

## Blueprint 2000 TCC Meeting Minutes

Thursday, February 8, 2007  
Ellis Building – Koger Center  
1:00 pm

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

<b>Jim Davis</b>	Phil Maher	Angela Richardson
<b>Rodney Cassidy</b>	Dave Bright	Jack Diestelhorst
<b>John Buss</b>	Bill Little	Mark Llewellyn
<b>Cherie Bryant</b>	Marek Romanowski	Don Lanham
<b>Theresa Heiker</b>	Randy Matheny	Steve Hodges
<b>Gabe Menendez</b>	Gary Phillips	Craig Diamond
<b>Tony Park</b>	Doug Martin	
<b>Michael Wright</b>	Paul Hiers	
<b>Vince Long</b>	Margie Quillman	

Jim Davis called the meeting to order at 1:01 pm.

### I. Agenda Modifications

There were none.

### II. Information Items

#### **Item #1: Capital Circle Southeast (Tram Road to Woodville Highway)**

There were no comments regarding this item.

#### **Item #2: Roadway Design Issues Related to Strategic Intermodal System (SIS) Designation**

There were no comments regarding this item.

#### **Item #3: Mahan Drive Update**

Tony Park asked if there was any information regarding the completion date of the design; it was his understanding that it would be completed in June 2007. Gary Phillips stated that the access classification was changed from **five** to **three** which impacted the design. Therefore it had been delayed until February or March of 2008. Mr. Park questioned what it was that created the change in the design classification. Bill Little stated that Blueprint was working through similar issues on the Capital Circle Northwest/Southwest SIS connector as well. FDOT decided that since no criteria existed for SIS connector facilities that they would apply FIHS criteria. FIHS criteria required a minimum of access classification three. The current design plans for Mahan Drive, like Capital Circle, were at an access classification five. FDOT was serious about applying the FIHS criteria and that was what was causing the delays; some of the full median openings were being redesigned to directional median openings to meet access classification three. Mr. Park asked if Blueprint staff knew if the 60% plans, which had recently been submitted, were access classification three or five. Mr. Little stated he did

not know, they had only just arrived at Blueprint and staff had not had the opportunity to look at them yet.

Jim Davis reiterated that Blueprint had run into some of the same issues on CCNW/SW and clarified that Blueprint was merely monitoring the project; it was LPA Group that was designing the roadway. Mr. Park stated that he understood and was only seeking clarification. He further stated that there were variance issues that had already gone through the process with FDOT. Mr. Davis agreed and noted that FDOT was quite receptive of all of that. He further stated that funding was an issue; everyone was disappointed with no SIS available in the current year's work program. He also noted that John Crow had shared with him that recent lettings had been coming in at approximately 10% under what was available in the work program. Mr. Davis was unsure what that would equate to on projects they previously canceled.

**Item #4: Capital Circle Southeast Design Update (Woodville Highway to Crawfordville Highway)**

There were no comments regarding this item.

**III. Consent**

**Item #5: TCC Minutes: October 30, 2006**

There were no comments regarding the October minutes.

**IV. Presentations/Discussions**

**Item #6: Capital Cascade Trail – Segment 2 Update**

Gary Phillips stated that when the IA approved the preferred concept there were four unresolved issues. One was the roundabout versus traditional intersection at Franklin Boulevard and Meridian/Lafayette Street; it was resolved by moving forward with a traditional, signalized intersection design. Another was FDOT parking; there were currently 138 parking spaces located across from the Burns Building, in the location of the park, and were requesting a one-to-one replacement. Additionally, there were overflow concerns in their parking configuration.

Keeping that in mind Blueprint staff reviewed a variety of options, one being to do nothing. This was not a viable option because of ingress and egress issues as well as flooding issues. The second was to relocate all parking to a newly constructed two-level parking deck behind the Burns Building. However, because of the steep grade of the proposed "virgin" area the cost estimate was \$4.6 million. Option three was a compromise of "at-grade" parking behind the Burns Building with the remainder of the spaces located within the existing configuration; that option was also very expensive; \$2.2 million.

