY PARCEL SKETCH
STATE ROAD NO. 261/263
LEON COUNTY

S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1108
ANA Project 4611.001
January 6, 2005
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1108

A portion of the property recorded in Official Records Book 616, Page 179 and Official Records Book 629, Page 181 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 283.36 feet, thence departing said centerline of survey run North 77 degrees 41 minutes 20 seconds West for a distance of 50.00 feet to a point on the existing westerly right of way boundary of S.R. 263 and the POINT OF BEGINNING. From said POINT OF BEGINNING and departing said westerly existing right of way boundary run North 59 degrees 52 minutes 24 seconds West for a distance of 57.26 feet, thence run North 12 degrees 18 minutes 40 seconds East for a distance of 119.00 feet, thence run North 59 degrees 57 minutes 12 seconds West for a distance of 258.08 feet, thence run North 12 degrees 04 minutes 22 seconds East for a distance of 90.41 feet to a point on the existing southerly right of way of Tram Road (Old S.R. 261) thence along said southerly right of way run South 59 degrees 57 minutes 12 seconds East for a distance of 315.71 feet to a point marking the intersection of the southerly right of way of Tram Road (Old S.R. 261) with the existing westerly right of way of S.R. 263 (Capital Circle S.E.), thence along said westerly existing right of way run South 12 degrees 18 minutes 40 seconds West for a distance of 209.38 feet to the POINT OF BEGINNING;

Containing 0.7719 acres, more or less.
PORTIONS OF the property recorded in Official Records Book 2471, Page 553 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R. 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 511.39 feet to the intersection of the centerline of survey of S.R. 263 with the centerline of survey of Tram Road (Old S.R. 261), thence along said centerline of survey of Tram Road (Old S.R. 261) run North 59 degrees 57 minutes 12 seconds West for a distance of 1053.06 feet, thence departing said centerline of survey of Tram Road (Old S.R. 261) run South 30 degrees 02 minutes 48 seconds West for a distance of 33.00 feet to a point on the existing southerly right of way boundary of Tram Road (Old S.R. 261) and the POINT OF BEGINNING. From said POINT OF BEGINNING and departing said existing southerly right of way boundary run thence South 00 degrees 00 minutes 58 seconds West for a distance of 99.33 feet, thence run North 59 degrees 57 minutes 12 seconds West for a distance of 99.80 feet, thence run North 00 degrees 15 minutes 28 seconds East for a distance of 99.09 feet to a point on the existing southerly right of way boundary of Tram Road (Old S.R. 261), thence run along said southerly right of way boundary South 59 degrees 57 minutes 12 seconds East for a distance of 99.32 feet to the POINT OF BEGINNING;

Containing 8561.91 square feet, more or less.
Exhibit 9

POINT OF BEGINNING
FOUND 5/8" IRON ROD & CAP STAMPED "LB 5698"
STA. 168+13.04
(E SURVEY TRAM ROAD)
POINT OF COMMENCEMENT
FOUND 2" OPEN IRON PIPE NO ID
THE SW CORNER OF SECTION 21
T-15, R-21 E
LEON COUNTY, FLORIDA

LEGEND:
(C) = CALCULATED
(L) = CENTERLINE
(FT) = FEET
(N) = NOT APPLICABLE
(NO) = NUMBER
(O.R) = OFFICIAL RECORD
(P) = PAGE
(P) = PLAT
(P) = PROPERTY LINE
(REQ) = REQUIRED
(T.S.) = TITLE SEARCH
(R/W) = RIGHT OF WAY
(S.F.) = SQUARE FEET
(STA.) = STATION
(D) = DEED
(EXIST) = EXISTING

NOTES:
2. THIS SKETCH IS BASED UPON A RIGHT OF WAY CONTROL SURVEY FOR CAPITAL CIRCLE SOUTHEAST COMPLETED BY ALLEN NOBLES AND ASSOCIATES AND TIED TO CENTERLINE OF SURVEY SHOWN ON SAID MAPS.
3. THIS IS AN ENGLISH UNIT PROJECT.
4. CHANGES TO REQUIRED R/W LIMITS AND IMPROVEMENTS ADDED TO SKETCH ON 01/06/05.

S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTERVIEW DRIVE PARCEL 1120

BLUEPRINT 2000 AND BEYOND
RIGHT OF WAY PARCEL SKETCH
STATE ROAD NO. 261/263 LEON COUNTY

PRELIM JEM 1/19/04
FINAL JEM 10/2/04
CHECKED JMK 10/2/04
REvised JEM 1/2/05

ALLEN NOBLES & ASSOCIATES, INC.
TECHNICAL SERVICES
3300 SUMMERLIN ROAD, TALLAHASSEE, FL 32309
FIELD BOOK NO. 5
ELECTRONIC FIELD BOOK
W.P.I. NO. N/A
SCALE: 1" = 50'
ANA Project 4611.001
January 6, 2005
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1120

A portion of the property recorded in Official Records Book 2109, Page 794 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 511.39 feet to the intersection of the centerline of survey of S.R. 263 with the centerline of survey of Tram Road (Old S.R.261), said point also marking the equation of the centerline of survey of S.R 263 (Station 168+13.00 back) to the centerline of survey of existing S.R. 261 (Capital Circle S.E.) (Station 168+13.00 ahead), thence along said centerline of survey of S.R. 261 (Capital Circle S.E.) run North 12 degrees 13 minutes 21 seconds East for a distance of 1.04 feet to the intersection of the centerline of survey of S.R. 261 (Capital Circle S.E.) with the centerline of survey of Tram Road, thence departing said centerline of survey of S.R. 261 (Capital Circle S.E.) run South 59 degrees 51 minutes 57 seconds East along the centerline of survey of Tram Road for a distance of 300.53 feet, thence departing said centerline of survey of Tram Road run South 30 degrees 08 minutes 03 seconds West for a distance of 33.00 feet to a point on the southerly right of way boundary of Tram Road and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said southerly right of way boundary South 59 degrees 51 minutes 57 seconds East for a distance of 126.66 feet, thence departing said existing southerly right of way boundary run South 03 degrees 52 minutes 20 seconds West for a distance of 64.68 feet, thence run North 59 degrees 51 minutes 57 seconds West for a distance of 130.69 feet, thence run North 07 degrees 09 minutes 32 seconds East for a distance of 63.00 feet to a point on the existing southerly right of way boundary of Tram Road and the POINT OF BEGINNING;

Containing 7462.94 square feet, more or less.
EQUATION: STA. 168+13.00
(Survey S.R. 263) (Back)
STA. 168+13.00
(Survey S.R. 263) (Ahead)
STA. 30+00.00
(Survey Tram Road)
(Old S.R. 261)

POINT OF COMMENCEMENT
Found 2' Open Iron Pipe No 10
The SW corner of Section 21
T-13S, R-1E
Leon County, Florida

Legend:
1. Calculated
C. Centerline
Ft. Feet
N/A Not Applicable
No. Number
O.R. Official Record
P. Page
P. Plat
R. Property Line
R. Required
T.S. Title Search
R/W Right of Way
F. Field
Sta. Station
Sf. Square Feet
D. Deed
Exist. Existing

Notes:
1. All bearings shown hereon are based on State Plane Coordinates, North Florida Zone, Lambert Projection, North American Datum 1983 (1990).
2. This sketch is based upon a Right of Way control survey for Capital Circle Southeast completed by Allen Nobles and Associates and tied to Centerline of survey shown on said maps.
3. This is an English Unit project.
4. Changes to required R/W limits and improvements added to sketch on 01/06/05.

James E. Melcher
Florida Registered Land Surveyor
Certificate No. 6199

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEALED SEAL of a Florida Licensed Surveyor and Mapper.
NOT A SURVEY

S.R. 261/263 (Capital Circle SE) From S. Of Tram Road To Centerview Drive Parcel 1121
STATE ROAD No. 261 / 263
PARCEL 1121

A portion of the property recorded in Official Records Book 1324, Page 372 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 511.39 feet to the intersection of the centerline of survey of S.R. 263 with the centerline of survey of Tram Road (Old S.R.261), said point also marking the equation of the centerline of survey of S.R 263 (Station 168+13.00 back) to the centerline of survey of existing S.R. 261 (Capital Circle S.E.) (Station 168+13.00 ahead), thence along said centerline of survey of S.R. 261 (Capital Circle S.E.) run North 12 degrees 13 minutes 21 seconds East for a distance of 1.04 feet to the intersection of said centerline of survey of S.R. 261 (Capital Circle S.E.) with the centerline of survey of Tram Road, thence departing said centerline of survey of S.R. 261 (Capital Circle S.E.) run South 59 degrees 51 minutes 57 seconds East along the centerline of survey of Tram Road for a distance of 427.19 feet, thence departing said centerline of survey of Tram Road run South 30 degrees 08 minutes 03 seconds West for a distance of 33.00 feet to a point on the southerly right of way boundary of Tram Road and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said southerly right of way boundary South 59 degrees 51 minutes 57 seconds East for a distance of 132.49 feet, thence departing said existing southerly right of way boundary run South 00 degrees 41 minutes 48 seconds East for a distance of 67.55 feet, thence run North 59 degrees 51 minutes 57 seconds West for a distance of 138.49 feet, thence run North 03 degrees 52 minutes 20 seconds East for a distance of 64.68 feet to a point on the existing southerly right of way boundary of Tram Road and the POINT OF BEGINNING;

Containing 7858.52 square feet, more or less.
STATE ROAD No. 261 / 263
PARCEL 1122

A portion of the property recorded in Official Records Book 2836, Page 1288 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 2" open iron pipe (No ID) marking the Southwest corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence South 89 degrees 30 minutes 09 seconds East along the southerly boundary of said section for a distance of 599.73 feet to a point marking the intersection of the south boundary of said Section 21 with the centerline of survey of S.R 263 (Capital Circle S.E.), said point being on a curve concave northwesterly, thence departing said southerly boundary of said Section 21 run along said centerline of survey curve with a central angle of 78 degrees 13 minutes 32 seconds with a radius of 1977.93 feet for an arc distance of 2700.45 feet (chord of said curve bears North 51 degrees 25 minutes 26 seconds East 2495.55 feet), thence departing said curve run North 12 degrees 18 minutes 40 seconds East for a distance of 511.39 feet to the intersection of the centerline of survey of S.R. 263 with the centerline of survey of Tram Road (Old S.R.261), said point also marking the equation of the centerline of survey of S.R.263 (Station 168+13.00 back) to the centerline of survey of existing S.R. 261 (Capital Circle S.E.) (Station 164+36.81 ahead), thence along said centerline of survey of S.R. 261 (Capital Circle S.E.) run North 12 degrees 13 minutes 21 seconds East for a distance of 1.04 feet to the intersection of said centerline of survey of S.R. 261 (Capital Circle S.E.) with the centerline of survey of Tram Road, thence departing said centerline of survey of S.R. 261 (Capital Circle S.E.) run South 59 degrees 51 minutes 57 seconds East along the centerline of survey of Tram Road for a distance of 559.68 feet, thence departing said centerline of survey of Tram Road run South 30 degrees 08 minutes 03 seconds West for a distance of 33.00 feet to a point on the southerly right of way boundary of Tram Road and the POINT OF BEGINNING. From said POINT OF BEGINNING run along said southerly right of way boundary South 59 degrees 51 minutes 57 seconds East for a distance of 240.64 feet, thence departing said existing southerly right of way boundary run South 00 degrees 00 minutes 00 seconds West for a distance of 67.06 feet, thence run North 59 degrees 51 minutes 57 seconds West for a distance of 239.70 feet, thence run North 00 degrees 14 minutes 48 seconds West for a distance of 67.55 feet to a point on the existing southerly right of way boundary of Tram Road and the POINT OF BEGINNING;

Containing 13929.85 square feet, more or less.
LEGEND:
(C) = CALCULATED
Q = CENTERLINE
(D) = DEED
(F) = FIELD
(T) = FEET
N/A = NOT APPLICABLE
R/W = RIGHT OF WAY
NO. = NUMBER
O.R. = OFFICIAL RECORD
P. = PAGE
EXIST. = EXISTING
(P) = PLAT
(R) = REQUIRED
(T.S.) = TITLE SEARCH
SF. = SQUARE FEET

SURVEY (TRAM ROAD)
CURVE DATA
\[ \Delta = 16^\circ43'55'' \text{ RT.} \]
\[ D = 01^\circ47'25'' \]
\[ T = 470.65' \]
\[ R = 3200.39' \]
\[ L = 934.60' \]
\[ CH \times N 68^\circ34'42'' W 931.82' \]

POINT OF BEGINNING
STA. 38+74.30
33.00' RT(1)

CURVE DATA
CURVE C12 (C)
\[ \Delta = 00^\circ20'07'' \]
\[ D = 01^\circ46'19'' \]
\[ T = 9.77' \]
\[ R = 3233.39' \]
\[ L = 19.55' \]

POINT OF COMMENCEMENT
FOUND 6'' SQUARE CONCRETE MONUMENT STAMPED "SJPC"
THE SE CORNER OF SECTION 21
T-1-S, R-1-E
LEON COUNTY, FLORIDA

BLUEPRINT 2000 AND BEYOND
RIGHT OF WAY MAPPING

RIGHT OF WAY PARCEL SKETCH

STATE ROAD NO. 261/263
LEON COUNTY

PRELIM JEW 10/06/04
FINAL JEW 10/12/04
CHECKED MKN 10/06/04
REVISED JEW 01/05/06

PREPARED BY
ALLEN NOLES & ASSOCIATES, INC.
4444 PARK AVENUE
TALLAHASSEE, FL 32308
FIELD BOOK NO. E

S.R. 261/263 (CAPITAL CIRCLE SE) FROM S. OF TRAM ROAD TO CENTVIEW DRIVE PARCEL 1123
ANA Project 4611.001
January 6, 2005
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1123

A portion of the property recorded in Official Records Book 2141 Page 691 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 6" square concrete monument stamped "SJPC" marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence North 00 degrees 09 minutes 09 seconds East along the easterly boundary of said section for a distance of 937.09 feet to a point marking the intersection of the easterly boundary of said Section 21 with the centerline of survey of Tram Road, thence departing said easterly boundary run North 76 degrees 56 minutes 39 seconds West along said centerline of survey for a distance of 1470.01 feet to a point on a curve that is concave northeasterly, thence run along said centerline of survey curve with a central angle of 16 degrees 43 minutes 55 seconds with a radius of 3200.39 feet for an arc distance of 934.60 feet (chord of said curve bears North 68 degrees 34 minutes 42 seconds West 931.82 feet), thence departing said curve and centerline of survey run South 27 degrees 49 minutes 30 seconds West for a distance of 33.00 feet to a point on the southerly existing right of way of Tram Road and the POINT OF BEGINNING.

