

**BOARD OF DIRECTORS
MEETING**

**December 5, 2017
3:00 pm
City Commission Chambers**

Chair: Mary Ann Lindley

Agenda

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II.	INFORMATIONAL ITEMS/PRESENTATIONS	
	<ul style="list-style-type: none">• CAC Chairman's Report – Allen Stucks• America's Competitive Exchange Tour Update• Presentation from FSU Real Estate Foundation – Kevin Graham• Recognition of Intergovernmental Agency Board of Directors Attorney• Recognition of Blueprint Citizens Advisory Committee Member	
III.	CONSENT	
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IV.	GENERAL BUSINESS/PRESENTATIONS	
	7. Approval of an Updated Design Concept for Magnolia Drive Trail	143

V. PUBLIC HEARING (5:30 pm)

8. Second Public Hearing to Consider a Substantial Amendment to the Blueprint 2020 Airport Gateway Project

195

VI 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

VII ADJOURN

NEXT BOARD OF DIRECTORS MEETING: March 3, 2018

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to attend this meeting should contact Susan Emmanuel, Public Information Officer, 315 South Calhoun Street, Suite 450, Tallahassee, Florida, 32301, at least 48 hours prior to the meeting. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.

**Blueprint Intergovernmental Agency
Board of Directors
Agenda Item**

TITLE: Approval of the September 19, 2017 Blueprint Intergovernmental Agency Board of Directors Meeting Minutes

Date: December 5, 2017

Requested By: Blueprint & OEV Staff

Contact: Blueprint & OEV

Type of Item: Consent

STATEMENT OF ISSUE:

This Agenda Item presents the summary meeting minutes of the September 19, 2017 Blueprint Intergovernmental Agency Board of Directors (IA Board) meeting and requests the IA Board's review and approval of the minutes as presented.

Action by TCC and CAC: This item was not presented to the CAC or TCC.

OPTIONS:

- Option 1: Approve the September 19, 2017 Blueprint Intergovernmental Agency Board of Directors meeting minutes.
- Option 2: Do not approve the September 19, 2017 Blueprint Intergovernmental Agency Board of Directors meeting minutes.
- Option 2: Board Guidance.

RECOMMENDED ACTION:

- Option 1: Approve the September 19, 2017 Blueprint Intergovernmental Agency Board of Directors meeting minutes.

Attachments

1. Draft Summary Minutes of the Blueprint Intergovernmental Agency Board of Directors Meeting on September 19, 2017

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Blueprint Intergovernmental Agency

Board of Directors

Agenda Item

Date: December 5, 2017
To: Board of Directors
From: Benjamin H. Pingree, PLACE Director
Subject: Summary Minutes to Board of Directors Meeting of September 19, 2017

MEMBERS PRESENT

COUNTY	CITY
Commissioner Mary Ann Lindley, Chair	Commissioner Gil Ziffer
Commissioner Kristin Dozier	Mayor Andrew Gillum
Commissioner Nick Maddox	Commissioner Nancy Miller
Commissioner Bryan Desloge	Commissioner Curtis Richardson
Commissioner Bill Proctor	Commissioner Scott Maddox
Commissioner Jimbo Jackson	
Commissioner John Dailey	

MEMBERS ABSENT

COUNTY	CITY

I. AGENDA MODIFICATIONS

- The FSU Real Estate presentation was deferred to a later date.

II. INFORMATIONAL ITEMS/PRESENTATIONS

- Citizen's Advisory Committee Chairman's Report
 - Alan Stucks provided an overview of the CAC's September 7, 2017 meeting which included the following:
 - Approval of the proposed 2018 meeting schedule and Urban Vitality Job Program.
 - The CAC received a presentation on the 2020 Prioritization process and the Airport Gateway District project.
 - Held the first public hearing for the Fiscal Year 2018 Operating and Capital Budgets.
- Blueprint Project Updates Presentation
 - Charles Hargraves provided an overview of the Blueprint projects included in the agenda item.
 - A copy of the associated presentation is on file at the Blueprint offices.
- OEV Project Updates Presentation
 - Al Latimer provided an overview of the OEV projects.
 - A copy of the associated presentation is on file at the Blueprint offices.

- Florida State University Real Estate Foundation Presentation
 - Deferred to a later date.

III. CONSENT

ACTION TAKEN: Commissioner Desloge moved, seconded by Commissioner Dozier to approve the Consent Agenda.

The motion passed 12-0.

1. Approval of the June 13, 2017 Board of Directors Meeting Minutes
The Board approved Option #1: Approve the June 13, 2017 Board of Directors meeting minutes.
2. Proposed 2018 Meeting Schedule for Blueprint Intergovernmental Agency Board, Citizens Advisory Committees, and Technical Assistance Committees
The Board approved Option #1: Approve the proposed 2018 Meeting Schedule for the Blueprint Intergovernmental Agency Board, Citizens Advisory Committees, and Technical Assistance Committees.
3. Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects
The Board approved Option #1: Accept the September 2017 status report on the Blueprint infrastructure projects.
4. Approval to Extend the General Engineering Consultant Contract
The Board approved Option #1: Approve an extension of Michael Baker Internationals contract with the Blueprint Intergovernmental Agency for an additional one-year period.
5. Acceptance of the Status Report on the Operations of the Tallahassee-Leon County Office of Economic Vitality
The Board approved Option #1: Accept the Tallahassee – Leon County Office of Economic Vitality Status Report.
6. Acceptance of the Status Report on the Economic Vitality Leadership Council and Economic Vitality Competitiveness Committee
The Board approved Option #1: Accept the Economic Vitality Leadership Council and Economic Vitality Competitiveness Committee Status Report.
7. Acceptance of the Status Report on Office of Economic Vitality's Major Studies Program
The Board approved Option #1: Accept the Status Report on the Office of Economic Vitality's Major Studies in Progress.
8. Acceptance of the Status Report on the Formation of a Magnetic Technologies Task Force for Tallahassee-Leon County by the Economic Vitality Leadership Council
The Board approved Option #1: Accept the Status Report on the Formation of a Magnetic Technologies Task Force for Tallahassee-Leon County.

9. Acceptance of Status Report and Authorization to Continue Supporting the Annual Big Bend Minority Enterprise Development Week Program

The Board approved Option #1: Acceptance of the status report and authorize the continued support of MWSBE staff in the administration of the annual activities of the MED Week Committee.

IV. GENERAL BUSINESS

10. Approval of the Urban Vitality Job Creation Pilot Program & Amended Investment Toolkit

Al Latimer gave a brief presentation of the item stating that the program would serve as a locally-based driver designed to spur job creation, encourage employment stability, and promote economic vitality in the Promise Zone. He spoke to eligibility, average wage requirements, and reimbursement incentives.

Commissioner Desloge questioned the how staff would measure the success of the three-year pilot program. Mr. Latimer stated that staff would evaluate the demand for the program once it was available to the public and keep the Board apprised of progress through an annual status report. Ben Pingree stated that all available mechanisms would be utilized to engage the community. Commissioner Dozier requested that the length of time people remain employed be a data point that was tracked by staff.

Commissioner Jackson stated that it was an ingenuous and innovative approach to small businesses.

Mayor Gillum supported the program and looked forward to a program that invested in people and talent development in sectors that were presently undersupplied workforce. Specialized, non-degreed, training would allow people to earn a livable wage and decrease the advertisement time of tech jobs in the community.

Commissioner Miller spoke to partnerships with Tallahassee Community College. Mr. Pingree confirmed that the education community, including K-12 and the community college, was included as a stakeholder in the process. OEV staff was defining strengths and weaknesses involved and combining it with the ongoing Targeted Industry Study.

Mayor Gillum moved, seconded by Commissioner Desloge, to approve Option #1.

Option #1: Approve the Tallahassee-Leon County Urban Vitality Job Creation Pilot Program and Amended Investment Toolkit.

The motion passed 12-0.

11. Approval of the Proposed Prioritization for the Community Enhancement, Connectivity, and Quality of Life Blueprint 2020 Infrastructure Projects

Ben Pingree gave a brief overview of the item noting that through the Board's leadership over the initial prioritization of seventeen of the twenty-seven Blueprint 2020 projects. He introduced Autumn Calder for a short presentation on the results of ranking of the remaining ten smaller projects.

Ms. Calder's presentation touched on the history of the prioritization process and noted that if the rankings were approved staff would move forward with the development of an implementation plan two years prior to the receipt of the sales tax funds. As well as an outline of the ranking methodology and the three key components of process, transparency, and flexibility.

Citizen Comments

Mary Catherine Lawler, 2814 Remington Green Circle, encouraged the Board to vote in support of the Market District project.

Scott Hampton, 2787 Palafox Lane, encouraged the Board to vote in support of the Market District project. Particularly regarding the park area and the benefit of the roundabout on the speed of traffic through the area.

Mark Cross, Tasty Pastry Bakery and the Market District Merchant's Association, spoke in favor of the Market District project.

Bill Wilson, 1816 Old Fort Drive, spoke in favor of the Orange Avenue Placemaking project and to the importance of the park area, floodplain mitigation, and pond aesthetics. As well as advance-funding 2020 projects where possible.

Commissioner Desloge supported advanced funding the 2020 program where possible. Essentially, picking the low hanging fruit, doing the pre-work of the projects without spending an immense amount of money.

Commissioner Dozier noted that the Alternative Sewer Study ranked 10th, despite the value the IA Board placed on it through the advanced funding vote in June 2017. She felt that the Alternative Sewer Solutions Study and the Animal Shelter are two projects that have countywide impacts. As such, these two projects were farther reaching in regards to community-wide impact compared to the placemaking projects. Commissioner Dozier stated the countywide impact of these two projects could be points to reevaluate in the future. Commissioner Dozier also spoke to the inclusion of the Farmer's Market at Market Square improvements. Commissioner Lindley requested that it be a topic for a future meeting.

Commissioner Miller stated that she wanted to see an evaluation of the long-term gains compared to the up-front costs to advance funding projects. Noting that Gaines Street received a \$200 million return on a \$30 million investment by the City. Focusing on the Farmer's Market, she recommended tallahassee-marketedistrict.com as a resource for the area.

Commissioner Proctor spoke in support of the Market District as well as advance funding projects as possible. He also spoke in favor of the Fairgrounds improvements as well.

Commissioner Richardson stated that advance funding infrastructure projects on the Southside would spur redevelopment and revitalization as well as economic development.

Commissioner Proctor stressed the importance of paring utility work with the improvements to the southwest area projects.

Commissioner Richardson moved, seconded by Commissioner Desloge, to approve Option #1. Commissioner Dozier offered a friendly amendment to the motion modifying the language to list the Shelter as a countywide impact, rather than a southeast project. Commissioner Richardson accepted the friendly amendment to the motion. Commissioner Miller seconded the amendment.

Option #1: Approve the results of the “Blueprint Promise” prioritization process for the remaining ten Community Enhancement, Connectivity, and Quality of Life projects and direct staff to develop a five to ten year plan implementation schedule for the highest ranked projects beginning in 2020 and present the result at the first IA Board meeting in 2018 including the friendly amendment to the motion modifying the language to list the Shelter as a countywide impact.

The motion passed 12-0.

12. Acceptance of Staff Report and Consideration of an Amendment to the Blueprint 2020 Airport Gateway Project to Establish the Gateway District

Ben Pingree gave a brief presentation of the staff analysis of the Gateway District, including an overview of the current Airport Gateway project as approved by voters and the IA Board. The project included funding for right-of-way acquisition along Springhill Road. However, it did not include funding for construction to four-lanes. Furthermore, the collaboration between Blueprint, FSU, Planning, City and County Public Works Departments, and the Capital Region Transportation Planning Agency. The District concept doubled the improvements to the area using approximately \$900,000 Blueprint dollars than originally estimated, it leveraged \$21 million from Florida Department of Transportation and FSU, and it included improvements to all segments of the original project. However, it did not include the acquisition of right-of-way or construction of a four-lane roadway for Springhill Road.

Commissioner Proctor stated that he could not support the item. He felt it was inconsistent with the original intent of what was presented to the voters. He stressed the importance of a four-lane roadway to the International Airport to the future of Tallahassee.

Commissioner Dailey stated that the Gateway District was a desperately needed game changer for southwest Tallahassee. He believed in the vision and that the original project proposal would not only be achieved but enhanced through collaboration with FSU. He did not recall discussion to four-lane Springhill Road and questioned if a transportation data supported it. Mr. Pingree stated that the Southwest Area Transportation Study would evaluate that however, the existing traffic counts were less than half for the number required. Commissioner Dailey strongly recommended supporting the item.

Commissioner Dozier noted that the Gateway District concept would give three excellent roads, Orange Avenue, Lake Bradford and Springhill Roads, to the Airport in addition to

Capital Circle serving as the multi-lane roadway access to handle freight and other investments in infrastructure and development near the Airport.

Mayor Gillum stated that changing the uses along Springhill Road had been a topic of discussion throughout his tenure with the City and while the Gateway District allowed for improvements and multiple roadways from the Airport into Tallahassee it was important to include those enhancements to Springhill Road.

Commissioner Scott Maddox stated that historically, local government has designated Springhill Road as the road to the Airport but the traffic capacity data did not support widening the road as originally planned. The lack of need to widen the road was due to citizens using Lake Bradford to access the roadway. Regarding beautification of the Springhill Road corridor, Commissioner Maddox suggested that funds for neighborhood connectivity be used, following public input.

Citizen Comments

Matthew Latch, 1909 Karen Lane, addressed the audience and requested anyone from the southwest neighborhoods to please stand. One person responded.

Commissioner Desloge moved, seconded by Commissioner Dozier, to approve Option #1.

Mayor Gillum offered an amendment to the motion that following substantial opportunity for public input, \$10 million be set in abeyance, beyond the \$10.8 for right-of-way, which allowed for flexibility to the land uses along Springhill Road. Commissioner Desloge declined to accept the amendment stating that he felt that the Board and staff understood Mayor Gillum's intent but he did not want to combine the two because of the appearance of committing to spending \$20 million on Springhill Road. He was willing to entertain a staff analysis of the option however.

A second on the amendment was not clearly stated. The amendment failed 3-9.

Option #1: Accept the staff report and conceptually approve the Gateway District, refine the typical sections and cost estimates through the Southwest Area Transportation Plan, which includes significant public engagement, and initiate the process to significantly amend the Airport Gateway project. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee on November 16, 2017 and the second and final public hearing for the Blueprint IA Board meeting on December 5, 2017, at which time a supermajority vote will take place to modify the Airport Gateway project to create the Gateway District project.

The motion passed 11-1.

V. PUBLIC HEARING 5:30 PM

13. Adoption of the Fiscal Year 2018 Blueprint Intergovernmental Agency Operating Budget

Ben Pingree gave a brief overview of the item which included an increase of 3.4% to the Blueprint budget. This was a result of the creation of a new full-time Senior Accountant

position, as called for in the City's audit, and the merit or cost of living adjustments respective of City or County employment. The 8.8% increase to the OEV budget was attributed to on-boarding of staff while operational expenses remained consistent. There were no public speakers on the items.

Commissioner Desloge moved, seconded by Commissioner Miller, to approve Option #1.

Option #1: Conduct the public hearing to adopt the Fiscal Year 2018 Blueprint Intergovernmental Agency Operating Budget as presented and approve the Fiscal Year 2018 Operating Budget Resolution.

The motion passed 12-0.

14. Adoption of the Fiscal Year 2018 Net Sales Tax Allocation Plan and 2018-2022 Capital Improvements Plan

Ben Pingree gave a brief overview of the item which included the closing-out of the 2000 program as well as forward movement on three of the 2020 projects, per the Board's guidance. Furthermore, the Capital Improvement Plan allocated \$26.5 million in community projects through the next fiscal year; with \$120 million programmed over the next five-years.

There were no public speakers on the item.

Commissioner Maddox moved, seconded by Commissioner Richardson, to approve Option #1.

Option #1: Conduct the public hearing to approve and adopt the Fiscal Year 2018-2022 Blueprint Capital Improvement Plan as presented to implement the Fiscal Year 2018-2022 Net Sales Tax Allocation Plan and approve the Fiscal Year 2018 Capital Budget Resolution.

The motion passed 12-0.

VI. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS

3-minute limit per speaker; there will not be any discussion by the Commission

Speakers: None

VII. ADJOURN

The meeting adjourned at 7:00 p.m.

*The next Blueprint Intergovernmental Agency Board of Directors Meeting
is scheduled for:*

Tuesday, December 5, 2017 at 3:00 p.m.

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**Blueprint Intergovernmental Agency
Board of Directors
Agenda Item**

TITLE: Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

Date: December 5, 2017

Requested By: Blueprint Staff

Contact: Blueprint

Type of Item: Consent

STATEMENT OF ISSUE:

This item provides an update on active Blueprint Intergovernmental Agency (Blueprint) projects.

SUPPLEMENTAL INFORMATION:

Projects Under Construction

Cascades Park

- Smokey Hollow Barbershop & Drainage Improvement Project – The Barbershop was placed onsite in October 2017 and related site work will be completed in mid-December. Blueprint is coordinating with the Smokey Hollow Citizen's Committee, the John Riley House & Museum staff, and other local partners regarding a grand opening for early 2018.

FAMU Way Extension/Capital Cascade Trail Segments 3B and 3C and 3D-A (Adams St. to Gamble Street)

- In October 2017, Blueprint submitted to City Stormwater for review a FEMA Letter of Map Revision seeking to revise the 100-year floodplain. Blueprint anticipates transmittal of the letter to FEMA in December 2017 and expects to have revised floodplain maps approved in late 2018 or early 2019.
- Construction on Segment 3D-A (Pinellas St. to Gamble St.) started on April 3, 2017 and has an estimated completion near the end of 2018.

Franklin Boulevard

- The contractor received notice to proceed with the roadway remediation in mid-November and the work is expected to be complete in early 2018.

Capital Circle Northwest/Southwest (Tennessee St. to Orange Avenue)

- The project neared completion in August 2017 with all six lanes of traffic, sidewalks, multi-use trails, and recreational spaces open to the public.
- Blueprint, the designers, CEI, contractor, and Florida Department of Transportation (FDOT) continue to work on project closeout.

Projects Under Design

Cascades Park

- **Capital City Amphitheater Weatherization** - Blueprint is supporting the Leon County Department of Tourism Development on the completion of this project. Tourism Development is expected to bring forward an item to the Leon County Board of County Commissioners with a concept to reduce the amount and impacts of rainwater on the stage.

Magnolia Drive (S. Adams St. to Apalachee Parkway) Multiuse Trail

- In coordination with Leon County, Blueprint is currently evaluating the Magnolia Drive corridor and the existing plans for the multiuse trail between Apalachee Parkway and S. Monroe Street. A Community Meeting was held on November 6 to receive additional input from stakeholders.
- **South Monroe to South Adams** – This segment is currently under construction in coordination with Big Bend Cares (BBC). BBC's contractor is constructing this segment with an expected completion date of mid-December 2017.

Capital Cascades Trail – Segment 3

- **Segment 3D** (Gamble Street to Central Drainage Ditch) – Right-of-way acquisition is underway.
- **Capital Cascades Trail Segment 3D Regional Stormwater Management Facility (SWMF)** - The Stormwater Working Group (SWWG) and the Blueprint Technical Coordinating Committee (TCC) met in October 2017 to discuss two design scenarios for the SWMF - an in-line option and an off-line (bypass) option. Blueprint and the design team are working to provide the additional information requested.

Capital Circle Southwest (Crawfordville Road to Orange Avenue)

- **Design** – FDOT has completed 90% construction plans. FDOT held a public meeting to review the 90% plans on October 24, 2017, and based on feedback received from that public meeting, FDOT will move forward with final design.
- **Funding** – The approved FDOT Five-Year Work Program includes funding for right-of-way acquisition and construction of both segments of Capital Circle Southwest (Crawfordville Highway to Springhill Road and Springhill Road to Orange Avenue). Funding details for each segment are as follows:

Springhill Road to Orange Avenue

- Right of Way: Acquisition Underway
- Construction: Funded in FY 2021 in the amount of \$56,371,402

Crawfordville Road to Springhill Road

- Right of Way: Funded from FY 2018 thru FY 2020 in the amount of \$16,313,622
- Construction: Funded in FY 2022 in the amount of \$32,903,420

- **Right-of-Way** – Acquisition of right-of-way required along the project corridor from Orange Avenue to Springhill Road has begun with Blueprint acquiring property on behalf of FDOT.

Woodville Highway (Southside Gateway)

- **Right-of-Way** - Right-of-way acquisition is underway through FDOT and is scheduled to continue through FY2020.

Projects in Planning or Preliminary Design

Blueprint 2020 Implementation Plan

- As of the September 2017 meeting, the IA Board has prioritized or provided funding direction for all 27 Blueprint 2020 Infrastructure Projects.
- Next steps: Staff is developing an implementation schedule that programs the first five years of the estimated annual sales tax revenues with prioritized projects, the projects that are currently in progress, the regional mobility projects that are in the five-ten-year window, and the annual allocation projects. This plan will also include financial information and analyses will detail options for accelerating projects.
- The draft implementation schedule will be presented at the June 2018 IA Board meeting. This will allow for scheduling coordination with the Capital Region Transportation Planning Agency (CRTPA) Five-Year Plan, which will be presented to the CRTPA Board for approval in May 2018.

Southwest Area Transportation Plan (SATP)

- Blueprint is working in close partnership with the CRTPA to create a vision for southwest Tallahassee that is consistent with local priorities, plans, and future projects and that provides a guide for implementing safe and efficient transportation facilities.
- The SATP project was awarded to a consultant team led by Kimley Horn in summer 2017.
- Blueprint, CRTPA, and the Consultant have finalized the scope of services and work will begin in December 2017.

Northeast Gateway (Welaunee Boulevard)

- Roadway: Staff is developing the procurement documents for the PD&E which includes Segments 2 and 3 in the CDD to the proposed Shamrock Way Extension, ending at Centerville Road.
- Dove Pond Regional Stormwater Management Facility (RSF): Blueprint and the Canopy CDD have executed an agreement and continue to coordinate on construction and construction engineering & inspection (CEI) services of the RSF. The Pre-Construction meeting was held on November 14 and the Construction Notice-to-Proceed was issued thereafter. The Dove Pond RSF project is expected to be completed by summer 2018.

Alternative Sewer Solutions Study

- Leon County is managing the Comprehensive Wastewater Treatment Facilities (CWTF) Plan implementation.
- The draft scope and RFP was presented to the Basin Management Action Plan (BMAP) Onsite Treatment and Disposal System (OSTDS) committee at their September 12 meeting. Based on feedback from the OSTDS and the community at that meeting, a revised scope will be presented at the December 12, 2017 County Commission meeting.

Debbie Lightsey Nature Park Concept Development

- RFQ for design is anticipated to be released early 2018.

Action by TCC and CAC: This item was presented to the TCC and the CAC at their November 13, 2017 and November 16, 2017 meetings, respectively. The TCC and CAC accepted the December 2017 Blueprint project updates.

OPTIONS:

- Option 1: Accept the December 2017 status report on the Blueprint infrastructure projects.
- Option 2: Do not accept the December 2017 status report on the Blueprint infrastructure projects.
- Option 3: Board direction.

RECOMMENDED ACTION:

- Option 1: Accept the December 2017 status report on the Blueprint infrastructure projects.

**Blueprint Intergovernmental Agency
Board of Directors
Agenda Item**

TITLE: Status Report on the Operations of the Tallahassee-Leon County Office of Economic Vitality

Date: December 5, 2017

Requested By: OEV Staff

Contact: Office Economic Vitality

Type of Item: Consent

STATEMENT OF ISSUE:

This agenda item provides the Intergovernmental Agency (“the Board”) with a status report on the operations of the Tallahassee-Leon County Office of Economic Vitality (OEV) and provides an overview of Engagement and Operations, Research and Business Analytics, and Minority Women and Small Business Programs. Attachment #1 is the August 2017 Stakeholder Bulletin which provides a high level account of OEV’s operations and engagement activities and is distributed to stakeholders and partners.

STRATEGIC PLAN:

The status report on the operations of OEV directly supports all four goals of the Economic Development Strategic Plan:

1. Implement a new collaborative economic development program of work.
2. Better promote the area as a business generator.
3. Better identify, understand and align all available assets.
4. Responsibly allocate resources to achieve today’s goals and refine the foundation for future growth.

SUPPLEMENTAL INFORMATION:

Background

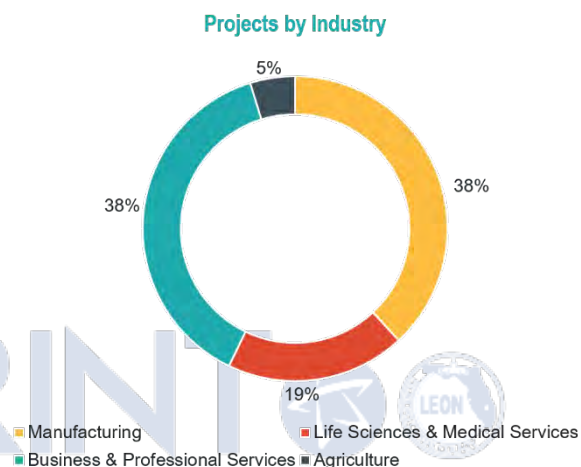
This agenda item provides the Board with a quarterly status report on the activities of OEV’s operations and activities since June 13, 2017. It should be noted that staff continues to research and track industry standards and best practices and listen to the needs of our existing businesses in order to best position Tallahassee – Leon County as Florida’s Capital for Business.

Engagement and Operations

The economic development ecosystem model being implemented by OEV ensures accountability, transparency, and citizen engagement. It also provides professional management of economic development projects, programs, and initiatives while simultaneously coordinating with our community's economic development partners. This section highlights OEV's accomplishments over the past four months.

Active Project Status Report

Staff continues to actively respond to companies seeking to retain, expand or establish their presence in Tallahassee-Leon County. Currently, staff is working on 15 active projects, all of which are receiving customized care. The projects represent companies in light manufacturing (38%), life sciences and medical services (19%), business and professional services (38%), agriculture (5%). At the time of writing this item, staff has worked on a total of 21 projects over the course of the year that have resulted in three companies expanding or relocating into the community and the creation of 66 jobs. Staff continues to promote Tallahassee – Leon County as Florida's Capital for Business as well as numerous local assets and advantages, including a diverse and competitive workforce, global research and higher education institutions, strategic capital investments in infrastructure, and the connectivity and availability of land.



