

Blueprint 2000 TCC Meeting Minutes

SunTrust Bank Building
2727 Apalachee Parkway, Suite 200
Thursday, October 16, 2012

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

Tony Park	Wayne Tedder	Autumn Calder
Gabe Menendez	Charles Hargraves	Junious Brown
Rodney Cassidy	Dave Snyder	Angela Ivy
Theresa Heiker	Gary Phillips	Margie Quillman
Harry Reed	Marek Romanowski	JW Hunter
John Buss	Jim Shepherd	

Wayne Tedder called the meeting to order at 3:07 PM and introduced the new Blueprint Manager, Charles Hargraves.

I. Agenda Modifications

There were no Agenda Modifications

II. Information Items

Item #1: Capital Circle Northwest/Southwest: South of US 90 to Orange Avenue Update

This item was information only.

Item #2: Franklin Boulevard Flood Relief and Roadway Update

This item was information only.

Tony Park questioned if the \$700K from FDOT had been approved for use on Franklin. Harry Reed stated that it had not because staff was unable to secure approval from FHWA in the necessary timeframe. Wayne Tedder stated that the sidewalks, etc. would be provided within the allocated sales tax budget.

Theresa Heiker questioned how the total flood attenuation (of the Capital Cascades Trail project) would be affected by the raising of the parking lot at Leon High School. Mr. Tedder and Gary Phillips stated that additional volumes would be accommodated downstream in Segment 3.

Ms. Heiker questioned if the City would be approving the enclosed schedule within the following weeks. Mr. Phillips stated that what was enclosed was already outdated. Furthermore, the line item for the construction of the parking lot modifications was a place holder for the overall schedule; Blueprint had no involvement with that project. It

was up to Leon County School Board to move that project forward. Mr. Tedder stated that LCSB was waiting to see how the flood levels of the final conditions would be before moving forward. Ms. Heiker stated that she brought it out because it had the potential to affect the LOMAR.

Item #3: Capital Circle Southeast: Woodville Highway to Crawfordville Road Update

This item was information only.

Item #4: Cascades Park Update

This item was information only.

John Buss requested an update on the sinkhole remediation issues. Dave Snyder stated that Myron Hayden, with EGS, had completed the ground penetration radar and electro-resistivity tests. They would present their preliminary findings report to Blueprint staff on October 23, 2012.

III. Consent

Item #5: TCC Meeting Minutes: June 7, 2012

There were no comments on the minutes.

Item #6: Proposed 2013 IA, TCC, and CAC Meeting Schedules

There were no comments on the 2013 schedules.

IV. Presentations/Discussions

Item #7: Capital Circle Southwest PD&E Study, Design, and Construction

Mr. Tedder stated that FDOT pulled the LAP agreement for the design of the segment. Letters from Blueprint and the IA were sent to FDOT requesting they maintain a design that was consistent with the Blueprint philosophy. Tommy Barfield, Secretary of District 3, agreed and stated that he expected it to be a partnership as other segments of the roadway had been. Copies of the letters were included in the agenda item.

Jim Shepherd stated that Blueprint and Kimley Horne staffs were addressing comments from FHWA to gain approval for the engineering documents to hold the public hearing; tentatively scheduled for December 2012.

Gabe Menendez stated that City Public Works also received a letter from FDOT pulling all future LAP agreements with them, including medians on Monroe Street. FDOT would take the work in-house. Tony Park stated that the County spoke to FDOT regarding the LAP agreement they had to widen Monroe Street; FDOT agreed to allow

the County to maintain it, he thought, because of the length of time the County had been involved (since 1996) and because the funding was from a County source.

Mr. Reed stated that CRTPA had discussions with FDOT earlier that day regarding constructing roadways to the standard of the community. If there was a maintenance agreement in place, the roadway would be designed with community input. It was state and federal statute that the local CRTPA set the priorities and which projects were listed in the TIP. Projects had to be listed there to be funded and the decision of authorization for it was made by the Board. Mr. Reed stated that he understood that the landscaping for Monroe would be similar to that of Apalachee Parkway.

Mr. Shepherd distributed additional handouts and discussed maintaining the cul-de-sac within the neighborhood listed versus yet another connection to Capital Circle. That option would protect the residential neighborhood from cut-through traffic forcing traffic to use Westway. Mr. Menendez and Mr. Reed both agreed that there were sufficient access points and good connectivity. The access point across the street was a right in / right out for eastbound traffic; westbound traffic would have a directional opening. There was a full intersection opening at Tilly. Mr. Shepherd stated that the public meeting years earlier however staff hoped to have the public hearing in December 2012. The subject concept plans would be presented there.