From said POINT OF BEGINNING and departing said southerly right of way boundary run thence South 00 degrees 07 minutes 12 seconds East for a distance of 66.72 feet to a point on a curve concave northeasterly, thence along said curve through a central angle of 00 degrees 55 minutes 32 seconds and a radius of 3291.39 feet for an arc distance of 53.16 feet (chord of said curve bears North 60 degrees 19 minutes 43 seconds West 53.16 feet), thence departing said curve run North 59 degrees 51 minutes 57 seconds West for a distance of 20.96 feet, thence run North 00 degrees 00 minutes 00 seconds 00 East for a distance of 67.06 feet to a point on the existing southerly right of way boundary of Tram Road, thence run along said southerly right of way boundary South 59 degrees 51 minutes 57 seconds West for a distance of 54.63 feet to a point on a curve concave northeasterly, thence along said curve through a central angle of 00 degrees 20 minutes 47 seconds and a radius of 3233.39 feet for an arc distance of 19.55 feet (chord of said curve bears South 60 degrees 02 minutes 21 seconds East 19.55 feet) to the POINT OF BEGINNING;

Containing 4301.58 square feet, more or less.
ANA Project 4611.001
January 6, 2005
Sheet 2 of 2

STATE ROAD No. 261 / 263
PARCEL 1124

A portion of the property recorded in Official Records Book 1111 Page 860 of the Public Records of Leon County, Florida, being more particularly described as follows:

COMMENCE at a found 6" square concrete monument stamped "SJPC" marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida and run thence North 00 degrees 09 minutes 09 seconds East along the easterly boundary of said section for a distance of 937.09 feet to a point marking the intersection of the easterly boundary of said Section 21 with the centerline of survey of Tram Road, thence departing said easterly boundary run North 76 degrees 56 minutes 39 seconds West along said centerline of survey for a distance of 1470.01 feet to a point on a curve that is concave northeasterly, thence run along said centerline of survey curve with a central angle of 16 degrees 07 minutes 14 seconds with a radius of 3200.39 feet for an arc distance of 900.45 feet (chord of said curve bears North 68 degrees 53 minutes 02 seconds West 897.48 feet), thence departing said curve and centerline of survey run South 29 degrees 10 minutes 40 seconds West for a distance of 33.00 feet to a point on the southerly existing right of way of Tram Road and the POINT OF BEGINNING.

From said POINT OF BEGINNING and departing said southerly right of way boundary run thence South 00 degrees 07 minutes 12 seconds East for a distance of 66.32 feet to a point on a curve concave northeasterly, thence along said curve through a central angle of 00 degrees 35 minutes 50 seconds and a radius of 3291.39 feet for an arc distance of 34.50 feet (chord of said curve bears North 61 degrees 05 minutes 24 seconds West 34.31 feet), thence departing said curve run North 00 degrees 07 minutes 12 seconds West for a distance of 66.72 feet to a point on the existing southerly right of way boundary of Tram Road, said point being on a curve concave northeasterly, thence along said curve through a central angle of 00 degrees 36 minutes 41 seconds and a radius of 3233.39 feet for an arc distance of 34.50 feet (chord of said curve bears South 60 degrees 31 minutes 05 seconds East 34.50 feet) to the POINT OF BEGINNING;

Containing 1994.99 square feet, more or less.
AGENDA ITEM

SUBJECT/TITLE: Modification to the Agency Agenda and Schedule Development Policy

Date: January 31, 2005  Requested By: Citizen’s Advisory Committee
Contact Person: Jim Davis  Type of Item: Discussion

STATEMENT OF ISSUE: This item is a recommendation from the Citizen’s Advisory Committee, CAC, for the Board to require a separate vote to confirm the need to consider a qualifying agenda item without prior review by the CAC.

SUPPLEMENTAL INFORMATION: On November 24, 2004, the Chairman of the Blueprint 2000 Citizen’s Advisory Committee wrote to the Chairman of the Intergovernmental Agency regarding an agenda item: Water Quality Program Fund Criteria Modification, (Attachment 1). This agenda item was not reviewed by the CAC prior to being considered by the Board. The thrust of the CAC letter is “The agenda item circumvented the CAC and compromised the spirit and intent of the promises made to the citizens”. The CAC acknowledged that extreme circumstances might occur that could require the Board to consider an agenda item without the review and advice of the CAC, however, in their opinion this should be an exception. As a safeguard to this process, the Committee recommends that prior to considering any agenda item where CAC advice should be solicited and included, but is not, that the Board by separate vote confirm the urgency of the item prior to actually considering the item.

Attachment 2 is the Agency’s Schedule and Agenda Development Policy with proposed changes to that policy implementing the CAC recommendation.

OPTIONS

RECOMMENDED ACTION:

Action by TCC and CAC: This item was not presented to the TCC. CAC recommends approval of the item.

ATTACHMENT(S):

Letter from CAC Chair Bill Smith to IA Chair Mark Mustian
Revised Schedule and Agenda Development Policy
November 24, 2004

Mark Mustian, Chairman
Blueprint 2000 Intergovernmental Agency
City Hall
300 South Adams Street
Tallahassee, Florida 32301

Dear Chairman Mustian:

Subject: Blueprint 2000 Intergovernmental Agency Citizens Advisory Committee Roles and Responsibilities
Reference: Agenda Item: Water Quality Program Fund Criteria Modification

The purpose of this letter is to express the concern of the Citizens Advisory Committee with the processing of a recent agenda item titled Water Quality Program Fund Criteria Modification. This item was presented and discussed at the September 20, 2004 meeting of the Agency.

As you are aware, the extension of the sales tax was sold to the voters with assurances that the sales tax receipts would be spent on approved projects and consistent with the philosophy articulated by the Economic and Environmental Consensus Committee and documented in the Blueprint Program Summary Report. To overcome fears of misuse of the sales tax or the redirection from approved projects, the citizens of Leon County were assured of certain safeguards including an annual performance audit, a financial audit, and a Citizens Advisory Committee (CAC) to oversee the projects and process.

The members of the CAC take our obligation to the Board and the citizens of the community seriously and devote volunteer hours to fulfilling our duties. Key to our responsibilities is the review of agenda items to ensure they are in the best interest of the program and in keeping with what was promised to the citizens. We do this so that we may advise you and the Board on agenda items as we see them from the perspective of Leon County residents. The referenced agenda item circumvented the CAC and compromised the spirit and intent of the promises made to the citizens. The most serious consequence of the Board’s action is that it severely undermined the confidence and trust that the citizens previously had in the Intergovernmental Agency. Until this item was approved, all the press about Blueprint 2000 had been positive. We would hope and expect to continue this and not give anyone the ability to question otherwise.
We as a committee acknowledge that in extreme situations it may be necessary for the Board to take action without our advice, but our subsequent review of the referenced agenda item clearly indicates that there was no greater urgency in this matter than had been relevant for some time. 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.

Mr. Chairman, we as your Citizens Advisory Committee who, like yourself, represent the people of this community who voted to pay an increased sales tax, feel that the Board has compromised the trust and confidence of this community by considering this agenda item without our advice. We strongly recommend that no agenda item that is considered an exception to existing policies or has a financial impact on the program be considered by the Board without our prior review. We further recommend the Schedule and Agenda Development Policy of the Agency be modified to include language that reflects our recommendations.

In closing, we as your advisors strongly recommend that steps be taken to preclude a repetition of a similar incident.

Respectfully yours,

William G. Smith, Jr.
Chairman, Blueprint 2000 Citizen’s Advisory Committee

cc:       City Commissioners
          County Commissioners
          Anita Favors
          Parwez Alam
          CAC Members
Meeting Schedule and Agenda
Development Policy

103.01 STATEMENT OF POLICY

It is the intent of the Agency to establish a clear and consistent process for the development of meeting agendas, prescribe a process for modifying said agendas, prescribe a process and procedures for establishing and modifying meeting schedules.

103.02 AUTHORITY

This policy was adopted by the Blueprint 2000 Intergovernmental Agency Board of Directors on October 20, 2003.

103.03 OBJECTIVE

To establish a policy for the development and modification of agendas and scheduling of meetings of the Intergovernmental Agency.

103.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency, Intergovernmental Management Committee (IMC) and all employees referenced in the joint project management structure involved in any activities associated with the Blueprint 2000 program.

103.05 DEFINITIONS

**Draft Agenda:** An agenda that has been prepared by the Director of Blueprint 2000 but has not been approved by the Intergovernmental Management Committee, (IMC).

**Draft Agenda Modifications:** Changes, including deletions, additions, or supplemental material to existing agenda items on the Draft Agenda. (Does not include editorial or administrative modifications)

**Approved Agenda:** An agenda with or without supporting documentation that has been approved by the IMC.
Agenda Modifications: Changes made to the Approved Agenda as described above, generally announced at the beginning of each Agency Board of Directors meeting. Depending on the timing of the modification(s), material supporting the changes may or may not be distributed prior to the scheduled meeting.

Intergovernmental Agency (IA): Governing body, consisting of the City and County Commissions, of the joint project management structure, as provided for in the Interlocal Agreement, and generally referred to as the “Board”.

Intergovernmental Management Committee (IMC): The City Manager and County Administrator

Chairperson: Duly elected member of the Board of Directors charged with the conduct of all Meetings of the Agency Board of Directors

Citizen’s Advisory Committee: Appointed group of citizens tasked to provide oversight of the Blueprint program and advise the Intergovernmental Agency.

Vice Chairperson: Duly elected Member of the Board of Directors who acts as the Chairperson in the absence of the Chairperson.

Electronic Agenda Distribution: Approved or Draft Agendas that are distributed via e-mail or posted on the Blueprint 2000 web page, www.blueprint2000.org

Approved Agency Schedule: The Draft Agency Schedule that has been presented to the Agency at a regular meeting and approved.

Draft Agency Schedule: An annual schedule developed jointly by the City, County and Blueprint staff that recommends specific dates and locations for Agency meetings.

Staff Director: The individual responsible for carrying out the implementation of the Blueprint 2000 program, reporting directly to the Intergovernmental Management Committee.

103.06 ROLES AND RESPONSIBILITIES

A. Blueprint 2000 Staff Director:

1. Develop the Draft Agenda and supporting documentation based upon input from members of the Board of Directors, direction from previous Agency meetings, staff, IMC, Citizen’s Advisory Committee, Technical Coordinating Committee, Finance Committee or operational or administrative requirements.

2. The Staff Director may accept or reject agenda items presented by staff for inclusion in the Draft Agenda based on agenda length, time sensitivity of the agenda item or applicability of the agenda item to the
Agency. It is the intent that all requested items be included in the agenda. Rejection of an item will be considered as an exception.

3. Present the Draft Agenda to the Intergovernmental Management Committee (IMC) for approval.
4. Present the Approved Agenda to the Chairperson or the Vice Chairperson, in the absence of the Chair, for review.
5. When requested by other than Directors, present the IMC with requests to modify the Approved Agenda (Directors are requested to contact the City Manager or the County Administrator directly.)
6. Produce and distribute to Directors, IMC, Director Aides and others as required, electronic and/or hard copies of the Approved Agenda.
7. Develop the Draft Agency Meeting Schedule, review it with the IMC, and present it to the Board of Directors for approval.
8. Present to the Chairperson, staff requests to modify the Approved Agency Schedule.

B. Intergovernmental Management Committee:

1. Provide guidance to the Director for the development of the Draft Agenda.
2. Review and Approve the Draft Agency Agenda.

C. Vice Chairperson: Act as the Chairperson in the absence of the Chairperson.

D. Chairperson of the Board of Directors:

1. Approve the Draft Agency Meeting Schedule for presentation to the Board at a regular meeting.
2. Resolve issues regarding rescheduled meetings.
3. Approve rescheduled meetings.
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.

103.07 ADDITIONAL PROVISIONS AND EXCEPTIONS

General Provisions:

The Agenda for Intergovernmental Agency meetings will be prepared in Draft by the Blueprint 2000 Staff Director. This Draft Agenda will contain items that require Board action as determined by the Staff Director--consent, discussion and informational items. The City and County staffs will provide and coordinate with the Staff Director any City or County items for inclusion into the Agenda and will provide input for Blueprint 2000 agenda items that may involve or impact either entity. This Draft Agenda will be forwarded to the Intergovernmental Management Committee for their approval.
The IMC must approve all modifications to the Approved Agenda.

Either member of the IMC may unilaterally exclude an item from the agenda, however any agenda item specifically requested by a member of the Board is not subject to exclusion by either member of the IMC.

The Blueprint staff will distribute Approved Agendas electronically (e-mail), on the Blueprint 2000 web site and in hard copy. E-mail copies will be provided seven (7) days in advance of the meeting. Hard copies will be limited to each Director, the IMC, and selected others as deemed necessary and distributed at least five (5) days prior to the scheduled Agency meeting.

Directors who desire the addition of an agenda item or the deletion of an agenda item from the Approved Agenda will contact the City Manager or the County Administrator directly. Staff desiring to add or delete an agenda item from the Approved Agenda will first approach the Director who may then forward the staff request to the IMC for consideration. The IMC may deny the late addition or deletion of any agenda item if in his/her opinion the item has not been properly developed, can be deferred until a subsequent meeting without detriment, or in the event of a request to delete, feels that the items needs to be considered by the Board. Late agenda items will only be added if deemed time sensitive and critical by the IMC. Agenda items that deal with projects and or funding will be presented to the Citizen’s Advisory Committee, CAC, for their recommendation to the Agency Board of Directors. In a case where a suitable item is presented to the Agency Board without a review and recommendation by the CAC the Board will by separate vote determine if the agenda item is to be considered or deferred pending review and advice of the CAC.

Agendas will be posted to the Blueprint 2000 Web site www.blueprint2000.org. Limited copies of the agendas will be available at the Agency meeting. Directors will be provided Blueprint 2000 binders that contain reference information to include the Interlocal Agreement and the Agency by-laws. Director aides are requested to post to these binders the Approved Agendas that are provided.

Format for the Agenda will be as attached.