This last quarter staff also responded to one of the largest economic development request for proposals (RFP) in the last 30 years, Amazon HQ2, which is included in the active project numbers above. Staff developed an innovative and creative proposal that is focused on a single message: "We are a community that has spent the last 20 years getting ready for extraordinary economic opportunities." This message underscores the strategic capital infrastructure investments made by Blueprint since the passage of the sales tax initiative, the capital improvements slated to commence over the next 20 years, and the numerous local assets and advantages of selecting Florida's Capital for a business location. Strategic investments over the course of the last few years have transformed Florida's Capital as an asset rich community garnering the attention of innovative companies and decision makers. Developing and submitting a proposal for a project of this magnitude – up to 50,000 jobs and \$5 billion in capital investment over 15 years – allowed staff to showcase world class infrastructure, global research institution and a community that is committed to innovative idea generation and sustainable growth. While not in the MSA proper, there are approximately 1.5 million people residing within a 90 mile radius of Tallahassee. In short, by responding to the Amazon HQ2, staff demonstrated that Tallahassee – Leon County is an economically competitive community and ready to respond to the challenges of any major corporation seeking a new home. The Amazon H2Q proposal was submitted on October 19, 2017. It is anticipated that Amazon will make its selection in 2018.

Beyond just introducing new job opportunities for citizens of Tallahassee-Leon County, new and expanding industries also provided a diversity of ideas and approaches that can lead to better solutions. In order to secure increased economic vitality outcomes and a strong return on investment, staff continuously researches and tracks industry standards and best practices for economic development organizations. Metrics, such as jobs created, business consultations, leads generated, and project activity align with the Strategic Plan (A.1.d.3) to create a customer-centric approach as well as generate a more efficient process for the client and staff to determine a company's eligibility to participate in programs that may affect their decision to remain, expand, or locate their business operation in Tallahassee-Leon County.

To ensure a continuum of care beyond a company's formal announcement that it will expand or relocate to Tallahassee – Leon County, staff remain engaged with each firm to provide additional assistance as needed. Assistance is required for multi-year incentive programs, like the Targeted Business Program and Qualified Target Industry Tax Refund Program, which mandates OEV support for up to 10 years. In addition, staff assist with ribbon-cuttings, and are sure to attend events designed to celebrate company milestones, like grand openings. Demonstrating OEV's commitment to these companies' success encourages a pro-business environment in Tallahassee-Leon County.

CapitalLOOP

Since its launch on March 1, CapitalLOOP, OEV's formal business retention and expansion program, has already met its year-end goal of engaging with 50 businesses through face-to-face consultations. These consultations have allowed OEV to identify trending issues, leverage opportunities, and formulate solutions to challenges companies are facing with the support of community economic ecosystem partners. CapitalLOOP visits allow for gathering business intelligence, analyzing the information collected during site visits to perform a community evaluation, and utilizing the information collected to perform location marketing.

MWSBE is also an active participant in CapitalLOOP and engages businesses through their many site visits and certification assistance efforts. As discussed and identified in the Economic Development Strategic Plan, companies that participate in comprehensive outreach programs with economic development organizations are statistically more likely to grow and expand. Staff continues to engage business leaders through CapitalLOOP, and has set a new and increased goal of meeting with 75 businesses by the end of the programs first year in March 2018.

Target Industry

The Target Industry Study is nearing completion, which is anticipated to be in early 2018 with a presentation to the Board at the March 2018 meeting. Camion Associates are currently in the strategy development process, which will build on preceding analyses and information to set goals and strategies as well as subsequent tactics and action items, and specific recommendations for targeting industries in Tallahassee-Leon County that not only demonstrate they are high-growth industries, but also enhance the existing Plan. A key takeaway will be the identification and selection of up to six targeted industries for Tallahassee-Leon County, including two emerging, high-growth industries. The final report will equip OEV with sound information that will guide the development of a targeted marketing campaign and strategic engagement of a lead generation consultant to help execute the recruitment recommendations provided in the report. These lead generation efforts are anticipated to begin upon the completion

of the Target Industry Study. Camion Associates will be presenting the final report to the IA for their acceptance on March 1, 2018.

As previously stated, the final report also sets the stage for a targeted marketing campaign that not only bolsters the marketing and communications plan, but also complements the Talent Gap Assessment staff is performing in collaboration with workforce development partners and the Greater Tallahassee Chamber of Commerce (discussed in more detail in Item #5). Target industry studies are designed to conduct an in-depth product review and asset mapping to help communities discern what industries are viable for recruitment, determine whether they have the necessary talent to support those industries or equip them with a strategy for developing the talent pipeline, and develop accurate messaging to promote all the benefits they have to offer prospective clients. Equipped with the building blocks necessary to apply a strategic lens to its marketing and communications plan, and a laser-like focus to its talent pipeline development, staff anticipates bringing a recommendation to the Board in early 2018 to dedicate funding from the BRI fund to support the marketing and communications plan. This marketing plan will assist OEV in maximizing its resources to better position and promote Tallahassee-Leon County as a business generator.

Communications and Engagement

Staff continues to promote OEV's identity; leverage public awareness, engagement, and participation; build positive relationships with the media; and partner with local businesses and ecosystem partners to foster collaborative relationships through its marketing efforts.

Stakeholder Bulletin

The Stakeholder Bulletin promotes milestones and achievements as well as serves as an accountability measure toward attainment of community-identified economic goals. The Stakeholder Bulletin is a part of a broader effort to excite and inspire stakeholders to champion economic development efforts in Tallahassee – Leon County. The second quarterly edition features OEV's recent social media launch (discussed in more detail below), updated project information, and statistics demonstrating the value of CapitalLOOP and the impact of other OEV programs.

Social Media

This summer, OEV launched its social media accounts and blog platform. Since then, staff has posted weekly updates on twitter and Facebook to promote OEV programs, engagement opportunities, business outreach, MWSBE certification and training opportunities, and breaking partner news. Social media outlets are also used to drive readers to the OEV website to read blog posts, access information driving community competitiveness, and learn how OEV serves as a front door for business solutions.

#GetintheLOOP

Breaking news, industry trends,
engagement opportunities,
and reasons why you should
choose #FLCapital4Biz.



@OEVforBusiness



@OEVforBusiness

Monthly Newsletters

OEV's monthly newsletters provide readers with the latest information on the local economy, breaking OEV news, entrepreneurial opportunities, and other updates that keep stakeholders engaged and informed. To date, the subscriber list has grown to include more than 900 contacts.

Research & Business Analytics

Research & Business Analytics monitors key economic metrics and current economic trends and conditions important to the local economy. The division produces the community Data Digest, which is replicated in the Data Center with interactive visualization features, the Major Ongoing & Proposed Developments Report, as well as other publications and specialized reports. The division maintains databases and online resources of economic and demographic data and undertakes and coordinates joint research efforts with other City/County departments. Additionally, the division provides research support and technical assistance to other City/County staff requiring special expertise in demographics, economic analysis, and GIS. The division also implements both quantitative and qualitative analyses for recruitment, retention, and expansion activities. Additionally, staff is working with partners such as the Tallahassee Chamber and FSU's Center for Economic Forecasting Analysis (CEFA) to project economic data into the community.

This section highlights the accomplishments that have been made during this past quarter including continued enhancements to the data center, the Quarterly Economic Dashboard, the Cost of Living Index, Economic Impact Analysis and the Major Ongoing & Proposed Developments Report.

Data Center

To effectively communicate and convey the most important insights of the Tallahassee-Leon County's economic indicators, staff continues to develop and maintain the Data Center to visualize economic data sets (where possible) that are already contained within the on-line Statistical Digest (PDF and Excel formats). The Data Center is a launch point for business analytics visualized data points of top economic development indicators. Combining the power of data science with easy-to-navigate visual analysis transforms the data from an underutilized asset to a competitive advantage.

All data sets are organized into the following categories (Top Economic Indicators and/or Economic Factors, Community & Environment, Demographics, Residential & Commercial Development, Education, and Innovation). Since September, the data center has been continually updated with new visualizations added to the data center including:

- *Origins of FSU and FAMU Students* shows the origins of students by Country, State and County (for students from the State of Florida)
- *Regional Price Parities for Tallahassee MSA* shows regional price levels of goods and services expressed as a percentage of the overall national price level for a given year
- *Homestead Exemptions in Leon County* tracks the change in homestead exemptions over the past ten years, including analyses of market values

Quarterly Economic Dashboard

To more effectively communicate and highlight local economic indicators for the community, the fourth *Quarterly Economic Dashboard* was released in October 2017. The Dashboard includes thirteen key economic development indicators and provides a regular and consistent snapshot of the performance and health of the local economy. Each update compares data for the most recent period with the last period and its corresponding year-over-year trend data.

Cost of Living Index

In the Third Quarter Cost of Living Index (COLI) released on October 31, 2017 by the Council for Community and Economic Research (C2ER), Tallahassee captured an overall composite index of 96.6, or 3.4% below the average cost of living for all participating areas. The average for all participating areas is an index of 100, and each participant's index is read as a percentage for all places. Tallahassee enjoyed utility costs 13.7% lower than the national average and housing costs 9.8% lower than the national average among metro areas participating in the Index. In comparison with other Florida communities, Tallahassee's cost of living was 24% lower than Fort Lauderdale and 18% lower than Miami-Dade County and 2% higher than the Jacksonville MSA and 5% higher than the Tampa-St. Petersburg-Clearwater MSA.

The Cost of Living Index measures regional differences in the cost of consumer goods and services (like grocery items, healthcare, and housing), excluding taxes and non-consumer expenditures, for professional and managerial households in the top 20% of income. The index is based on more than 90,000 prices covering 60 different items for which prices are collected three times a year. This research tool allows OEV to make accurate cost of living comparisons between Tallahassee-Leon County and any of the 266 other participating urban areas across the United States.

Economic Impact Analysis

In partnership with the Center for Economic Forecasting & Analysis (CEFA), during the last quarter an economic impact analyses was produced for the Washington Square Development, located downtown on the east side of Calhoun Street (between the City's downtown parking garage and East Jefferson Street). The total economic impact of the 15-story, mixed-use development is estimated to total \$206.2m in total economic output. Research & Business Analytics staff completed an impact analysis for Project Fox, a current OEV recruitment project with an estimated total economic impact of \$21.9m.

Major Ongoing & Proposed Developments Database and GIS Story Map

Staff continuously updates the Major Ongoing & Proposed Developments Report that provides key insights and highlights the major developments in Tallahassee-Leon County. The report currently tracks 116 major projects including more than 10,000 residential units and over 5 million square feet of commercial space. The Major Ongoing & Proposed Developments Report is available at: www.OEVforbusiness.com/data-center/major-developments

Minority, Women, and Small Business Enterprise

The Division of Minority, Women and Small Business Enterprise (MWSBE) of the Office of Economic Vitality continues its efforts to inform its certified businesses of capacity building,

networking and procurement opportunities available through the Division's partnerships, and our governments and Blueprint. Certification guarantees the "four Es" for our businesses--*engage, educate, equip* and ultimately *empower* and thereby enjoy greater opportunities within the economic development ecosystem.

25th Anniversary of Big Bend MED Week

Big Bend MED Week was a success and exemplified this year's theme-- **"Fueling Economic Growth."** On Tuesday, October 3rd 6:00 pm – 8:00 pm the Big Bend MED Week Kick-Off Reception was held at the DoubleTree by Hilton. Sponsored by Milner and Johnson, a certified MWSBE engineering firm, the reception was greatly attended by both business, community and political leaders. Attorney Mutaqee Akbar of the Akbar Law Firm was honored as the Minority Business of the Year and Dr. Lucy Ho was honored as the Woman Business of the Year. On Wednesday, October 4th MEDWeek continued with the 8:30am - 12:30 pm The State of Florida Office of Supplier Diversity "Tallahassee Supplier Diversity Exchange." The *Women Wednesdays Lunch and Panel Discussion* with Barbara Wescott (MWSBE CAC member) at the Domi Station and the *Working Class Wednesday Roof Top Meet and Greet* at Level Eight hosted by Terrence Barber (MWSBE CAC member) were two new events added to Big Bend Med Week's lineup. The events for Thursday began with workshop topics such as: *SBA 8(a) Mentor Protégé Program, How to increase your Social Media Presence* and an *Access to Capital Round Table* discussion. The *25th Anniversary Awards Luncheon* featured ten local minority and Women owned food vendors for more than 200 attendants. U. S. Congressman Al Lawson was honored as the 2017 "Reginald L. Rolle Economic Development Champion of the Year Award" recipient. Mrs. Marie Johns, former deputy administrator of the U.S. Small Business Administration was the keynote speaker and Kimberly Moore of TCCs Workforce Development served as the moderator.

Programmatic Efficiencies

As a part of the strategic plan/work plan, the MWSBE Division is committed to demonstrating that certification has benefits for local minority businesses. To increase procurement opportunities, MWSBE is working to create linkages with private businesses, state institutions, and local certified MWSBEs. Ideally, the goal is to create protocols whereby our certified OEV MWSBE Directory will be used to either meet diversity goals or increase vendor listings. This also means certified companies within our database would be informed of available bid opportunities beyond those that have been announced by the City and the County. The first collaboration of this type was with Landmark Properties, "Standard" Project in Frenchtown. Following two recruitment fairs, October 12 & October 28, more than 20 MWSBE companies were provided bid information and asked to submit responses. The MWSBE Division and Landmark Properties will closely monitor minority business participation.

The following collaborations are currently scheduled for implementation by Spring/Summer 2018: Leon County Sheriff's Office, Tallahassee Memorial Hospital, and Florida A&M University. MWSBE continues to work closely with the City of Tallahassee Procurement Services and Leon County Purchasing Division. The City of Tallahassee procurement Office has provided several workshops on the City's new purchasing software—BidSync, to our certified MWSBEs. Also, in

effort to build capacity for the MWSBEs that hold our certification, our division has created a semi-annual MWSBE Industry Academy curriculum.

The MWSBE Division has reorganized its staff and their responsibilities to ensure greater program efficiency and expedited certifications. The two staff persons: LaTanya Raffington and Shanea Wilks have been re-classified as Manager of Business Services and Manager of Technical and Client Services. There has been a continuing increase in certifications and re-certifications this past year, more than 30%. MWSBE is integrating a 72 hour response on MWSBE analyses. This quarter there were 19 MWSBE analyses between Leon County and City of Tallahassee. With ongoing cross training combined with the new segregation of duties, the consolidation of both former MWSBE programs is continuing to demonstrate greater efficiency. Quarterly meetings with the Leon County and City of Tallahassee procurement offices will also help to increase our MWSBE's efficiency.

B2GNow! Contract Compliance Software

The B2GNow Contract Compliance Monitoring System is currently being utilized to track certified MWSBE Certifications and participation expenditures. The system is also being utilized to conduct certified vendor outreach as a means of providing programmatic information including bid opportunities as well as business development and networking events. B2GNow also has the capability of providing MWBE, non-MWBE, and Disadvantaged Business Enterprise/Airport Concessions Disadvantaged Business Enterprise (DBE/ACDBE) participation within the City of Tallahassee's and Leon County's contracts.

As previously reported during the September 19, 2017 Board meeting, the B2GNow Integration and Implementation Work Group met with B2GNow staff to determine organizational needs and provide feedback regarding the required systematic updates relative to certifications, contractual monitoring and contractual participation by minority-owned, women-owned, and small business enterprises. The most recent updates include a change to the system portal to reflect the current alignment of the MWSBE function as a part of OEV. In addition, current certifications identify Tallahassee-Leon County as the certifying agency. B2GNow system updates continue to move forward towards finalization to ensure the implementation of all aspects of the certification and contracts modules relative to MWSBE certifications, contractual participation, and payment reporting for Leon County and the City of Tallahassee. Additional updates are in process for DBE/ACDBE Programs within the certification and contracts modules. It is estimated that all portions of the system expansion process and training will be completed by November 30, 2017. Additional time is required for data mapping and integration due to B2Gnow, City, and County staff navigating the process of integrating the data from the different financial systems of the City and County organizations into the system. It is anticipated that all phases of the project will be completed by December 31, 2017.

Disparity Study

Minority and women-owned small businesses provide important financial and leadership contributions to the creation and preservation of a healthy local economy. Understanding that supporting these enterprising businesses requires the same level of planning, strategy and ongoing refinement of services as business retention or recruitment, Tallahassee-Leon County is conducting a new Disparity Study to improve program goals, measurements and thresholds, and as such the strategies and tactics below seek to expand those recommendations rather than

reaffirm or duplicate. This study will provide recommendations for long-term changes to the MWSBE policies and procedures based on research of applicable best practices as seen in MWSBE programs across the nation. Since the June 13, 2017 Board meeting, staff has continued to work in cooperation with the consultants, as well as the Minority, Women, and Small Business Enterprise Citizens Advisory Committee (MWSBE CAC), which provides oversight and guidance on OEV MWSBE programs, including the Disparity Study. Staff anticipates that the Disparity Study will be completed by late September 2018, with findings to be presented to the Board at its December 2018 meeting.

Upcoming Events

On December 7 and 8, Tallahassee-Leon County will host a portion of the 8th Americas Competitiveness Exchange (ACE 8). The tour will showcase the economic competitiveness of the North-Central Florida region. Approximately 70 high-level authorities from around the globe, including decision-makers and policy-makers, are expected to attend. Staff has worked closely with partners in Gainesville, Orlando, St. Augustine, and the Space Coast to create an itinerary of events that will highlight each community's innovative approach to economic development. The Tallahassee-Leon County agenda focuses on world-class research; public-private investment in infrastructure, placemaking, and sustainability; minorities and entrepreneurship.

ACE attendees will spend approximately 24 hours in Tallahassee-Leon County and a robust schedule of activities has been created which exposes participants to impressive facilities, celebrated leaders and entrepreneurs, and the many benefits of public-private partnerships. In particular, attendees will engage in a peer-to-peer session with leaders in the entrepreneurial ecosystem, and tour the National High Magnetic Field Laboratory, Danfoss Turbocor Compressors, and Cascades Park. At each stop, collaborators and experts at the local level through the federal level will be engaged to provide a well-rounded and premier experience.

The Florida tour has already garnered much interest. North-Central Florida organizers were notified that demand to participate in this tour is the highest yet of all ACE tours, and that, for the first time ever, there may be a participant from Africa. Given the high-profile nature of ACE tours, and the demand to participate in ACE 8, staff is working closely with federal organizers to ensure participant safety and security. To that end, a security detail and designated press bus will accompany the group at all times.



CONCLUSION:

As discussed throughout this item, OEV has positioned itself as the front door for the community's economic development needs. As directed by the Board, these efforts include the development of the first-ever strategic plan to guide our community's economic development efforts and objectively evaluate our progress over time toward goal achievement. This office also provides an enhanced level of service for cross departmental coordination for collection and utilization of data, implementation of projects and initiatives throughout the planning, land management and economic development spectrum,

which is conducted in an open, inclusive and transparent manner. Staff continues to research and track industry standards and best practices and listen to business needs in order to best position Tallahassee-Leon County as Florida's Capital for Business.

ACTION BY EVLC:

The EVLC and the CAC approved the status update on the Office of Economic Vitality in accordance with all four goals of the Economic Development Strategic Plan at their October 26, 2017 and November 16, 2017 meeting, respectively.

OPTIONS:

1. Accept the Tallahassee-Leon County Office of Economic Vitality Status Report.
2. Do not accept the Tallahassee-Leon County Office of Economic Vitality Status Report.
3. Intergovernmental Agency Direction.

RECOMMENDED ACTION:

Option #1: Accept the Tallahassee-Leon County Office of Economic Vitality Status Report



**Blueprint Intergovernmental Agency
Board of Directors
Agenda Item**

TITLE: Ratification of the Application for the Florida Job Growth Grant Fund

Date: December 5, 2017

Requested By: OEV Staff

Contact: Office Economic Vitality

Type of Item: Consent

STATEMENT OF ISSUE:

This agenda item seeks ratification by the Intergovernmental Agency Board of Directors (“the Board”) of the application for the Florida Job Growth Grant Fund submitted by the Office of Economic Vitality on September 29, 2017 (Attachment #1).

STRATEGIC PLAN:

The project application for the Florida Job Growth Grant Fund directly supports Goals 2 and 3 of the Economic Development Strategic Plan:

Goal 2: Better promote the area as a business generator.

Goal 3: Better identify, understand and align all available assets.

SUPPLEMENTAL INFORMATION:

Background

On July 12, 2017, Governor Rick Scott announced that Enterprise Florida (EFI) and the Florida Department of Economic Opportunity (DEO) are accepting economic development project proposals for the new \$85 million Florida Job Growth Grant Fund. Economic development projects that enhance community infrastructure or develop workforce training programs are eligible to receive funding. Public infrastructure projects can include transportation and utilities needed to support economic development. Workforce training projects will provide Floridians with transferable, sustainable workforce skills applicable to many employers. Funding for this program was appropriated by the Florida Legislature during the special session this June.

Project proposals can come from: local governments, community colleges, technical centers, DEO, Enterprise Florida (EFI), and the Florida Department of Transportation. The evaluation process begins with DEO and EFI reviewing the applications and then making recommendations to the Governor who will then approve projects for funding based on local and regional needs. The application process is year round as long as money remains in the fund.

In response, staff met with DEO officials in July as well as hosted a meeting with the City of Tallahassee, Leon County, and Blueprint to discuss submittals for the grant, specifically relating

to infrastructure projects. As a result, staff prepared an application which includes two seminal components that not only address immediate needs, but also provide capacity for continued major growth in Innovation Park.

Project Application

Presently, and as a result of Florida State University's (FSU) and Florida A&M University's (FAMU) ongoing investment in Innovation Park, there is an immediate need to develop a master plan for Innovation Park area. The scope and deliverables will include planning studies and related drawings for alternative locations of future development pads, site analysis, field inspections, and coordination meetings with key partners. The master plan will serve as the basis for transportation planning, stormwater analysis, access-management planning, and other forecasting purposes.

One part of the master plan includes addressing an immediate relocation of the two-lane Paul Dirac Drive. The opportunity to relocate the road approximately 500 feet west of its current location affords several important benefits, including a widened roadway that will accommodate traffic during peak hours, accommodations for foot and bicycle pedestrian traffic with designated crossing lanes, and the creation of a true campus environment by ensuring Innovation Park's land is developed according to highest and best use principles.

The application also includes a master plan for increased storm water capacity. Presently, storm water capacity is unavailable, which is problematic for future development. As FSU, FAMU, and LCRDA continue to explore opportunities with the public and private sector that support the research and development community, available storm water capacity is essential. The opportunity to fund a master plan for storm water helps eliminate some of the risk organizations face when considering expansion or relocation options, which helps promote economic vitality in the area.

The total cost of the project is \$4.4 million and was recommended for submittal by the Economic Vitality Leadership Council during their September 22 meeting.

CONCLUSION:

The ability to provide the infrastructure included in this application demonstrates Tallahassee-Leon County's commitment to providing a welcome environment and better positions the Capital Region for industry growth and opportunity within the research park. This application continues to promote economic vitality and community/business engagement in Tallahassee-Leon County and increase the community's overall economic competitiveness. Staff continues to monitor the status of the grant fund and will keep the Board informed.

ACTION BY EVLC AND CAC:

The EVLC and CAC received a status update on the Office of Economic Vitality's application at their October 26, 2017 and November 16, 2017 meetings, respectively.

OPTIONS:

1. Ratify the Office of Economic Vitality's application for the Florida Job Growth Grant Fund.
2. Do not ratify the Office of Economic Vitality's application for the Florida Job Growth Grant Fund.
3. Board Direction.

RECOMMENDED ACTION:

Option #1: Ratify the Office of Economic Vitality's application for the Florida Job Growth Grant Fund.

Attachment:

1. Florida Job Growth Grant Fund Application



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Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: Blueprint Intergovernmental Agency

Government Federal Employer Identification Number: 56-2329605

Contact Information:

Primary Contact Name: Benjamin H. Pingree

Title: Director, Department of Planning, Land Use and Community

Mailing Address: 315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

Phone Number: (850) 219-1060

Email: ben.pingree@tlcplace.org

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Innovation Park Master Plan and North Corridor Enhancement and Relocation (see Attachment A) 

- B. Is this infrastructure owned by the public?

☒ Yes ☐ No

- C. Is this infrastructure for public use or does it predominately benefit the public?

☒ Yes ☐ No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

☐ Yes ☒ No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

The proposed Innovation Park Master Plan and North Corridor Enhancement and Relocation project promotes proactive economic vitality in the southwest area of Tallahassee-Leon County. The project leverages significant infrastructure investments currently underway by the City of Tallahassee, Leon County, Blueprint, Florida State University, and Leon County Research & Development Authority, and complements targeted business recruitment efforts by the Tallahassee-Leon County Office of Economic Vitality. For more detail, see Attachment B.

F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The proposed Innovation Park Master Plan and North Corridor Enhancement and Relocation project complements Tallahassee-Leon County's Economic Development Strategic Plan's goal of creating 200 new private sector jobs related to development of a cluster centered on the National High Magnetic Field Laboratory. Please see Attachment C for information about job industries and potential sources of future capital investment.

The total economic impact to the Tallahassee Metropolitan Statistical Area indicates 316 total jobs (direct and indirect/induced jobs) and \$26.5 million in total labor income will be created as a result of the anticipated job creation. The total economic output is estimated to be \$122.2 million.

2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

☐ Yes ☒ No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Project contingent upon funding. Construction anticipated to last 24 months.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

East Paul Dirac Drive in Innovation Park, Tallahassee, Florida

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

☐ Federal ☐ State ☐ County ☒ City ☒ Other LCRDA

E. What permits are necessary for the public infrastructure project?

Please see Attachment D for more detailed information.

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

The required permits have not been secured. It is anticipated the permitting process will take four (4) months. All local permits will be prioritized and expedited.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

The future land use and zoning designation is Suburban. The improvements conform to this use.

- H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

☐ Yes ☒ No

-
- I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

☒ Yes ☐ No

-
- J. Does this project have a local match amount?

☐ Yes ☒ No

If yes, please describe the entity providing the match and the amount.

-
- K. Provide any additional information or attachments to be considered for this proposal.

Please see Attachment E for information about the Blueprint Gateway District project and how it supports long-term development potential in southwest Tallahassee.