Mr. Menendez questioned if the Balkin intersection would be eliminated. Mr. Shepherd confirmed that the existing intersection would and a new full median opening would be made by Balkin taking a 90° turn to Capital Circle; lining it up with Woodhaven to the west. A short street would remain to allow for connection to the few homes closest to Capital Circle. Mr. Park stated that he supported the realignment of Balkin.

Tony Park questioned the funding source for the project. Mr. Shepherd noted that funds were allocated in the CIP in 2017 for design. There was no funding source for right of way or construction. To approve the PD&E study, the design money had to be identified only.

Item #8: Capital Cascades Trail Segment 3: Connector Bridge and Construction Update

Gary Phillips stated that the contract for Segment 3A was recently awarded to M. Inc. Their scope consisted of the installation of the double boxed culvert from South Monroe Street to west of South Adams Street. There would be a closure of Adams Street during that process; approval for that had been requested.

The Connector Bridge project limits were from Gadsden to South Adams Streets. Mr. Phillips spoke to the slide presentation and stated that 100% structural plans, completed by FIGG, were under review by FDOT. The plans for the trails, retaining walls, and landscaping, by Kimley Horne, were at 90%.

Mr. Phillips discussed the eco-friendly elements of the bridge such as self-cleaning

concrete, pervious pavers, and solar panels. Mr. Phillips briefly discussed the proposed design elements and the CAC's response to them; that it was more than was necessary and would save Blueprint money if some of the direct staircases were eliminated.

Blueprint was requesting the TCC's assistance with developing the site plan, specifically in the area of the parking lot adjacent to the Orion Motorcycle Shop. Concerns with the existing concept were the at grade crossing across South Monroe at the trail crossing, parking lot use (was it best for the park or would it be used for redevelopment), universal access vs. stairs and retaining walls and the associated costs, and the redevelopment of the property.

The west side of the bridge would be a universal access. There was a lengthy, thoughtful, and passionate discussion about access on the east side with the final decision of the TCC being Blueprint would have the design engineer review the northeast ramp situation to see if it could be replaced with a southeast ramp that began further to the east and would replicate the aesthetics of the west side. Also, include the parking lot if space permitted (with the changes to the ramp and stairs) if not reserve the area for it in the plans for future phase development. Some of the more emphatic discussion points are listed below.

- The inclusion of the parking lot encouraged redevelopment.
- Removing the retaining walls would require grading to the existing driveway and installing additional landscaping.
- If the parking lot were removed from the construction aspect ensure that the space was reserved for future phase development.
- Separate the points of the trail crossings, install barriers or extend the "Jersey" wall along the roadway to dissuade the at-grade crossing on South Monroe.
- Able bodied people would probably cross at-grade or cut across the landscape rather than follow the universal path which would lead to the need to construct stairs in the future anyway.
- Elimination of the infrastructure on the north east side and replace with landscape material. On the southeast bring the stairs in at a better angle and also have a universal ramp as well.

Regarding solar panels, Mr. Phillips stated that the project was sold to the community with their inclusion on the canopies. The community was supportive of solar panels without knowing the details or costs. Blueprint had since learned that the modules cost approximately \$38k in addition to the canopy cost. They came with a 10-year warranty with an expected life of approximately 30-years. The electrical credit for the amount of savings returned to the grid was estimated at \$1300/year. However, it gave the green leadership of the most eco-friendly bridge in Tallahassee. The TCC elected to "go all the way" with the green leadership and supported the inclusion of the solar panels.

V. Citizens to be Heard

There were none.

VI. Items from Members of the Committee

Harry Reed stated that in a meeting with FDOT District 3 the CRTPA learned that money received for bike and pedestrian facilities had to be spent in the year in which it was programmed. Based on that Mr. Reed stated that \$550K (of the \$700K that was originally set aside for Franklin Boulevard, but could not be obligated because Blueprint moved more quickly than FHWA) had be reallocated to FY14 for use on the Connector Bridge for a total of \$1.4M. The caveat was that the LAP agreement had to be finalized prior to executing the construction contract. Gary Philips stated that the additional dollars completely funded the Connector Bridge; any excess funding would be put onto Segment 3.

John Buss stated that the Coal Chute Pond report indicated that significant progress had been made and questioned the status of the capacity records. Mr. Phillips stated that they had been emailed to Mr. Buss, Gabe Menendez, and Steve Shaffer. Mr. Menendez confirmed receipt of them and stated that he would get a copy to Mr. Buss and Jodie Cahoon.