**Agency Meeting Schedule**

Annually the Staff Director, in conjunction with the City and County Staffs will prepare a Draft Agency Meeting Schedule. This schedule will specify, times, dates and locations for Agency Board of Director meetings for a period of not less than one year. Meeting locations will generally alternate between the City Commission Chamber and the County Chamber. Other locations may be used as approved by the Chairperson. Times for meetings will generally be 3:00 p.m. to 5:00 p.m., however, meetings may be scheduled for 5:00 p.m. to 7:00 p.m. if approved by the Agency. The Draft Agency Meeting Schedule may include meeting dates for the TCC and the CAC. MPO meetings and Agency meetings will not be on the same day except as approved by the Chairperson in extreme cases.
Once reviewed by the IMC and the Agency Chairperson, the Draft Agency Meeting Schedule will be distributed to each member of the board for their review prior to the Agency meeting. Distribution will be as above for agenda distribution.

The Draft Agency Meeting Schedule will be presented to the Board as an agenda item. Once passed by the Board of Directors the Approved Schedule will not be altered except in extreme cases. Requests to alter the Approved Schedule must be presented to the Agency Chairperson who will task staff to query the Directors for their availability and agreement to modify the approved schedule. Based upon input from the Directors the Chairman will make the decision considering the following:

i. The number of members available for the originally scheduled meeting.

ii. The number of members indicating agreement to a new specified meeting date.

iii. The number of members available on the rescheduled meeting date.

After considering the above information the Chairperson will determine which alternative, the original date or the rescheduled meeting date satisfies the needs and desires of the greatest number of the Directors.

The Chairperson may direct meeting cancellations only after a query of the Directors is made and the Chairperson considers the desires of the Directors. If the majority of the total Board members desire not to cancel a meeting then the meeting will be held as scheduled minus those Directors who are not available to attend. If sufficient City or County Commissioners are not available to form a quorum the Chairperson may elect to hold the meeting yet defer any agenda items requiring a vote.

Any items not specifically addressed in this policy will be presented to the Staff Director and the Intergovernmental Management Committee for resolution.

Sunset Provision: December 2019

103.08 EFFECTIVE DATE

This policy will become effective on October 20, 2003, pending approval by the Blueprint 2000 Intergovernmental Agency.
Redefining the role of the Technical Coordinating Committee.

Date: January 31, 2005  
Requested By: Blueprint 2000  
Contact Person: Maribel Nicholson-Choice  
Type of Item: Consent

STATEMENT OF ISSUE: Due to recent interpretations of the Sunshine Law it is necessary to redefine the role of Blueprint’s Technical Coordinating Committee (TCC). More specifically, it is necessary to revise the TCC rules of procedure to more accurately reflect that the TCC is a fact-finding body lending professional advice and technical expertise to the Blueprint 2000 Staff Director and the TCC is not intended nor authorized to function as a decision-making body subject to the Sunshine Law.

SUPPLEMENTAL INFORMATION: According to Section 1.2 of the TCC Bylaws, the TCC has been established to provide “professional advice and technical expertise” to the Intergovernmental Agency (“IA”) and Blueprint 2000 Staff Director on a project basis. Blueprint 2000’s General Counsel, the County and City Attorneys reviewed the TCC bylaws and discussed the current operations of the TCC. Collectively, legal counsel concluded the TCC currently appears to operate as an advisory body of voting members making recommendations to the IA and Blueprint 2000 Staff Direct making the TCC subject to the Sunshine Law. It follows that Blueprint 2000 issues discussed between TCC members, even if outside of a TCC meeting, are subject to the Sunshine Law, meaning that such discussions must be held during a scheduled meeting open to the public i.e., a meeting held in the Sunshine. In real terms, this means that neither the Assistant County Administrator nor the Assistant City Manager could discuss a pending Blueprint 2000 issue among themselves or with their staff members who serve on the TCC, without publicly noticing the time and place of such discussions. After reviewing the IA and TCC bylaws and having discussed this issue with city and county staff, legal counsel has collectively concluded that it was not the intent of the IA for the TCC to operate as an advisory body of voting members subject to the Sunshine Law. In order to correct this situation, legal counsel have jointly revised the attached TCC Rules of Procedures to clarify that the TCC is intended to operate as a fact-finding body lending professional advice and technical expertise to the Blueprint 2000 Staff Director.

RECOMMENDED ACTION:
Rescind the TCC current bylaws and adopt the proposed TCC Rules of Procedures.

Action by TCC:

Action by CAC:

ATTACHMENT(S):
Draft Rules of Procedures
1.1 BP2000 TCC PREAMBLE

The Blueprint 2000 Technical Coordinating Committee (BP2000 TCC) has been created to provide professional advice and technical expertise to the Blueprint 2000 Intergovernmental Agency and the Blueprint 2000 Staff Director on a project basis. The following sets forth the Bylaws, Policies and Rules of Procedure that shall serve to guide the proper functioning of the BP2000 TCC. The intent of this document is to provide guidance for the operation of the TCC to the successful implementation of Blueprint 2000 projects tasks within a cooperative framework on a continuing basis. The TCC shall function as a fact-gathering body lending professional advise and technical expertise to the Blueprint 2000 Staff Director and it is not intended nor authorized to function as a decision-making body subject to Section 286.011, Florida Statutes.

1.2 BP2000 TCC PURPOSE AND FUNCTION

(1) Qualified persons representing the various governmental entities, departments, and public organizations shall be involved in providing professional advice and technical expertise by the establishment of the BP2000 TCC. The purpose shall be to insure the technical sufficiency, accuracy and completeness of studies, plans, projects and programs funded by sales tax revenues allocated to Blueprint 2000 and to insure coordination/consistency with state, local and regional plans and programs.

(2) The TCC shall assist the Blueprint 2000 Staff Director and the Blueprint 2000 Intergovernmental Agency to implement the various Blueprint 2000 projects by providing advice to the Blueprint 2000 Staff Director through recommendations on various professional and technical issues.

(3) To carry out its function as an advisory committee to the Blueprint 2000 Intergovernmental Agency, the BP2000 TCC shall:

   (a) Provide a technical review of Blueprint 2000 project scope, studies, reports, implementation plans and programs and to provide professional advise make recommendations as to their feasibility, technical accuracy and consistency with local, state and regional plans, programs, projects and comprehensive plans;

   (b) Nominate studies and projects to be undertaken by the Blueprint 2000 Intergovernmental Agency (may include, but are not limited to, planning studies, identifying problems and requesting studies, and reviewing data which are required for the successful implementation of the Blueprint 2000 projects);

   (c) Provide data to the Blueprint 2000 Staff Director Intergovernmental Agency on revenue sources, local capital improvement programs, existing and future land use, and other planning issues to assist the Blueprint 2000 Intergovernmental Agency with achieving coordination and consistency among
Blueprint 2000 projects, local Comprehensive Plans, the Long Range Transportation Plan and the Transportation Improvement Program;

(d) Transmit to the Blueprint 2000 Staff Director the Intergovernmental Agency and share with other committees all significant findings and comments on professional and technical matters;

(e) Conduct any other functions assigned to the BP TCC by the Blueprint 2000 Intergovernmental Agency or the Blueprint 2000 Staff Director.

1.3 BP2K TCC MEMBERSHIP

(1) The TCC voting membership shall consist of an Assistant City Manager, the Assistant County Administrator, the Planning Director, the City Public Works Director, the County Transportation Engineering Director, the City Stormwater Manager, the County Chief of Stormwater Engineering, the City Growth Management Biologist, the County Director of Environmental Compliance, and the Capital Region Transportation Planning Agency (formerly Tallahassee Leon County MPO) and the Blueprint 2000 Staff Director, as provided for in the Blueprint 2000 Interlocal Agreement. Other City and/or County non-voting staff may be added on a project-specific basis at the discretion of the Blueprint 2000 Staff Director and subject to approval of the Intergovernmental Management Committee.

(2) BP TCC members, who fill the BP TCC positions, serve at the pleasure of the appointing department or agency and the Blueprint 2000 Intergovernmental Agency. In the event that the appointed member is unable to attend a BP TCC meeting, an alternate from that department or agency may serve as their representative at the meeting.

(3) BP TCC members shall retain their membership as long as they are employed by the local government or agency in the position approved by the Blueprint 2000 Intergovernmental Agency. If a member wishes to no longer serve on the BP TCC, or is removed from the committee, the local government or department/agency they represent shall appoint a replacement who holds a similar position in that organization.

(4) There is no limit on the number of members who may serve on BP TCC. The addition of any new voting member to the BP TCC other than those specified in the Interlocal Agreement must be approved by the Blueprint 2000 Intergovernmental Agency Management Committee.

(5) The TCC may include additional advisory members on a project-specific basis as deemed appropriate by the Blueprint 2000 Staff Director and subject to approval of the Blueprint 2000 Intergovernmental Management Committee. The BP TCC shall have additional ex-officio (non-voting) members on a project basis.

(6) A person cannot be an alternate for more than one BP TCC member.
(7) The following organizations shall be represented as non-voting members on the BPTCC:

(a) Tallahassee Leon County MPO staff
(b) City Public Works Engineering
(c) County Public Works Department

1.4 NO VOTES TAKEN

In providing professional advice to the Blueprint 2000 Staff Director, there shall be no votes taken by the members of the TCC. Rather, it is intended that the Blueprint 2000 Staff Director be provided the collective input of the individual members of the TCC in achieving the Purpose and Function of the TCC as outlined in Section 1.2 of these Rules of Procedure.

1.4 VOTING

(1) Each Voting member of the BPTCC may name one (1) alternate who may vote only in the absence of that member on a one vote per member basis.

(2) Non-voting members shall sit with the same rights and privileges as other members, except that non-voting members shall not have the right to present motions or second same, or to vote upon any motions of the BPTCC.

1.5 BP2K TCC OFFICERS AND ELECTIONS

(1) The officers of the BPTCC will be the Chairperson and Vice Chairperson. The officers shall be the voting members elected by the BPTCC membership.

(2) The BPTCC Chairperson shall preside at all meetings. In the event of his/her absence or at his/her direction, the Vice Chairperson shall assume the powers of the Chairperson. In the event that neither the Chairperson nor Vice Chairperson can preside at the meeting, the committee members present shall elect one of its members to serve as temporary Chairperson for the meeting.

(3) Election of officers shall be part of the regular monthly meeting in November or in the event there is not a meeting in November, the election shall take place during the regular monthly meeting in October or December. Nominations for officers shall be made at the meeting. Election shall be a majority vote of the BPTCC voting members present.

(4) Newly elected officers shall assume their duties at the first meeting of the next calendar year. They shall hold office for one year, or until their successors are elected, and they shall be eligible for reelection.

(5) In the event that either the Chairperson or Vice Chairperson office becomes vacant, a replacement shall be elected at the next scheduled BPTCC
meeting and assume duties immediately and hold the position for the remainder of the calendar year.

1.56 BP2K TCC MEETINGS AND AGENDAS

(1) Regular BP TCC meetings shall be held at dates, times, and places as approved by the BP TCC. Regular meeting dates and times may be changed to accommodate holidays or for other valid reasons.

(2) Every attempt shall be made to send agenda packages to BP TCC members seven (7) days prior to a regular BP TCC meeting.

(3) There shall be an official agenda for every BP TCC meeting. The agenda shall be prepared by Blueprint 2000 staff.

(4) The agenda and supporting information for each BP2K TCC meeting shall be prepared and mailed to each member.

(5) Any BP TCC member or alternate member who is eligible to vote at of the BP TCC meeting, the Blueprint 2000 Intergovernmental Agency, the Blueprint 2000 Intergovernmental Management Committee, or Blueprint 2000 staff may place additional items on the BP TCC agenda, with the approval of the Blueprint 2000 Staff Director, majority of the eligible voting members or alternates present.

1.7 BP2K TCC OFFICIAL ACTIONS

(1) All official actions of the BP TCC shall be by motion and open vote.

(2) All official and formal positions of the BP TCC, regardless of whether adopted or rejected, shall be recorded in the minutes. Verbatim minutes are not required but minutes shall include an accurate summary of discussions and actions taken.

1.68 BP2K TCC CONDUCT OF MEETING

(1) The Blueprint 2000 Staff Director shall preside at all meetings of the TCC and shall direct the TCC with regard to its purpose, function, goals, and responsibilities.

(2) Notwithstanding that the meetings of the TCC are not subject to the requirements of the Government in the Sunshine Law, all regularly scheduled TCC meetings shall be advertised in the Tallahassee Democrat and shall be open to the public.

(2) The public will not have the right to speak, enter into discussion or actively participate in any way except with the permission of the Blueprint 2000 Staff Director the majority of the eligible voting members or alternates present.
In the absence of rules covered in this document, Roberts Rules of Order shall be followed at all BPTCC meetings.

A quorum for BPTCC meetings shall consist of a minimum of five voting members or alternates including at least two members representing a City only department and two members representing a County only department.

Any BPTCC member who has a conflict of interest on any particular matter shall declare the conflict of interest before discussion and a vote is taken and shall be excused from voting on that issue.

1.79 ADMINISTRATION

(1) A special meeting of the BPTCC may be called by the Blueprint 2000 Staff Director or the Blueprint 2000 Intergovernmental Management Committee or the Chairperson. Each member of the BPTCC shall receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which the meeting is called.

(2) An emergency meeting of the BPTCC may be called by the Blueprint 2000 Intergovernmental Agency, Blueprint 2000 Staff Director, or the Intergovernmental Management Committee or the Chairperson when an emergency exists which requires the immediate action by professional/technical advise of the BPTCC. When such a meeting is called, each BPTCC member shall be notified, stating the date, hour and place of the meeting and the purpose for which it is called, and no other business shall be transacted at that meeting. At least a twenty-four (24) hour advance notice of such emergency meeting shall be given before the time the meeting is held.

(3) If after reasonable diligence, it becomes impossible to give notice to each BPTCC member, such failure shall not affect the legality of the emergency meeting, if a quorum is present.

(4) The Blueprint 2000 staff shall staff the BPTCC meetings.

(5) The Blueprint 2000 staff is responsible for the minutes of all BPTCC meetings and all notices and agendas for the BPTCC meetings.

(6) The Blueprint 2000 staff shall furnish a recording secretary for all BPTCC meetings.

(7) The Blueprint 2000 Staff Director shall transmit the BPTCC’s recommendations professional advice to the Blueprint 2000 Intergovernmental Agency by incorporating such recommendations advice into the applicable agenda item.
1.810 AMENDMENT - REVISIONS TO RULES OF PROCEDURE

(1) These Rules of Procedure bylaws may be revised amended by the Blueprint 2000 Staff Director with input from the TCC, two-thirds vote of those eligible voting members or alternates present at a regularly scheduled BPTCC meeting.