3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 3,294,549.90		
Reconstruction	\$		
Design & Engineering	\$ 534,642.13		
Land Acquisition	\$		
Land Improvement	\$		
Other	\$ 585,000	Please Specify:	Master Plan Consultant Fee
Total Project Costs	\$ 4,414,192.03		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	
Total Other Funding	\$		
Total Amount Requested	\$ 4,414,192.03		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

For a detailed budget, including utilities, CEI, and contingency estimates, as well as timing, please see Attachment F.

4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Approval by the Blueprint Intergovernmental Agency Board of Directors.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

Dec. 5, 2017; March 1, 2018; June 21, 2018; Sept. 20, 2018

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

Yes; 48 hours notice required.

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: Blueprint Intergovernmental Agency Board of Directors

Name and Title of Authorized Representative: Mary Ann Lindley, Chair

Representative Signature: _____

Signature Date: _____

ATTACHMENT A

INNOVATION PARK MASTER PLAN AND NORTH CORRIDOR ENHANCEMENT AND RELOCATION

Innovation Park has been the hub of scientific research in Florida's Capital for decades. Spanning 208-acres, Innovation Park has served as a magnet for several high-profile university-based research centers and institutes, like the National High Magnetic Field Laboratory (MagLab), Florida Center for Advanced Aeropropulsion, and the Florida Department of Transportation's Structures Research Center. To ensure future strategic growth, a \$4.4 million project for the creation of the Innovation Park Master Plan and North Corridor Enhancement and Relocation initiative is being proposed for funding from the Florida Job Growth Grant Fund.

Due to the colocation of many prestigious entities, several privately-owned companies have chosen Innovation Park as the ideal location to conduct business. Danfoss Turbocor Compressors, Inc., which recently held a ribbon-cutting for a 40,000 sf expansion for its Application Development Center, is one such example. Danfoss originally chose Innovation Park for expansion into Florida in 2005 due to a partnership with the MagLab, where the company developed a magnetic bearings technology for its commercial HVAC compressor line. The application of this new technology led to the commercialization of a compressor that is 40 percent more efficient than any other similar product available, and requires less maintenance, due to the elimination of friction.

Due to the aggregation of world-class facilities and the potential of this critical mass serving as a business attraction opportunity, the Tallahassee-Leon County Office of Economic Vitality (OEV), in partnership with Florida State University (FSU), and the Leon County Research & Development Authority (LCRDA), is proposing funds from the Florida Job Growth Grant Fund be used to develop a master plan for Innovation Park and relocate the existing entrance to Innovation Park to facilitate future growth.

Since its establishment in the 1990s, and especially with the relocation of the MagLab from the Massachusetts Institute of Technology to FSU, Innovation Park has become a destination for high-profile researchers. Between the MagLab and Danfoss alone, the Park hosts more than 2,000 international thought leaders from around the globe each year, and that number continues to grow year over year. The influx of visitors has led to accessibility issues to the Park during peak traffic hours, an unfavorable environment for pedestrian traffic, and due to insufficient stormwater capacity, few options for future business growth and development. Several organizations – both public and private – have undergone roadway improvements to facilitate production logistics, which demonstrates that companies must acquire additional risk when choosing Innovation Park for its business operation.

The proximity to some of FSU's premier research centers commands the attention of high-profile industries, and a master plan accounting for future stormwater needs as well as shovel-readiness for undeveloped sites, could spur additional development in that area that focuses on Florida's targeted industries. The collaboration of OEV, FSU, and LCRDA ensures the proposed master plan

will complement the 10-Year Comprehensive Master Plan FSU created for its southwest campus, located on the east side of Innovation Park and adjacent to the south side of Innovation Park.

The Innovation Park Master Plan and North Corridor Enhancement and Relocation project is a two-phase initiative that will be executed concurrently. A breakdown of the \$4.4 million initiative and associated costs are provided below.

Phase I INNOVATION PARK MASTER PLANNING AND SITE ANALYSIS

Phase I includes engaging a consultant to create the Innovation Park Master Plan. The scope and deliverables will include planning studies and related drawings for alternative locations of future development pads, site analysis, field inspections, and coordination meetings with key partners. It will also consider FSU's 10-Year Comprehensive Master Plan to ensure any development anticipated by FSU is accounted for and facilitates a true campus environment for the research and development park.

In addition, Phase I will provide a maximum of two conceptual land-use diagrams (bubble plans) for the future development of the Innovation Park properties identified by key stakeholders as being within the planning study area. The land-use planning area is more specifically identified below. The master planning studies are necessary in order to generate a quantitative tabular land use summary for all of the various land uses and provides square footages, acreages, dwelling units, etc. by specific use and/or general use types which will in turn serve as the basis for trip generation and stormwater studies by the transportation/civil sub-consultant.

The consultant will meet with key stakeholders and the project team to review and receive comment on the conceptual plans and will refine the proposed timeframes, development program, proposed uses, and configurations in response to the comments and direction received. This process will be iterative and repeated up to three times until a consensus is reached on the best land use master plan to serve as the basis for transportation planning, stormwater analysis, access-management planning, and other forecasting purposes.

Development of the Innovation Park Master Plan is broken down into four tasks and includes several important deliverables, as detailed below.

Task 1 Site Visit, Site Analysis, Zoning Code Review, and Base Sheet Production

The consultant will visit the site with the project team to perform field assessments, review PUD documents, perform environmental impact analysis, identify opportunities and constraints, and study the relationship between existing facilities and future expansion areas. Key stakeholders will provide available GIS data files, aerial photography, topographic, and boundary survey information and other files to aid in production of base maps. Information will be compiled by the consultant into base maps for the project teams to move forward with conceptual land use planning. This task includes two project meetings and two field visits with key stakeholders.

Deliverables will include PDFs of base maps, photos, notes, and other information as developed.

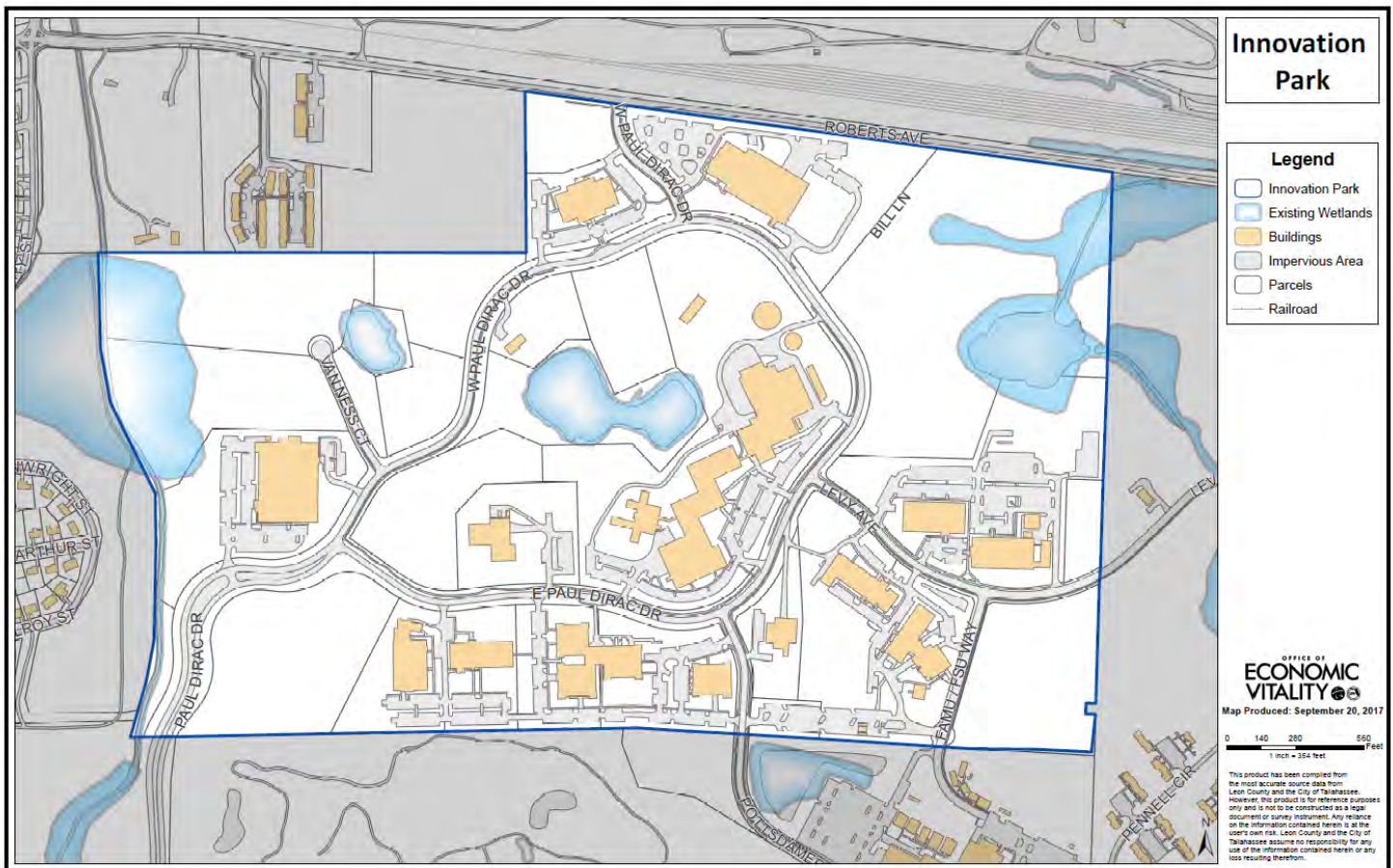
Task 1 Fees

\$15,000

Task 2 Conceptual Design Phase

Following Task 1, the consultant will prepare a Conceptual Master Plan for the overall project site area known as Innovation Park as identified in Exhibit 1. The Conceptual Master Plan will be produced and provided to key stakeholders through a collaborative process to give the opportunity for early review and comment. Early drafts will be hand sketch overlays on the base maps produced in Task 1 to allow for more design development before proceeding to CAD level drawings and detail. The consultant will work closely with the civil consultants retained on the project team begin developing preliminary stormwater, infrastructure, and other analyses as needed to help design around any potential constraints.

Exhibit 1



Once early draft options developed by hand have been vetted, a maximum of two versions of a Conceptual Master Plan will be developed with CAD drawings and include a legend with information for potential expansion opportunities included areas, SF, estimated impervious calculations, roadway alignments, stormwater improvements, land uses, etc. The Conceptual Master Plan will be used by the civil consultants to perform preliminary stormwater and infrastructure analysis and other design items moving forward. This task includes three meetings during hand sketch development, two additional field visits as needed, three meetings with permitting staff and local officials as needed and one final meeting during CAD drawing development.

Deliverables will include PDFs of all hand sketches and CAD drawings.

Task 2 Fees

\$85,000

Task 3 Stormwater and Infrastructure Analysis and Master Planning

This task will follow the Conceptual Master Plan and use it as the basis to perform a more detailed stormwater analysis and develop an updated stormwater master plan for Innovation Park. Potential future easements, environmental constraints, and field verification will be mapped by the civil consultant. The civil consultant will provide

modelling information, capacity accounting records, locations of ponds, utility connection locations, sizing and types of utilities available to future expansion areas, and pond size estimations with the updated stormwater master plan that has been reviewed and preliminarily approved in concept by Tallahassee-Leon County permitting staff. Additionally, the civil consultant will map out and identify in writing all the steps of the permitting process for any future expansion development for LCRDA and OEV to provide to potential prospects as part of a final report and master plan. Detailed grading design and plans (other than for pond sizing, volume calculations, and earthwork estimating) is excluded from this task. Ballpark cost estimates will be provided for stormwater and infrastructure improvements. This task includes three meetings, as needed.

Deliverables will include PDFs of all reports and exhibits along with an updated stormwater master plan.

Task 3 Fees *\$135,000*

Task 4 Design Development and Construction Documents

This task will include detailed civil drawings and permitting for implementing regional stormwater and infrastructure improvements identified and developed in the above tasks for future expansion sites within Innovation Park. This task includes civil fees for design, construction documents, and construction administration for stormwater and infrastructure improvements only and excludes any required design and permitting for future expansion sites. An estimated opinion of construction costs will be provided as well for Task 4.

Deliverables will include one (1) set of signed and sealed construction plans and PDFs of all documents as needed for permitting, plans, and cost estimates.

Task 4 Fees *\$350,000*

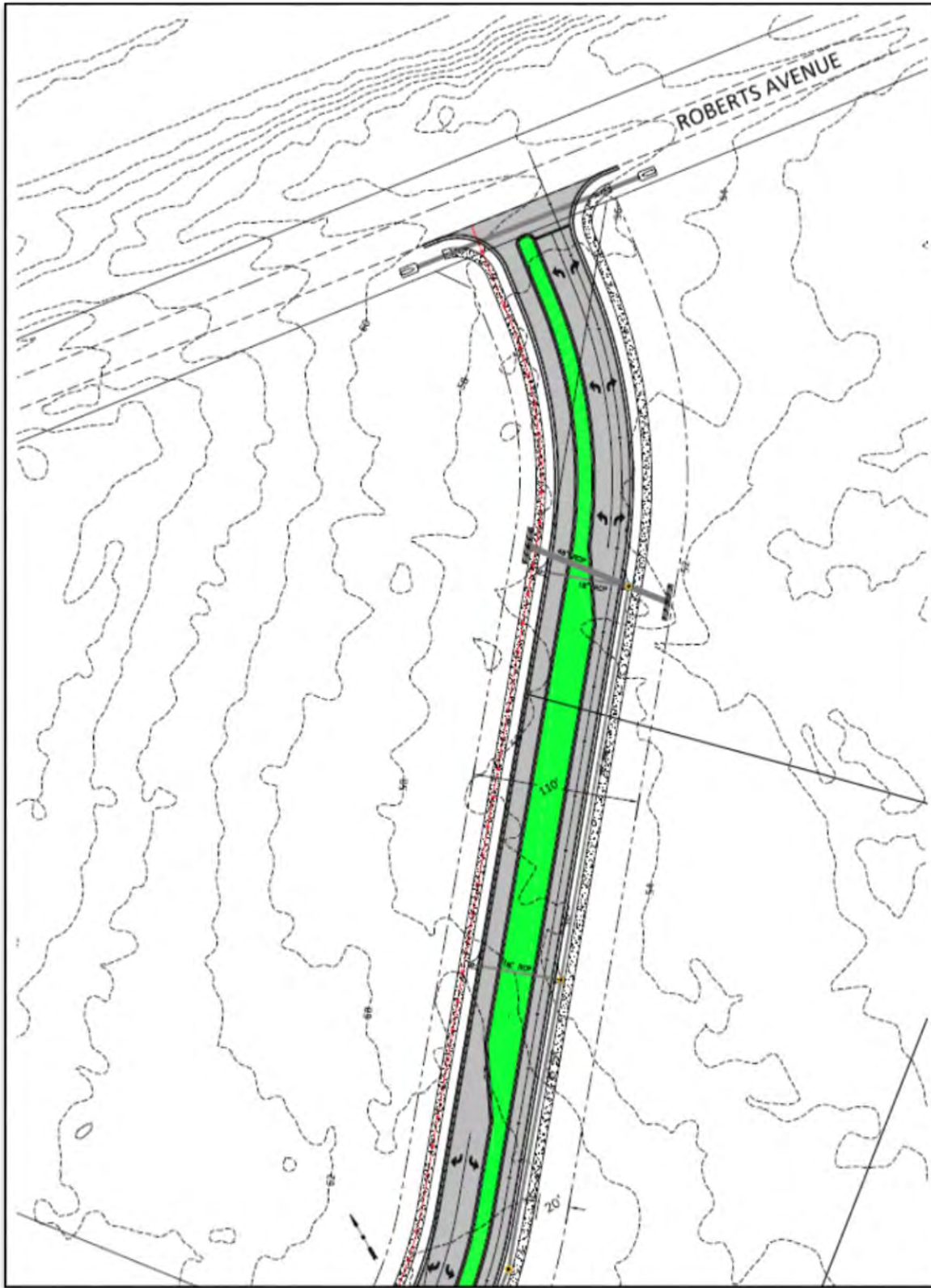
Estimated Total Design Team Fees ***\$585,000***

Phase II INNOVATION PARK NORTH CORRIDOR ENHANCEMENT AND RELOCATION

Phase II will occur concurrently with Phase I and includes relocating Paul Dirac Drive, the current Innovation Park entrance from Roberts Avenue, to a location approximately 530 feet west, along the City of Tallahassee's utility easement. Paul Dirac Drive is a two-lane roadway that serves as the primary entrance and exit for the Innovation Park community, as shown in Exhibit 1. It also serves as the sole point of access for two private companies which employ nearly 300 workers, and for the northernmost parcel which has not yet been developed. During peak traffic times, Paul Dirac Drive becomes congested, creating a frustrating commute for drivers and an unsafe scenario for bicycle and pedestrian traffic. Traffic logistics for the northernmost parcel, in particular, have discouraged further development.

The option of relocating Paul Dirac Drive westward offers several opportunities for the future of Innovation Park. The ability to align the road with the City of Tallahassee's existing utility easement not only ensures the highest and best use of the easement, but also facilitates a true campus environment by connecting the four northernmost parcels in Innovation Park. In addition, creating a new roadway affords the opportunity to build designated turn lanes to reduce traffic congestion, incorporate pedestrian crosswalks to improve safety, replace outdated signage to build awareness of Innovation Park's presence and create a true gateway to the Park, and enhance Innovation Park's sense of community by incorporating the same beautification efforts that will be/have been utilized along FAMU Way and the Capital Cascades Trail (discussed in more detail in Attachment #2). A preliminary draft roadway plan is shown in Exhibit 2.

Exhibit 2



The total anticipated schedule for the project, including survey, design, permitting, and construction, is expected to take approximately 25 months.

In addition to the road relocation, the proposal includes constructing a stormwater management facility to account for the estimated 68,800 sf of total impervious surface created by the new, expanded roadway. This new facility will allow for some additional, limited capacity that may be of use for smaller-scale developments to existing facilities.

ATTACHMENT B

A Detailed Explanation of How the Public Infrastructure Improvements will connect to a Broader Economic Development Vision for the Community and Benefit Additional Current or Future Businesses

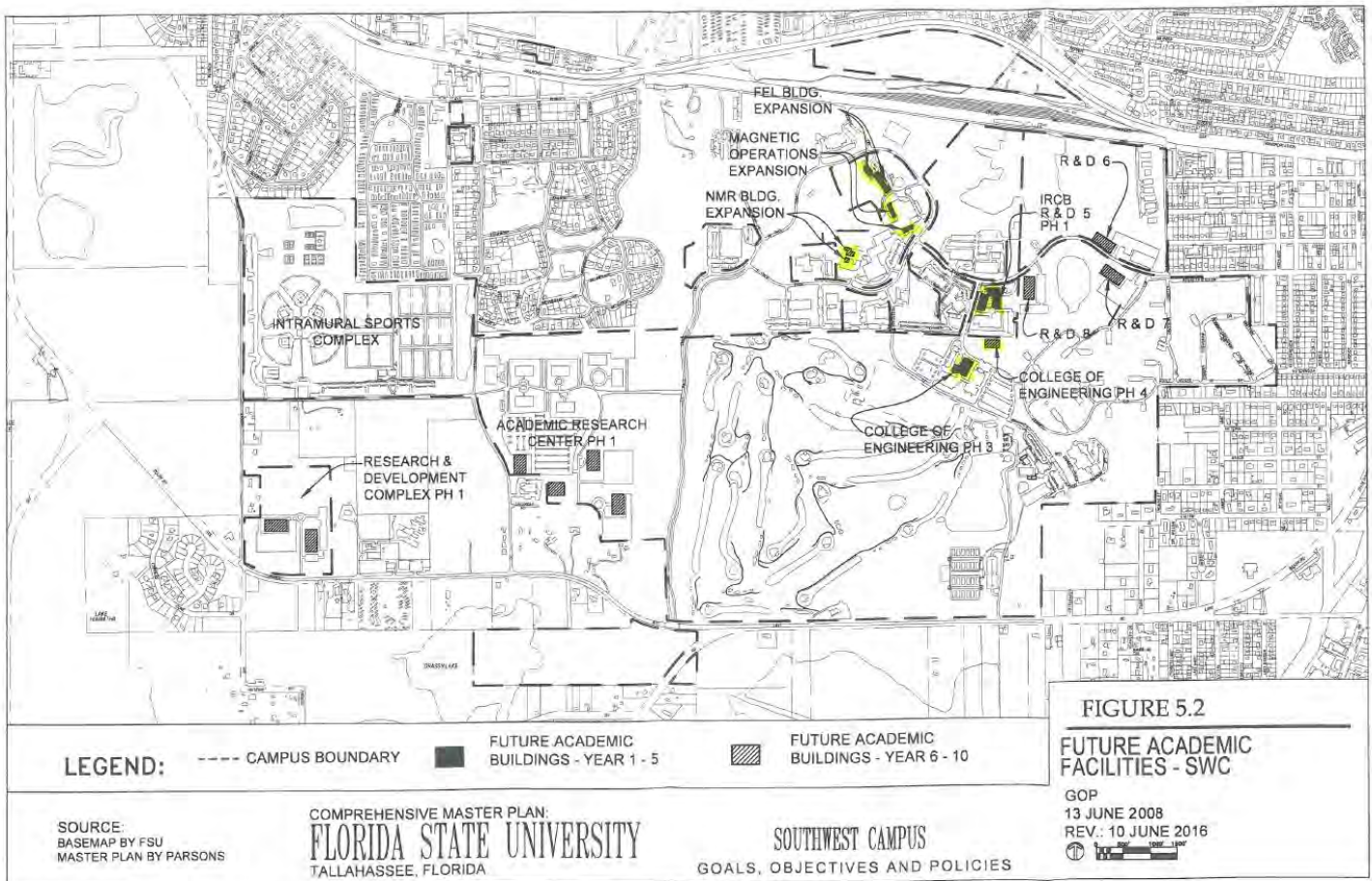
The proposed Innovation Park Master Plan and North Corridor Enhancement and Relocation project demonstrates a robust and proactive approach to promoting economic vitality in the southwest area of Tallahassee-Leon County – an area traditionally recognized as distressed and underserved. The selection of the Innovation Park Master Plan and North Corridor Enhancement and Relocation project will prove useful in ensuring coordination between the City of Tallahassee, Leon County, FSU, and LCRDA for the planning and implementation of large-scale capital projects. Two projects, in particular, demonstrate the ongoing significant public infrastructure investment from Tallahassee-Leon County in the southwest area, like the FAMU Way Extension project and the Capital Cascades Trail project, as well as the complementary nature of the proposed project.

Upon completion, the FAMU Way Extension project will create a new east-west corridor between two major north-south roadways (South Monroe Street and Lake Bradford Road) and provide an improved, safer roadway and enhanced mobility in the southern region of the city, in addition to offering new benefits and recreational opportunities for the entire community. The design of the roadway, which includes wide sidewalks and on-street parking, will improve safety for both motorized and non-motorized uses; encourage bicycle, pedestrian and mass transit use; minimize social, economic and environmental impacts; and improve local traffic flow, much like the proposed new Paul Dirac Drive in Innovation Park.

The Capital Cascades Trail project will serve as a complement to the extension of FAMU Way, which includes the construction of a multi-use trail, playground, bicycle and pedestrian walkways, and many other amenities that will run alongside FAMU Way.

FSU has also identified several opportunities for growth in Innovation Park within five to 10 years, including construction of a 70,000 sf Interdisciplinary Research and Commercialization Building (<https://www.facilities.fsu.edu/depts/designConstr/Advertisements/IRCB-program.pdf>), and an expansion of the National High Magnetic Field Laboratory. An expansion of the FAMU-FSU College of Engineering, located on property adjacent to Innovation Park, has also been discussed. The proposed work outlined in this application, developed in partnership with FSU, ensures consistency with FSU's Comprehensive Master Plan for its southwest campus. In all, FSU anticipates constructing approximately 120,000 sf of research and development space in Innovation Park. Immediately adjacent to the Park, FSU anticipates constructing approximately 10,000 sf of educational space to support the joint FAMU-FSU College of Engineering, as shown in Exhibit 3 below.

Exhibit 3



The creation of a master plan for Innovation Park, including stormwater and shovel-readiness, presents a compelling case to choose Florida's Capital for business. The presence of the MagLab, Florida Center for Advanced Aeropropulsion, Center for Advanced Power Systems, Danfoss Turbocor, and High Performance Materials Institute already demands the attention of industry leaders. The ability to eliminate risk for some of the world's most advanced companies who are always seeking opportunities to grow their business presents unprecedented opportunities for growth in Florida's high-tech industries.

ATTACHMENT C

A Detailed Description of, and Quantitative Evidence Demonstrating, how the Proposed Public Infrastructure Project will Promote Economic Enhancement of a Targeted Industry

As called for in the Economic Development Strategic Plan for Tallahassee-Leon County, OEV seeks to facilitate the creation of 200 new private sector jobs related to development of a cluster centered on the National High Magnetic Field Laboratory. It is anticipated these new jobs will pay an average annual wage equivalent to 150% of Leon County's average annual wage.

The industries in which these new jobs will be created include the following North American Industry Classification System (NAICS) codes:

- 333912, Air and Gas Compressor Manufacturing
- 813990, Other Similar Organizations (except Business, Professional, Labor, and Political Organizations)
- 541690, Other Scientific and Technical Consulting Services
- 541712, Research and Development in the Physical, Engineering, and Life Sciences (except Biotechnology)
- 518210, Data Processing, Hosting, and Related Services
- 336415, Guided Missile and Space Vehicle Propulsion Unit and Propulsion Unit Parts Manufacturing

Specific businesses that may retain or grow jobs, or make capital investment include:

- Danfoss Turbocor Compressors, Inc.
- Florida Virtual Campus
- nanoStrata, Inc.
- Nhu Energy, Inc.
- Northwest Regional Data Center
- Sensatek Propulsion Technology, Inc.