After multiple meeting with FDOT, FDMS, and Blueprint staff reviewed options of keeping most of their parking where it currently was but with it redesigned or reconfigured to meet the park needs as best as possible; option four. In that option there were also improvements at the circle driveway; however, staff choose not to recommend it either. The preferred option was option five, approximately \$600,000; 112 spaces reconfigured in the existing parking lot with improved ingress and egress. It would also meet the City's requirements for greenspace as well as adding in five handicap spaces. The remaining 26 spaces would be located south of Gaines Street. Furthermore, staff helped to facilitate with FDOT and FDMS for designated 40-50 overflow parking spaces in the two garages located west of the park, off Meridian Street. Mr. Phillips stated that Blueprint was not able to secure exactly what they originally wanted because of the costs involved however felt that the recommended option was the best available.

Mr. Davis expanded by saying that staff had reviewed many more than five options and that the committee should be grateful that Mr. Phillips had not gone through each. He stated that the parking deck was the best solution without regard for cost. FDOT was agreeable to (try to) pay for half of it but there were no guarantees that it would be approved. However, even at \$2.2 million it was more than Blueprint wanted to spend. He stated that staff did not view the recommended option as unchangeable; possibly, working through the Legislature for funding to build the parking deck and convert the existing/proposed parking lot to greenspace. However, at that point in time, staff felt option five was the most cost effective solution.

Tony Park asked if the spaces would be available to the general public for parking on the weekend. Mr. Davis stated that yes; it was part of the agreement along with not metering the parallel parking spaces. He further stated that FDOT was quite cooperative and were willing to do whatever they could but they simply could not do much.

Mr. Davis stated that based upon the reconfiguration of the parking lot the main entrance of the park had shifted and the mail trail network had been reconfigured as well. He felt that it was the best compromise for all involved. Furthermore, the decision for all four issues had been delegated to the IMC.

Mr. Phillips stated that there were also intersection improvements proposed for Franklin Boulevard and Lafayette Street and a meeting would be schedule with Mr. Park's office to discuss those further. Mr. Davis asked Mr. Phillips to clarify how many parking spaces would be eliminated from the park with the proposed scenario. Mr. Phillips stated that the entire lot on the west side of the park would be eliminated, approximately 50 spaces. In total however, there were 307 parking spaces that existed within the park with the recommended option only 112 would be in the park area with some parallel spaces along Suwannee Street.

Mr. Phillips briefly discussed the changes to the multi-use trail and the updates of the park features. He stated that the stream had been relocated to pass beneath the Meridian Plaza to allow for an opportunity for a sidewalk to be located much closer to the facility (for moving equipment etc). He discussed where Boca Chuba would reside, the bridges, the parterre, and the entryway from South Monroe. He shared the newest renderings of

some of the amenities and stated that staff would spend more time in the future discussing them with the committee. He stated that the recreated cascades had been moved to the area west of the Meridian Plaza; with approximately a 13-foot waterfall. The recreation of the Smokey Hollow area had been moved to an area that would not flood. Regarding the remediation project, Mr. Phillips stated that it was essentially complete however a few minor items that needed to be wrapped up and shared some photographs of the area.

Mr. Phillips stated that discussions of jurisdictional severance, one way to permit the project. Blueprint staff had coordinated that with FDEP who sent back a letter suggesting that Blueprint did not need to do that and that they follow an existing Florida Statue that allowed the treatment of manmade control structures. Therefore Blueprint would proceed under that for permitting of Segment Two. Michael Wright asked if staff anticipated any insurmountable issues. Mr. Phillips stated no.

Mr. Phillips briefly touched on some items that he noted would be discussed in detail in the future, such as the by-pass box culvert that will take the majority of the flow around the park to the bottom pond area thereby protecting the stream vegetation in the upper and middle sections of the park. Furthermore, since it would take the water off line. He noted that staff was also discussing alum injection possibilities in the park.