(2) Revisions Amendments to the Rules of Procedure bylaws shall become effective immediately after the approval of the Blueprint 2000 Intergovernmental Agency Management Committee.

1.914 EFFECTIVE DATE

(1) These Rules of Procedure bylaws shall become effective immediately upon approval of the Blueprint 2000 Intergovernmental Agency Management Committee.
STATEMENT OF ISSUE: This item is an update on the status of and discussion of issues related to the Capital Cascade Trail.

SUPPLEMENTAL INFORMATION:

- Genesis Group has been under contract to develop the Stormwater Management Master Plan and alternative concepts for the Capital Cascade corridor since October 2003.
- An initial Public Information Kickoff meeting was held on February 5, 2004, providing project background, scope, and schedule; the first Community Workshop was held on June 3, 2004, to solicit ideas from the public as to what features and amenities they would like to see along the corridor; a second Community Workshop was held on November 30, 2004, to present alternative concepts for the project segments based on input received at the previous Community Workshop and through other stakeholder and neighborhood meetings.
- City and County Public Works and stormwater staff have been involved throughout the process of stormwater model development and calibration, testing of the stormwater concept alternatives, and issues related to water quality and the design of Franklin Boulevard. Other coordination meetings have been held with City Parks and Recreation, City Utilities, the Planning Department (Sector Plan coordination and bicycle/pedestrian plan issues), the Leon County School Board, the Capital Cascade Council (Trust for Public Land), Friends of Centennial Field, and the Cultural Resources Commission. Presentations have been made to numerous civic and neighborhood groups.
- Staff continues to develop options for the project construction sequence. Initially, it has been proposed to build from the north to the south, Segment 1, Segment 2 and then Segment 3. Based on stormwater considerations, public expectations, and cost estimate and Blueprint Master Plan issues, it may be warranted to build Segment 2, portions of Segment 3, and then Segment 1. As noted below, the CAC has recommended the following phasing: Segment 2, 4, 3, and 1.

OPTIONS:

None
RECOMMENDED ACTION:

No action requested, for IA information and discussion only.

CAC Action: CAC Meeting of January 13, 2005: During discussion of the Blueprint 2000 Master Plan the CAC took the following action: “Approve the Master Plan with this exception: The Capital Cascade Trail be fully funded as a priority project at the expense of segments of the Capital Circle.”

CAC Meeting of January 19, 2005: For Segment 1 (Franklin Boulevard), the CAC did not come to a consensus on the preferred option. The CAC, and citizen speakers, discussed the following, and indicated these issues should be summarized and forwarded to the IA Board.

- The primary concern of the CAC was that the stormwater analysis and solutions should be more holistic. The CAC encourages the City, County, and School Board jointly address additional stormwater storage/treatment at Leon High School, Howard Johnson’s, Myers Park, Lafayette Park to come up with a total solution. “This project meets a limited objective without the cooperation of the School Board, Leon County, and the City. We need their assistance in solving the watershed’s problems.”
- Reducing the roadway to two lanes and related traffic demand (volumes, concurrency)
- Providing a stripped bike lane versus a 13-foot shared outside lane; “it’s a step backwards without bike lanes”
- Retaining the open ditch/restoring the original stream; rate control and storage at Leon
- Safety issues with the open ditch
- The order in which to build the segments; should Franklin Boulevard be first or last; “Segment 1 is least important, the meat of the project is in Segment 4”.
- Include a budget parameter (cost estimate) for Segment 1 to try to hold to as other alternatives are prepared.

There was general acceptance of the Recommended Concepts for Segments 2 (Concept E), Segment 3 (Concept A), and 4 (Concept C). However, there was a minority group desiring the reconstruction of Centennial Field.

The CAC voted to recommend phasing construction of the segments as follows: Segment 2, Segment 4, Segment 3, and Segment 1, and that the issues discussed (noted above) be summarized and presented to the IA.

TCC Action: TCC Meeting of January 21, 2005: The TCC passed a motion stating the Capital Cascade Trail concept was not ready to present to the IA for approval, as certain elements of the analysis were not complete enough to make a recommendation. It was recommended that a sub-committee address and resolve the questions posed by TCC members, and reschedule TCC action at the March 14, 2005, TCC meeting. It was agreed that the “what if/iterative/comparative” analysis center on the Preferred Concept and revise the concept if a fatal flaw is identified.
TCC issues included:

- Franklin Boulevard cross-section: bike lanes versus wide (13’) shared outside lane; trail width; width of/removal of planting strip; Comprehensive Plan bike lane policies
- Underground storage/maintenance whether at Leon High field or under Franklin Boulevard
- Need for and responsibility for upstream/off-site storage: Leon High School, Howard Johnson’s site, Myers Park, Lafayette Park; cooperation of City, County, and School Board in determining if anything acceptable and cost-effective can be done at Leon High School
- Stormwater velocities and staging levels and their effect on vegetation, habitat, and water quality treatment; trash and debris; more detail on pond locations, TMDL

ATTACHMENT(S):

Attachment 1: Staff Recommended Concept (graphics)
Attachment 2: Staff Recommended Concept (narrative description)
Attachment 3: Public Involvement Summary
Attachment 4: Letters and Comments for Special Interest Groups
Four Lanes Divided with Trail (West Side) & Sidewalk (East Side)
The following provides a general description of the staff recommended concept for the four segments of the Capital Cascade Trail. Refer to the attached graphics for a full view of the elements included in each segment. The recommended concept incorporates components from each of the three (or more) alternative concepts developed for each of the segments.

Many groups, neighborhoods, agency representatives, and individual citizens have provided Blueprint their desires for the corridor and comments on the alternative concepts. The recommended concept has attempted to address this input in order to develop the best possible concept in form, function, and aesthetic appeal, recognizing and considering the physical and financial limitations, and the divergent desires of the public.

**Segment 1 – Franklin Boulevard from Tennessee Street to Lafayette Street:**
Length = 2,800 feet (0.53 miles)

The staff recommendation for Segment 1 is Concept D. The emphasis in this segment is to reconstruct Franklin Boulevard, reducing the frequent flooding, and providing alternative transportation amenities for pedestrians and bicyclists. The center ditch is enclosed, with stormwater accommodated in box culverts under the roadway. The project incorporates the following:

- Four (4) travel lanes: 13-foot outside lanes (shared bike and vehicle use); 10-foot inside lane
- 9-foot wide median (except at left turn lanes)
- Ten-foot multi-use trail (west side) and six-foot sidewalk (east side)
- Current full median openings at Call Street and College Avenue would be closed
- Left turn lanes and median openings on Franklin Boulevard would be provided at:
  - Park Avenue (signalized)
  - Pensacola Street/Apalachee Parkway exit ramp (signalized)
  - Jefferson Street (southbound left turn only, to access the Florida Bar)
- A roundabout is proposed at the intersection of Franklin Boulevard, Lafayette Street, and Meridian Street
- A passive park is located on the southern end at the Apalachee Parkway overpass
- Due to the extremely tight 80-foot right-of-way, it is proposed that landscape easements be acquired adjacent to the sidewalk/trail from willing property owners to provide an additional landscape/visual buffer
- Overhead utilities will be placed underground

**Recommended Concept Facts and Advantages**
- Four vehicular travel lanes
- Wider (13 foot) outside shared travel lane
- Ten-foot wide multi-use trail located on the west side the entire length (provides trail connection to Leon High School)
-Six-foot wide sidewalk located on the east side the entire length
-Franklin Boulevard/Lafayette Street roundabout
-St. Augustine Branch drainage ditch enclosed

Recommended Concept Facts and Disadvantages
- Limited median green space
- Limited available landscaping area
- St. Augustine Branch drainage ditch enclosed
- No striped bicycle lane (shared outside lane)

Segment 2 – Cascade Park – Lafayette Street to South Monroe Street:
Length = 3,500 feet (0.66 miles)

The staff recommendation for Segment 2 is Concept E, a hybrid of elements from the alternative concepts developed for Segment 2 and based on public participation. The emphasis in this segment is to provide stormwater management facilities, trail and sidewalk linkages, and green space and public gathering and festival use areas. Improvements in the three sections of the Cascade Park area are described below. The Concept provides expanded flood plain storage with a controlled pond outflow to provide maximum storage volume in open water pools and flood basins during peak flow. Stream bank stabilization and wetland and riparian vegetation (low maintenance) would be provided at the stream edge to enhance habitat and water quality.

Upper Section (across from FDOT): The recommended concept for the upper section is similar to Concept C, which was considered the most formal of the alternatives for the upper section.

- A key feature of the recommended concept is a large urban plaza located on Meridian Street at the foot of Madison Street. This plaza could incorporate active water features such as fountains or a wading pool.
- A single large wet pond/stilling pool is located at the culvert outfall and would provide an aesthetic backdrop for the urban plaza. (The stilling pool reduces the box culvert velocity and helps contain sediments and trash.) A low flow stream meanders south out of the pond.
- The 12-foot trail encircles the pond, and crosses the stream on footbridge (a design focal point), with small stream cascades below.
- The FDOT parking lot in the southwest corner of the Lafayette Street/Suwannee Street intersection is reduced in size (same reduction as in Concept A) and (replacement) angle parking is provided on Meridian Street and Suwannee Street north of Gaines Street. The “Game and Fish” parking lot on Meridian Street is removed.

Middle Section (east of Gadsden Street): The recommended concept for the middle section includes elements of several of the concepts reviewed.
The recommended concept closes Gadsden Street south of Bloxham Street and closes Bloxham Street from Gadsden Street to Gaines Street. The removal of Gadsden Street allows the creation of a continuous park from Monroe Street to Gaines Street and provides increased flood plain storage. Both roadway closures would still accommodate bicycle or pedestrian access.

A Commemorative Plaza would be developed in the area around the Prime Meridian Marker and other historic monuments, and the vacated Bloxham Street would also be enhanced into a small plaza and tree alley.

An amphitheater would be located between the Plaza and the historic incinerator building.

The 12-foot trail would cross the stream twice in this section, reflecting the desires of the public to be able to walk near the water. The trail would pass the historic electric generation building and cross the CSX Railroad at the existing Gadsden Street crossing and would cross South Monroe Street on a grade-separated bridge.

Parking lot modifications are required to the existing State lot south of Gaines Street and a small parking lot is located near the historic electric generation building.

**Lower Section (west of Gadsden Street):** The recommended concept for the lower section again incorporates elements of several of the concepts reviewed.

- The recommended concept provides a Centennial Field Plaza/amphitheater to commemorate the history of Centennial Field. The area could be used for major festivals, and includes a staging/parking area for vendors, etc. with access from Bloxham Street.
- As with Concept A, a large wet pond is included, generally in the area which is to be excavated to remove the contaminated soils. The pond will be as large as possible for maximum downstream flood reduction.
- As mentioned above, the 12-foot trail would cross South Monroe Street on a grade-separated bridge.

**Note:** The following Segment 2 elements are not anticipated to be funded by Blueprint: restoration of the historic incinerator building and the electric generation building, or any substantial physical construction related to amphitheater/stage or recreated Centennial Field Plaza concept.

**Recommended Concept Facts and Advantages**

**Upper Section**
- Expanded wet stilling pool
- Large urban plaza at Madison Street (possible location for interactive children’s fountain, sculpture garden, event plaza, etc)
- Opportunity to recreate the cascade
- Multi-use trail loop
Middle Section
-Trail meanders closer to the stream
-Low flow stream restoration
-Wetland/riparian vegetated stream edge
-Opportunity for an enhanced Meridian Marker Monument Plaza (another possible location for an event plaza, sculpture garden, etc.)
-Accommodation for an amphitheater
-Removes Gadsden Street (Bloxham Street to the CSX Railroad) to increase the storm event available capacity
-Provides a north/south trail connection along the Gadsden Street alignment

Lower Section
-Expanded open water lake
-Accommodation for a large urban plaza/amphitheater
-Expanded flood plain storage (over Concept B; similar storage to Concepts A and D)

Recommended Concept Facts and Disadvantages
Upper Section
-Average stormwater capacity

Middle Section
-Removes Gadsden Street (Bloxham Street to the CSX Railroad)

Lower Section
-Provides average flood plain storage

Segment 3 – South Monroe Street to Gamble Street
Length = 7250 feet (1.37 miles)

The staff recommendation for Segment 3 is Concept A. This segment features major stormwater and water quality elements within a linear greenway. The improvements to this segment will contribute significantly to downtown and Southside revitalization, improve neighborhood stability, and link the three centers of activity in the area – FSU, FAMU, and the Capitol complex.
• Between Monroe Street and M.L. King Jr. Boulevard, the low flow channel is meandered where possible, within very limited right of way.
• The properties in an area bounded by the Duval Street overpass, Van Buren Street, M.L. King Jr. Boulevard, and FAMU Way are purchased to provide flood plain storage and a passive park.
• The 12-foot multi-use trail crosses South Monroe Street on a bridge, and then runs parallel to and south of the St. Augustine Branch. The proposed M.L. King pedestrian/bicycle railroad overpass, the top-ranked MPO Enhancement Project, is incorporated into this segment.
• Due to the elevated residential apartments, the City electric substation, and FAMU property to the south, the channel is enclosed in a box culvert, or bridged, from M.L. King Jr. Boulevard west to just beyond the substation. The 12-foot trail is placed on top of the culvert.
• The Hyman Myers Industrial Park is purchased and used for a small wet stormwater management facility, with wetland and riparian vegetation zones to enhance water quality. In this area the channel is relocated north onto the Hyman Myers site. This area could include picnic shelters.
• A roundabout is proposed at FAMU Way and Wahnish Way. West of Wahnish Way, an expanded channel cross-section is constructed with sustainable side slopes and a stabilized low flow channel. A wet stormwater management facility is located west of Railroad Square (no Railroad Square property is acquired); and a second small wet stormwater pond/stilling pool is located just west of where the channel flows under the CSX Railroad. Relocation of Coal Chute Park may be required.
• A Pinellas Street extension from the proposed FAMU Way extension to Gaines Street would provide enhanced vehicle circulation and access to a revitalized Gaines Street corridor.
• The 12-foot trail is located parallel to and south of the St. Augustine Branch and would connect with the St. Marks Trail at Gamble Street. Additional trail/sidewalk connections would be made to proposed improvements at Lake Elberta. A trailhead/parking area would be located just north of Gamble Street.