ATTACHMENT D

Necessary Permits for the Public Infrastructure Project

- Linear Infrastructure Variance or Empirical Bayes Variance (special development zone)
- Natural Features Inventory with Floodplain
- Environmental Impact Analysis
- Roadway Environmental Permit
- Tree Removal Component

ATTACHMENT E

Additional Information to be Considered for this Proposal

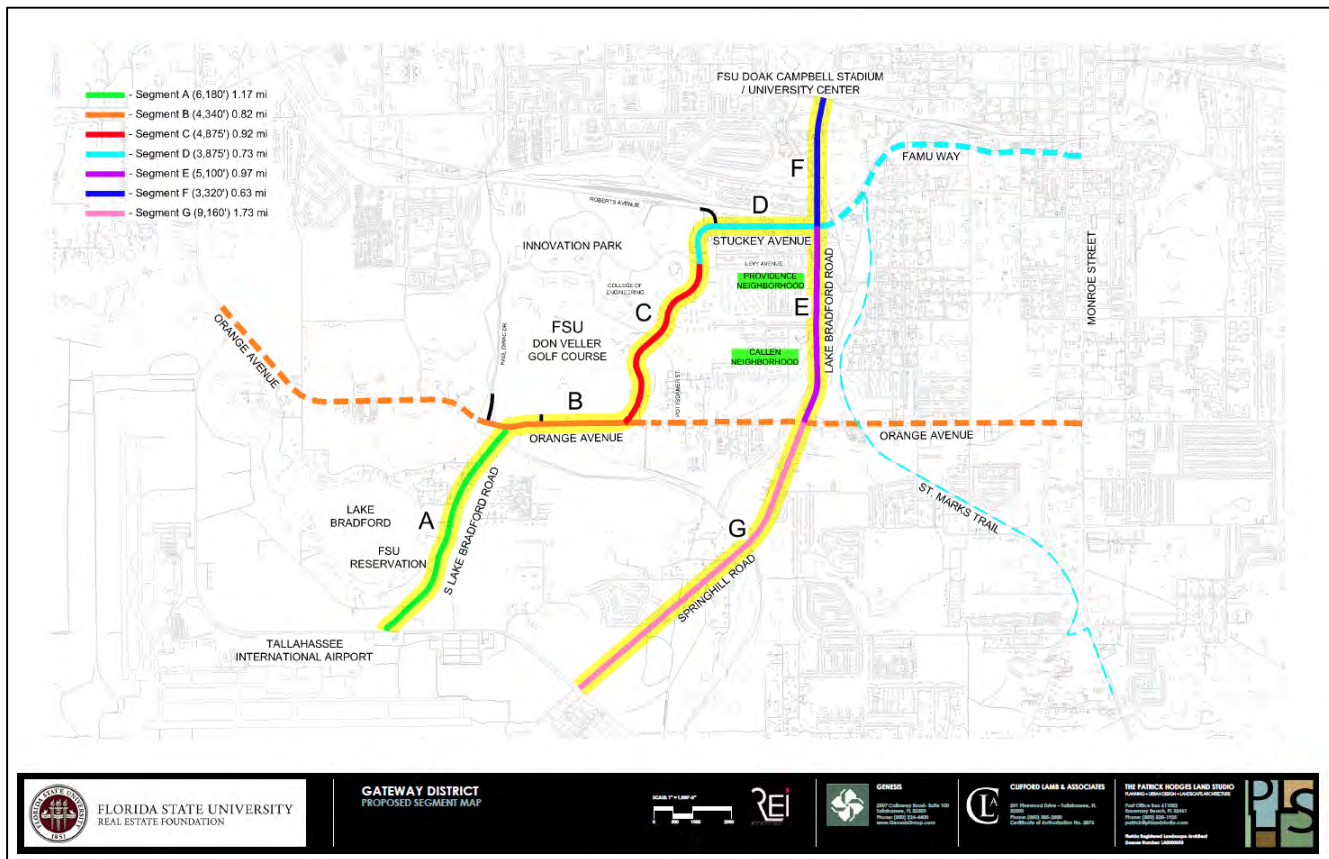
The Gateway District represents an opportunity to link the Blueprint and FSU projects, and leverage these investments to achieve an area-wide gateway from the Tallahassee International Airport into the community. Furthermore, the District concept meets the goals of the original Blueprint 2020 Airport Gateway project, and the expanded project would include an estimated investment of \$21 million combined from FSU and FDOT such that the expanded project represents a comprehensive value of approximately \$78.8 million.

As mentioned previously, FSU holds substantial real estate in the southwest part of the community totaling more than 900 acres. Land availability plus the academic and professional activity in the area positions their southwest campus to be the seat of both public and private research and development in the region. The combination of available land, future investments, existing research and academic facilities, and high-tech businesses present a unique opportunity to FSU. FSU's vision could benefit the larger community and help facilitate the University's growing needs.

The FSU Real Estate Foundation developed a concept for a new road through the southwest campus that opens up the development potential within. If their planned improvements are effectuated in concert with the Blueprint transportation infrastructure improvements, this new road segment will support the long-term development potential of the surrounding southwest area of the community. In particular, the following key community benefits would be provided by the Gateway District:

- Expanded scope will **provide gateway improvements for multiple roadways in the southwest**, ensuring visitors arriving and departing via the Tallahassee International Airport travel an aesthetically pleasing route that reflects our local beauty and vitality on any route that is taken, as shown in Exhibit 4.
- The partnership between Blueprint and FSU will **leverage dual plans created and efforts taken to date to create a single, coordinated infrastructure investment program** that is equally complimentary and mutually beneficial for the University and the Tallahassee-Leon County community.
- Continue the cohesive east-west corridor across Lake Bradford Road to **seamlessly connect Florida A&M University, FSU, Innovation Park and the Airport**.
- Linking the infrastructure improvements to a collaborative planning process will **minimize impacts on existing neighborhoods while maximizing benefits to the Tallahassee-Leon County community**.

Exhibit 4



- Expanded scope **distributes improvements throughout the transportation network** helping to alleviate existing and future traffic impacts and extend quality of life improvements throughout southwest Tallahassee.
- Open up new economic opportunities and support existing businesses by **enhancing access to, and visibility of, Innovation Park.**
- Expanded scope provides greater opportunity to **work with and protect established neighborhoods.**
- **Increase private investment and redevelopment opportunities** along multiple roadway corridors in the southwest area.
- Provide **substantial improvements in pedestrian, bicycle and vehicular safety** and place a **high priority on the protection of neighborhoods and significant environmental features** in this environmentally sensitive area of the community.
- **Compliment and showcase the significant investments by FSU in their southwest campus,** including the planned renovation to the Don Veller Seminole Golf Course and Club.

ENGINEERS OPINION OF PROBABLE CONSTRUCTION COST

Attachment F

Page 1 of 2

ROAD RELOCATION

Item No.	Description of Item	Plan Quantities	Unit	Unit Prices	TOTAL
101-1	Mobilization (10% of total excluding Mobilization and MOT)	1	LS	\$100,000.00	\$100,000.00
102-1	Maintenance of Traffic (3% of total excluding Mobilization and MOT)	1	LS	\$30,000.00	\$30,000.00
104-2	Tree Protection Barricade/Fencing (Per Details In Plans)	1,600	LF	\$12.00	\$19,200.00
104-3	Erosion and Sediment Control (Silt Fence, Inlet Protection, Seed and Mulch, Street Sweeping, etc.)	1	LS	\$40,000.00	\$40,000.00
110-1-1	Clearing and Grubbing	2	AC	\$20,000.00	\$40,000.00
120-1	Regular Excavation	300	CY	\$10.00	\$3,000.00
120-2-2	Borrow Excavation, Truck Measure	5,000	CY	\$20.00	\$100,000.00
120-6	Embankment	5,000	CY	\$15.00	\$75,000.00
160-4	Type B Stabilization	3,731	SY	\$10.00	\$37,310.00
285-706	Optional Base Group 06	3,731	SY	\$15.00	\$55,965.00
334-1-12	Superpave Asphaltic Concrete, Type SP-9.5 (Traffic B) (3")	511	TN	\$100.00	\$51,100.00
400-1-2	Class 1 Concrete (Endwalls)	16	CY	\$1,800.00	\$28,800.00
425-1-311	Inlet-Drainage (Type P-1) Less Than 10' Deep	6	EA	\$5,500.00	\$33,000.00
425-2-41	Manhole-Drainage (P-7)	1	EA	\$4,500.00	\$4,500.00
430-173-118	Pipe Culvert Optional Material (18")	427	LF	\$80.00	\$34,160.00
430-173-124	Pipe Culvert Optional Material (24")	322	LF	\$95.00	\$30,590.00
430-173-136	Pipe Culvert Optional Material (36")	157	LF	\$110.00	\$17,270.00
430-173-148	Pipe Culvert Optional Material (48")	100	LF	\$120.00	\$12,000.00
430-982-138	Mitered End Section (36" Pipe)	2	EA	\$1,500.00	\$3,000.00
520-1-10	Concrete Curb & Gutter, Type "F"	1,784	LF	\$35.00	\$62,440.00
520-2-1	Concrete Curb, Type "A"	1,615	LF	\$30.00	\$48,450.00
522-1	Concrete Sidewalk (4")	1,129	SY	\$48.00	\$54,192.00
522-1-A	Concrete Sidewalk (6") Ramps-New (Including Detectable Warnings)	2	EA	\$2,500.00	\$5,000.00
522-A	Mighty-Mono Fibrous Reinforcement	1,129	SY	\$4.00	\$4,516.00
570-1-2	Performance Turf, Sod (Centipede)	5,763	SY	\$6.00	\$34,578.00
700-1-11	Single Sign Post, F&I, GM (<12 sf)	8	EA	\$500.00	\$4,000.00
711-11-101	Thermo, Stand, White, 6" Solid	1,132	LF	\$2.00	\$2,264.00
711-11-113	Thermo, Stand, White, 12" Solid	119	LF	\$3.00	\$357.00
711-11-115	Thermo, Stand, White, 24" Solid	50	LF	\$8.75	\$437.50
711-11-211	Thermo, Stand, Yellow, 6" Solid	1,622	LF	\$4.50	\$7,299.00
711-11-170	Thermo, White Arrow	12	EA	\$100.00	\$1,200.00
	Trees (20' OC both sides and median)	128	EA	\$500.00	\$64,000.00
	Irrigation	1	LS	\$75,000.00	\$75,000.00
	Landscaping (misc excluding trees)	1	LS	\$30,000.00	\$30,000.00

	Stormwater Facility (not including land cost)	1	LS	\$500,000.00	\$500,000.00
					Attachment 500,000.00 Page 2 of 2
	Subtotal				\$1,608,628.50
	Permit - Std. Form Road Permit (incl. fee for 100 trees)				\$12,200.00
	Survey (10% of subtotal)				\$160,862.85
	Engineering (15% of subtotal)				\$241,294.28
	CEI (10% of subtotal)				\$160,862.85
	Contingency (30% of subtotal)				\$482,588.55
	Total Roadway				\$2,666,437.03
	Utilities				
101-1	Mobilization (10% of total excluding Mobilization and MOT)	1	LS	\$75,000.00	\$75,000.00
102-1	Maintenance of Traffic (3% of total excluding Mobilization and MOT)	1	LS	\$15,000.00	\$15,000.00
1050-31-28	Utility Pipe, PVC (8") Water Main	890	LF	\$60.00	\$53,400.00
1644-1-16	Fire Hydrant, Std., F&I (3wy, 2 hose, 1p' 6")	1	EA	\$5,000.00	\$5,000.00
	Water Reservice Connection (Both Buildings)	2	EA	\$5,000.00	\$10,000.00
1050-31-28	Utility Pipe, PVC (8") Sewer Main (Roberts to Paul Durac)	1,000	LF	\$60.00	\$60,000.00
	Sanitary Manholes (One Each End and Every 250' In Between)	5	EA	\$3,500.00	\$17,500.00
	Sanitary Sewer Reservice (both Buildings)	2	EA	\$15,000.00	\$30,000.00
	Electrical Conduit (Two Lines and Supporting Infrastructure)	1	LS	\$500,000.00	\$500,000.00
715-4-111	Light Pole Comp, F&I (WS150) 40'	6	EA	\$6,000.00	\$36,000.00
	Subtotal				\$801,900.00
	Engineering (15% of subtotal)				\$120,285.00
	Contingency (30% of subtotal)				\$240,570.00
	Total Utilities				\$1,162,755.00
	GRAND TOTAL ROADWAY AND UTILITIES				\$3,829,192

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BOB INZER, CLERK OF COURTS

SECOND AMENDED AND RESTATED
INTERLOCAL AGREEMENT
between
LEON COUNTY, FLORIDA
and
CITY OF TALLAHASSEE, FLORIDA

DATED as of December 9, 2015

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SECOND AMENDED AND RESTATED INTERLOCAL AGREEMENT

THIS SECOND AMENDED AND RESTATED INTERLOCAL AGREEMENT (“Agreement”) made and entered into as of the 9th day of December, 2015, by and between Leon County, Florida (“County”), and the City of Tallahassee, Florida (“City”) (singularly “Party” and collectively, “Parties”).

RECITALS:

WHEREAS, in addition and supplemental to their other powers, the Parties, pursuant to Chapter 163, Part I, Florida Statutes, as amended, commonly known as the “Florida Interlocal Cooperation Act of 1969,” are authorized and empowered to cooperate with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of government organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities; and

WHEREAS, Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency was created by Interlocal Agreement dated October 27, 2000 (“Interlocal Agreement”); and

WHEREAS, the Parties to the Interlocal Agreement did, by way of an Amended and Restated Interlocal Agreement dated February 1, 2003 (“Amended Interlocal Agreement”), modify the Interlocal Agreement to reflect several changes agreed to by the Parties; and

WHEREAS, the County and the City wish by this Agreement to provide for the obligations of Blueprint created hereby, and the obligations of the County and the City, and to more fully secure the payment of said obligations incurred the same as if issued as revenue bonds in the manner provided herein, in order to further the purposes stated herein; and

WHEREAS, the Amended Interlocal Agreement provided for the creation of an interlocal agency pursuant to the Florida Interlocal Cooperation Act to govern certain matters in connection with the financing, planning and construction of certain projects to be financed with the proceeds of the Dedicated 2000 Surtax, as hereinafter defined; and,

WHEREAS, on November 4, 2014, a majority of the electors of Leon County voting in a referendum did approve an extension of the local government infrastructure surtax previously imposed; and

WHEREAS, the Parties do further intend hereby to change the Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency name to the Leon County-City of Tallahassee Blueprint Intergovernmental Agency (the “Blueprint Intergovernmental Agency” or “Blueprint”); and

WHEREAS, it is in the best interest of the County and the City to modify and restate the Amended Interlocal Agreement to provide for the ability to issue bonds or other debt obligations and to enter into contracts necessary and incidental to the financing, planning and construction of certain infrastructure projects and implementation of certain economic development programs to be financed with the proceeds of the Dedicated 2000 Surtax and Dedicated 2020 Surtax, as defined herein.

NOW, THEREFORE, IN CONSIDERATION of the mutual benefits to flow to each other, and to the citizens of both Leon County and the City of Tallahassee, and in consideration of the mutual covenants, promises and agreements herein contained, the Parties hereby agree with each other to amend and restate in its entirety the Amended Interlocal Agreement by this Second Amended and Restated Interlocal Agreement (hereinafter, the “Second Amended Interlocal Agreement” or the “Agreement”) as follows:

PART I

PURPOSE; EXTENSION OF SURTAX; GOVERNANCE; DURATION; LIQUIDATION; EFFECTIVE DATE

SECTION 1. PURPOSE OF THIS AGREEMENT.

The purpose of this Agreement is to create and the Parties do hereby create, a legal entity constituting a public body corporate and politic under section 163.01, Part I, Florida Statutes, as amended, composed of the Parties, to be known as the “Leon County-City of Tallahassee Blueprint Intergovernmental Agency” to implement the agreements of the Parties as herein set forth.

Blueprint is formed to undertake the acquisition, financing, planning, constructing, managing, operating, servicing, utilizing, owning and exchanging of the Blueprint 2000 Projects and Blueprint 2020 Infrastructure Projects and Economic Development Programs as herein described, to receive and expend the Dedicated 2000 Surtax and the Dedicated 2020 Surtax proceeds as herein provided for, and to exercise all of the powers granted by this Agreement or by law, either within or without the State of Florida.

SECTION 2. LOCAL GOVERNMENT INFRASTRUCTURE SURTAX EXTENSION.

Pursuant to Leon County Ordinance 2014-07 adopted June 10, 2014, the provisions of section 212.055(2), Florida Statutes, and referendum of the Leon County electorate held on November 4, 2014, the local government infrastructure surtax, originally scheduled to expire on December 31, 2019, shall continue and is hereby extended until December 31, 2039, to be levied at the rate of 1%.

SECTION 3. GOVERNANCE.

Pursuant to section 163.01(7), Florida Statutes, the County and the City hereby create and establish the Blueprint Intergovernmental Agency to provide for the project management structure for the project planning, financing and construction or implementation of the Blueprint 2000 Projects and the Blueprint 2020 Infrastructure Projects and Blueprint 2020 Economic Development Programs, and to undertake the other functions provided herein. Blueprint shall be governed by a Board of Directors (the "Board of Directors" or the "Board") consisting of the respective members of the Board of County Commissioners of Leon County and the City Commission of the City of Tallahassee. The Board of Directors, may adopt bylaws, rules, regulations, policies and procedures to govern the actions and procedures of Blueprint, and of the Board of Directors. The weight to be given to the vote of each member of the Board of Directors shall be as set forth in the Bylaws.

The Bylaws of Blueprint previously adopted on February 14, 2001 and last revised on June 17, 2013, are hereby ratified and confirmed, subject to future amendment, supplement or modification thereof as the Board of Directors shall approve.

It is not the purpose of this Agreement to transfer ownership of any existing facility from either Party or other entity to Blueprint.

SECTION 4. TERM AND DURATION OF THE BLUEPRINT INTERGOVERNMENTAL AGENCY.

This Agreement shall continue in full force and effect, and Blueprint shall continue to possess the powers herein conferred upon it, in accordance with the terms hereof. In no event shall this Agreement or the powers herein granted to Blueprint be rescinded or terminated until (a) all bonds, notes and other evidences of indebtedness of Blueprint and the interest thereon

shall have been paid or adequate provision for such payment shall have been made in accordance with the instruments governing such bonds, notes and other evidences of indebtedness and (b) all contractual obligations undertaken by Blueprint, all obligations and liabilities, and all liens, charges and encumbrances to which property of Blueprint is subject shall have been satisfied, released or adequately provided for.

SECTION 5. LIQUIDATION.

Upon any termination of this Agreement and dissolution of Blueprint, the Board shall liquidate the business, assets and property of Blueprint, as expeditiously as possible, and all property of Blueprint, real, personal, tangible and intangible shall be distributed in accordance with a plan of dissolution approved by the Board.

SECTION 6. EFFECTIVE DATE.

This Agreement shall take effect immediately upon its being filed as provided in section 163.01(11), Florida Statutes.

PART II

AUTHORITY; DEFINITIONS

SECTION 1. AUTHORITY.

This Agreement is entered into pursuant to the provisions of section 163.01, Florida Statutes; Article VIII, Sections 1 and 2 of the Constitution of the State of Florida; Chapter 166, Florida Statutes; Chapter 125, Florida Statutes; Chapter 212, Florida Statutes; and other applicable provisions of law.

SECTION 2. DEFINITIONS.

A. “Act” means section 163.01, Florida Statutes; Article VIII, Sections 1 and 2 of the Constitution of the State of Florida; Chapter 166, Florida Statutes; Chapter 125, Florida Statutes; Chapter 212, Florida Statutes; and other applicable provisions of law.

B. “Blueprint 2000 Projects” means those projects described and set forth in Exhibit I to this Agreement, as the same may be amended from time to time by agreement of the Parties, as provided herein and in the Bylaws of Blueprint.

C. “Blueprint 2020 Economic Development Programs” or “Economic Development Programs” means those programs described and set forth in Exhibit II.b. to this Agreement, as the same may be amended from time to time by agreement of the Parties, as provided herein and in the Bylaws.

D. “Blueprint 2020 Infrastructure Projects” means those projects described and set forth in Exhibit II.a. to this Agreement, as the same may be amended from time to time by agreement of the Parties, as provided herein and in the Bylaws.

E. “Blueprint Intergovernmental Agency” or “Blueprint” means that entity created in Part I, Section 3 of this Second Amended Interlocal Agreement.

F. “Bond Resolution(s)” means a bond resolution(s), award resolution(s) or other such resolution(s) of Blueprint adopted from time to time authorizing the issuance of Bonds.

G. “Bond Year” means with respect to the Bonds, the Bond Year as defined in the Bond Resolution.

H. “Bondholders” or “holders” means the registered owners or their respective legal representatives of outstanding Bonds, as the context may indicate.

I. “Bonds” means the bonds, notes and any other obligations issued by Blueprint.

J. “Bylaws” means the Bylaws of Blueprint previously adopted on February 14, 2001 and last revised on June 17, 2013.

K. “City’s Share of the Dedicated 2000 Surtax” or “City’s Share” means fifty percent (50%) of the City’s receipt of or entitlement to the Dedicated 2000 Surtax as determined monthly.

L. “City’s Share of the Extended 2020 Surtax” means fifty percent (50%) of the City’s receipt of or entitlement to the Dedicated 2020 Surtax as determined monthly.

M. “Clerk” means the clerk of Blueprint, as designated from time to time by the Board of Directors.

N. “County’s Share of the Dedicated 2000 Surtax” or “County’s Share” means fifty percent (50%) of the County’s receipt of or entitlement to the Dedicated 2000 Surtax as determined monthly.

O. “County’s Share of the Extended 2020 Surtax” means fifty percent (50%) of the County’s receipt of or entitlement to the Dedicated 2020 Surtax as determined monthly.

P. “Debt Service Payments” means the payments required to be made for principal, amortization payments and interest on the Bonds, in the manner provided in the Bond Resolution, or payments treated as debt service or payable on a parity therewith, minus any accrued and capitalized interest that may be funded from the proceeds of the Bonds, for the fees and expenses of fiscal agents, for rebate payments, and for the replacement of any moneys withdrawn from any reserve fund or account or amounts necessary to reinstate any reserve fund credit facility or product.

Q. “Dedicated 2000 Surtax” means eighty percent (80%) of the Extended 2000 Surtax, which shall be used by Blueprint for the cost of financing, planning and construction of

the Blueprint 2000 Projects, including payments of Debt Service Payments, and payments as otherwise provided by this Agreement or under law.

R. “Dedicated 2020 Surtax” means seventy-eight percent (78%) of the Extended 2020 Surtax, which shall be used by Blueprint for the cost of financing, planning and construction or implementation of the Blueprint 2020 Infrastructure Projects, and Economic Development Programs, including payments of Debt Service Payments, and payments as otherwise provided by this Agreement or under law.

S. “Existing Sales Surtax” means the one percent (1%) local government infrastructure sales surtax authorized by section 212.055, Florida Statutes; levied pursuant to referendum of a majority of the electors of Leon County on September 19, 1989, and expiring November 30, 2004.

T. “Extended 2000 Surtax” means the one percent (1%) local government infrastructure sales surtax authorized by section 212.055, Florida Statutes; levied pursuant to Ordinance No. 00-35 of the County enacted on September 12, 2000, and approved by referendum of a majority of the electors of the County on November 7, 2000; effective December 1, 2004, and expiring December 31, 2019, and which extends the Existing Sales Surtax. Such term shall include for all purposes hereof proceeds of the portion of the communication services tax levied in the County pursuant to section 202.19(5), Florida Statutes, as a replacement of, and to be used for the same purposes as, the portion of the infrastructure sales surtax previously levied on communications services.

U. “Extended 2020 Surtax” means the one percent (1%) local government infrastructure surtax authorized by 212.055, Florida Statutes; levied pursuant to Ordinance No. 2014-07 of the County adopted on June 10, 2014, and approved by referendum of a majority of

the electors of the County on November 4, 2014; effective January 1, 2020, and expiring December 31, 2039, and which extends the Extended 2000 Surtax.

V. "Fiscal Year" means the fiscal years of the City, the County and the Intergovernmental Agency commencing on October 1 of each year and ending on the next succeeding September 30, or such other fiscal year as the state legislature may establish.

W. "Livable Infrastructure For Everyone" Projects or "L.I.F.E." means those projects described and set forth in Exhibit II, Section c to this Agreement, designed to address core infrastructure needs in both the incorporated and unincorporated areas of Leon County. Use of the two percent (2%) share of the Extended 2020 Surtax proceeds for the cost of financing, planning and construction or implementation of L.I.F.E. Projects must be authorized by the Board of County Commissioners.

X. "Project Site" or "Sites" means the lands and interests upon which the Blueprint 2000 Projects, and Blueprint 2020 Infrastructure Projects and Blueprint 2020 Economic Development Programs are to be constructed, as more particularly described in Exhibit I, Exhibit II, Sections a. and b., and Part V hereof, together with easements appurtenant thereto, and such other lands and interests therein as may be added from time to time by the Parties hereto.

Words importing singular numbers shall include the plural number in each case and vice versa, and words importing persons shall include firms, corporations or other entities, including governments or governmental bodies.

PART III

BLUEPRINT INTERGOVERNMENTAL AGENCY POWERS

SECTION 1. GENERAL AUTHORITY.