Gabe Menendez asked what the purpose of the by-pass culvert would be. Mr. Phillips stated that it would divert the high-flow water directly to the bottom pond. Approximately 100 CFS would flow into the upper pool with the remainder being diverted to the bottom. Mr. Davis stated that the by-pass culvert was critical to the survival of the vegetation along the channel. Furthermore, it allowed the ponds to be off-line which would facilitate the alum injection and the benefits derived thereof. The ponds would catch the "first flush" and could be treated with the cleaner subsequent flow being diverted to the by-pass culvert.

Mr. Davis stated that, associated with the design of the park, was the fundraising efforts. The plan had been to raise approximately \$10 million to fund the amenities. Staff anticipated participation of the CRA in that. Also a marketing plan had been created by Ziffer-Stansberry Associates to assist staff in moving forward. He further stated that it was Blueprint goal to find a third party to manage the fundraising efforts. The marketing plan was forwarded to Make Pate, with the Knight Foundation to see if they would be amenable to fund the full blown development of the plan.

Additionally, he stated that, while appraisals were ongoing, staff was "cautiously optimistic" that they would be able to secure the Meyers Industrial Park in Segment Three. It would be funded out of the Land Bank because that segment was not yet budgeted. He further stated that staff was please with the progress that had been made but the amount of detail that remained was quite staggering.

Dave Bright updated the committee on Segment Four. He stated that it would be the next segment to go under design, however, in the interim Blueprint had received a Florida Communities Trust grant last year to purchase four parcels near the Orange Avenue and

Springhill Road intersection. Blueprint had closed on the Strauss parcel; they owned 2.91-acres. It was shown in the current concept as a pond site. However, Blueprint would need to acquire additional parcels to get all the space needed for the pond. The Hopkins and Boynton-Kaye parcels, located on the east side of Springhill Road north of Orange Avenue, had offers out on them. It was possible that the Boynton-Kaye option agreement could be signed in the very near future, he stated. The final parcel was the Davis parcel, on the southwest corner of the intersection, and Blueprint only needed to portion that was west of the central drainage ditch. Blueprint had made an offer on that parcel; however, before it proceeded there would be several levels of environmental assessment to determine exactly what they might be getting into or what additional cleanup might be necessary and cost that could be incurred. The site was not a badly contaminated site; however, there was some migration from the Davis site and nearby gas stations.

Michael Wright stated that Pat Hurley had extensive information regarding the contamination and remediation at those sites. Randy Matheny stated that he would contact Mr. Hurley to follow up on that. Theresa Heiker stated that the superfund project manager had indicated to her that they intended to require Mr. Davis to pay that back as well. Mr. Bright stated that he remembered seeing an ESA or series of letters from FDEP that indicated there was approximately \$1 million in remediation remaining but that was several years ago. Mr. Wright stated that it was more now. In fact, the Property Appraisers office had it valued at zero.

Mr. Wright asked if any of the parcels were occupied. Mr. Bright stated that all four parcels were vacant.

Mr. Davis congratulated Mr. Bright and his interns because it was the number one FCT grant for the state last year.

#### **Item #7: Acquisitions of Properties in the Fred George Basin**

Dave Bright stated that included in the agenda item was the item written by Blueprint staff as well as the County's agenda item. The County Commission had directed their staff to move forward in acquiring several parcels adjacent to and including the Fred George sink. Some of the parcels were fee simple and some were conservation easements. They also instructed that Blueprint 2000 funding be utilized for a portion of the acquisition. Mr. Bright stated that Fred George acquisitions were on Blueprint Map 1, however Map 1 was not a Tier 1 project and therefore was not currently funded in the Blueprint Master Plan. Any change to that would require the super-majority vote process.

There was a table included in the County's agenda item that listed cost of each parcel. It indicated that the total acquisition would be \$4.485 million with a cost to Blueprint of \$2.691 million. The recommendation by the County was that Blueprint fully fund the purchases. The County would submit a FCT grant application, and if successful, Blueprint would be reimbursed for 40% of the approved cost of the acquisition.