**Note:** The following Segment 3 elements are not anticipated to be funded by Blueprint: FAMU Way Extension west of Wahnish Way, the Jackson Bluff Road extension from Lake Bradford Road to Railroad Avenue, the Pinellas Street extension from the FAMU Way extension to Gaines Street as shown on the Segment 3 concepts, the roundabout at the intersection of Wahnish Way / FAMU Way, the (desired) relocation of the electric substation or overhead electrical transmission lines, or the M.L. King pedestrian/bicycle railroad overpass.

**Recommended Concept Facts and Advantages**
- Expanded flood plain between Adams Street and Martin Luther King Jr. Blvd with low flow meandering stream, flood plain bench, wetland planting for water quality enhancements
-Open water lake east of Wahnish Way with wetland/riparian littoral zones and passive park opportunities
-Expanded stream cross section west of Wahnish Way with low flow meandering stream, 4:1 side slopes and in channel natural stone cascades to enhance water quality and habitat
-Provides significant water quality enhancements
-Does not acquire any occupied Railroad Square property
-Open water lake west of Railroad Square and south of the railroad with wetland/riparian littoral zones and passive park opportunities
-Relocated and expanded Coal Chute Park
-Reduced erosion potential through channel stabilization on controls
-Improves the efficiency of Lake Elberta

Recommended Concept Facts and Disadvantages
-Requires the acquisition of 9.10 acres of vacant property (anticipated by the EECC)
-Requires the acquisition of 6.62 acres of commercial property (anticipated by the EECC)
-Requires the acquisition of 3.74 acres of residential property (anticipated by the EECC)
-Does not significantly reduce the 100 year flood elevation at Railroad Square
-Requires a bridge/box culvert from M.L. King Jr. Boulevard to Hyman Myers Pond due to right of way constraints
-Does not relocate the electric substation located just east of the Hyman Myers property
-Does not relocate the electric transmission lines or place them underground
-Does not maximize the flood plain storage (does not acquire occupied Railroad Square properties)

Segment 4 – Gamble Street to Munson Slough
Length = 8850 feet (1.67 miles)

The staff recommendation for Segment 4 is Concept C. This segment includes the reconstruction of the St. Augustine Branch/Central Drainage Ditch, providing significant water quality treatment and flood control improvements. The project will also provide key greenway and trail linkages. The recommended option provides the maximum stormwater capacity and water quality treatment of all the Segment 4 concepts. Improvements could be phased over time.

- Five in-line open water lakes are provided in this segment:
  - Located south of Gamble Street and north of Kissimmee Street
  - Located south of Kissimmee Street
  - Located within the triangle formed by Springhill Road, Lake Bradford Road, and Orange Avenue
  - Located south of Orange Avenue
Located at the confluence of the Central Drainage Ditch, the West Ditch, and Munson Slough

- Three off-line wetland water quality treatment facilities are proposed:
  - One located north of Kissimmee Street between Mill Street and the St. Marks Trail; this facility would be located adjacent to the proposed Tallahassee Junction Trailhead
  - Two facilities located south of Kissimmee Street between Mill Street and the St. Marks Trail

- The in-line open water lake at Munson Slough would possibly allow the restoration of a section of Black Swamp (wetland creation) and development of a Nature Park. An observation boardwalk would be located over the wetland. The Nature Park could include educational exhibits, restroom, playground, and trailhead/parking facilities.

- The existing St. Marks Trail extends south of Gamble Street along the eastern edge of the corridor and will serve as the main trail linkage in the northern part of Segment 4. The proposed GF&A Trail is expected to come north along Springhill Road and connect with the St. Marks Trail near Orange Avenue. (Alignment and funding by others.)

- An additional 12-foot trail would begin at the St. Marks Trail near the southern end of Mill Street, possibly go under Springhill Road at an existing bridge, and extend south past the open water lakes north and south of Orange Avenue, to the Black Swamp Nature Park area.

- Additional sidewalks would link to several neighborhoods including Callen, Liberty Park, and Bond.

**Recommended Concept Facts and Advantages**
- Maximizes the water quality enhancements through both in-channel and off-channel wetland creation, side bank stabilization, and open water lakes
- Maximizes the flood plain storage
- Maximizes the opportunity for passive recreation
- Provides connections to adjacent neighborhoods

**Recommended Concept Facts and Disadvantages**
- Requires the acquisition of 26.70 acres of vacant property (anticipated by the EECC)
- Requires the acquisition of 12.08 acres of commercial property (anticipated by the EECC)
Segment 1: Franklin Boulevard/Bike-Pedestrian Facilities

Comments (and support) ranged from keeping Franklin Boulevard a four-lane road, reducing it to two lanes, taking the road out entirely and restoring the stream, or raising the roadway on a bridge and recreating the stream under the elevated road. Citizens were encouraged that bicycle and pedestrian facilities would be added to the reconstructed Franklin Boulevard. Depending on the type of user, some preferred that bicycle lanes be striped on the roadway, some preferred a wide outside roadway lane for shared bicycle/vehicle use, and some preferred the trail for use by bicyclists. Several comments related to slowing traffic speeds down on Franklin Boulevard through the use of traffic calming (narrow lanes). The narrow vehicle lanes could then allow the trail and sidewalk to be wider.

- This should be a residential street, not collector as it works now. Bike lanes and trail should outrank cars if Tallahassee is to be more bike and pedestrian friendly. There are too many intersections for only a trail, and no street should ever be constructed without bike lanes.
- Don’t let the selfish, shortsighted NIMBYs prevent a community-oriented plan for Segment 1, which would have four lanes for traffic as well as sidewalk and bike lanes.
- Consider an option with bike lanes and a shared-use path on one side with no sidewalk on the other side.
- Greenway trailhead at Leon High School is a great idea; trail is needed for park connection.
- Extend the pathway north from Tennessee Street across the Leon Bowl to connect to Martin Street. This better connects Trinity Catholic School and the Lafayette Park neighborhood to Cascade Park.
- Once any type of pedestrian and bicycle facilities get built on Franklin, a pent-up demand will be unleashed as nearby residents and Leon High students take advantage of this great link with no hills.
- Keep in mind the effect of the possible demolition of the Holland Building and one-way westbound Madison on traffic on Franklin.
- Franklin plays a key role in the transportation system for East Tallahassee car traffic. There are no viable roadway alternatives to using Franklin Boulevard to make the same link between Tennessee Street and Lafayette/Parkway/Gaines Streets for cars.
- Turn lanes a must; (pedestrian) crossings look good.
- Yes, we would all like a free flowing stream and a park-like setting at the end of our neighborhood but recognize the logistical and financial difficulties in moving forward on that. What you have proposed is better than what exists now and we would like the City to consider acquiring landscape easements outside of the right-of-way (on Franklin Boulevard). I point the above out because there are some in the neighborhood who will speak tonight and perhaps suggest only the
natural stream is acceptable. They are sincere but do not reflect the feelings of the majority of the group.

- The roundabout is an interesting idea, but she is not sure.
- Prefers bike lanes to multi-use trail; must have roundabout
- Incorporate the roundabout
- Roundabout on Lafayette is good; add it to Concept C. Also small amphitheater.
- Decrease the interior lane width to 10 feet and increase the exterior lane width to 12 feet. This will create a bike lane, which, while too narrow to be striped, will provide an on-road alternative for bicyclists.
- The sidewalk should be widened to six feet, as we consider this to be the minimal acceptable width for a sidewalk.
- Likes (Concept) A, but it will be hard to go back to one lane with all the turn-offs. More concerned for water quality and safety provided by slower traffic.
- Actually, a busy four-lane road will start at Tennessee Street. Any "mixed-use pathway" next to the road could better be described as a wide sidewalk (albeit well landscaped). A pathway that parallels a roadway is different in its nature than a pathway that follows a non-roadway corridor or one contained within a park. A pathway in a roadway corridor is simply a bike-ped facility for that road in lieu of, or in addition to, other bicycle and pedestrian facilities associated with that road. Whatever the nomenclature, it's a no-brainer that sidewalks are needed on both sides of Franklin and at least one should be extra wide, and there needs to be room in the outside lanes or dedicated bike lanes for adult cyclists to use.

- Franklin Boulevard will play a key role in the bike-ped system for East Tallahassee. This is true, especially since it follows the bottom of the drainage basin. But, unlike car traffic, there is a (potential) alternative route to Franklin for cyclists and pedestrians. Historic Meridian Street also directly links Cascade Park/Lafayette Street to Leon High School and the Lafayette Park neighborhood. But unlike Franklin, it follows a gentle, steady grade up hill from Cascade so that it also links Bloxham Park (Park Ave Chain of Parks) and the heart of downtown to parts northeast of downtown (mid-town).

- With new sidewalks, Franklin will always be an important bike-ped route and link for East Tallahassee. But in my opinion, in the overall connectivity of the conceptual bike-ped system map, this stretch of Meridian is more significant than this stretch of Franklin Boulevard.

- Consider the roundabout to be the beginning of Franklin Boulevard, Lafayette Street (East) and Gaines Streets as well as the trailhead for the Capital Cascade Trail and Meridian Street Bicycle Boulevard (North). It will also be the "Springhead" of the Capital Cascade Drain (there actually is a spring pool at this spot now).

- Consider the roundabout to be the Gateway to Cascade Park and the Downtown Historic Section and Walking District. Recommend Concept A (Two Lanes Divided with Trail and Bike Lanes). Consideration of an additional roundabout at Park and possibly one at Jefferson is recommended. The Acacia Roundabout in Clearwater Beach is a good prototype with 130 feet outside diameter. With these two roundabouts, a full median can be provided for the whole corridor and all traffic signals south of Mahan can be eliminated. This should improve the traffic flow, but at compatible speeds with pedestrians and bicyclists. Vehicles coming
off the Parkway would be required to make a right turn, go north one block, and then East of Jefferson. This would reduce the traffic on the steep grade on Jefferson with crashes at the bottom of the hill. Channelization at right in and right out intersection on the West side of Franklin needs consideration to protect trail users. The trail needs to extend all the way to Mahan as provided in the four lane Concept C. Consideration of closing Beverly Ct. at Franklin would reduce the conflict with the trail. Driveway across the trail needs to be eliminated if at all possible. If Concept A is not chosen, then the next best choice is Concept B. Bike lanes are recommended on this section no matter what the concept.

- Prefer, sort of, some of Plan A with changes: 2 minimum width motorized vehicle lanes, 2-4' bicycle lanes, 2-5' sidewalks, one on each side fronted by a 2.5' landscape space between sidewalk and curb, enough space in center to provide for UNPIPED Cascade Creek. NO multi-user trail.
- Sidewalk use would reduce the quality of service for pedestrians on the sidewalk. I work in one of the "blue buildings" near the Lottery on Governors Square Boulevard and often have somewhat uncomfortable encounters with cyclists riding on the Magnolia Boulevard sidewalks. If Magnolia Boulevard had bike lanes, I am sure more cyclists would ride in the roadway.
- As a cyclist I would also prefer bike lanes. Even if "right-in-right-out" access control were implemented on some side streets, using crosswalks at intersections would be somewhat awkward and inconvenient, especially when riding in the direction opposite that of adjacent roadway traffic.
- Traffic does not warrant 4 lanes at this time, but I am sure it will in the future. I strongly favor concept A (the one with two car travel lanes). I think it is very important to have both bike lanes and an off-street path that can be used by more timid bikers, children, roller-blades, etc. Four lanes of traffic makes for a very pedestrian/bike unfriendly environment, difficult crosswalks, etc. Especially if this area is to link with other path/park facilities, an off-street path separated from bike lanes for faster riders seems like the best bet.
- Would like the crossing of Franklin at Call to be removed.
- Make sure there is a path spur from Meridian to south side of Lafayette.
- Primary interest is in traffic calming and enhanced bike/pedestrian facilities.
- What do culvert plans do against flooding that a waterway can’t?
- Re: landscape easement: Ask/survey property owners along greenway if they would give ROW.

**Segment 1: Flooding/Drainage**

- Which issue is more important: the safety hazard to the lives of Franklin Road’s residents caused by the severe flooding or the ease for commuters and drivers through Tallahassee to have one more open road to travel. Flooding issues have been identified as a priority issue throughout Tallahassee; why then are traffic patterns more important in this instance relating to Franklin Boulevard?
- Primary interest is in the elimination of flooding on Franklin Boulevard.
- The drainage ditch should not be paved over.
- Focus: need to install box culverts to carry stormwater.
• In order to provide any significant bicycle and pedestrian facilities along with the roadway, plus any landscaping beautification, the drain needs to be in culverts for this Segment.
• Don’t let the Sierra Club folks convince you that an open ditch is better than underground pipe on the Franklin Boulevard segment. Water flows faster through a pipe.
• Have concerns that a culvert will not handle increased stormwater in the future. When the culvert backs up, Mahan and Leon will flood. Despite drastically changing traffic patterns, attention should be given to an open stream that will handle overflow conditions, and closing Franklin to all traffic.
• Leon High School stormwater issues need to be dealt with as part of this Trail solution; Can something to hold stormwater be done at Leon HS?

Segment 1: Other Comments
• The Riley House and lot should be incorporated to create a northern interpretive hub for the Franklin Boulevard and upper Cascade Trail. This property and surrounding area would be an asset to the trail.
• Primary interest is to incorporate/include the Riley Home in the mix as the trail concept is unveiled and in the final designs and construction. This is the only National Register property of its kind in the City, even in the State, and should be a natural inclusion.
• More trees
• Envision a low profile cascading fountain in the roundabout that from any approach you would have a good view over. For example, approaching the roundabout from Franklin Boulevard (including US 27 and US 90 access), you would have a great view south over the roundabout at a bustling, canopied Cascade Trail meandering through Cascade Park. Or approaching from Lafayette Street, you will see bicycles and pedestrians going off in multiple directions on dedicated streets and pathways. It will inspire visitors to shed their cars and stroll through Cascade Park or take a walk downtown.
• Convert Meridian Street, from Pensacola Street to McDaniel Street, into a "Bicycle Boulevard" where pedestrians and cyclists are the primary users. Limiting this stretch of Meridian to local drivers only and discouraging it's use as a commute route for car traffic would have limited impact on the drivability of the area but it could play a major role in the bike ability and walk ability for downtown and east Tallahassee. When you look at other North-South roads in this area, Franklin does not link to downtown and it's a major traffic route while Gadsden and Calhoun need to be walk able at least for local traffic but will always be main routes for car traffic. Meridian is perfectly located to play a key role in the overall bike-ped transportation system and it makes for a good first segment of a "system" route that connects downtown to northeast Tallahassee.
• Convert the block between of Meridian Street south of Pensacola (under the Parkway overpass), to trailhead parking with no thru traffic to Gaines Street. This would do little to the drivability of the area but be a fantastic for bicyclists and pedestrians and the overall walk ability of the area.
• Between having the Capital Cascade Trailhead at the roundabout and establishing Meridian as a major bike-ped route, the size and quality of the bike-ped facilities
along Franklin becomes a little less critical in my mind. So in terms of the options presented by BP2000 for Segment 1 of the Capital Cascade Trail, Option A with just two lanes of traffic would be best for bicyclists and pedestrians but probably unrealistic. Given four lanes of traffic, I think option B of having sidewalks with bike lanes on each side would work just fine. As far as I'm concerned, Segment 1 can proceed at anytime with any option. Segment 2 is a different story. I think we have much more to think about before actual pathway alignments and facility locations get finalized.