In order to accomplish the purposes set out above, Blueprint shall have the power, pursuant to direction or authorization by its Board of Directors, by its Bylaws or by the powers granted by this Agreement to:

A. Make and enter into contracts in its own name with the Parties, the United States, the State of Florida, foreign states or countries, other public agencies and interlocal agencies and persons, both within and without the State of Florida;

B. Acquire, construct, obtain, receive, purchase, lease, sublease, import, hold, own, use, operate, manage, maintain, pledge, hypothecate, improve, retain, dispose of, sell, donate, trade, transfer, deliver and convey real property and both tangible and intangible personal property inside and outside the State of Florida;

C. Acquire, plan, finance, construct, obtain, receive, purchase, lease or sublease any property and acquire by lease or sublease any property and cause the rentals paid to be certificated and sold, share cost of, hold, own, use, operate, manage, maintain, pledge, hypothecate, improve, retain, dispose of, sell, donate, trade, transfer, deliver and convey any project or projects and any and all facilities, including all equipment, structures, machinery, and tangible and intangible property, real and personal, useful or incidental thereto, acquire, receive, purchase, contract for, own, use, consume, possess, insure, store, transport, transmit, dispatch, sell, convey, broker, trade, exchange, interchange, deliver, encumber, pledge and engage in derivative products, including swaps, caps, collars and similar financial tools;

D. Apply to any person or entity, public or private, for consents, permits, authorizations or approvals required for any project undertaken in accordance with this Agreement, and to take all necessary actions to comply with the conditions thereof;

E. Enter into interlocal or other agreements with other entities, whether or not created by interlocal agreements themselves, if such agreements are useful in the furtherance of this Agreement, to the extent permissible under Florida law;

F. Acquire, hold, use, pledge and dispose of any or all receivables, income, revenues, funds and money;

G. Incur debts, liabilities or obligations which do not constitute debts, liabilities or obligations of the Parties, unless specifically agreed by such Party, and, to the extent permissible under Florida law, grant a mortgage or security interest in property acquired through loan proceeds, provided that without each Party's consent, it shall be non-recourse with respect to such Parties;

H. Establish, operate and manage a pooled loan project or projects for utilization by Blueprint or others duly authorized by Blueprint;

I. Exercise all powers in connection with the authorization, issuance and sale of bonds and bond anticipation notes as are conferred by sections 163.01(7)(d) and sections 163.01(7)(g) of Chapter 163, Part I, Florida Statutes, as amended, and any other applicable provisions of law, and by any such other applicable statute hereafter adopted, which may include interest rate swaps, collars, caps and other derivative or hedge products;

J. Invest money of Blueprint not required for immediate use, including, but not limited to, proceeds from the sale of bonds, in such obligations, securities, and other investments as authorized by the investment policies of Blueprint, any applicable laws and any applicable

provisions of any Bond Resolution or other instruments governing the fund or funds in which the money is deposited;

K. Impose fees and charges necessary to discharge its duties and obligations hereunder, and adopt such rules and regulations, policies and procedures and enact bylaws to implement the powers and authorities granted hereby;

L. Procure insurance from such insurers as it deems desirable or to self insure, or both, against risk of loss or liability in connection with its property, operations or assets;

M. Employ, engage, discharge and compensate agents, employees and independent contractors;

N. Sue and be sued in its own name;

O. Enforce all rules, regulations, policies and procedures adopted under the authority of this Agreement, independently, or with the assistance of the Parties, and resort to any necessary legal process for this purpose;

P. Grant indemnification to its officers, agents and employees, to the extent permitted by law or in the manner set forth in its Bylaws or other rules of governance;

Q. Exercise all such other powers incidental and useful to the furtherance of the purposes of this Agreement and to the exercise of the powers specified herein, and which the Parties may exercise in their individual capacities, and any other powers conferred presently or in the future under the laws of Florida;

R. Exercise all of the privileges, benefits, powers and terms of Part I of Chapter 163, Florida Statutes, Part I of Chapter 125, Florida Statutes, Part II of Chapter 166, Florida Statutes and Part I of Chapter 159, Florida Statutes;

S. Approve annual work plans for Blueprint and review performance reports;

- T. Approve annual operating budgets and capital improvement programs;
- U. Consider major program changes, contracts, change orders, and purchase orders which exceed the Intergovernmental Management Committee's authority;
- V. Finance or refinance the Blueprint 2000 Projects, and Blueprint 2020 Infrastructure Projects and Economic Development Programs;
- W. Issue bond anticipation notes pursuant to section 215.431, Florida Statutes;
- X. Borrow money and issue bonds or other debt obligations to finance or refinance the Blueprint 2000 Projects, and Blueprint 2020 Infrastructure Projects and Economic Development Programs;
- Y. Develop and structure financial programs;
- Z. Invest its money in such investments in accordance with the laws of the State of Florida;
- AA. Make and enter into contracts and agreements necessary or incidental to the performance of its duties and the execution of its duties under this Agreement;
- BB. Exercise 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 127, 163, and 166, Florida Statutes, and more specifically as set forth in section 163.01(7)(f), Florida Statutes;
- CC. Acquire both real and personal property through voluntary sale, lease, exchange or donation, to manage, redevelop, surplus or otherwise dispose of acquired real and personal property, including property acquired through the right and power of eminent domain, with any and all proceeds being retained for expenditures pursuant to this Interlocal Agreement;

DD. Employ agencies, employees, consultants, advisors, experts, attorneys and such other employees and agents as may, in the judgment of Blueprint, be necessary and to fix their compensation;

EE. Receive and accept any aid or contributions from any source of either money, property, labor or other things of value, to be held, used or applied only for the purposes for which such grants and contributions are made;

FF. Adopt and use a seal; and

GG. Make and pass rules, regulations, resolutions and orders not inconsistent with the constitution of the United States or of the State of Florida, or the provisions of the Florida Interlocal Cooperation Act or this Agreement, necessary for the governance and management of the affairs of Blueprint, for the execution of the powers, obligations and responsibilities vested in Blueprint, and for carrying out the provisions of this Agreement.

SECTION 2. SPECIFIC AUTHORITY.

With regard to Blueprint 2020 Economic Development Programs, Blueprint shall have the power, pursuant to direction or authorization by its Board of Directors, by its Bylaws or by the powers granted by this Agreement to:

A. Require any organization providing economic development programing, with any portion of the proceeds of the Dedicated 2020 Surtax, to maintain detailed records of activities and expenditures;

B. Ensure full accounting transparency of all economic development programs;

C. Produce periodic reports detailing the relevant performance metrics of each funded economic development program;

D. Allocate sufficient funding, as needed, from the proceeds of the Dedicated 2020 Surtax, to implement the financial oversight and accountability measures prescribed in this Agreement and the Bylaws;

E. Determine the appropriate staffing and support levels for Blueprint 2020 Economic Development Programs, including the Economic Development Coordinating Committee (EDCC), as defined in this Agreement, prior to the EDCC's first meeting, which shall occur not later than February 16, 2018. At a minimum, the staff support shall be comprised of the County and City Economic Development Directors and a representative of the official economic development organization of the community; and

F. Designate the economic development organization for the community as the primary liaison to the EDCC to prepare agenda materials, notice meetings, maintain records, and present information in coordination with the County and City Economic Development Directors.

PART IV

BOARD OF DIRECTORS; OFFICERS

SECTION 1. GENERAL.

Blueprint shall be governed by a Board of Directors. The Board of Directors shall select a Chairperson and Vice Chairperson from among the members of the Board of Directors (hereinafter "Directors") and shall designate a Clerk, who may or may not be a Director. The Board of Directors shall designate such other officers and staff positions as it may deem advisable from time to time or as otherwise provided herein or in the Bylaws.

SECTION 2. DUTIES.

The duties of the Board of Directors shall include the following:

A. Establish policies and adopt bylaws necessary to accomplish the purposes of this Agreement.

B. Meet at least annually to approve an annual work plan for Blueprint and review the previous year's performance report.

C. Approve the annual operating budget and capital improvement program of Blueprint and plans for financing the same from the Dedicated 2000 Surtax and the Dedicated 2020 Surtax proceeds.

D. Convene as needed to consider major program changes, contracts, change orders, and purchase orders which exceed the authority of the Intergovernmental Management Committee (discussed below).

E. Adopt Bond Resolutions for purposes of financing Blueprint 2000 Projects and Blueprint 2020 Infrastructure Projects and Economic Development Programs.

SECTION 3. MEETINGS OF THE BOARD OF DIRECTORS.

The Board of Directors shall meet at least one time per year in accordance with the Bylaws. Additional meetings of the Board of Directors may be called by the Chairperson. Notice of all such meetings shall be given and such meetings shall be conducted in the manner specified in the Bylaws and in all events in compliance with Florida law.

SECTION 4. DUTIES OF THE CHAIRPERSON OF THE BOARD OF DIRECTORS.

The Chairperson of the Board of Directors shall preside at meetings of the Board of Directors. In the event the Chairperson cannot be present at the meeting, the Vice Chairperson shall perform this responsibility, or in the absence of the Vice Chairperson, another Director designated by the Chairperson or Vice Chairperson, as the case may be, shall preside. The

Chairperson or in his absence or upon his designation, the Vice Chairperson shall have the power and authority to execute all Bonds, contracts and other documents on behalf of and bind Blueprint for all lawful obligations thereof, and shall perform such other duties as shall be provided by the Board of Directors or by the Bylaws.

SECTION 5. CLERK.

The Clerk or any duly appointed deputy shall keep and may imprint the seal of Blueprint, may attest to all signatures and certify as to all proceedings and documentation of Blueprint, shall have such other powers and duties as designated in the Bylaws and as from time to time may be assigned to the Clerk by the Board of Directors, the Chairperson of the Board, or the Vice Chairperson of the Board, and shall in general perform all acts incident to the office of Clerk, subject to the control of the Board of Directors, the Chairperson, or the Vice Chairperson, as the case may be.

PART V

PLANNING, MANAGEMENT, CONSTRUCTION AND OPERATION OF THE BLUEPRINT 2000 PROJECTS AND BLUEPRINT 2020 INFRASTRUCTURE PROJECTS, AND ECONOMIC DEVELOPMENT PROGRAMS

SECTION 1. INTERGOVERNMENTAL MANAGEMENT COMMITTEE.

A. An Intergovernmental Management Committee (the “Intergovernmental Management Committee”) is hereby created and established to jointly administer Blueprint and make recommendations on policy to the Blueprint Intergovernmental Agency and carry out the long range direction of Blueprint. The Intergovernmental Management Committee shall consist of the County Administrator of the County (the “County Administrator”) and the City Manager of the City (the “City Manager”).

B. The Intergovernmental Management Committee shall have the following powers:

1. Monitor the operations of Blueprint.

2. Implement an annual financial audit conducted by an independent public accounting firm licensed under Chapter 473, Florida Statutes, and an annual performance audit conducted by a firm qualified to perform such audits. The scope of the performance audit shall be established jointly by the County Administrator and the City Manager.

3. Recommend approval of an operating budget.

4. Recommend approval of long and short term work plans.

5. Recommend issuance of invitations for bid and requests for proposals.

6. Approve purchasing, contracts, and change orders in accordance with the approved Blueprint Procurement Policy, as amended from time to time.

SECTION 2. STAFFING.

A. A Blueprint Manager shall be hired by the County Administrator and the City Manager acting in concert and may be terminated by either the County Administrator or the City Manager. The County Administrator and the City Manager, or their designee, shall direct the performance of the Blueprint Manager and shall jointly evaluate that performance at least annually. The Blueprint Manager shall develop policies and procedures for the administration of Blueprint which will be reviewed and approved by the County Administrator and the City Manager or their designee. The Blueprint Manager and staff shall have the option of being County employees or City employees, only for purposes of employee benefit administration.

B. Responsibilities of the Blueprint Manager:

1. Manage a multi-disciplinary staff and be responsible for carrying out the implementation of the Blueprint 2000 Projects, and Blueprint 2020 Infrastructure Projects.

2. Coordinate with the Citizens Advisory and Technical Coordinating Committees (as defined below) and submit a long range implementation plan, a five (5) year plan and an annual work plan to the Intergovernmental Management Committee.

3. Prepare a public information plan and sustain effective relationships with stakeholders and affected parties in regard to Blueprint 2000 Projects, and Blueprint 2020 Infrastructure Projects.

4. Submit project status reports to the Intergovernmental Management Committee every six months.

5. Provide all necessary administrative support and coordination for Blueprint 2020 Economic Development Programs in accordance with the provisions of Part III., Section 2.E., herein.

SECTION 3. TECHNICAL COORDINATING COMMITTEE.

A. An intergovernmental technical coordinating committee is hereby created and established to provide professional advice and technical expertise to the Blueprint Manager on a project basis to be known as the "Technical Coordinating Committee." The membership of the Technical Coordinating Committee shall be as designated in the Bylaws.

B. Responsibilities of the Technical Coordinating Committee:

1. Work with the Blueprint Manager to ensure coordination with other ongoing and future projects and related issues.

2. Review Blueprint 2000 Projects, and Blueprint 2020 Infrastructure Projects scope and implementation plans and make recommendations to the Blueprint Manager.

3. Annually review other projects of the City and County to ensure coordination between governments.

4. Such other responsibilities as shall be provided in the Bylaws or as provided by the Board of Directors.

SECTION 4. PLANNING DEPARTMENT.

The Tallahassee-Leon County Planning Department shall assist in conducting, coordinating and advising on land use planning, sector planning, greenway planning and transportation planning.

SECTION 5. CITIZEN ADVISORY COMMITTEE.

A Citizen Advisory Committee is hereby created and established to serve in an advisory capacity to Blueprint. Responsibilities of the Citizen Advisory Committee shall be to review work plans for Blueprint 2000 Project, and Blueprint 2020 Infrastructure Project recommendations, to review financial audits and performance audits, and to otherwise make recommendations to Blueprint. The Citizen Advisory Committee shall consist of fourteen members serving three year staggered terms to be selected as follows:

1. Four members shall be selected by Blueprint from a list of applicants which shall include at least one from each of the following categories: a financial expert with bonding experience; a natural scientist/ biologist, and a planner. Blueprint shall take into consideration as part of the selection process those individuals that formerly served on the Economic and Environmental Citizens Committee (EECC).

2. Three members shall be selected by Blueprint from a list of three names for each position provided by the Citizen Advisory Committee and shall include one

member from the civil rights community, one member from the elderly community, and one member from the disability community.

3. The remaining seven members shall be selected as follows:

- Board Member of the Greater Tallahassee Chamber of Commerce
- Board Member of the Capital City Chamber of Commerce
- Board Member of the Big Bend Minority Chamber of Commerce
- Chairperson of the Planning Commission or designee thereof
- Representative from Council of Neighborhood Associations
- Representative from the Big Bend Environmental Forum
- Representative from the Network of Entrepreneurs and Business Advocates in Tallahassee.

SECTION 6. ECONOMIC DEVELOPMENT COORDINATING COMMITTEE.

A coordinating committee for economic development programs is hereby created and established to provide professional advice and technical expertise to Blueprint to be known as the Economic Development Coordinating Committee (EDCC). The EDCC shall serve as the advisor to Blueprint on economic development matters with respect to Blueprint 2020 Economic Development Programs.

A. The EDCC shall evaluate those economic development proposals recommended for consideration by the Leon County Sales Tax Committee as set forth in Exhibit II, Section b.4., A-H. The EDCC shall afford the organizations that developed each of these proposals the opportunity to refine and present their economic development proposal to the EDCC for its consideration. The EDCC shall make funding and programmatic recommendations to the Board of Directors and the Intergovernmental Management Committee, shall perform a biennial review of the implementation, operation, and performance of economic development programs funded with Dedicated 2020 Surtax proceeds to ensure accountability, and shall perform such

other duties as shall be provided in the Bylaws or as prescribed by the Board of Directors, or the Intergovernmental Management Committee.

B. The Chairmanship of the EDCC shall rotate biennially between the County and City staff designees. The membership of the EDCC shall consist of the following representatives or their staff designees:

- County Administrator Designee
- City Manager Designee
- TCC Vice President of Economic & Workforce Development
- FSU Vice President of Research
- FAMU Vice President of Research
- Executive Director of Leon County Research and Development Authority
- CEO of Career Source Capital Region
- President of the Greater Tallahassee/ Leon County Chamber of Commerce
- President of the Capital City Chamber of Commerce
- President of the Big Bend Minority Chamber of Commerce.

C. In order to provide transparency and accountability for economic development programs utilizing the proceeds of the Dedicated 2020 Surtax, all financial activities shall be audited in accordance with the fiscal controls adopted by the Parties and as otherwise set forth in the Bylaws.

SECTION 7. ACCOUNTING SYSTEM.

Blueprint may designate either the City or the County as the entity for maintaining the accounting system for Blueprint. The City and the County will each be provided the same level of access to all information pertaining to Blueprint.

SECTION 8. PROJECT RESTRICTIONS.

A. Permissible uses of Dedicated 2000 Surtax proceeds shall be restricted to the following categories:

1. Stormwater and Water Quality Projects

2. Transportation Improvements Projects
3. Greenways and Parks and Recreation Projects

B. Permissible uses of Dedicated 2020 Surtax proceeds shall be restricted to the following categories:

1. Stormwater and Water Quality Projects
2. Transportation Improvement Projects
3. Greenways, Parks and Recreation
4. Economic Development Programs
5. Public Buildings and Structures
6. Parks and Recreational Area Operations
7. Other permissible uses set forth in section 212.055(2), Florida Statutes, as

amended.

SECTION 9. PROJECTS.

A. Blueprint 2000 Projects.

The proceeds of the Dedicated 2000 Surtax shall be used for the purpose of funding Blueprint 2000 Projects as approved by the County and City Commissions on July 10, 2000, and as further described and set forth in Exhibit I (Items a-i represent first priority projects, and Items j-w represent second priority projects).

B. Blueprint 2020 Infrastructure Projects and Economic Development Programs.

The proceeds of the Dedicated 2020 Surtax shall be used for the purpose of funding Blueprint 2020 Infrastructure Projects and Economic Development Programs, as further described and set forth in Exhibit II, Sections a and b (Exhibit II, Section a Projects 1-27

represent first priority projects, and Exhibit II, Section a Projects 28-29 represent second priority projects).

C. L.I.F.E. Projects.

The two percent (2%) share of the Extended 2020 Surtax proceeds shall be used for the purpose of funding L.I.F.E. Projects, as further described and set forth in Exhibit II, Section c.

SECTION 10. AMENDMENT OR DELETION TO PROJECTS AND PROGRAMS.

The listed projects and programs set forth in Exhibit I, Exhibit II, Sections a, b.1, b.2, and b.3, may only be deleted or amended to a substantial degree, if circumstances call for a substantial change and if the Board approves the change by a supermajority vote of both the members who are County Commissioners and the members who are City Commissioners, after taking into consideration the recommendations of the Citizen Advisory Committee, the Technical Coordinating Committee, and the Intergovernmental Management Committee. Such a vote will not be taken until Blueprint first holds at least two (2) noticed public hearings with respect to such proposed change. Otherwise the listed projects and programs set forth in Exhibit I, or in Exhibit II, Section a or b, may be amended upon majority vote of the Board.

SECTION 11. ADDITIONAL COUNTY PROJECTS.

A. The 10% share of the Extended 2000 Surtax proceeds dedicated to Leon County projects shall be used for the following purposes as approved by the County Commission on July 10, 2000, and ratified in County Resolution R00-30:

1. Transportation Projects;
2. Stormwater and Water Quality;
3. Parks and Recreation Facilities;

4. Intersection Improvements, Bridges, Sidewalks, Bike Lanes, Bike Paths, Traffic Calming;

5. Greenway and Bike Trails; and

6. Other projects approved by the Board of County Commissioners.

B. The 10% share of the Extended 2020 Surtax proceeds dedicated to Leon County projects may only be used for the following purposes:

1. Transportation Resurfacing Projects;

2. Transportation Intersection Improvement Projects;

3. Other statutorily authorized uses approved by the Board of County Commissioners.

SECTION 12. ADDITIONAL CITY PROJECTS.

A. The 10% share of the Extended 2000 Surtax proceeds dedicated to City of Tallahassee projects shall be used for the following purposes as approved by the City Commission on July 10, 2000, and ratified in City Resolution 00-R-40:

1. Transportation Projects;

2. Stormwater and Water Quality;

3. Parks and Recreation Facilities;

4. Gateway Enhancements;

5. Greenway and Bike Trails; and

6. Other projects approved by the City Commission.

B. The 10% share of the Extended 2020 Surtax proceeds dedicated to City of Tallahassee projects may only be used for the following purposes:

1. Transportation Projects;

2. Stormwater and Water Quality;
3. Parks and Recreational Facilities;
4. Gateway Enhancements;
5. Greenway and Bike Trails; and
6. Other statutorily authorized uses approved by the City Commission.

SECTION 13. REIMBURSEMENT.

The Blueprint Intergovernmental Agency may establish, from time to time, procedures for reimbursement for reasonable expenses incurred by Blueprint.

PART VI

FINANCING

SECTION 1. SHARE AND DISTRIBUTION OF SURTAX; ISSUANCE OF BONDS.

A. Extended 2000 Surtax.

As further provided herein, the proceeds of the Extended 2000 Surtax levied as provided by law shall be distributed, as set forth in this Agreement, to the County and the City, or as otherwise specified herein, throughout the term of this Agreement as follows:

<u>Governmental Body</u>	<u>Share of Proceeds</u>
Leon County	50%
City of Tallahassee	50%

As further provided herein, the County and the City hereby irrevocably agree that the Dedicated 2000 Surtax proceeds shall be used for Blueprint 2000 Projects as approved by the County and City Commissions on July 10, 2000, and as further described and set forth in Exhibit I. The County and the City further hereby irrevocably agree that the Dedicated 2000 Surtax proceeds shall be deposited directly into the account of the Blueprint Intergovernmental Agency by the Florida Department of Revenue ("DOR") and irrevocably direct DOR to make

such deposits for the term of such tax. The Intergovernmental Management Committee shall administer the spending of those funds on the Blueprint 2000 Projects.

B. Extended 2020 Surtax.

The proceeds of the Extended 2020 Surtax levied as provided by law shall be distributed in accord with this Agreement into the appropriate trust fund account throughout the term of this Agreement, as follows:

<u>Trust Fund Account</u>	<u>Share of Total Proceeds</u>
Blueprint 2020 Infrastructure Projects	66%
Blueprint 2020 Economic Development Programs	12%
Leon County Projects	10%
City of Tallahassee Projects	10%
Leon County L.I.F.E. Projects	2%

The Parties agree that the Dedicated 2020 Surtax proceeds shall be used for Blueprint 2020 Infrastructure Projects, and Blueprint 2020 Economic Development Programs, as further described in Exhibit II. The Parties shall cause 66% of the Extended 2020 Surtax proceeds to be placed in the Blueprint Intergovernmental Agency, Blueprint 2020 Infrastructure Projects trust fund account, to be created by Blueprint, within ten (10) working days of its receipt. The Parties shall cause 12% of the Extended 2020 Surtax proceeds to be placed in the Blueprint Intergovernmental Agency, Blueprint 2020 Economic Development Programs trust fund account, to be created by Blueprint, within ten (10) working days of its receipt. The Parties shall cause 10% of the Extended 2020 Surtax proceeds to be placed in the Leon County, Leon County Projects trust fund account, to be created by the County, within ten (10) working days of its receipt. The Parties shall cause 10% of the Extended 2020 Surtax proceeds to be placed in the City of Tallahassee, City of Tallahassee Projects trust fund account, to be created by the City, within ten (10) working days of its receipt. The Parties shall cause 2% of the Extended 2020 Surtax proceeds to be placed in the Leon County, Liveable Infrastructure For Everyone Projects

trust fund account, to be created by the County, within ten (10) working days of its receipt. The Intergovernmental Management Committee shall administer the spending of those funds on the projects and programs listed in Exhibit II, Sections a. and b. The Leon County Board of County Commissioners shall administer the spending of those funds on L.I.F.E. Projects listed in Exhibit II, Section c.

SECTION 2. APPROVAL AND ISSUANCE OF BONDS.

In order to finance Blueprint 2000 Projects, Blueprint 2020 Infrastructure Projects and Blueprint 2020 Economic Development Programs, and in full compliance with the provisions of this Agreement including Exhibit III, Blueprint may proceed to issue Bonds. The Bonds may be issued by a resolution of the Board of Directors of Blueprint. Such resolution shall be subject to such terms and conditions, and shall provide for the disposition from time to time, of the funds and accounts held under the Bond Resolution, as Blueprint, in its sole judgment and discretion, may provide. The terms and conditions of the Bonds shall be subject to the sole judgment and discretion of Blueprint.

PART VII

MISCELLANEOUS

SECTION 1. ACCUMULATED NET REVENUES.

After completion of all Blueprint 2000 Projects and Blueprint 2020 Infrastructure Projects and Economic Development Programs, and after all expenses and obligations of Blueprint are paid or provided for, unless the City and the County mutually agree to entrust ongoing operational or other responsibilities to Blueprint, Blueprint shall conclude its activities and any surplus revenue over and above expenses of Blueprint and any reserve fund established by the Board of Directors and funded by the budget will be proportionately returned to the City

and the County or other entity in accordance with the Bylaws and policies adopted by the Board, or as provided by any bond resolution or trust indenture adopted by Blueprint for the issuance of bonds or other indebtedness.

SECTION 2. FISCAL CONTROL.

Blueprint shall maintain its financial records in accordance with generally accepted accounting principles. An annual budget shall be adopted by Blueprint. All financial activities shall be audited by a certified public accountant at the conclusion of each fiscal year. Members shall be furnished copies of the annual audit and all other financial records they may from time to time request.

SECTION 3. FILING WITH CLERK OF CIRCUIT COURT.

A copy of this Agreement and all subsequent amendments thereto shall be filed with the Clerk of the Circuit Court of Leon County and with such other agencies of the State of Florida as may be required by law.

SECTION 4. FILING AND EFFECTIVE DATE.

This Agreement shall become effective upon the occurrence of all of the following: (a) the execution of this Agreement by the proper officers of the City and the County as of the date set forth above; and (b) upon filing with the Clerk of the Circuit Court of Leon County, Florida, as required by section 163.01(11), Florida Statutes.

SECTION 5. NO IMPAIRMENT OF OBLIGATIONS OF CONTRACT.

Blueprint, the City and the County have incurred their respective obligations under this Agreement based upon the covenants of each of them for the benefit of the other. Blueprint has incurred its obligation under this Agreement based upon the covenants and pledges of the City and the County hereunder. Therefore, it is necessary in order to avoid impairment of the

obligations of contract of the City, the County and Blueprint for the obligations hereunder to be and remain fully enforceable in the manner herein provided.

SECTION 6. NO GENERAL OBLIGATION.

Notwithstanding anything to the contrary herein or in such subsequent resolutions or ordinances, the Bonds shall not constitute “bonds” within the meaning of Article VII, Section 12 of the Constitution and the Statutes of Florida to be approved at an election of the qualified electors of the County and the City. The Bonds shall not constitute a general obligation of the County or the City, the State of Florida or any political subdivision thereof, or a lien upon any property owned or situated within the territorial limits of the County or the City, the State of Florida or any political subdivision thereof. The holders of the Bonds shall not have the right to require or compel any exercise of the taxing power of the County or the City, the State of Florida or any political subdivision thereof to pay the principal or premium, if any, and interest on the Bonds or to make any other payments provided for under any subsequent resolution or ordinance.

SECTION 7. NO DELEGATION.

Nothing contained herein shall be deemed to authorize the delegation of any of the constitutional or statutory duties of the County or the City or any officers thereof.

SECTION 8. VALIDITY.

If any paragraph, sentence, clause, phrase, or portion of this Second Amended and Restated Interlocal Agreement for any reason is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION 9. NO LIABILITY.

No member, agent, officer, official, committee or committee member, or employee of Blueprint shall be liable for any omission, except gross negligence, or for any act of omission or commission by any other member, agent, officer, official, committee or committee member, or employee of Blueprint.