Regarding Van Buren Pond, Mr. Buss questioned if it had always been included in the FAMU Way improvement project. Mr. Phillips stated that originally Blueprint intended to construct it however the decision was made to include it with the City's FAMU Way project. Mr. Buss stated he was more concerned about the capacity allocation and funding. Mr. Phillips stated that the pond was for floodplain storage only. Mr. Menendez confirmed that and stated that the reason was that City Public Works would be constructing the roadway, pond, and roadway simultaneously.

Mr. Buss further stated for the record that the entire project was a stormwater project and piece by piece it was simply not happening in his opinion. He was unsure where stormwater was being address, he assumed in Segment 4. However, he was unconvinced of that.

Charles Hargraves questioned what aspect Mr. Buss was concerned about because the project included stormwater conveyance and flood mitigation. Mr. Buss disagreed stating that there was no flood mitigation only compensating volumes. Mr. Hargraves stated that it sounded as though Mr. Buss needed a copy of the analysis. Mr. Buss stated that he needed Blueprint (and Public Works) to be more focused; no one wanted to be in front of the IA or Commission fighting over it. He understood "mission creep" yet the loser was always the environment and it was his job to watch out for that. Mr. Hargraves stated that with the subject project it would be difficult to argue that the environment was not winning. Mr. Buss completely disagreed and suggested Blueprint return to the original mission statements.

Mr. Buss stated that there was not a pond south or west of Monroe Street that was not dedicated, somehow, to development when it was sold to the public as retrofit. Mr. Phillips stated that the original drawings included the open conveyance state with inline ponds. However that had completely changed because of what the community wanted – the water to go away and the ditch to be covered. Moreover, in excess of 50% of the capacity in Coal Chute Pond was for retrofit not redevelopment. It was presented to the IA who agreed with Blueprint that regional stormwater facilities that encompassed more than just the ditch. Van Buren was completely dedicated to the 3000 feet of double boxed culvert. Dave Snyder noted that the 53-acres of Gaines Street runoff, that currently drained, untreated, into the ditch would be held and treated at Coal Chute Pond.

Mr. Hargraves stated that he had not yet had the opportunity to review the analysis. He suggested however that Blueprint provide Mr. Buss with additional information as to the function of the facilities.

Mr. Buss stated that Blueprint was not doing enough. While he understood open ditches changed to boxed culverts and the community's desires, he did not see a representation of the original mission to the full extent.

Mr. Menendez asked if, given where both the FAMU Way and Capital Cascades Trail Segment 3 projects were, could the water quality component be handed in Segment 4. Mr. Buss stated that he was not sure, he thought that Blueprint was to have completed a Master Plan. Theresa Heiker stated that she and Mr. Buss had been asking for that for 12-years. Mr. Buss stated that Mike Wright, a former Assistant City Manager had assured both he and Ms. Heiker not to worry about the road (FAMU Way) that they would all be 100% separate and not use any of the Blueprint facilities.

Mr. Buss stated that he thought the conversation needed to be held as to, in the future when Blueprint took on projects that related to stormwater, the format that the work was produced in and what was necessary to precede. He referred them to the RSF for the delineation water quality components, flood control, etc. That was the type of documentation and follow up that was needed to eliminate the problem. Mr. Phillips stated that when the project was complete they would have all of that. Mr. Buss thought that was too late because what if he disagreed with the results. Mr. Phillips reiterated that those had been presented previously because the project had been approved for construction, including the acquisition of permits.

Mr. Menendez stated that at the stage of the game they were at, Segment 4 would be their saving grace. Ms. Heiker stated that it was putting too much weight in Segment 4. It had a very constrained corridor, the elevations were limited and staff needed to know that first. Mr. Menendez stated that he understood Mr. Buss' position however the reality was that FAMU Way Segment 3, changes at Cascades Park, and Segment 1 (which was not even supposed to happen until the others were complete) had been advanced and everything was moving forward. The only segment left was four. Mr. Menendez

questioned where Blueprint was on the design of Segment 4 and what they were doing to address the retrofit.

Mr. Buss stated that was not a fair question. Mr. Phillips stated that the modeling, which Stormwater had asked for seven years, was underway and would be completed before Blueprint continued on with the design of Segment 4. The design of Segment 4 would absolutely be revisited because of the changes outlined by Mr. Menendez and more. Such as the pond that was to be constructed by City Public Works, the armoring of the ditch by the City, and the acquisition of 11-acres in Black Swamp above the twenty owned by the County. Mr. Hargraves suggested having a separate meeting to discuss the issue. Mr. Buss stated that would be a fine start.

VII. Adjournment

There being no further business, the meeting adjourned at 4:51 PM.