Segment 2: Upper Segment
- Urban plaza in upper segment a good idea.
- Upper – likes small urban plaza (Concept A) and loop (Concept C).
- Flood control of discharge from Franklin Boulevard.
- Upper Section: The Council recommends Concept C with the following modifications:
  o Incorporate the parking scheme from Alternative A. The parking alternative distributes the parking more evenly around this section of the Trail.
  o Incorporate the pedestrian bridge from Concept B. The bridge provides a very attractive amenity.
  o Incorporate a small amphitheater in the upper section (from Concept A) or middle section (from Concept B), at the discretion of the amphitheater and landscape designers. This amphitheater provides another opportunity to activate the Trail.
  o Concept C is recommended because the plaza at the end of Madison provides a valuable amenity and the trail system is well configured.

Segment 2: Middle Segment
- Middle – likes amphitheater (Concept B).
- Middle Section: The Council recommends Concept C, (with the) possible location of a small amphitheater. The Council selected this concept because of the trail configuration. The Concept also recommends that as part of the final design, the trail be configured to bring people as close to the water as possible.
- Thanks for the Meridian Plaza remembering the history that is older than FSU
- Lives in Myers Park area – likes Plaza, Meridan Marker, in favor of stormwater management.

Segment 2: Lower Segment/Centennial Field
- Does not prefer placing the baseball field in the Cascade Trail plan.
- No ball field at Cascades Park! There are already fields at Myers Park.
- No Ball field! The area is too small for this. There is no parking since the field and the necessary stormwater pond consume all available area. The pond will have vertical concrete walls to make it fit in the remaining area. The runoff from the ball field will include fertilizer and herbicides, exactly what you are trying to remove. A ball field might be nice and a good idea for development at the fair grounds but not part of this project!
- Maintain/create the historical value of what Centennial Field used to be.
Given the stormwater constraints leave the most green space possible as a multi-use community asset; return it to what it once was: a community green space that can be used for recreational, cultural, and festival activities.

No baseball: we had it before and it didn’t work; are we going to let history repeat itself? If we are, then let the ‘yes baseball’ groups pay for it and maintain it after they build it.

Is strongly opposed to a ball field in Cascades. It will be too big, too noisy, not enough parking in the area. Would prefer a quiet/reflective Park.

Thinks the baseball field is the most limiting choice; This should be a park for all of us, not just a few of our citizens.

Don’t waste a bunch of money on a ballpark or amphitheater on the Cascade Park property or Monroe Street.

No ball field. There is not room. It would be a disaster!

We have a baseball field at Myers Park. We do not need another.

Cascade Park should not contain a baseball diamond. Downtown desperately needs green space and stormwater run-off area.

Centennial Field is unnecessary. There are baseball fields everywhere. FSU has a great baseball team. A naturally terraced pavilion for plays and concerts in a park-like setting would be nice. There are already plenty of places to play ball. What this town needs is an amphitheater to replace the losses of Kleman Plaza and the Shakespeare Festival.

With Kleman Plaza disappearing, Cascade Park/Centennial Field area is Tallahassee’s last opportunity to preserve a downtown venue for cultural, athletic, civic and community events that attract crowds. Don’t give up forever this green space.

Community green space where people can gather and engage in a variety of activities is a key component in quality of life. Please do not allow the community to lose a large portion of the available green space for a baseball field that will be used by such a small segment of our community. It is important that we recognize the historical significance of Centennial Field – but let’s not devote needed community green space and stormwater capacity to rebuilding the field.

We have one amphitheater and we need more. We have enough baseball diamonds!

An amphitheater may not draw as large a crowd as a baseball field but where will they park?

Kleman Plaza has amphitheater and it is not utilized.

Lower – does not like A or B. Would like C better if it had trail loop (like Upper C) and limited public use encouraged through small amphitheater or plaza.

Would like D better if service area were smaller/removed and had trail loop.

Stormwater is the priority but there is room for green space also.

The amphitheater would contribute to the area and support stormwater run-off needs.

Primarily interested in the amphitheater and preserving green space and Centennial Field, Memorial Plaza.

Lower Section: The Council recommends Concept D with the following modifications:

- Reconfigure the amphitheater to meet design standards; reduce ambient noise impacts, especially from Monroe Street; and to maximize stormwater capacity.
Close Gadsden Street to allow additional stormwater capacity. Gadsden Street will flood under certain conditions under any concept.

The Council feels this concept provides a satisfactory level of stormwater retention and provides a public amenity in the form of the amphitheater.

Tallahassee needs more multi-use civic spaces to promote seasonal and cultural events. Plazas and amphitheater will be great uses. Allow for areas to put in outdoor ice rink in water, etc. (go see plaza in downtown Gainesville, Florida).

No ball park.

No ball field is needed to remember history.

Restoration of Cascade Park to green space.

Concept D: remove service area from lower park; add amphitheater whenever possible.

Monroe Street: concerned with lighting and influence on neighborhoods for Centennial Field/Park.

Concerned about west side – Cascade Park. Does not want a baseball facility – too big, too much noise, not enough parking. Wants a quiet area, with the maximum amount of flood space and a meandering, natural creek.

Representing fans of Centennial Field – look at making it a multi-use community space with bleachers that can house staging.

Against ball field, for the amphitheatre.

Would like to see a path around the retention area.

There are many reasons for recreating Centennial Field. Here are some of the most compelling ones to me:

1. It would revive a historic center of community activities in which many longtime residents participated. It would help celebrate and observe an important part of our past.

2. It would help revitalize our downtown and near Southside by providing after-work and weekend activities for the broadest variety of spectators and participants-giving downtown employees the opportunity to meet friends and family and attend events together, bringing visitors to Tallahassee for special events there, including baseball tournaments, and providing children with a special experience. It would not only expand the customer base for nearby restaurants and shops, but also encourage more development of downtown housing.

3. It would provide a much-needed cultural and civic venue that will not exist after the impending build-out of Klemans Plaza. It could host performances of Shakespeare in the Park, musical performances, political rallies, Springtime Tallahassee and similar activities, and many others.

4. The facility would be built by private funds raised by mostly local contributions, giving the community a sense of ownership and high level of commitment. It would require no additional parking facilities, because state employee lots are right there. It is near several bus routes and thus accessible by people who cannot or choose not to drive. 5. It would be within walking distance of such neighborhoods as Myers Park, the All Saints area, the emerging downtown apartment towers, the FSU and FAMU campus, and downtown hotels. With appropriate engineering, the field could be available for stormwater detention to mitigate downstream flooding during our heaviest rain events. The
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outfield could be flooded temporarily; using appropriate control structures to release the detained stormwater to drain after flooding has peaked.

6. It would be designed to eliminate intrusive lights and sound, and managed to limit nighttime hours of operation, to minimize impacts on its nearest neighbors.

7. It has already received wide community support and would correct an unfortunate decision some three decades ago to demolish the original field.

• I very much want to see Cascades Park remain green. While it is true that there was once a ballpark there for white players--the black park was across the street in what is now a state parking lot--Centennial Field was built on the edge of town in 1924 and became obsolete some time ago. (There was also a city dump near the site, which was rendered obsolete, too.) I have great respect for the tradition of the Centennial Field, which was built to celebrate the city's hundredth anniversary and used for a number of years thereafter. And I support the construction of a limited memorial to the field. I love the existing wall and would love to and see some statues erected to honor the players. I do not, however, support building a new ball field in the Cascades for a number of reasons: 1) It would constrain the efforts to provide for stormwater runoff; 2) it would bring noise, traffic, and bright lights to a serene area that nurtures wildlife and is poised to nurture new downtown dwellings on its edges; 3) it would interfere with the quality of life in existing downtown neighborhoods; 4) it would use up the best green space in town, which should be reserved for creative use during festivals such as Springtime, among others; 4) it would duplicate other facilities--such as those at Tom Brown and in many neighborhood parks, such as adjacent Myers Park, that did not exist when Centennial Field was in operation. Centennial Field ceased to exist when it became obsolete. It remains obsolete. The green space in Cascades Park should not be sacrificed to resurrect a facility whose time has passed. If we want to bring more serious baseball to Tallahassee, we should follow the path our forebears took when they built Centennial Field in 1924: build a facility on the edge of town, away from viable neighborhoods.

• In my years of living elsewhere and traveling, I've seen urban parks that range from smashing successes to miserable failures. One of the most important determinants of success or failure is the level of leisure activity. Where a park attracts few visitors and little activity, especially at night, it usually becomes a haven for illegal activities and the homeless, which further deters other visitors. The park becomes a desolate, forbidding place at night. However, if the park has activities from organized events to casual strolling to attract visitors from early morning to nighttime, the park succeeds. Good activity drives out bad. By providing evening and weekend-organized events, Centennial Field can help ensure that high level of activity. That could potentially become the greatest benefit that it provides to Cascade Park and the downtown quality of life.

• I'm not sure where to start or how to put in words my thoughts and dreams regarding recreating this field. You see, I've dreamed of having such a facility here in Tallahassee for a long time. I've traveled through out the USA for Babe Ruth baseball attending various state, regional and World Series tournaments. Most of these places have been very small towns but I've never ceased to be amazed at the stadiums that these small communities have for baseball. They were beautiful and resembled the old Centennial Field. But, even more wonderful is the sense of community and involvement of its community members. Their entire towns and
cities participate in the events as you can imagine. The economic impact can and is huge. One of the reasons that I sought to bring a Babe Ruth World Series to Tallahassee was raise the awareness as well as do some fundraising for facility. I never dreamed that the impact would be as much - over $1 million to our fine city. When I first learned about Centennial Field, I thought how perfect that would have been to still have had such a stadium and how wonderful to host tournaments through out the year. As myself and several other Fans of Centennial Field began working towards recreating the field, I was amazed at how people felt and thought about the old field. The memories people share and how they look when they share this information is touching. You see, it wasn't just baseball, or football, or a political event, it was cherished memories, the kind of which I'd love to help create for the people of this community.

- With the condos taking over the beautiful open space of Kleman Plaza, public events such as Lunch Time Jazz, the Shakespeare Festival, etc., need a location to perform. Tallahassee already has a plethora of sporting venues (FSU, FAMU, TCC, local high schools), but we have no space large enough downtown to accommodate a large public crowd. We need a location where public concerts and events can be enjoyed FREE by all, not another ticket-selling sports stadium.
- Recreation trail and festival hosting.

Segment 2: Gadsden Street Closure

- Close or vacate Gadsden Street to Bloxham Street; Close Bloxham
- The only issue I feel strongly about is the removal of Gadsden Street. I prefer proposals that do not remove Gadsden Street. While I understand some of the residents of Myers Park are desirous of not having through vehicular traffic in their neighborhood, I believe it is important for downtown to maintain access roads (Gadsden Street) to the neighborhoods
- Prefers to see South Gadsden remain open.
- Close Gadsden Street in all cases. It will flood anyway. The increased flexibility of planning is worth it.
- Whatever the choice for Cascades Park, please fight to keep South Gadsden Street open. This is a through north corridor, and I use it all the time, coming up South Meridian and jogging over to South Gadsden. Closing Gadsden will shift a lot of traffic over to other roads, and will not add to the effectiveness of the park, most of which is to the west anyway.
- Don’t close any of Gadsden Street.
- Must have bike/pedestrian bridge over Monroe. Likes closing of Bloxham and Gadsden. No new parking!
- Remove Gadsden Street to make more room for green space.
- Remove Bloxham Road
- Some like the bicycle bridge over S. Monroe.
- Make sure there’s a way for bicyclists to get to westbound Bloxham Street.
- Likes closing of Bloxham, supports closing of Gadsden.
Segment 2: Other Comments

- Keep parking on the edge of the park, not inside. Go as natural as possible – and remember, parking lots are cancers and they tend to grow and grow.
- Marshland filtration at south end of lower segment.
- Bring trail by the Meridian marker.
- With Gadsden closed, bring trail over the railroad track instead of under the bridge.
- Primarily interested in having Cascade Trail green space/amphitheater
- Green space!
- We need lots of green space and adequate holding ponds
- Mix up concepts – parts from each
- Desire for continuous water flow.
- Against fences and weeds, building ideas, against ball field.
- Likes two pavilions, one on each end. Likes standing water as opposed to flood plain.
- Encourages not overbuilding. Encourages green space.
- Encourages the recreation of cascading waterfall.
- Amphitheatre needed
- Close all the roads you can
- Historical signs and markers
- Restore so it looks and acts like a natural stream system, not a ditch.
- Would like to congratulate the City and County for their foresight in pursuing an urban greenway in the center of our wonderful City.
- Would like to emphasize the importance of this greenway as a destination.
- Preferred choice of the four proposals is based on the answer to the following questions: “Will the blue body of water depicted in all four scenarios be similar to Lake Ella or will it have water less than 100% of the time?” and “How will this location serve the public as a destination?” If the answer is that the “pond” will be a water control structure that will only hold water when it rains, then this will detract from both the plaza and amphitheater destination type proposals (since no one she knows wants to see a hole of dirt possibly ringed by a fence) and under this scenario, she would then vote for the ‘Natural Proposal.’ Should the answer to the questions be that the “pond” would contain water all of the time then this would be a fabulous destination for either the plaza or amphitheater proposals.

Segment 2: City Electric Comments

- It appears that Segments 2 - A, B, and D all call for the use of the Control Center parking area as "Trail Head with Parking and Restrooms". This parking area is a secured parking area (gate closed 7 p.m. to 7 a.m. with security cameras) to support the Electric Control Center Operations, which operates 24/7. This parking area was constructed to specifically support the operations staff and associated vehicles. We would object to anything that would prohibit our ability to have secured parking adjacent to our facility.
- Although it will take closer review, it appears that some of the proposed waterway running west from Gadsden Street may be in Electric Transmission ROW. It is obvious that a part of the trail would utilize Electric Transmission ROW. If any relocation were required to accommodate these uses, suitable property would have to be provided that met with the approval of the Electric
Utility plus facility relocation costs. For the purposes of general estimates of relocations costs: Overhead Transmission - $750,000 per circuit mile, Overhead Distribution - $150,000 per circuit mile and Underground Distribution Duct bank (like used in downtown applications) $200/circuit foot.