Blueprint staff concurs that the proposed project is a legitimate environmental project and was in keeping with the Blueprint mission to protect and enhance the environment. Blueprint staff identified in their agenda item, several potential funding sources which would include the County Water Quality funds (the \$25 million provided to the County by Blueprint), the Mahan Drive funds (which were in the budget but, again, not a Tier 1 project), the Lake Jackson Basin funding (which was in the current Master Plan), Lake Lafayette Flood Plain funding (which was in the Master Plan), \$500,000 from the unsuccessful Red and Sam's FCT project, and finally the Blueprint Land Bank.

Blueprint staff's recommended option was to move \$2.691 million from the Lake Jackson Basin funding, to be used as the 60% match, with the County funding the remainder from their Water Quality fund or other resources. One of the reasons for this was that in previous Blueprint environmental acquisitions, and in most City and County environmental acquisitions, none had been totally locally funded. With as many funding and grant sources that were available, staff felt there was a good chance of getting someone else's money to pay for part of the acquisition.

Vince Long asked Tony Park and Theresa Heiker to speak to the status of the Lake Jackson Basin projects and would that money be available? Theresa Heiker stated she had never viewed the County's water quality projects as being funded separately out of a line item. The original Blueprint projects in the Lake Jackson Basin, in the Master Plan (Map 5) that she had seen, was fully greenway acquisition; which would then become a County decision if they were greenway acquisition funds. She further stated that it was not a matter of duplication of funding dedicated to County stormwater projects; that were moving forward. Those funds were accounted for under the Blueprint/County Water Quality funding. It was money that was, initially, established for greenways however, she did not know the status of those projects. Mr. Long asked if it was for connections to the Rhoden Cove and Okeeheepkee ponds.

Mr. Bright stated that map 5A showed those pond locations and greenways and intersections. Ms. Heiker commented to Steve Hodges that there was a major corridor that connected to Eleanor Klapp-Phipps and the Timberlane Ravine. It was her understanding that it was that corridor that that specific fund was intended to address. County staff had always looked to fund water quality projects out of the other fund therefore it was not a duplication of funds.

Phil Maher stated that Blueprint had \$2 million budgeted for Lake Jackson for the previous fiscal year, which was not expended. It was his understanding that the City had purchased some property and expended funds that Blueprint needed to reimburse them for. That \$2 million rolled over into the current fiscal year in which \$1.5 million had been budgeted; creating a total of \$3.5 million that was appropriated for Lake Jackson. Tony Park inquired which projects the \$3.5 was allocated for.

Jim Davis stated that it was never specified that it was for the Lake Jackson basin. It was money that was ear-marked for that Tier 1 project that was funded in the original Blueprint plan. The specific projects were not outlined. However, the Blue Book specifically outlined the funding options listed at #6-c in the Blueprint agenda item. That

line item was to address retrofitted stormwater including Okeeheepkee / Fuller Road, Rhoden Cove and Lexington / Timberlane. Additionally, there were greenways: a functional bike trail, a connector for Klapp-Phipps Park and Timberlane Ravine, as well as roadway improvements. Those projects were specifically listed in the Blue Book, he noted. He further stated that their issue was (1) Greenways and Trails – Blueprint received an OGT grant to fund some of that work. Blueprint had attempted to work with the Phipps family to purchase a parcel, but it fell apart. Steve Hodges interjected that he had recently been in contact with a member of the Phipps family and it was “on again.” Mr. Davis stated that without regard for that, Blueprint staff’s position was, based on previous successes that they could do it again. He stated that the reason it “fell apart” previously was that some members of the Phipps family were unwilling to sell.