SECTION 10. SEVERABILITY.

If any one or more of the covenants, agreements or provisions of this Agreement should be held contrary to any express provision of law or contrary to any policy of expressed law, although not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separate from the remaining covenants, agreements or provisions of this Agreement which shall remain fully enforceable.

SECTION 11. CONTROLLING LAW; MEMBERS OF THE CITY, BLUEPRINT AND THE COUNTY NOT LIABLE.

All covenants, stipulations, obligations and agreements of the City, Blueprint and the County contained in this Agreement shall be deemed to be covenants, stipulations, obligations and agreements of the City, Blueprint and the County, respectively, to the full extent authorized by the Act and provided by the Constitution and laws of the State of Florida. No covenant, stipulation, obligation or agreement contained herein shall be deemed to be a covenant, stipulation, obligation or agreement of any present or future member of the governing body or agent or employee of the City, Blueprint or the County in its, his or their individual capacity, and neither the members of the governing body of the City, Blueprint or the County nor any official executing this Agreement shall be liable personally or shall be subject to any

accountability by reason of the execution by the City or Blueprint or the County of this Agreement or any act pertaining hereto or undertaking to carry out the obligations imposed by this Agreement upon Blueprint.

SECTION 12. EXHIBITS.

Exhibits I – III, inclusive, and any maps, exhibits or attachments included therein, which are attached hereto, shall be deemed incorporated herein and made a part of this Agreement, as if fully set forth below.

IN WITNESS WHEREOF, Leon County, Florida, and the City of Tallahassee, Florida, have caused this Second Amended and Restated Interlocal Agreement to be executed by duly authorized officers thereof as of the 9th day of December, 2015.



LEON COUNTY, FLORIDA

By: Bill Proctor
BILL PROCTOR, CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

ATTESTED:
BOB INZER, CLERK OF COURT
& COMPTROLLER
LEON COUNTY, FLORIDA

By: Kimberly Fuld

APPROVED AS TO FORM:
LEON COUNTY ATTORNEY'S OFFICE

By: Herbert W. A. Thiele
HERBERT W. A. THIELE
COUNTY ATTORNEY

CITY OF TALLAHASSEE

By: Andrew P. Dillman
ANDREW GILLUM
MAYOR

ATTESTED:

By: James O. Cooke, IV
JAMES O. COOKE, IV
CITY TREASURER-CLERK

APPROVED AS TO FORM:

By: Lewis E. Shelley, Esq.
LEWIS E. SHELLEY, ESQ.
CITY ATTORNEY



EXHIBIT I – Blueprint 2000 Projects

- a. Map 2A: Widening of Capital Circle NW from I-10 to Blountstown Hwy; (includes six lanes from I-10 to Tennessee Street without service roads, four lanes from Tennessee Street to Blountstown Hwy., and two interchanges); Water resource protection through greenway linkages, floodplain acquisition, protection and restoration of Gum Swamp system.
- b. Map 4: Widening of Capital Circle SE from Crawfordville Hwy. to St. Augustine Road; (Includes portion of Tram Road ROW for future transit; acquisition of environmentally sensitive areas and greenway connection between St. Marks Trail and Southwood; deletes proposed interchanges at Apalachee Parkway and Crawfordville Road).
- c. Map 3: Franklin Boulevard improvements, roundabout at Franklin/Meridian/Gaines intersection; Reconstruction of Cascades Park with series of lakes for stormwater retrofit of urban area; Reconstruction of St. Augustine Branch as urban waterway with series of lakes for stormwater treatment; acquisition of land for phase II stormwater improvements along the central drainage ditch, greenways throughout the system and trailhead development.
- d. Water Quality Program - Funding for stormwater and water quality retrofit to be split 50/50 between City and County (includes \$10 million for retrofit and drainage improvements in Frenchtown watershed and \$5 million for various County retrofit projects in the urban area previously identified as high priority).
- e. Map 7 : Phase I-Eastern Leon County groundwater and floodplain protection.

f. Map 6: Lafayette Basin floodplain/greenway land acquisition for future stormwater improvements and greenway connection from Lafayette Heritage Trail to Miccosukee greenway.

g. Map 2B: Widening of Capital Circle SW from Blountstown Hwy. to Springhill Road; includes (Option 1-Realignment; includes ROW, construction, and stormwater for roadway improvements only, and land acquisition for future greenway).

h. Map 2C: Widening of Capital Circle SW from Springhill Road to Crawfordville Road; (includes ROW, construction, and stormwater for roadway improvements only and land acquisition for future greenway).

i. Map 5B: Land acquisition only for greenway linkages between Maclay Gardens, Timberlane Ravine, Goose Pond, and Tom Brown Park.

j. Map 3, Segment 4: Old St. Augustine Branch stormwater improvements (Gamble Street to confluence with Munson Slough).

k. Gaines Street Reconstruction and extension of Jackson Bluff Road (\$17 million).

l. Map 6: Widening of Mahan Drive from Dempsey Mayo Road to I-10, and stormwater improvements for roadway and Lake Lafayette; trail head development.

m. Map 2B/2C: Airport Gateway-Connector from Capital Circle SW to Lake Bradford Road.

n. Map 7: Phase II-Eastern Leon County groundwater and floodplain protection.

o. Map 1: Fred George and Ochlockonee River Basins stormwater improvements, groundwater protection, and greenway acquisition.

- p. Map 5A: Meridian Road intersection improvements and greenway connections from Timberlane Ravine to Klapp-Phipps-Overstreet Park.
- q. Water quality program funding-Phase II.
- r. Map 5B: Lake Lafayette Basin stormwater improvements and floodplain protection.
- s. Map 2C: Springhill Road ROW and construction; stormwater system and improvements from Springhill Road east to Indianhead Acres; greenways/trail development.
- t. Map 2B: Black Swamp restoration, regional stormwater pond, and Cascades to Munson slough greenway trail development.
- u. Map 4: Tram Road ROW and construction; interchange at Crawfordville Road.
- v. Map 2B: Roadway improvements connecting Capital Circle SW and Springhill Road and interchange at Orange Avenue and Capital Circle SW.
- w. Map 2A: Service Roads (Capital Circle NW).

EXHIBIT II – Blueprint 2020 Infrastructure Projects; Blueprint 2020 Economic Development Programs; L.I.F.E. Projects

Section a. BLUEPRINT 2020 INFRASTRUCTURE PROJECTS

Blueprint 2020 Infrastructure Projects are described as follows: (Projects 1-27 represent first priority projects, and Projects 28-29 represent second priority projects):

Project 1, Capital Circle Southwest: Funding to widen Capital Circle Southwest from Orange Avenue to Crawfordville Road (includes ROW, construction, stormwater for roadway improvements, water quality enhancements, and land acquisition for future greenway) (Exhibit 1).

Project 2, Westside Student Corridor Gateway: Funding to widen West Pensacola Street from Capital Circle Southwest to Appleyard Drive (includes ROW, construction, stormwater for roadway improvements, and land acquisition for future greenway). Also includes funding for stormwater improvements in the Gum Creek/West Drainage Ditch, the gateway features and neighborhood connectivity (Exhibit 2).

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue and Lake Bradford Road from Orange Avenue to Gaines Street (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3).

Project 4, Southside Gateway Enrichment: Funding to widen Woodville Highway from Capital Circle Southwest to Tram Road (includes ROW, construction,

gateway streetscaping, and stormwater for roadway improvements) enhanced landscape of Crawfordville Highway and stormwater facilities, and neighborhood connectivity (Exhibit 4).

Project 5, North Monroe Gateway: Funding to develop gateway enhancements for North Monroe Street from I-10 to 7th Avenue (includes signage, art, crosswalks and other pedestrian safety enhancements) (Exhibit 5).

Project 6, Build Bike Route System: Funding in the amount of \$15 million of Dedicated 2020 Surtax proceeds will be used to continue implementation of a Bicycle and Pedestrian Master Plan (Exhibit 6).

Project 7, County/City Sidewalk Projects: Funding in the amount of \$50 million of Dedicated 2020 Surtax proceeds will be used for sidewalks to be split 50/50 between County and City (Exhibit 7).

Project 8, Implement Greenways Master Plan Phase I: Funding in the amount of \$15.8 million of Dedicated 2020 Surtax proceeds will be used to continue implementation of the Greenways Master Plan (Exhibit 8).

Project 9, Northwest Connector Corridor: Funding to widen Tharpe Street from Ocala Road to Capital Circle Northwest (includes ROW, construction, stormwater for roadway improvements, and land acquisition for future greenway). Also includes funding for Park Place Recreational Area and neighborhood connectivity (Exhibit 9).

Project 10, Lake Lafayette and St. Marks Regional Linear Park: Funding to develop Lake Lafayette and St. Marks Regional Linear Park (includes construction, stormwater study and improvements, and land acquisition for future

greenway) and stormwater and recreation improvements in Tom Brown Park (Exhibit 10).

Project 11, Market District Activity Center Connectivity: Funding to implement the Market District Corridor Placemaking Action Plan (includes construction, stormwater improvements, greenway connections, streetscaping, and gateway enhancements) (Exhibit 11).

Project 12, Midtown Placemaking: Funding to implement the Midtown Placemaking Action Plan (includes construction, stormwater improvements, streetscaping, and gateway enhancements) (Exhibit 12).

Project 13, College Avenue Placemaking: Funding to implement the College Avenue Placemaking Action Plan (includes construction, stormwater improvements, streetscaping, and gateway enhancements) (Exhibit 13).

Project 14, Monroe-Adams Corridor Placemaking: Funding to implement the Monroe-Adams Corridor Placemaking Action Plan (includes construction, stormwater improvements, underground utilities, streetscaping, and gateway enhancements) (Exhibit 14).

Project 15, Northeast Corridor Connector: Funding to widen Bannerman Road from Thomasville Road to Tekesta Drive (includes ROW, construction, stormwater for roadway improvements, and land acquisition for future greenway), multi-use trails, greenway and neighborhood connectivity (Exhibit 15).

Project 16, StarMetro: Funding in the amount of \$12.25 million of Dedicated 2020 Surtax proceeds will be used to provide bus stop amenities (including bench, shelter, or other structure). Also includes funding to make bus stops ADA

compliant and enhance service for customers at major transfer points (Exhibit 16).

Project 17, Operating Costs for Parks Built with Surtax Funds: Funding in the amount of \$20 million of Dedicated 2020 Surtax proceeds will be used for the operation and maintenance of parks to be split County (50%) and City (50%) (Exhibit 17).

Project 18, Desoto Winter Encampment: Funding to develop the Desoto Winter Encampment site (Exhibit 18).

Project 19, Northeast Park: Funding to develop a Northeast Park (Exhibit 19).

Project 20, Water Quality and Stormwater Improvements: Water Quality Program: Funding in the amount of \$85 million of Dedicated 2020 Surtax proceeds will be used for stormwater, sewer and/or water quality retrofit to be split 50/50 between County and City (Exhibit 20).

Project 21, Florida A&M Entry Points: Funding to develop entry points to Florida A&M University at Osceola Street/Adams Street and Perry Street/Gamble Street (Exhibit 21).

Project 22, Orange/Meridian Placemaking: Funding to implement the Orange/Meridian Placemaking project (includes construction, stormwater improvements, streetscaping, and bus stop enhancements) (Exhibit 22).

Project 23, Beautification and Improvements to the Fairgrounds: Funding to construct improvements to the fairgrounds (Exhibit 23).

Project 24, Orange Avenue Widening from Adams Street to Springhill Road: Funding to widen Orange Avenue from Adams Street to Springhill Road

(includes ROW, construction, and stormwater for roadway improvements)
(Exhibit 24).

Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure

Phase I: Funding to develop Welaunee Boulevard from Fleischman to Shamrock, and two-lane Shamrock Way extension from Centerville to Welaunee Boulevard North (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; and (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint (Exhibit 25).

Project 26, Alternative Sewer Solutions Study: Funding to study and develop preferred options for management alternatives to traditional onsite sewage treatment and disposal systems in the unincorporated areas of Leon County, including the Primary Springs Protection Zone; identify preferred options for responsible management entities, including recommendations for financing and management structures for identified preferred options; recommend regulatory measures; identify other issues related to sewage treatment and disposal system financing (Exhibit 26).

Project 27, Tallahassee-Leon County Animal Service Center: Funding for capital improvements to the Tallahassee-Leon County Animal Service Center (Exhibit 27).

Project 28, Implement Greenways Master Plan Phase II: Funding to continue implementation of the Greenways Master Plan (Exhibit 28).

Project 29, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure Phase II: Funding to develop Welaunee Boulevard North from Shamrock Way to Roberts Road, and Shamrock Way, from Welaunee Boulevard to U.S. 90 (includes ROW, construction, stormwater for roadway improvements). Funding also includes improvements to the Miccosukee Canopy Road Greenway trailhead at the intersection of Fleischmann Road and Crump Road. Second priority implementation shall not occur until such time as adequate transportation connections north of Roberts Road, to allow the traffic to flow through to Thomasville Road, have been identified and funded (Exhibit 29).

Section b. BLUEPRINT 2020 ECONOMIC DEVELOPMENT PROGRAMS

Blueprint 2020 Economic Development Programs are described as follows:

1. **Madison Mile Convention District:** Up to \$20 million of Dedicated 2020 Surtax proceeds will be used to construct a convention center on or near the existing Donald L. Tucker Civic Center site as part of a larger Florida State University redevelopment and master planning effort to attract a full service hotel to the Madison District. The final determination on the level of funding to be provided and the time period for said funding is subject to approval by

Blueprint at the time of project consideration and the execution of formal agreements among all parties to the project.

2. International Airport Growth and Development (Part I): Up to \$5.5 million of Dedicated 2020 Surtax proceeds will be used to upgrade existing hanger facilities at the Tallahassee International Airport, provide the necessary utility infrastructure to construct additional hangers, and develop 1,000 acres of airport property for lease. Funding is subject to approval by Blueprint at the time of project consideration.
3. International Airport Growth and Development (Part II): Up to \$8.6 million of Dedicated 2020 Surtax proceeds will be used to create an international passenger processing facility, support international user fee expenses, and provide additional training support to Airport staff in accordance to the Tallahassee International Airport's Ten-Year Growth and Development Plan.
4. The following proposals are to be evaluated by the EDCC for consideration, as recommended by the Leon County Sales Tax Committee, and recommendations are to be forwarded to Blueprint regarding the utilization of the Dedicated 2020 Surtax proceeds in accordance with Part V. Section 6.A of the Agreement, as follows:
 - A. Entrepreneurial Development Fund: This proposal provides a source of funding from which to enhance present and develop new entrepreneurial support programs.

- B. **Minority & Women Business Investment Fund:** This proposal provides microloans to help minority and women owned small businesses and entrepreneurs.
- C. **Technology & Innovation Incubators:** This proposal provides funds to be used to support existing incubation programs and/or start new ones.
- D. **Business Retention, Expansion & Attraction Fund:** This proposal provides the community a toolkit to grow local businesses and attract companies that pay higher than average wages.
- E. **Economic Opportunity Rapid Response Fund:** This proposal provides resources to quickly leverage and close the gap between state incentives and project needs.
- F. **Quantum Leaps & Signature Festivals:** This proposal seeks to grow and support Tallahassee as a cultural destination through festivals and the arts by providing grants for festivals that draw tourists, grants to support new and expanding cultural offerings, and grants to propel cultural organizations to a new level of sustainability.
- G. **South Monroe / Adams Corridor Catalyst:** This proposal provides aesthetic and community funding associated with the Monroe-Adams Street Corridor Action Plan, funding to support an additional Florida A&M University (FAMU) Small Business Development Center location on the Southside over a ten-year period, and funding for the FAMU Urban Agriculture Project to increase access to locally grown

foods and increase urban farming and related business opportunities through workforce training.

H. Raising the Ship Talent Development: This proposal provides funding for an in-depth assessment of job seekers and estimated employment needs, capital funding for a Southeast Regional Center of Excellence, and programmatic funding to support a Socially Responsible Enterprise.

5. Additional economic development projects and staffing needs including, but not limited to, the following uses:

- A. Staffing needs specific to economic development.
- B. Project and program consultants specific to economic development.
- C. Other key economic development projects and opportunities that may arise over the Term of this Agreement.

Section c. LIVABLE INFRASTRUCTURE FOR EVERYONE (L.I.F.E.) PROJECTS.

The two percent (2%) share of the Extended 2020 Surtax proceeds which are dedicated to L.I.F.E. Projects shall be used for the purpose of funding the L.I.F.E. Projects in both the incorporated and unincorporated areas of Leon County, by addressing core infrastructure needs therein. Use of the two percent (2%) share of the Extended 2020 Surtax proceeds for L.I.F.E. Projects must be authorized by the Board of County Commissioners.

EXHIBIT III
SUPPLEMENTAL FINANCING PROVISIONS

SECTION 1. BOND ISSUANCE; USE; LIEN.

A. Pursuant to provisions of the Florida Interlocal Cooperation Act, Blueprint may issue bonds or other debt obligations (previously defined herein as the “Bonds”) from time to time, in various series, to finance and refinance the Blueprint 2000 Projects, Blueprint 2020 Infrastructure Projects, and Blueprint 2020 Economic Development Programs. Such Bonds shall be issued upon such terms, containing such provisions, bearing interest at such lawful rates, including variable rates, and supported by such other documents to be issued as may hereafter be established by Blueprint.

B. The proceeds of the Bonds shall be deposited and used for such purposes and under such conditions as set forth herein and in resolutions subsequently adopted by the Board of Directors.

C. The Bonds shall be secured by a first priority lien and pledge of the Dedicated 2000 Surtax and Dedicated 2020 Surtax, with such coverages as to payment of Debt Service Payments and other charges as shall be provided in the Bond Resolution. Thereafter, such part of the Dedicated 2000 Surtax and Dedicated 2020 Surtax as shall be legally available therefor may be used to pay costs of planning of Blueprint for the construction or implementation of the Blueprint 2000 Projects, Blueprint 2020 Infrastructure Projects, and Blueprint 2020 Economic Development Programs, including budgeted expenses of the administration and operation of Blueprint. In no event will Dedicated 2000 Surtax or Dedicated 2020 Surtax proceeds be utilized to pay or reimburse maintenance or other expense items for which such proceeds may not be lawfully expended.

SECTION 2. NO MORTGAGE OF BLUEPRINT 2000 PROJECTS, BLUEPRINT 2020 INFRASTRUCTURE PROJECTS, OR BLUEPRINT 2020 ECONOMIC DEVELOPMENT PROGRAMS.

Neither the City, the County, nor Blueprint will mortgage, pledge or otherwise encumber Blueprint 2000 Projects, Blueprint 2020 Infrastructure Projects, Blueprint 2020 Economic Development Programs or Project Sites during the term of this Agreement.

SECTION 3. SURPLUS FUNDS.

Any surplus funds, accounts or revenues arising from the operations of the Blueprint 2000 Projects, Blueprint 2020 Infrastructure Projects, or Blueprint 2020 Economic Development Programs, or otherwise held under this Agreement or the Bond Resolution, as applicable, after making provision for all other obligations with respect to this Agreement, including the Bonds, Blueprint 2000 Projects, Blueprint 2020 Infrastructure Projects, and Blueprint 2020 Economic Development Programs shall, at the option of Blueprint, be used either for additional improvements to such projects, retirement of Bonds, or for any lawful purposes of Blueprint.

SECTION 4. COVENANTS OF THE CITY AND THE COUNTY.

From the date hereof and until the principal of, premium, if any, and interest on the Bonds are paid or defeased as provided in the Bond Resolution, the City and the County covenant and agree with each other and with Blueprint and the Bondholders as follows:

A. To secure the obligations of Blueprint under the Bond Resolution for the benefit of the Bondholders, the City hereby pledges, and grants to the Bondholders an irrevocable lien upon, the City's Share of the Dedicated 2000 Surtax and Dedicated 2020

Surtax for payment in the manner herein provided, effective without further act of the City or any filing except as required in Section 5 of Part VII of the Agreement.

B. To secure the obligations of Blueprint under the Bond Resolution for the benefit of the Bondholders, the County hereby pledges, and grants to the Bondholders an irrevocable lien upon, the County's Share of the Dedicated 2000 Surtax and Dedicated 2020 Surtax for payment in the manner herein provided, effective without further act of the County or any filing except as required in Section 5 of Part VII of the Agreement.

C. The obligations of the City for the payment of the City's Share and the County for the payment of the County's Share shall be in the manner and as provided in this Agreement, however, no such payments shall be required to be made by the City or the County except, respectively, from the City's Share and the County's Share, but any failure to pay by a Party shall not reduce the liability of such Party for the full amounts of its obligations hereunder, or the obligations of the other Party to make such Party's payment. The City and the County will pay, or cause payments to be made, in the manner and at the times provided in this Agreement.

D. Application of Proceeds.

1. Commencing with the first deposits of the Extended 2000 Surtax on or following December 31, 2004, and continuing to and including December 31, 2019, the Dedicated 2000 Surtax shall be deposited directly by the Department of Revenue of the State of Florida to the account of Blueprint, for application as provided herein and in the Bond Resolution, and the City and the County each agree that such funds shall be payable directly to the account of Blueprint. The City and the County each agree to provide written direction to DOR and take all actions necessary to cause the

Dedicated 2000 Surtax proceeds to be deposited directly into the designated account of Blueprint.

2. Commencing with the first deposits of the Extended 2020 Surtax on or following December 31, 2019, and continuing to and including December 31, 2039, the Dedicated 2020 Surtax shall be deposited directly by the Department of Revenue of the State of Florida to the account of Blueprint, for application as provided herein and in the Bond Resolution, and the City and the County each agree that such funds shall be payable directly to the account of Blueprint. The City and the County each agree to provide written direction to DOR and take all actions necessary to cause the Dedicated 2020 Surtax proceeds to be deposited directly into the designated account of Blueprint.

E. The County shall include in its annual budget and appropriate, but only from the County's Share, the payments required to be made by the County hereunder. In no event shall the County be required to make any payments required hereunder except from the County's Share.

F. The City shall include in its annual budget and appropriate, but only from the City's Share, the payments required to be made by the City hereunder. In no event shall the City be required to make any payments required hereunder except from the City's Share.

G. The City and the County shall each prepare, approve and adopt each year, in the manner provided by law, a detailed annual budget pursuant to which they shall each allocate, appropriate, and provide for payment of their respective shares of the Dedicated 2000 Surtax and Dedicated 2020 Surtax to or for the account of Blueprint for the ensuing Fiscal Year in the amounts and at the times provided herein. The covenant and agreement on

the part of each of the City and the County to budget and appropriate such amounts shall be cumulative and shall continue each Fiscal Year until all required payments have been budgeted, appropriated and actually paid by the City, and by the County, as provided in this Agreement. Copies of the City's and the County's annual budgets shall be available for inspection at the respective offices of the City and the County and shall be provided to any Bondholder, letter of credit provider or credit facility provider ("Credit Facility Provider") and to the rating agencies who shall provide ratings with respect to the Bonds ("Rating Agencies"), requesting the same who shall pay the costs of reproduction and postage.

The City and the County shall each revise their respective annual budgets from time to time as necessary, to make provision for the payment of the amounts provided hereby.

H. The County shall keep separately identifiable financial accounts and data concerning the collection or deposit of the County's Share of the Dedicated 2000 Surtax and Dedicated 2020 Surtax and the City shall keep separately identifiable financial accounts and data concerning the collection or deposit of the City's Share of the Dedicated 2000 Surtax and Dedicated 2020 Surtax and any Bondholder, Credit Facility Provider and Rating Agencies shall have the right at all reasonable times to inspect the same, to the extent provided in the Bond Resolution.

I. The City and the County shall, as soon as practicable after the end of each Fiscal Year, cause the books, records, accounts and data relating, respectively, to the City's Share and the County's Share of the Dedicated 2000 Surtax and Dedicated 2020 Surtax for such Fiscal Year to be properly audited by an independent certified public accountant of recognized standing. A copy of the respective audits shall be available for inspection at the offices of the City and the County without cost and shall be promptly furnished to the

original purchaser of the Bonds and provided to any Bondholder, Credit Facility Provider and Rating Agencies requesting the same who shall pay the cost of reproduction and postage, to the extent provided in the Bond Resolution.

J. The pledge by the City of the City's Share and the County of the County's Share of the Dedicated 2000 Surtax and Dedicated 2020 Surtax, shall not constitute or create a lien, either legal or equitable, on any of the City's or the County's respective ad valorem revenues or funds. No holder of the Bonds shall ever have the right to compel any exercise of the ad valorem taxing power of the City or the County to make the payments herein provided against any property of the City or the County, except for the Dedicated 2000 Surtax and Dedicated 2020 Surtax expressly pledged by this Agreement, nor shall this Agreement or the Bonds constitute a charge, lien or encumbrance, either legal or equitable, upon any property or funds of the City or the County, except as expressly herein provided. Neither the City nor the County shall ever be required to levy ad valorem taxes on any property within its boundaries to pay either of their share of debt service payments or any other payments herein provided.

K. Any funds held hereunder or from which payments are to be made pursuant hereto, whether in the accounts of the City, the County, Blueprint or the DOR, in the amounts and at the times herein provided, shall constitute trust funds to secure the payments required to be made to the Bondholders hereunder, and until such transfer and deposit, the public official holding such funds shall act as trustee of such moneys, for the purposes hereof and such moneys shall be kept separate and distinct from all other funds of the City and the County and shall be used only as provided herein.

L. The City and the County are each currently receiving the Extended 2000 Surtax, having taken all actions required by law, respectively, to entitle each of them to receive the same. The City and the County will each (i) take all actions required by law to entitle each of them to receive their respective share of the Extended 2000 Surtax, and (ii) diligently enforce their respective rights to receive the Extended 2000 Surtax, and (iii) will not take any action which will impair or adversely affect their rights to receive such funds (or their direction to the DOR for such funds to be paid directly to Blueprint) or impair or adversely affect in any manner the pledges of such funds made herein. The City and the County, shall each be unconditionally and irrevocably obligated to take all lawful action necessary or required to continue the entitlement of each to receive their share of the Extended 2000 Surtax and Extended 2020 Surtax as now provided by law or as may later be authorized, and to make, or cause to be made, the transfers of the Dedicated 2000 Surtax and Dedicated 2020 Surtax required by this Agreement, so long as any of the Bonds are outstanding or unpaid, and until this Agreement shall be terminated or shall expire.