**Segment 3: Monroe Street to Gamble Street**

- In segment 3, the City should connect to the trail extension that is proposed for Lake Elberta. It should then extend the trail south along the Lake, to Lake Bradford Road (or near it) or Gamble Street or near it. This would allow residents in the neighborhoods on the west side of Lake Bradford, such as Providence, Elberta Empire and Callen, to access the trail. This access would encourage a healthier lifestyle for those residents.
- The Lake Elberta Trail connector should be funded to help the neighborhoods west of Lake Bradford Road to access the trail.
- Likes tie-in to St. Marks Trail and trail along the entire corridor length.
- Create green space to attract people to the park.
- The Council recommends Concept C with the following changes:
  - Incorporate into the design the acquisition of the Deeb property
  - Incorporate into the design the relocation of the substation. One possible location is under the Bronough/Adams overpass.
  - Both of these recommendations can be phased into future years.
  - The Council’s recommendation is based on the desire to keep Railroad Square intact. Also, this concept provides “maximum” flood protection benefits with less substantial right of way acquisition costs.
  - As part of the final design, the council recommends that the Trail and stormwater system at the intersection of FAMU Way and Railroad Avenue be designed to promote a strong gateway to FAMU. This may include ponds, fountains, or other amenities. The Council also recommends that as part of the final design, locations for benches and picnic tables be identified.

**Segment 3: Railroad Square**

- Primary interest is in saving her business. She does not want to be a holding pond; wants to stay in business and pay taxes. Flooding Railroad Square would take her out. Stereo Sales has been in business for over 39 years in Tallahassee.
- Do not destroy any of the buildings at Railroad Square. It is evolving into a wonderful place for socializing, shopping – very funky and fun. To chop a big section off would be a sin.
- Concerned about Concept B – it adversely impacts Railroad Square, a viable artistic/commercial area, and an area that contributes to the community.
- Keep Railroad Square.
- Be considerate of businesses and save some funds. Great business potential.
- Impacts from RR Square – reduction of viable space for stormwater management facilities.
- Owns Stereo Sales, in the middle of the proposed holding pond. Wants to save his business.
• RR Square – keep in place

Segment 3: FAMU Way

• Where does the FAMU Way traffic go? To Oakland Avenue? Does not like this prospect.
• As you know, FAMU Way until recently was Canal Street, and Adams Street was a much more important commercial area until the state expanded across it--so that is perhaps why the names changed at Adams rather than Monroe in the past. I have no objection to the name change between Adams and Monroe, but I am extremely worried that closing the streets around Oakland --such as Bloxham and Gadsden--coupled with “extending” FAMU Way to Monroe will lead to much higher traffic on Oakland on the east side of Monroe, which becomes a short, curvy, and completely residential street between Gadsden and Golf Terrace. This is especially true between Meridian and Golf Terrace. It is also a very "important" street in the Myers Park Residential Historic District. Every year the children and grandchildren of the people who built our houses on Oakland Avenue and adjacent streets in the 1920s have a reunion at Capital City Country Club. They come from Texas, and Oklahoma, and the Carolinas among other places. And they invite those of us who have taken their places. There is actually an Oakland Avenue alumni association of sorts, and our forerunners come by on their annual visits to be sure we are doing right by where they lived as kids fifty and sixty years ago. All of this is by way of telling you that this downtown neighborhood cares about what happens to it--and clearly always has. The point: if you are going to close the streets around us, please do not channel more traffic into our little living space. I believe the city owns land just south of the railroad track that could be used to funnel increased traffic onto Van Buren, which is already a heavily used street with a higher speed limit than Oakland. Or find some other solution, but don't send more university traffic snaking through out little street as it goes toward the shops on Lafayette St. and Apalachee Pkwy. We fought to become an historic district in order to preserve our quality of life.
• Residents – ROW acquisition impacts of FAMU Way

Segment 3: City Electric/Water Utility Comments

• It appears that all options for Segment 3 recommend relocation of the substation and associated facilities. If we are required to relocate the substation, we would need to have a 5 acre site provided that would be in a suitable location to support the electric system needs in this area (this substation serves a significant portion of downtown) and that met with the approval of the Electric Utility. In addition we would require reimbursement for facility relocation costs that are in conflict with the proposed project, to integrate the relocated substation and the costs of relocating the substation. The substation relocation cost is estimated at $8,000,000 and the costs for relocation of other facilities are as identified above.
• My cursory review of current GIS utility mapping shows a significant number of water and sewer mains running along all segments of the proposed corridor. We are concerned primarily with the impacts of Cascades Trail to water and sewer utilities. Secondarily, we are interested in incorporating, to the extent feasible, future planned sewer and water improvements into this project so as to minimize
re-work and tear-out later. An example of incorporating future infrastructure into this project is the desire of the Water Utility of explore the possibility of including lines in the corridor for the distribution of re-use water (i.e. purple lines) to customers such as the High Magnetic Lab, FSU, and FAMU.

Segment 4: Gamble Street to Munson Slough
- The big trees between the St. Marks Trail and Springhill Road north of Orange Avenue should never be bulldozed and flooded.
- Large water facility at Tallahassee Junction
- Concerned about the handling of FSU stormwater at the expense of poor people’s homes and businesses.
- The Council recommends Concept C. This concept provides the greatest level of flood control and water quality treatment. The Council further recommends that, rather than waiting for the implementation of any portion of this segment, that Blueprint 2000 be permitted to capitalize on current and future grants and other funding opportunities to begin phased implementation.
- Not sure it is feasible to bring GFA up Springhill (as a path) to Orange to St. Marks Trail. Check out the greenway system in downtown Maryville, Tennessee.
- Property between St. Marks Trail and north of Orange Avenue must not flood
- Recreational trails and connections to St. Marks Trail, Stadium/Chapel Drive Trail, and GF&A Trail.

Other Comments
- For 1000 Friends of Florida – we see this as a good project that we wish to monitor and use as an example for others within the state.
- Primary interest is in enhancements to the south side – Segments 3 and 4. Why are we starting in Segment 1? Who decided that was most important? South side is in need of stormwater improvements and they always come last.
- Primary interest is in the revitalization of Tallahassee as a greater place to live. Start plowing dirt as soon as possible.
December 6, 2004

To: Jim Davis, Blueprint 2000  
From: Capital Cascade Council  
Re: Response to Capital Cascade Trail Master Plan Community Workshop

The Capital Cascade Council supports the implementation of the Capital Cascade Trail as envisioned by the Environmental and Economic Consensus Committee. That vision integrates the “green” infrastructure of trails, greenways, and open space with the “gray” infrastructure of stormwater management and roads to create a signature urban environment that promotes economic redevelopment. We support the strong emphasis on stormwater and water quality for this project.

Based on that objective, the Council makes the following recommendations for the Trail Master Plan segments. We understand that each of these alternatives is likely to be modified somewhat prior to final approval by the Intergovernmental Agency. Therefore, we have included recommendations for some modifications, and have also included a brief explanation of the benefits of the recommended alternatives, in the hopes that these benefits can be incorporated into the final recommendations. Certainly, we would appreciate the opportunity to work closely with you and Genesis as these concepts are finalized.

Segment 1:

The Council’s preferred recommendation is for Concept C with the following changes:

☑ Incorporate the roundabout
☑ Decrease the interior lane width to 10 feet and increase the exterior lane width to 12 feet. This will create a bike lane which, while too narrow to be striped, will provide an on-road alternative for bicyclists.
☑ The sidewalk should be widened to six feet, as we consider this to be the minimal acceptable width for a sidewalk.

Consistent with Concept C, the Council strongly encourages government to seek additional easements from the property owners along Franklin Boulevard to provide additional landscaping, or to further increase the widths of the sidewalks and multi-use trail.

The Council’s second alternative is Concept A. While this alternative provides the least roadway capacity, it does provide the best trail alternative. If this alternative is selected, the Council recommends the following change:

☑ Decrease the width of the landscape area and add several feet to the sidewalk and multi use trail.
Segment 2:

Upper Section: The Council recommends Concept C with the following modifications:
☑ Incorporate the parking scheme from Alternative A. The parking alternative distributes the parking more evenly around this section of the Trail.
☑ Incorporate the pedestrian bridge from Concept B. The bridge provides a very attractive amenity.
☑ Incorporate a small amphitheater in the upper section (from Concept A) or middle section (from Concept B), at the discretion of the amphitheater and landscape designers. This amphitheater provides another opportunity to activate the Trail.

Concept C is recommended because the plaza at the end of Madison provides a valuable amenity and the trail system is well configured.

Middle Section: The Council recommends Concept C. Please see note above about possible location of a small amphitheater. The Council selected this concept because of the trail configuration. The Concept also recommends that as part of the final design, the trail be configured to bring people as close to the water as possible.

Lower Section: The Council recommends Concept D with the following modifications:
☑ Reconfigure the amphitheater to meet design standards; reduce ambient noise impacts, especially from Monroe Street; and to maximize stormwater capacity.
☑ Close Gadsden Street to allow additional stormwater capacity. Gadsden Street will flood under certain conditions under any concept.

The Council feels this concept provides a satisfactory level of stormwater retention and provides a public amenity in the form of the amphitheater.

Segment 3:

The Council recommends Concept C with the following changes:
☑ Incorporate into the design the acquisition of the Deeb property
☑ Incorporate into the design the relocation of the substation. One possible location is under the Bronough/Adams overpass.
☑ Both of these recommendations can be phased into future years.

The Council’s recommendation is based on the desire to keep Railroad Square intact. Also, this concept provides “maximum” flood protection benefits with less substantial right of way acquisition costs.
As part of the final design, the council recommends that the Trail and stormwater system at the intersection of FAMU Way and Railroad Avenue be designed to promote a strong gateway to FAMU. This may include ponds, fountains, or other amenities. The Council also recommends that as part of the final design, locations for benches and picnic tables be identified.

**Segment 4:**

The Council recommends Concept C. This concept provides the greatest level of flood control and water quality treatment. The Council further recommends that, rather than waiting for the implementation of any portion of this segment, that Blueprint 2000 be permitted to capitalize on current and future grants and other funding opportunities to begin phased implementation.
January 6, 2005

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

Dear Mr. Davis,

The Facilities Committee of the Cultural Resources Commission and representatives from the Tallahassee Trust for Historic Preservation recently met to further discuss some of their questions and concerns regarding the Capital Cascades Greenway Project. Surrounding the discussion was the importance of the greenway itself and its potential contribution to the value of developed lands which will surround it. Also from that discussion, a number of recommendations were made from members of both groups and are listed here for your consideration:

- **Create generic cultural placeholders on planning maps rather than identifying specific structures/facilities in order to avoid any misrepresentations of what is to come at specific sites along the Greenway (i.e., instead of an amphitheatre, it could be an arts and cultural designated area).**

  We make this recommendation for two reasons. First, we believe that decisions regarding the siting of facilities such as performance venues should be taken within the broader context of community wide needs and siting opportunities. Secondly, the siting of such facilities needs to take into consideration numerous site specific criteria, such as light, sun, ambient noise, and acoustics. This level of analysis is outside the scope of the current study.

- **Ensure consistent connectivity between each segment of the Greenway and to significant features near the greenway.**

  There are significant historic and cultural facilities near the greenway. These should be recognized in the concept plan to ensure they are connected to the greenway in a pedestrian friendly manner. Examples are the Riley House, the DeSoto site, and Gaines Street District, which contains a number of cultural and historic resources.

- **Maintain a high standard of design throughout.**

  We recognize that this project includes major engineering structures, such as the “stilling pool.” However, these features need to be designed in such a way that they are an attractive amenity to the community even when they are not being fully utilized as part of the storm water system. Also, it should be made clear that the materials and landscaping must be of the highest quality.

www.netcrc.org www.morethanyouthought.com cultural@netcrc.org
• Incorporate educational information that helps people understand the natural, historic, and cultural environment.

This could include experiential demonstrations of storm water management, kiosks explaining the area's history, and incorporation of native landscapes and vegetation. Again, this system should tie into nearby historic and cultural resources.

• Highlight features that currently exist along the greenway such as the Prime Meridian marker, a site which determines the starting point of all state land surveys in Florida.

This could be accomplished if the trail ran its course next to the marker making it more accessible and visible to the public.

There are clearly opportunities for cultural facilities to be located within the Greenway. The CRC Facilities Committee would like to work closely with you on the placement of such facilities in the Greenway to assist in maximizing use through design and location.

If you have any questions or if we can assist you in any way, please don’t hesitate to contact us.

Sincerely,

Paula P. Smith, Chair
CRC Facilities Committee

Wendy Grey, Co-Chair
CRC Facilities Committee

CC:
City Commission
Board of County Commissioners
Mike Wing, Tallahassee Trust for Historic Preservation
Blueprint Citizens Advisory Committee
January 6, 2005

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

Re: Capital Cascades Greenway Project

Dear Mr. Davis:

The Tallahassee Trust for Historic Preservation (TTHP) and the Facilities Committee of the Cultural Resources Commission (CRC) recently held a joint meeting to discuss some of their questions and concerns regarding the Capital Cascades Greenway Project. The following is a summary of the recommendations generated at this meeting:

1) Ensure connectivity between the cultural resources within the greenway and cultural resources near the greenway.

   There are significant cultural resources within the greenway (the Electric Company, the Incinerator, and the Prime Meridian Marker) and near the greenway (the Riley House, the Desoto site, and the historic resources of the Gains Street District). These should be recognized in the concept plan to ensure that they are connected in a pedestrian friendly manner.

2) Incorporate educational information that helps people understand the natural and cultural environment.

   Historic markers and Kiosks should explain the evolution of the natural environment (St. Augustine Creek and the Cascades) and the cultural (railroad, incinerator, electric company, and the Prime Meridian marker). In addition the information markers, experiential demonstrations of storm water management and habitat restoration could be explained.

3) The historic structures, although identified on the maps of the report, should be acknowledged in the text as existing resources within the greenway that are to be incorporation into future planning.

4) Create generic cultural placeholders on planning maps rather than identifying specific structure/facilities in order avoid any misrepresentations of what is to come at specific sites along the Greenway.