Tony Park stated that the Okeeheepkee project was virtually complete out of the County’s water quality. Mr. Davis stated that was why Blueprint staff was saying that the Lake Jackson funds were available, if in fact, it was mentioned in the original Blue Book. Mr. Park stated that the County used Blueprint Water Quality money to complete those projects, \$22 million. Mr. Davis stated that it was not the \$3.5 million though. Theresa Heiker stated that County staff had never viewed the \$3.5 as stormwater. Mr. Davis stated, quite candidly, that it was not until he physically reviewed what was listed in the Blue Book that the option occurred. He stated that he questioned if the money could be legitimately used for the acquisition and still be consistent with what was intended for that money as well as keeping greenway dollars, environmental dollars, paying for environmental projects, and not crossing the line. Part of the thought process, he noted, was, could it be “sold” to the CAC or members of the environmental community. Staff felt it could.

Mr. Davis reiterated that Blueprint supported the project; they thought that the Board would approve the project, that the citizens would approve it – with the proposed funding option. However, based upon the precedent that Blueprint had never paid full value for any piece of property that had been acquired environmentally, that it was unfair to ask Blueprint to underwrite the potential success of the FCT grant. Therefore, they were proposing that, consistent with every other piece of property they had purchased, for them to fund 60% was reasonable. Mr. Bright noted also that the 60% local share was higher than most of Blueprint’s grants had been.

Ms. Heiker stated that she did not contest that, she would simply like it removed from the agenda item that it was double accounting because the Water Quality projects for the County, as described in #6-b in the agenda item, specifically stated that those funds were to be used for stormwater. They were not intended for that purpose. County staff had always understood that stormwater facilities would be funded out of their water quality allocation. That was also what was reflected in the 2002 Master Plan as originally drafted. Mr. Davis stated that it was almost a quote in fact, it could be verbatim from the Blue Book. Ms. Heiker agreed as far as the map was concerned, however, in regards to the budgeting and the Master Plan that was developed it specifically identified the Lake Jackson Basin for greenway acquisition. It also identified the County’s water quality projects in the Jackson Basin under the County’s water quality item. So those areas listed

earlier were never out of the Lake Jackson Basin. Mr. Davis agreed and stated staff would clarify that.

Steve Hodges noted that on the County's agenda item, Table 1, 7A the Christine Maples parcel, which was originally to be a conservation easement, however it was revised to fee simple which added \$140,000 to the total estimated cost. At the 60/40 match that would be an additional \$84,000 from Blueprint. Dave Bright requested clarification that the estimated cost for that parcel was changing from \$60,000 to \$200,000. Mr. Hodges concurred; based on the property appraisers estimated value.

Additionally, Mr. Hodges stated that he was working with Misty Penton who seemed to think the FCT application would "come in strong." If that was the case, there was the possibility of the County asking for a 50/50 match rather than the current 60/40. Mr. Davis stated to Vince Long, that Blueprint's position would be that the County should do whatever they felt they should. Blueprint's recommendation would be that they would fund up to 60% but no more. A 50/50 match would be fine but it was ultimately the County's call. Don Lanham noted that it would come down to the FCT rules. Mr. Davis stated that was understood but that Blueprint should not assume the risk of an unsuccessful FCT grant.

Mr. Davis asked if there were any additional comments; there were none. He asked if County staff was comfortable with the staff recommendation. Mr. Long stated that the felt the Board had the information they needed to make the decision. Mr. Davis asked if it was safe to include it in the IA agenda that the recommendation wa "favorably received" by the TCC. Mr. Long stated yes. Ms. Heiker noted the "as amended" portion.

#### **IV. Citizens to be Heard**

There were none.

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

Mr. Davis stated that it appeared that Sandco and Genesis were the successful winners for Capital Circle Southeast, Woodville to Tram. Staff was excited by that and received a very good price, one that "bucked the trend" of FDOT. Furthermore, Blueprint was looking seriously at ways to do the next segment, Woodville to Crawfordville. There were some interim potential options: (1) \$10 million, five-lane option, (2) \$15 million, seven-lane for two-thirds the distance and back to five-lane through the intersection, (3) \$20 million, seven-lanes all the way through that were all under review. He noted that the five-lane fix would most likely meet traffic demands for many years to come.

#### **VI. Adjournment**

There being no further business, the meeting adjourned at 1:52 pm.