M. In no event shall the City or the County be required, in discharging its covenants and obligations under this Agreement, to pledge or appropriate any funds or revenues of the City or the County, except from their respective share of the Dedicated 2000 Surtax and Dedicated 2020 Surtax.

N. Neither the City nor the County will issue other obligations, including any obligations that may be issued on parity with their respective obligations hereunder, from the Dedicated 2000 Surtax or the Dedicated 2020 Surtax, or any portion thereof, or voluntarily create or cause to be created any additional debt, lien, pledge, assignment, encumbrance or

other charge having priority to, being on a parity with or junior to their respective obligations hereunder, upon the Dedicated 2000 Surtax or the Dedicated 2020 Surtax.

SECTION 5. INFORMATION TO BE MADE AVAILABLE.

A. The City and the County shall each, upon request, furnish to Blueprint all such information, certificates, certified copies of official proceedings, engineering reports, feasibility reports, information relating to its agreements, financial statements, opinions of counsel (including the opinion required by subsection (B) hereof), official statements and other documents as Blueprint shall be reasonably requested to deliver pursuant to the Bond Resolution.

B. The City and the County shall each, at the time requested by Blueprint, cause an opinion or opinions to be delivered by one or more attorneys or firms of attorneys satisfactory to Blueprint with respect to (i) the authorization, execution and validity of this Agreement as it relates to the Bonds or other obligations outstanding secured by a pledge of sales tax revenues available to the Intergovernmental Agency, (ii) the legality under the terms and conditions of this Agreement, as it relates to the holders of such Bonds, of the performance by each Party, and (iii) in such other form as may be required under the Bond Resolution or Bond Purchase Agreement executed in connection with the sale and delivery of the Bonds.

C. The City and the County shall each provide to Blueprint, or its designees, on a timely basis and in such form as shall be reasonably requested by either, any and all documents, releases, financial statements and other information necessary to enable Blueprint to comply with any disclosure or other reporting requirement, including but not limited to Rule 15c2-12 of the Securities and Exchange Commission promulgated under the

Securities Exchange Act of 1934 (the “Rule”), now or hereafter imposed by the United States of America, the State of Florida, or any political subdivision or agency of either having jurisdiction over the issuance of any debt obligations, by law, judicial decision, regulation, rule or policy. Such information shall also be provided by each Party from time to time promptly following the occurrence of a “material event” as described in the Rule, and as otherwise may be requested by Blueprint, or its designees, but in any case, no less frequently than shall enable Blueprint or the underwriters or broker/dealers of the obligations of Blueprint to comply with any such law, judicial decision, regulation, rule or policy.

In addition to the foregoing, each Party will provide to Blueprint, or its designee, annually, promptly upon its preparation, but no later than one hundred twenty (120) days after the end of its Fiscal Year, a copy of its annual audit and such other financial and other records as may be required by the issuer of any credit facility or bond insurance policy or other security instrument securing all or any part of Blueprint’s bonds or other indebtedness (collectively, a “Bond Insurer”).

Each Party further agrees to enter into a continuing disclosure agreement or other undertaking, from time to time, as may be reasonably required by the original purchasers of the Bonds in order to comply with the Rule.

SECTION 6. REMEDIES.

The Bondholders and any trustee for the Bondholders may sue to protect and enforce any and all rights, granted or available to the Bondholders under all Parts of the Agreement, except for Part V of the Agreement, or existing under the laws of the State of Florida or the United States of America, including the rights to the appointment of a receiver, and may take all steps to enforce and collect such funds and other charges as shall become delinquent

to the full extent and in the manner permitted or authorized by the Bond Resolution and the laws of the State of Florida and the United States of America.

SECTION 7. AUTHORIZED DEPOSITORIES.

All deposits of funds required under this Agreement shall be deposited and maintained in one or more banks, trust companies, national banking associations, savings and loan associations, savings banks or other banking associations which are under Florida law qualified to be a depository of public funds, as may be determined by the entity maintaining possession and control of such funds and accounts.

SECTION 8. CONTRACT WITH INTERGOVERNMENTAL AGENCY; ASSIGNMENT.

The City and the County acknowledge that the Bondholders will rely on the pledges, covenants and obligations created pursuant to all Parts of the Agreement, except for Part V, for the benefit of the Bondholders, and such Parts of this Agreement shall be deemed to be and constitute a contract between the City, the County, Blueprint and the Bondholders upon the issuance of Bonds, on the date of execution hereof by all parties, and the filing of the Agreement in accordance with Section 4 of Part VII of the Agreement. The County and the City hereby authorize Blueprint to pledge and assign each of their respective obligations under the Agreement for the benefit of the Bondholders in the manner as shall be provided by the Agreement and the Bond Resolution, or other resolutions of Blueprint.

SECTION 9. MODIFICATION OR AMENDMENT.

A. Neither the passage of bond resolutions or other resolutions for the issuance of debt, nor any amendments or supplements thereto shall be adopted or later amended to have the effect of enlarging the obligations of the City or the County hereunder or otherwise

adversely affecting the rights or interests of the City or the County, without the written consent thereto of the party adversely affected thereby.

B. Part V of the Agreement may be amended with the written consent of the County and the City.

C. Except as provided in subsection B above, no modification or amendment of any other Part of this Agreement or any agreement amendatory hereof or supplemental hereto materially adverse to the rights or interests of the Bondholders may be made without the consent in writing of the holders of at least two-thirds (2/3) or more in principal amount of the Bonds then outstanding, or as may otherwise be provided in any Bond Resolution, but no modification shall permit a change that would (a) affect the unconditional promise of the City to collect, or cause the collection of, the City's Share or the County to collect, or cause the collection of, the County's Share, or, in each case, the pledge thereof as provided in this Exhibit, respectively, or (b) reduce such percentage of holders of the Bonds required above for such modifications or amendments, without the consent of all the Bondholders. Provided, however, that if any Bonds shall be insured, the Bond Insurer may give the requisite consent otherwise required of the Bondholders for such Bonds that may be insured and consent of the Bond Insurer shall be required to the extent provided by the Bond Resolution.

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ITEM #5

Blueprint Intergovernmental Agency Board of Directors Agenda Item

TITLE: Status Report on the Operations of the Tallahassee-Leon County Office of Economic Vitality

Date: September 19, 2017

Requested By: OEV Staff

Contact: Office Economic Vitality

Type of Item: Consent

STATEMENT OF ISSUE:

This agenda item provides the Intergovernmental Agency (“the Board”) with a status report on the operations of the Tallahassee-Leon County Office of Economic Vitality (OEV) and provides an overview of Engagement and Operations, Research and Business Analytics, and Minority Women and Small Business Programs. Attachment #1 is the August 2017 Stakeholder Bulletin which provides a high level account of OEV’s operations and engagement activities and is distributed to stakeholders and partners.

STRATEGIC PLAN:

The status report on the operations of OEV directly supports all four goals of the Economic Development Strategic Plan:

1. Implement a new collaborative economic development program of work.
2. Better promote the area as a business generator.
3. Better identify, understand and align all available assets.
4. Responsibly allocate resources to achieve today’s goals and refine the foundation for future growth.

SUPPLEMENTAL INFORMATION:

Background

This agenda item provides the Board with a quarterly status report on the activities of OEV’s operations and activities since June 13, 2017. This item is organized to serve as an update of each of OEV’s three divisions: Engagement and Operations, Research and Business Analytics and Minority Women and Small Business Enterprises. It should be noted that staff continues to research and track industry standards and best practices and listen to the needs of our existing businesses in order to best position Tallahassee – Leon County as Florida’s Capital for Business.

Engagement and Operations

The economic development ecosystem model being implemented by OEV ensures accountability, transparency, and citizen engagement. It also provides and professional management of economic development projects, programs, and initiatives while simultaneously coordinating with our community's economic development partners. This section highlights OEV's accomplishments over the past four months.

Active Project Status Report

Staff continues to actively respond to companies seeking to retain, expand or establish their presence in Tallahassee-Leon County. Currently, staff is working on 15 active projects, all of which are receiving customized care. The projects represent companies in light manufacturing (42%), biotech (17%), consumer services (17%), tech (8%), medical services (8%), and advertising (8%). It is important to note that beyond introducing new job opportunities for citizens of Tallahassee-Leon County, new and expanding industries introduce a diversity of ideas and approaches that enhance our local ecosystem. In order to secure increased economic vitality outcomes and a strong return on investment, staff continuously researches and tracks industry standards and best practices for economic development organizations. Metrics like those in the chart to the right directly align with the Strategic Plan (A.1.d.3) to create a customer-centric approach as well as generate a more efficient process for the client and staff to determine a company's eligibility to participate in programs that may affect their decision to remain, expand, or locate their business operation in Tallahassee-Leon County.

To ensure a continuum of care beyond a formal announcement, staff remain engaged with each company and provide assistance as needed. Assistance is required for multi-year incentive programs, like the Targeted Business Program and Qualified Target Industry Tax Refund Program, which require OEV support for up to 10 years, depending on the company's performance. In addition, staff assist with ribbon-cuttings, and are sure to attend events designed to celebrate company milestones, like grand openings. Demonstrating OEV's commitment to these companies' success encourages a pro-business environment in Tallahassee-Leon County.



CapitalLOOP

Since its launch on March 1, CapitalLOOP, OEV's formal business retention and expansion program, has already met its year-end goal of engaging with 50 businesses through face-to-face consultations. These consultations have allowed OEV to identify trending issues, leverage opportunities, and formulate solutions to challenges companies are facing with the support of community economic ecosystem partners. CapitalLOOP visits allow for gathering business intelligence, analyzing the information collected during site visits to perform a community evaluation, and utilizing the information collected to perform location marketing.

MWSBE is also an active participant in CapitalLOOP and engages businesses through their many site visits and certification assistance efforts. As discussed and identified in the Economic Development Strategic Plan, companies that participate in comprehensive outreach programs with economic development organizations are statistically more likely to grow and expand. Staff continues to engage business leaders through CapitalLOOP, and has set a new and increased goal of meeting with 75 businesses by the end of 2017.

CapitalLOOP Success:

A local company requested expedited permitting assistance from OEV to seize upon a time-sensitive expansion opportunity. Due to the proven structure of the Department of PLACE, staff was able to work with associates in the Tallahassee-Leon County Planning Department to gain permitting approvals within 48 hours.

Americas Competitiveness Exchange

Staff continues to develop and coordinate the Tallahassee-Leon County portion of the 8th Americas Competitiveness Exchange (ACE 8). The tour will showcase the economic competitiveness of the North-Central Florida region. Approximately 70 high-level authorities from around the globe, including decision-makers and policy-makers, are expected to attend. Staff continues to work closely with partners in Gainesville, Orlando, St. Augustine, and the Space Coast to refine an itinerary of events that will highlight each community's innovative approach to economic development. The Tallahassee-Leon County agenda focus is on world-class research; public-private investment in infrastructure, placemaking, and sustainability; minorities and entrepreneurship; and the creative economy. Staff will provide updates as the application process opens and delegates from participating countries are selected.

ACE attendees will spend approximately 24 hours in Tallahassee-Leon County, from Thursday, December 8 through Friday, December 9. A robust schedule of activities is being created which exposes participants to impressive facilities, celebrated leaders and entrepreneurs, and the many benefits of public-private partnerships. In particular, attendees will engage in a peer-to-peer session with leaders in the entrepreneurial ecosystem, and tour the National High Magnetic Field Laboratory, Danfoss Turbocor Compressors, and Cascades Park. At each stop, collaborators and experts at the local level through the federal level will be engaged to provide a well-rounded and premier experience. Throughout the fall, staff will continue working with federal and North-Central

Florida partners to refine the itinerary. For more information about the ACE itinerary, please see Attachment #2.

The Florida tour has already garnered much interest. In mid-August, the official application to participate in ACE 8 was made available. North-Central Florida organizers were notified that demand to participate in this tour is the highest yet of all ACE tours, and that, for the first time ever, there may be a participant from Africa. Given the high-profile nature of ACE tours, and the demand to participate in ACE 8, staff is working closely with federal organizers to ensure participant safety and security. To that end, a security detail and designated press bus will accompany the group at all times. Partners at Visit Tallahassee worked in cooperation with staff to ensure appropriate lodging was made available for this group. Throughout the fall, staff will continue engaging partners across all levels of government and in the private sector to facilitate a rewarding experience for all.



Florida Job Growth Grant Fund

On July 12, 2017, Governor Rick Scott announced that Enterprise Florida (EFI) and the Florida Department of Economic Opportunity (DEO) are accepting economic development project proposals for the new \$85 million Florida Job Growth Grant Fund. Economic development projects that enhance community infrastructure or develop workforce training programs are eligible to receive funding. Funding for this program was appropriated by the Florida Legislature during the special session this June. In its first year, the Florida Job Growth Grant Fund will provide \$85 million for public infrastructure and job training projects that support growth and employment in Florida's diverse industries. Public infrastructure projects can include transportation and utilities needed to support economic development. Workforce training projects will provide Floridians with transferable, sustainable workforce skills applicable to many employers.

Project proposals can come from: local governments, community colleges, technical centers, DEO, Enterprise Florida (EFI), and the Florida Department of Transportation. The evaluation process will begin with DEO and EFI making project recommendations to the Governor who will then approve projects for funding based on local and regional needs. It is important to note that there has not been a deadline posted on these applications and that DEO and EFI are encouraging entities to submit applications as soon as possible.

In August, staff hosted a meeting including the City of Tallahassee, Leon County, and Blueprint to discuss submittals for the Florida Job Growth Grant Fund, specifically relating to infrastructure projects. To that end, staff will host a Blueprint Technical Advisory Committee meeting (comprised of Blueprint, City and County staff) to discuss the Florida Job Growth Grant Fund. The application is expected to include two seminal components which not only address immediate needs, but also provide capacity for continued major growth in Innovation Park. Presently, and as a result of Florida State University's (FSU)

and Florida A&M University's (FAMU) ongoing investment in Innovation Park, there is an immediate need to relocate the two-lane Paul Dirac Drive. The opportunity to relocate the road approximately 500 feet west of its current location affords several important benefits. First, a new, widened roadway will accommodate traffic during peak hours. The opportunity to create this new gateway also affords the opportunity to accommodate foot and bicycle pedestrian traffic with designated crossing lanes. In addition, relocating the road to a parcel of land that is unable to accommodate a larger facility allows the current roadway, which lies on valuable developable land, to be used to facilitate more of a campus environment, a goal which is important to Innovation Park and the Leon County Research and Development Authority (LCRDA).

The application would also include a master plan for increased storm water capacity. Presently, storm water capacity is unavailable, which is problematic for future development. As FSU, FAMU, and LCRDA continue to explore opportunities with the public and private sector that support the research and development community, available storm water capacity is essential. The opportunity to fund a master plan for storm water helps eliminate some of the risk organizations face when considering expansion or relocation options, which helps promote economic vitality in the area. The ability to provide this infrastructure demonstrates the State of Florida's and Tallahassee-Leon County's commitment to providing a welcome environment for organizational growth and opportunity. Staff will continue working with internal and external partners to develop an application and seek ratification from the Board at its December meeting.

Communications and Engagement

Staff continues to promote OEV's identity; leverage public awareness, engagement, and participation; build positive relationships with the media; and partner with local businesses and ecosystem partners to foster collaborative relationships through its marketing efforts.

Stakeholder Bulletin

The Stakeholder Bulletin promotes milestones and achievements as well as serves as an accountability measure toward attainment of community-identified economic goals. The Stakeholder Bulletin is a part of a broader effort to excite and inspire stakeholders to champion economic development efforts in Tallahassee – Leon County. The second quarterly edition features OEV's recent social media launch (discussed in more detail below), updated project information, and statistics demonstrating the value of CapitalLOOP and the impact of other OEV programs. A copy of the second quarterly Stakeholder Bulletin can be found in Attachment #1.

Social Media

This summer, OEV launched its social media accounts and blog platform. Since then, staff has posted weekly updates on twitter and Facebook to promote OEV programs, engagement opportunities, business outreach, MWSBE certification and training opportunities, and breaking partner news. Social media outlets are also used to drive readers to the OEV website to read blog posts, access information driving

#GetintheLOOP

Breaking news, industry trends,
engagement opportunities,
and reasons why you should
choose #FLCapital4Biz.



@OEVforBusiness



@OEVforBusiness

community competitiveness, and learn how OEV serves as a front door for business solutions.

As an extension of OEV's CapitalLOOP initiative, staff launched an exciting campaign that encourages business leaders to drive the message of why Florida's Capital is the ideal location to operate a business. This interactive campaign went through a soft launch with the Economic Vitality Leadership Council and gained momentum at the recent



Annual Community Conference hosted by Greater Tallahassee Chamber of Commerce. Here's how it works: Business leaders are handed blank signs that read "I choose #FLCapital4Biz because _____" and are asked to complete the sentence. They are then photographed with their signs, which have been used to produce videos and across social media platforms to promote a pro-business message for Tallahassee-Leon County. As OEV continues its CapitalLOOP initiative, company leaders will be asked to do the same. This exercise allows business leaders to drive the message that Tallahassee-Leon County is truly Florida's Capital for Business. Two videos have been produced to highlight the messages

being promoted by business leaders and can be viewed at <https://www.youtube.com/channel/UCZ226lixl5b0RfVqYWapqMQ>.

Monthly Newsletters

OEV's monthly newsletters provide readers with the latest information on the local economy, breaking OEV news, entrepreneurial opportunities, and other updates that keep stakeholders engaged and informed. To date, the subscriber list has grown to include more than 900 contacts. A copy of the August 2017 monthly newsletter is attached (Attachment #3).

Presentations

To continue communicating the importance of economic vitality to our community, staff has engaged in several presentations and speaking events. OEV staff recently presented on a joint panel with Blueprint and Planning, in an informative breakout session about the positive impact of investing in the community, at the 2017 Greater Tallahassee Chamber of Commerce Annual Conference. Staff also facilitated the first TCC Spark! Entrepreneur's Forum, which focused on how Tallahassee – Leon County can grow as an entrepreneurial community. Additionally, staff has given four presentations to the Greater Tallahassee Chamber's Leads groups and continues to pursue opportunities to engage with all Leads groups. Next quarter, staff will continue to engage with community and business partners through presentations, participation on panels, and other engagement activities to promote OEV as the community's central resource for economic vitality.

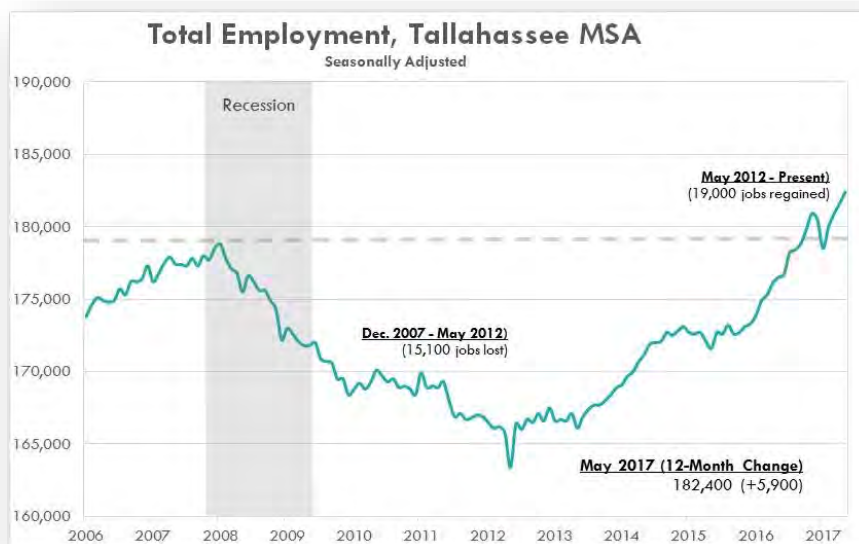
Research & Business Analytics

Research & Business Analytics monitors key economic metrics and current economic trends and conditions important to the local economy. The division produces the community Data Digest, which is replicated in the Data Center with interactive visualization features, the Major Ongoing & Proposed Developments Report, as well as other publications and specialized reports. The division maintains databases and online resources of economic and demographic data and undertakes and coordinates joint research efforts with other City/County departments. Additionally, the division provides research support and technical assistance to other City/County staff requiring special expertise in demographics, economic analysis, and GIS. The division also implements both quantitative and qualitative analyses for recruitment, retention, and expansion activities. Staff also works with partners such as the Tallahassee Chamber and FSU's Center for Economic Forecasting Analysis (CEFA) to project economic data into the community.

This section highlights the accomplishments that have been made during the past quarter including continued enhancements to the data center, the Quarterly Economic Dashboard, the Cost of Living Index, Economic Impact Analysis and the Major Ongoing & Proposed Developments Report.

Data Center

To effectively communicate the most important insights of Tallahassee-Leon County's economy, staff maintain and continue to enhance the online Data Center to visualize economic data sets (where possible) that are already contained within the online Statistical Digest. The Data Center is a launch point for business analytics and visualized data points of top economic development indicators. Combining the power of data science with easy-to-navigate visual analysis transforms the data from an



underutilized asset to a competitive advantage. All data sets are organized into the following categories (Top Economic Indicators and/or Economic Factors, Community & Environment, Demographics, Residential & Commercial Development, Education, and

Innovation). Since June, the data center has been continually updated with six new visualizations added to the data center including:

- *Job Creation and Destruction Rates in the Tallahassee MSA* shows long-term ebbs and flows of jobs, and life cycle of jobs and firms in Tallahassee MSA
- *Non-employer Statistics in Tallahassee MSA* shows the activity of sole proprietorships, including solo entrepreneurs
- *Productivity-GDP in Tallahassee MSA* shows private sector GDP and GDP per private sector employee
- *Higher Education Enrollment in Tallahassee MSA* shows enrollment by full vs. part time, graduate and undergraduate and by institution
- *Unemployment Rate State of Florida and Tallahassee MSA* shows a twenty-seven year trend of the unemployment rate
- *Crime Index for Tallahassee MSA* shows an index of violent crime offenses by type for the MSA

Quarterly Economic Dashboard

To more effectively communicate and highlight local economic indicators for the community, the third *Quarterly Economic Dashboard* was released in July 2017 (see Attachment #4). The Dashboard includes thirteen key and most commonly requested economic development indicators and provides a regular and consistent snapshot of the performance and health of the local economy in an easily digestible format. Each update compares data for the most recent period with the last period and its corresponding year-over-year trend data. The report represents only a fraction of the trends and conditions monitored by OEV, and drives readers to explore the complete listing of nearly 80 interactive data sets on the OEV website at www.OEVforBusiness.org/data-center.

Cost of Living Index

Staff recently completed third quarter data collection activities to participate in the 2017 Council for Community and Economic Research (C2ER) Cost of Living Index. The Cost of Living Index measures regional differences in the cost of consumer goods and services (like grocery items, healthcare, and housing), excluding taxes and non-consumer expenditures, for professional and managerial households in the top 20% of income. The index is based on more than 90,000 prices covering 60 different items for which prices are collected three times a year. This research tool allows OEV to make accurate cost of living comparisons between Tallahassee-Leon County and any of the 265 other participating urban areas across the United States. In the first quarter Cost of Living Index, released on June 1, 2017, Tallahassee captured an overall composite index of 96.6, or 3.4% below the average cost of living for all participating areas. The Second Quarter Cost of Living Index (COLI) will be released on August 31, 2017 and a report summary will be distributed at the Board meeting.

Economic Impact Analysis

In partnership with the Center for Economic Forecasting & Analysis (CEFA), during the last quarter two economic impact analyses were produced including an analysis for the

redevelopment of the current Envision Credit Union Site to a mixed-use (multi-family and retail) development and the subsequent construction of a new office building for Envision Credit Union on the site of the former City of Tallahassee Utility Payment Center on North Monroe Street. This adds to the four economic impact analyses completed in the previous quarter for Project Standard, Project Rose, Project Campus, and Firestone/Bloxham NAP (Cascades Park Mixed-Use Development).

Major Ongoing & Proposed Developments Database and GIS Story Map

Staff continuously updates the Major Ongoing & Proposed Developments Report that provides key insights and highlights the major developments in Tallahassee-Leon County. The report currently tracks 114 major projects including more than 10,000 residential units and over four million square feet of commercial space. Data from the Report was featured in the August 8th Tallahassee Democrat front page article *Apartment Housing on the Upswing*. The Major Ongoing & Proposed Developments Report is available at: www.OEVforbusiness.com/data-center/major-developments/.

Minority, Women, and Small Business Enterprise

The Division of Minority, Women and Small Business Enterprise (MWSBE) of the Office of Economic Vitality continues its efforts to inform its certified businesses of capacity building, networking and procurement opportunities available through the Division's partnerships, and our governments and Blueprint. Certification guarantees the "four Es" for our businesses--*engage, educate, equip* and ultimately *empower* and thereby enjoy greater opportunities within the economic development ecosystem.

Programmatic Efficiencies/Performance Metrics

As a part of the strategic plan/work plan, MWSBE remains committed to demonstrating that MWSBE certification has benefits for their businesses. To increase procurement opportunities, MWSBE is working to create linkages with private businesses and local state institutions and our certified MWSBEs. Ideally, the goal is to create protocols whereby our certified city and county MWSBE Directory would be utilized to either meet diversity goals or increase their vendor listings; and that our certified MWSBE office and these certified companies within our database would be informed of available bid opportunities beyond those available by the city and the county. The following collaborations are currently scheduled for implementation by January 1, 2018: Leon County Sheriff's Office, Tallahassee Memorial Hospital, Landmark Properties* and Florida A&M University.

*The Standard, a student residential housing project in Frenchtown, is estimated to host job fairs in September to identify MWSBE firms needed to achieve a 7.5% participation goal. Landmark Properties' developer for The Standard project has agreed to the following cooperative efforts with the MWSBE Division:

Landmark will coordinate with MWSBE to utilize the Tallahassee-Leon County MWSBE directory of certified minority contractors. MWSBE will initially identify and provide referrals to Landmark consistent with the list of trades identified as necessary for construction of the project. The list of trades includes Demolition, Sitework, Utilities, Landscape/Hardscape, Concrete, Masonry, Metals, Rough

Carpentry, Finish Carpentry, Waterproofing, Insulation, Finishes, Mechanical, Plumbing, Electrical, Fire Protection. Landmark will continue to utilize the link to the online directory for certified vendor identification.