423 East Virginia Street, Tallahassee, FL 32301
Tel: 850-488-7100 Fax: 850-488-7333
www.taltrust.org
5) Maintain a high standard of design throughout the project.

6) Safety and comfort for pedestrians and cyclists should be a priority in designing the greenway.

Thank you for allowing the Tallahassee Trust for Historic Preservation to comment on the project. As there are opportunities for existing historic resources to be incorporated into the overall plan, the Tallahassee Trust would like to work closely with you on the reuse and integration of these resources into the design. Please let Michael Wing, our Executive Director, know when we can be of any assistance.

Sincerely,

Andrew Chin
Chair
Tallahassee Trust for Historic Preservation

Cc.

Paula Smith, Chair, CRC Facilities Committee
Wendy Grey, Co-Chair, CRC Facilities Committee
Clint Riley, CRC
Tallahassee City Commission
Leon County Board of County Commissioners
Blueprint Citizens Advisory Committee
January 10, 2005

Commissioner Mark Mustian, Chair  
Blueprint 2000 Intergovernmental Agency  
300 South Adams Street  
Tallahassee, Florida 32301

Dear Commissioner Mustian:

This letter is to inform you of the opinion of the Bicycle & Pedestrian Advisory Committee (BPAC) regarding the Franklin Boulevard portion of the Capital Cascade Trail. At its December 2004 meeting, the Bicycle & Pedestrian Advisory Committee (BPAC) heard a presentation from Mr. Dave Bright regarding the three concepts currently under consideration for that section of the trail corridor. The BPAC members discussed the various options and also heard from several citizens who have regularly commuted by bicycle along Franklin Boulevard. BPAC members felt that Franklin Boulevard should continue to be considered as a transportation corridor, preferring Concept A and B, both of which include on-street bike lanes.

BPAC members objected to Concept C feeling that it would create an unsafe situation for bicyclists and other trail users, and that a cross-section which includes a path and no bike lanes would not serve either a transportation or recreation cyclists well. Because the trail along Franklin Boulevard would have many intersections and driveway crossings, it would create an unsafe sideway situation in which motorists, bicyclists and pedestrians are all in danger. In addition, because the path would not extend all the way to East Tennessee Street, there is not likely to be as much use on the trail as there would be on the sections running through Cascade Park and further south. As you know, bicycles are vehicles, and it is much safer for them to be operated as vehicles in the roadway than on a sidewalk. Cyclists traveling through this area and wishing to travel north on Franklin Boulevard would be required to either share a narrow lane with motor vehicles (generally requiring them to “take the lane”) or cross Franklin Boulevard one or more times to get through this area and continue on their way. Crossing Franklin Boulevard in this manner would be relatively difficult, as several of the median openings and crossing opportunities are proposed to be eliminated.

BPAC members felt that Concept A or B, which provide sidewalks and bike lanes on both sides of the roadway would be much preferred for cyclists in this important downtown transportation corridor. BPAC members also suggested narrowing the median
to 9 feet in either Concept and adding the extra width into the bike lane, creating an even wider bike lane.

The Bicycle & Pedestrian Master Plan envisions a network of bicycle lanes throughout the Tallahassee area, and this facility would provide one more key link in that system that now includes Blair Stone Road, Park Ave., Capital Circle, Thomasville Road and many other roadways.

The Bicycle & Pedestrian Advisory Committee strongly urges the Blueprint 2000 Intergovernmental Agency to approve a concept for Franklin Boulevard that includes both bike lanes and sidewalks on both sides of the roadway.

If you have any questions, please contact me at (850) 459-7383.

Sincerely,

Peter Butler, Chair
Bicycle & Pedestrian Advisory Committee

cc: Jim Davis, Blueprint 2000
David Bright, Blueprint 2000
Jennifer Carver, CRTPA
November 28, 2004

Mr. Dave Bright
Blueprint 2000 Staff
Tallahassee, Florida

Re: Capital Cascades Greenways and Trails

Dear Mr. Bright:

Some citizen concerns for Tuesday’s meeting are expressed below. We concur with these concerns and feel sure you will recognize their validity and their timing, especially in view of the most recent relevant scientific knowledge.

Hoping to recover some of the natural beauty lost when the Cascades Sink was degraded, then destroyed, in the name of “progress” during the 1800s and early 1900s, citizens have raised concerns that they are not getting what they voted for. Regarding the fate of natural water features, they feel a decided sense of déjà vu.

- What has happened to the greenways? The verbiage has disappeared from some segments of the plan, including Franklin Boulevard.

- What has happened to the working contribution of wetlands and streams—keeping the water clean?

- Cascade Sink and the 40-foot waterfall plummeting into it were deliberately sacrificed for a transportation project—a railroad. Perhaps we could have legitimately paled ignorance THEN. PERHAPS.

- A $3,000,000 expenditure is proposed for box culverts between Tennessee St. and Apalachee Parkway. Box culverts will relegate St. Augustine Branch to a PIPE. They’ll put it BENEATH the median of the expanded road—out of sight / out of mind, EXEMPTING it from water-quality monitoring. Hazlett-Kincaid’s dye-trace studies have demonstrated the rapid transit of hidden water and its suspended contaminants through underground conduits—through our drinking water. It is traceable to distant and economically and ecologically sensitive sites, as well. We can NO LONGER plead ignorance in the name of “progress.”

“Not blind opposition to progress, opposition to blind progress”

Printed on recycled paper with soy based ink.
• We need rigorous monitoring, not exemption from monitoring, and we need to keep working streams working or, better yet, to restore working streams and wetlands to their former, natural, level of working capability.

• $3,000,000 budgeted for box culverts would doubtless go far toward restoration of the wetland east of Leon High School and of the St. Augustine Branch, which locals have begun calling a “ditch.” A restored working system would contribute to our water quality GRATIS, as nature intended, not further degrade it, as will the proposed improvement with its multi-million-dollar price tag.

• Why have transportation concerns displaced concern for the water quality that underpins our life support system? Transportation is an amenity; it is not part of our life-support system, as is our water.

• Why do we continue making transportation-improvement decisions that compromise our water quality? Relocation of transportation projects to less threatening routes will not kill us; failure to safeguard our water supply could.

• Let’s not keep re-inventing this faulty wheel; it’s been done to death.

• The most recent scientific knowledge from Hazlett-Kincaid is literally staring us in the face. Please make judicious use of it.

Please return the Franklin Boulevard locale to its natural state by resurrecting the wetland east of Leon High School and restoring the St. Augustine Branch to a meandering stream in a greenway with a promenade and bike trail for the enjoyment of our citizens in a clean, healthy setting that

1. graces the “improved” downtown area
2. protects our water
3. respects the memory of the Cascade Sink, which inspired the placement of Florida’s capital in Tallahassee and that we humans destroyed making earlier transportation “improvements” before we were better informed.

The cadre of talented engineers will be able to integrate the traffic now utilizing Franklin Boulevard into other north / south arteries. It was done to Woodward Ave. at FSU; it can be done here.

Sincerely,

Linda W. Jamison, Chair
Big Bend Group, Sierra Club
Wednesday, January 19, 2005

To: Leon County Board of County Commissioners (BOCC)
From: D. Bruce Means, Ph.D.
    Vice Chairman, Leon County Science Advisory Committee (SAC)
Subject: Capitol Cascades Greenway

Leon County Science Advisory Committee

The Capitol Cascades Greenway Project has the potential to alleviate flooding, improve water quality, and make our community a better place to live by creating a central park type of greenway with multiuse trails extending from Leon High School (in downtown Tallahassee) to Lake Munson. The Science Advisory Committee of Leon County feels that it is necessary and important that we make the following recommendations.

The SAC feels that the first priority of Capitol Cascades Greenway Project should be the improvement of water quality. The segment of the Capitol Cascades Greenway Project with the most treatment and storage capacity is ‘Segment 4.’ This is the most important component of the Capitol Cascades Greenway Project and should be given prime consideration. It should be built first.

The SAC finds that water storage and water quality issues at the headwaters of the Cascade Watershed need to be addressed. This is because the Capitol Cascades Greenway Project should have storage capacity and water quality treatment where it starts. Fifty percent of the water entering the Capitol Cascades Greenway comes from the Leon High site, therefore we believe that a ‘Segment Zero’ is necessary. The ‘Stilling Pond,’ currently planned for ‘Segment 2’ should be located in ‘Segment Zero.’ This would free up valuable space within Cascades Park.

The SAC is opposed to covering and confining the 0.75 mile segment of the St. Augustine Branch within box culverts (Segment 1). We feel that the expenditure of over $20,000,000.00 dollars to bury and obliterate a historic natural stream is a gross waste of tax money and environmentally indesireable. We propose either leaving the stream segment as it is (it would not flood if the culverts under the bridges were properly sized) or implementing a hybrid design (such as the Dr. Ben Fusaro proposal).

The SAC is concerned that the design of ‘Wet Pond’ in Centennial Plaza is flawed. Without water quality treatment in ‘Segment Zero,’ this pond will be impaired. The current proposal to treat the ‘Wet Pond’ with Alum, like Lake Ella, is problematic because this site has a history of karst features (Cascade Sink and Waterfall), which would allow alum to contaminate Leon County drinking water. We are opposed to the use of alum in karst terrain because of human health concerns.
The SAC finds that there may be serious problems regarding the location of the 'Wet Pond' in 'Segment 2.' The karst terrain of this site is contaminated with toxic waste. It is proposed to be excavated to a depth of about 75 feet. This will probably lead to the formation of numerous sinkholes (similarly to the 'Elberta Crate' site). It would be better not to try to have a 'Wet Pond' on top of a toxic karst site. This would also free up more space in Cascade Park.

The SAC requests more time to evaluate this proposal. Due to the severity of potential problems please consider delaying approval.

On behalf of the entire SAC, I hope that the BOCC finds this evaluation helpful. If you have any questions or comments, please let us know at your convenience.

Sincerely,

D. Bruce Means, Ph.D.
Acting Chair, Leon County Science Advisory Committee
ITEM # 12

SUBJECT/TITLE: Blueprint 2000 Master Plan

Date: January 31, 2005  Requested By: Blueprint 2000 Staff
Contact Person: Phil Maher  Type of Item: Discussion

STATEMENT OF ISSUE:

This item requests the Agency’s Guidance in revising the Master Plan.

SUPPLEMENTAL INFORMATION:

Blueprint presented its master plan to the Intergovernmental Agency (IA) at the September 20, 2004 meeting. The master plan was developed with the following assumptions:

- The current cost estimates of Tier 1 projects exceed projected revenues by approximately $200 million.
- Only currently available resources are to be used in development of the master plan. However it is the intent that all projects will be built using external funds.
- The master plan is a dynamic document that will be updated every year to reflect changes in funding, however will only reflect funds in hand.

In the meeting discussion concerning the master plan varied from storm water retrofit projects not coinciding with construction, reducing the amount of funds allocate to Capital Cascade Trail, completing Capital Circle NW/SW to the airport as fast as possible, and allocating some funds to every project. A motion was passed to have staff go back and come up with alternatives that will satisfy the concerns expressed during the meeting, such as less funding for Capital Cascade Trail, adding the remaining sections of Capital Circle, Springhill Road, and the improvements from I-10 to the Airport.

At the October 18, 2004 IA meeting the Capital Cascade Trail alternative concepts were presented to the IA for their review. The general guidance from the meeting was that staff should proceed with the development of the chosen alternatives. These alternatives should include only the backbone for each segment with no amenities.

With the varying directions and fiscal restraints, staff is unable to incorporate all the recommendations without further guidance. There are number of conflicting issues that need to be resolved prior to further development of the master plan. The following are several of the questions that need to be resolved:

1. Is Capital Cascade Trail (segment 1 thru 4) a higher fund priority than completing Capital Circle from HWY 20 to Springhill Road? Is this segment of Capital Circle dependent upon additional external funding?
2. Should dollars be placed on all segments of the roadway or should the goal be completing as many segments of the roadway as possible at the expense of other segments?
3. For budget purposes should the 230-foot typical section with meandering sidewalks be incorporated in all segments of Capital Circle (see attachment 2)?
4. Is the adopted strategy of “dollars follow production” one that Blueprint should continue to pursue?
5. Should the sensitive land projects continue to be fully funded as currently presented?
6. Is it critical that all the additional storm water retrofit and greenways cost associated with Capital Circle Northwest and Capital Circle Northwest/Southwest ($22,968,656) coincide with the construction of the roadway? Are all or part of these retrofit and greenway funds available for reallocation to other like projects?
7. Are the City and County water quality funds remaining, after the $10 million allocation each, available for relocation to other water quality projects?
8. Should funds currently slated for the construction of Hwy 90 to Hwy 20 be diverted to other projects anticipating SIS funding in the future?

**RECOMMENDED ACTION:**
Provide project priorities and strategies to be used as the baseline in developing the master plan FY2006-2010 Capital Budget.

**Action by TCC, and CAC**

**Technical Coordinating Committee:**
The TCC concurred that certain priorities and decisions need to be made prior to further development of the master plan.

**Citizen Advisory Committee:**
The CAC at their January 13, 2004 meeting passed the following motion: Capital Cascade Trail should be fully funded, as a priority project, at the expense of segments of Capital Circle. Attached is a copy of the September 20, 2004 master plan. This master plan was strongly endorsed by the Citizen Advisory Committee, in particularly by several of the original Economic and Environmental Consensus members. This committee clearly felt that the priorities within the plan were correct without exception.

**ATTACHMENT(S):**
Attachment 1 Master Plan
Attachment 2 Right-of-Way Facts
<table>
<thead>
<tr>
<th>Year</th>
<th>2023</th>
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<th>2025</th>
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<th>2029</th>
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**Notes:**
- Debt includes long-term and short-term obligations.
- Dividends are projected based on historical trends.
- Total represents the sum of all financial obligations.

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**Explanation:**
- The table above outlines the financial projections for a hypothetical debt management plan over a 10-year period. It includes projections for debt, dividends, and total financial obligations at the end of each year. The projections are based on historical financial data and assumed growth rates.
Right-of-Way Facts

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<th>Item</th>
<th>Cost savings per mile in 2005</th>
<th>Cost savings per mile in 2019</th>
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<td>170’ Right-of-way</td>
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<tr>
<td>10’ Meandering Sidewalk</td>
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<tr>
<td>2 – 4’ Bike Lanes *</td>
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<td>$ 555,000</td>
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*FDOT Standards and Comp Plan require sidewalks and bike lanes (urban section only)*