MWSBE continues to work closely with the City of Tallahassee's Procurement Services and Leon County Purchasing Division. These ongoing relationships allow MWSBE to continue to support Tallahassee-Leon County certified businesses through the following services:

- Participation in Presolicitation Meetings to discuss feasibility of certified MWSBEs in upcoming procurement opportunities.
- Bid/Request for Proposals (RFPs) review to determine participation goals for upcoming opportunities
- Notification of bid opportunities to certified MWSBEs
- Provides Bid/RFP response evaluation and analysis relative to MWSBE participation within submitted proposals

B2GNow! Contract Compliance Software

The B2GNow Contract Compliance Monitoring System is currently being utilized to track certified MWSBE Certifications and participation expenditures. The system is also being utilized to conduct certified vendor outreach as a means of providing programmatic information including bid opportunities, and business development and networking events. B2GNow also has the capability of providing MWBE, non-MWBE, and Disadvantaged Business Enterprise/Airport Concessions Disadvantaged Business Enterprise (DBE/ACDBE) participation within the City of Tallahassee's and Leon County's contracts.

As previously reported during the February 21, 2017 Board meeting, the B2GNow Integration and Implementation Work Group met with B2GNow staff to determine organizational needs and provide feedback regarding the required systematic updates relative to certifications, contractual monitoring and contractual participation by minority-owned, women-owned, and small business enterprises. Updates include a change to the system portal to reflect the current alignment of the MWSBE function as a part of OEV. In addition, current certifications identify Tallahassee-Leon County as the certifying agency. B2GNow system updates are being finalized to ensure the implementation of all aspects of the certification and contracts modules relative to MWSBE certifications, contractual participation, and payment reporting for Leon County and the City of Tallahassee.

Additional updates are in process for DBE/ACDBE Programs within the certification and contracts modules. It is estimated that all portions of the expansion and integration process will be completed by October 13, 2017.

Upcoming Events

Minority Enterprise Development Week

This year marks the 25th Anniversary of the local observation of Minority Enterprise Development (MED) Week. The program and activities are planned by the Big Bend MED

Week Committee, which is staffed and supported by the Office of Economic Vitality as well as local community partners, private firms, state agencies, and learning institutions. More information about MED Week staffing can be found in Item #9. This year the events will represent the full diversity of MWSBE constituency with events and workshops for both seasoned and budding business owners. This year's theme is "Fueling Economic Growth." The dates for MED Week are October 3-6, 2017.

November 2017 E-Month

During November 2016, OEV staff coordinated with key partners at the Big Bend Minority Chamber of Commerce, Institute for Nonprofit Innovation and Excellence, Greater Tallahassee Chamber of Commerce, Domi Station, CoLab at The Pod, Council on Culture and Arts, Swellcoin, Leon County Research and Development Authority, Jim Moran School of Entrepreneurship, First Commerce Credit Union, and others to celebrate the local entrepreneurial ecosystem with a series of events focused on launching, growing, and assisting entrepreneurs and start-up companies, called Entrepreneurship Month (E-Month). Approximately 20 unique events were held during E-Month, and more than half of those events were the direct result of collaboration between two or more organizations. However, both participants and partners have acknowledged that by focusing on the quality of events over the quantity could potentially improve the E-month activities.

As planning efforts ramp up for the fall, OEV staff was invited to collaborate with Domi Station and FSU's Jim Moran School of Entrepreneurship to plan and execute an exciting new opportunity this November: "Startup Week Tallahassee," which takes place during Global Entrepreneurship Week. Startup Week is a celebration of entrepreneurs in cities around the globe and brings entrepreneurs, local leaders, and other ecosystem partners together over five days to build momentum and opportunity around the community's unique entrepreneurial identity.

Building off previous years' E-Month activities, the opportunity to pivot toward Startup Week during Global Entrepreneurship Week presents immeasurable opportunity to highlight Tallahassee-Leon County's notable achievements in the entrepreneurial sphere on a global scale and fulfill Goal C of the Economic Development Strategic Plan:

Better identify, understand, and marshal all available assets, organizations, and resources towards economic growth objectives. Encourage collaboration among the many entities impacting the economic development environment to work together for maximum competitiveness.

Another benefit of embracing this model is the ability to utilize resources that assist in the planning, branding, marketing, and community engagement. Startup Week staff serve as an extension of the local community's organizing team and handle many of the back-end items, which allows the local organizing team to focus on planning local events. At the most recent Alliance for Entrepreneur Resource Organization (AERO) meeting, entrepreneurial ecosystem partners were presented with the opportunity to participate in Startup Week and focus on two key elements: (1) Creating tracks that allow entrepreneurs to hone in on specific issues; and (2) adopting a "quality over quantity" approach to planning and executing these events. A tentative schedule of events is provided in

Attachment #5. AERO stakeholders expressed their full support in aligning Tallahassee-Leon County's entrepreneurial community with Startup Week and Global Entrepreneurship Week's initiative. The local celebration will take place November 13-17 and will offer events that educate, connect, and inspire entrepreneurs and innovators alike. In general, OEV will continue to promote other events within E-Month; however the primary focus will be to capitalize on the momentum from Startup and Global Entrepreneurship Week.

CONCLUSION:

As discussed throughout this item, OEV has positioned itself as the front door for the community's economic development needs. As directed by the Board, these efforts include the development of the first-ever strategic plan to guide our community's economic development efforts and objectively evaluate our progress over time toward goal achievement. At the conclusion of FY 2016-17, staff will provide an end of year report to reflect on OEV's achievements and evaluate next steps for continued success. This office also provides an enhanced level of service for cross departmental coordination for collection and utilization of data, implementation of projects and initiatives throughout the planning, land management and economic development spectrum, which is conducted in an open, inclusive and transparent manner. Staff continues to research and track industry standards and best practices and listen to business needs in order to best position Tallahassee-Leon County as Florida's Capital for Business.

ACTION BY EVLC AND CAC:

The EVLC and CAC approved the status update on the Office of Economic Vitality in accordance with all four goals of the Economic Development Strategic Plan at their July 20, 2017 and September 7, 2017 meetings, respectively.

OPTIONS:

1. Accept the Tallahassee-Leon County Office of Economic Vitality Status Report.
2. Do not accept the Tallahassee-Leon County Office of Economic Vitality Status Report.
3. Intergovernmental Agency Direction.

RECOMMENDED ACTION:

Option #1.

Attachments:

1. August 2017 Second Quarterly Stakeholder Bulletin
2. August 2017 Monthly Newsletter
3. Tentative Itinerary for 8th Americas Competitiveness Exchange
4. August 2017 Third Quarterly Economic Dashboard
5. Startup Week 2017 Tentative Schedule

**Blueprint Intergovernmental Agency
Board of Directors
Agenda Item**

TITLE: Appointments to the Blueprint Intergovernmental Agency Citizens Advisory Committee

Date: December 5, 2017

Requested By: Blueprint Staff

Contact: Blueprint

Type of Item: Consent

STATEMENT OF ISSUE:

This Agenda Item seeks the approval from the Blueprint Intergovernmental Agency Board of Directors (IA Board) for two new appointments to the Blueprint Intergovernmental Agency Citizens Advisory Committee (CAC).

SUPPLEMENTAL INFORMATION:

Two positions on the Blueprint CAC recently become vacant and appointments to fill these seats require action by the IA Board. Henree Martin, a former EECC member, completed her two terms of service as of November 30, 2017. Jim Stevenson, who filled the Natural Scientist/Biologist position, resigned from the CAC, effective October 2017. To date, Blueprint has received two applications to fill these two vacant seats – one application for the Position-at-Large and one applications for the Natural Scientist/Biologist position.

CAC Nominations:

Natural Scientist/Biologist: Elva Peppers has submitted an application for this appointment. Per the terms of the Second Amended and Restated Interlocal Agreement, this position must be filled by a person with qualifications as a natural scientist and/or biologist.

Position-at-Large: Bill Berlow has submitted an application for this appointment. The Second Amended and Restated Interlocal Agreement does not specify qualifications or associations for this position, only that former members of the EECC will be given consideration.

Action by TCC and CAC: This item was presented to the CAC at their November 16, 2017 meeting. This item was not presented to the TCC. The CAC has recommended approval of Option 1, consistent with Agency staff's recommendation.

OPTIONS

- Option 1: Appoint Elva Peppers to the CAC to fill the position of Natural Scientist/ Biologist and appoint Bill Berlow to the fill the Position-at-Large.
- Option 2: At the IA Board's direction, appoint other citizens to fill the CAC vacancies.

RECOMMENDED ACTION:

- Option 1: Appoint Elva Peppers to the CAC to fill the position of Natural Scientist/ Biologist and appoint Bill Berlow to the fill the Position-at-Large.

Attachments

1. CAC Membership Application for Elva Peppers
2. CAC Membership Application for Bill Berlow



Please return to:

Blueprint
Intergovernmental Agency
315 South Calhoun Street,
Suite 450
Tallahassee, Florida 32301

Telephone: 219-1060
Fax: 219-1098

BLUEPRINT



INTERGOVERNMENTAL AGENCY

CITIZEN ADVISORY COMMITTEE APPLICATION

Nominating Organization: Blueprint

Name: Elva Peppers

Address: 221-4 Delta Ct, Tallahassee, FL 32303

Email: elvapeppers@felsi.org

Work Phone: 850-385-6255 Home Phone: 850-566-6213

Occupation: Biologist

Employer: Florida Environmental & Land Services, Inc.

Address: 221-4 Delta Ct, Tallahassee, FL 32303

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 if you are appointed:

I frequently work on City and County projects and occasionally on BluePrint projects.

Are you a City resident?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are you a Leon County resident?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are you a City property owner?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are you a Leon County property owner?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Can you serve a full three-year term?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Can you regularly attend meetings?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> 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:

Education:

References (at least one):

(Name/Address)

Julie Wraithmell, Deputy Exec. Director, Audubon

(Name/Address)

Jared Searcy, FDEP, Proj Mgr

(Name/Address)

Scott Cleveland, Env. Director, Anderson
Columbia

222-2473
jwraithmell@audubon.org

(Phone)

245-7625

(Phone)

386-623-2126

(Phone)

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

Signature:

Elva D Peppers

Date:

11-13-17

(7/13/16)

Elva Peppers

President

Project Manager, Senior Biologist

Florida Environmental and Land Services, Inc



Education

Florida State University, 1990,
Bachelor of Science, Biology

Registrations/Licenses

Licensed Environmental
Professional (#340)

Software

Microsoft Office

Appointments

Acquisition and Restoration
Council, State of Florida

Advisory Committee on Quality
Growth, Leon County

Certifications

Certified Florida Environmental
Assessor (#446)

Authorized Gopher Tortoise
Agent

Certified Stormwater Pollution
Inspector (NPDES) (#1816)

Certified Women Owned/
Minority Business with:

- City of Tallahassee
- Leon County
- Leon County Schools
- State of Florida (Office
of Supplier Diversity).

Certified DBE with FDOT

Certified 8(a) Small
Disadvantaged Business

Certified SCUBA diver

Relevant experience

Ms. Peppers has 25 years of experience in the environmental field and as president of FELSI, her responsibility includes providing overall project management of all in-house projects. Her expertise is in performing threatened and endangered species surveys, habitat classifications, and jurisdictional wetland determinations and verifications; conducting upland and wetland habitat assessments, critical habitat assessments and natural feature inventories for private and local government agencies. She has experience with developing wetland mitigation, enhancement and hydrological restoration plans, implementing approved mitigation plans and conducting baseline, semi-annual and annual-monitoring, and maintenance reports; conducting water quality sampling and monitoring. She is experienced in preparing Environmental Resource Permit (ERP) and Joint Applications for Works in the Waters of Florida permit applications and corresponding functional wetland assessments to obtain regulatory approvals.

She assists private clients, municipalities, and agencies in developing permissible and sustainable projects. This includes offering services including site selection, biological field surveys, wetland delineations, natural community inventories, wetland assessment, protected species surveys, wetland mitigation planning and design, permitting, compliance and monitoring.

In addition, her experience includes siting studies for natural gas pipeline; conducting Phase 1 environmental site assessments, and preparing environmental and land use sections for environmental assessments and environmental impact statement reports. She has experience in expert testimony in wetland jurisdictional disputes, training in plant identification and conducting workshops.

Ms. Peppers is familiar with local and state environmental objectives having worked for FDEP and having experience coordinating with all five water management districts and the USACE.

Ms. Peppers is an Authorized Gopher Tortoise Agent and is on the State of Florida's Acquisition and Restoration Council (ARC).

Professional Affiliations

Past President, Florida Association of Environmental Professionals, Tallahassee Chapter

At Large Board Member Florida Association of Environmental Professionals
Treasurer, Big Bend Contractors Association

Member of the National Association of Women in Construction

Member of the Greater Tallahassee Chamber of Commerce

Member Gadsden County Chamber of Commerce

Member Wakulla County Chamber of Commerce

Training

ANERR Seagrass Restoration Forum

ANERR Living Shorelines Workshop

Weeks Bay Foundation Ecological Restoration Principles and Application Workshop 2

ANERR Sandhills and Ravines Class

Gopher Tortoise Certification Training Program

FEAA Phase I Environmental Site Assessment & All Appropriate Inquiry Training

FDEP SOP Sampling Training for Groundwater, Surface Water, and Wastewater

Ecosystems Management Training, 1996 Hydric Soils of Florida, University of Florida

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Please return to:

Blueprint
Intergovernmental Agency
315 South Calhoun Street,
Suite 450
Tallahassee, Florida 32301

Telephone: 219-1060
Fax: 219-1098

BLUEPRINT

CITIZEN ADVISORY COMMITTEE APPLICATION

Nominating Organization: Staff

Name: Bill Berlow

Address: 2203 Ten Oaks Drive

Tallahassee, FL 32312-3704

Email: wrb55@nettally.com

Work Phone: (850) 668-8296 (home); (850) 566-4549 (cell)

Home Phone: same

Occupation: semi-retired

Employer: self-employed

Address:

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

Sex: ☒ Male ☐ Female

Identify any potential conflicts of interest that might occur if you are appointed:

None anticipated.

Are you a City resident?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are you a Leon County resident?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are you a City property owner?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are you a Leon County property owner?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Can you serve a full three-year term?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Can you regularly attend meetings?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Conflicts: None anticipated

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:

- Served on Tallahassee Democrat editorial board from 1998-2008 as associate editor. Wrote the series of editorials endorsing the original Blueprint 2000 ballot initiative.
- Policy coordinator at Leon County Schools from 2009-2015.
- Served on Leon County Sales Tax Committee as County Commissioner Mary Ann Lindley's designee.
- During my employment with Leon County Schools, served as districtwide coordinator for annual United Way of the Big Bend fundraising effort. In 2015, UWBB named me Coordinator of the Year for the region.
- Was a member of the original catalyst class for Knight Creative Communities Institute in Tallahassee.
- Founding member of Sustainable Tallahassee.
- A founder and former board member of The Sharing Tree reusable resource center.

Education:

University of Florida

(College/University attended)

B.S. in journalism 1976

(Degree received, if applicable)

(Graduate School Attended)

(Degree received, if applicable)

References (at least one):

Mary Ann Lindley (lindley04@comcast.net)

(850) 566-1186

(Name/Address)

Dr. Barbara Wills (bkwills@comcast.net)

(Phone)

(850) 933-8275

(Name/Address)

(Phone)

Dr. Robert Deyle (rdeyle23@gmail.com)

(850) 443-6657

(Name/Address)

(Phone)

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

Signature: W. R. Deyle

Date: 11/01/2017

(7/13/16)

BILL BERLOW

2203 Ten Oaks Drive, Tallahassee, FL 32312
(850) 566-4549 (c); (850) 668-8296 (h)
wrb55@nettally.com

SUMMARY

Award-winning former newspaper reporter, editorial writer and columnist. Education policy consultant. Trusted adviser, team builder and community catalyst.

EXPERIENCE

William R. Berlow Inc., principal and founder, present: Independent contractor with expertise in clear, creative writing, policy analysis and development. Negotiated consulting agreement with Neola Inc., an Ohio-based K-12 policy development firm, with 1,300 clients in seven states. I make projects, products and organizations better.

Leon County Schools, policy coordinator, 2009-2015: Facilitated revisions to School Board policies and procedures. Managed conversion to Neola system. Advised superintendent of schools and assistant superintendent on policy- and communication-related strategy. Served as district-wide coordinator for annual LCS United Way-Combined Charities Campaign, which set fundraising record in my final year. Named United Way of the Big Bend 2014 Employee Campaign Coordinator of the Year for eight-county region.

Free-lance copy writer, 2013: Wrote most of the content for print advertising product that won for Taproot Creative in Tallahassee, Florida, a statewide Addy award.

Tallahassee Democrat, associate editor, 1998-2008: Member of editorial board. Wrote editorials and weekly column. Helped determine newspaper's editorial positions on wide range of public policy topics. Won statewide awards for editorial and column writing, with one panel of judges citing my "impressive range, insight and knowledge" of issues.

Tallahassee Democrat, 1985-1998: Assumed variety of newsroom editing positions including deputy city editor, night city editor, and assignments editor. Envisioned and managed 1992 election coverage called "Your Vote, Your Future," which received national industry recognition and was cited by the supervisor of elections as a key reason for high voter turnout. Managed reporting teams responsible for coverage of local government, education and higher education.

Tallahassee Democrat, higher education reporter, 1981-1984: Responsible for coverage of Florida State and Florida A&M universities, Tallahassee Community College, and the Florida Board of Regents. Series titled "FAMU: In Search of Itself" won second-place award from National Education Writers Association.

CIVIC

Leon County Sales Tax Committee, member, 2013-2014: One of 18 appointees who recommended to City and County commissions the local projects to be financed via extension of 1% local option sales tax. Voters approved the referendum in 2014.

Town & Gown Tallahassee, communications director, 2012-2013: Wrote news releases for print and online media regarding an initiative to promote collaboration among postsecondary institutions and local governments in Tallahassee. Produced a final report for Leon County Commission.

The Sharing Tree, founder and board member, 2010-2014: Founded Tallahassee's only reusable resource center, which has diverted from the local landfill hundreds of thousands of tons of reusable materials and provides free shopping credits for local teachers.

Knight Creative Communities Institute, 2007: One of 32 "catalysts" in the first Knight Creative Communities Institute-Tallahassee class. Communications director for Greenovation, a yearlong project whose objective was making Tallahassee the "green business" capital of the Southeast. Greenovation launched Sustainable Tallahassee, which continues that mission.

EDUCATION

1976: B.S. in journalism, University of Florida

1973: Chaminade High School, Hollywood, FL. Valedictorian

AWARDS

- Best of Show-Print, Rayonier sustainability report, Taproot Creative: American Advertising Federation (Florida), 2014
- First place, serious column writing: Society of Professional Journalists (Florida), 2006
- Second place, series: National Education Writers Association, 1985

PERSONAL

Married since 1982 to Michele, a retired teacher. Two adult daughters. Excellent health.

HOBBIES

Reading and fitness.

REFERENCES

- Mary Ann Lindley (lindley@leoncountyfl.gov), Leon County commissioner and former editorial page editor of Tallahassee Democrat
- Mike Pate (jmichaelp8@gmail.com), former publisher, Tallahassee Democrat
- Barbara Wills, Ph.D. (willsba@tcc.fl.edu), chief business officer and vice president for administrative services, Tallahassee Community College
- Jackie Pons (ponsj@leonschools.net), Leon County superintendent of schools
- Steve Evans (steeva39@gmail.com), chairman of Leon County Sales Tax Committee, business consultant

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Blueprint Intergovernmental Agency Board of Directors Agenda Item

TITLE: Reappointment of Neil Fleckenstein and J.R. Harding to the
Blueprint Citizens Advisory Committee

Date: December 5, 2017

Requested By: Blueprint Staff

Contact: Blueprint

Type of Item: Consent

STATEMENT OF ISSUE:

This agenda item requests the Blueprint Intergovernmental Agency Board reappoint two current Citizens Advisory Committee (CAC) to their second term. Neil Fleckenstein, holding seat specified for a planner, and J.R. Harding, holding the seat specified for the disability community, have requested to serve their second three-year term. As the designee of the Planning Commission, Stewart Proctor, has also elected to serve his second three-year term. No reappointment is necessary for Mr. Proctor to continue to serve on the CAC due to the ex officio nature of the membership.

SUPPLEMENTAL INFORMATION:

CAC membership positions and terms are established in the Blueprint Interlocal Agreement and further defined in the Citizen's Advisory Committee Bylaws. CAC members may serve two, consecutive three-year terms.

Action by TCC and CAC: This item was presented to the CAC at their November 16, 2017 meeting. This item was not presented to the TCC. The CAC has recommended approval of Option 1, consistent with Agency staff's recommendation.

OPTIONS:

- Option 1: Reappoint Neil Fleckenstein and J.R. Harding to serve their second three-year term on the Blueprint Citizens Advisory Committee (CAC).
- Option 2: Do not reappoint Neil Fleckenstein and J.R. Harding to serve their second three-year term on the Citizens Advisory Committee (CAC).
- Option 3: IA Board direction.

RECOMMENDED ACTION:

- Option 1: Reappoint Neil Fleckenstein and J.R. Harding to serve their second three-year term on the Blueprint Citizens Advisory Committee (CAC).



**Blueprint Intergovernmental Agency
Board of Directors
Agenda Item**

TITLE: Approval of an Updated Design Concept for Magnolia Drive Trail

Date: December 5, 2017

Requested By: Blueprint Staff

Contact: Blueprint

Type of Item: Discussion

STATEMENT OF ISSUE:

This item requests the Blueprint Intergovernmental Agency Board (IA Board) approve the updated design concept for the unconstructed phases of the Magnolia Drive Trail Project from South Monroe to Apalachee Parkway. These phases include Monroe Street to Meridian Street, Pontiac Drive to Chowkeebin Nene, and Circle Drive to Apalachee Parkway. In partnership with Leon County and the City of Tallahassee, Blueprint staff has completed an analysis of alternative design concepts and shared the updated design options with residents at a community meeting on November 6, 2017. Based on technical analysis and community review and discussion, staff is recommending the design concept be updated for the remaining phases of the Magnolia Drive Trail project to provide an 8' wide trail with a 4' landscaped buffer between back of curb and trail. Concurrent with the construction of future phases of the trail, staff is also recommending undergrounding electric lines throughout the Magnolia Drive corridor. Blueprint is currently working with the City of Tallahassee Electric Utilities to complete an initial fiscal analysis comprehensively evaluating the opportunity created by the Magnolia Drive construction to underground electric lines as part of this project.

SUPPLEMENTAL INFORMATION:

The Magnolia Drive Trail Project was added to Tier 1 of the Blueprint 2000 Program at the April 1, 2015 Intergovernmental Agency Board meeting, and \$7,983,300 in funding was approved for implementation. The approved project is to be constructed in several phases and when complete, will add a continuous trail along Magnolia Drive from South Adams Street to Apalachee Parkway. A project map is included as Attachment #1.

Blueprint and Leon County entered into a Joint Partnership Agreement (JPA) on August 1, 2015, which stated that Blueprint would provide \$7,983,300 in funding for trail design, right of way acquisition, and construction. Per the terms of the JPA, which is included as Attachment #2, Leon County would manage the design, permitting and construction of each phase, and Blueprint would coordinate the right of way acquisition.

Magnolia Drive is a County-owned major collector roadway within the City limits and, as such, the County has assumed responsibility for construction of the trail and related improvements. The City is responsible for the maintenance of the right of way outside of the roadway, which will include the completed trail and landscaping. Magnolia Drive is a key pedestrian and bicycle corridor listed in the Capital Region Transportation Planning Agency (CRTPA) Regional Mobility Plan as well as the current and previous Safe Routes to School Study. While this project provides important connections between activities and residential areas, this project is not part of a larger trail network or identified in the Tallahassee-Leon County Greenways Master Plan.

COMPLETED PHASES

Phase 1: South Meridian Road to Pontiac Drive

This segment was completed in February 2017 and includes a 10' multiuse trail on the south side of Magnolia Drive from South Meridian Road to Pontiac Drive. Leon County funded the design and permitting of this phase. The CRTPA committed \$861,000 in Florida Department of Transportation grant funding towards the construction cost of approximately \$2,000,000. The City of Tallahassee funded the water and sewer upgrades, and Blueprint funded the remaining balance of the construction costs and full time construction administrator to administer the federal local agency partnership requirements. Leon County managed the construction activities.

Upon completion of construction, Blueprint and Leon County received comments from representatives from Indianhead-Leigh Neighborhood Association regarding this phase of the multiuse trail. Specifically, they indicated the completed trail is lacking in both adequate appearance and functionality, in their estimation. Residents also noted that the trail is immediately adjacent to the curb, therefore looking like another traffic lane and not an inviting trail facility. Additionally, residents report that this trail segment is being intermittently used for vehicle parking. Leon County is currently evaluating Phase 1 to identify if modifications can be made to address these concerns.

Phase 6: South Monroe to South Adams Street

This phase will be substantially complete in December 2017. To expedite this phase and minimize disruption to the public, Blueprint combined the construction of this trail segment with the construction of the new Care Point Health and Wellness Center. The design for this phase of the Magnolia Drive Trail was based on recommendations included in the adopted Monroe-Adams Placemaking Plan initiative and as such provides an 11' multiuse trail with a 3' landscaped buffer.

PHASES CURRENTLY IN DESIGN

As construction came to completion on Phases 1 and 6 and the neighborhood concerns about the completed facility on Phase 1 came to light, Blueprint and Leon County staff began working to evaluate the trail design for the remaining phases. The project team prepared an alternatives analysis to evaluate three conceptual design options for the remaining phases. The evaluation took into account several criteria including: additional right of way needs and associated costs, construction timeframe and cost, number of permitted trees impacted and removed, number and

costs associated with relocation of utility poles, and additional impacts to residential. A matrix detailing this information for each of the three design options is included as Attachment #3.

The three concepts include:

- Option 1: 10' wide trail adjacent to back of curb (current trail design)
- Option 2: 8' wide trail with 4' landscaped buffer between back of curb and trail
- Option 3: 10' wide trail with 4' landscaped buffer between back of curb and trail

Overall, the total estimated cost for each option, including right of way acquisition, construction and utility pole relocation, was as follows:

- Option 1 (existing design – 10' trail, no buffer): \$5,229,680
- Option 2 (8' trail, 4' buffer): \$5,756,492
- Option 3 (10' trail, 4' buffer): \$6,336,310

While imposing some impacts to specific areas, overall the permitted tree removal, utility pole relocation, and driveway impacts were negligible for each option. Construction time remained the same for each option by phase. However, additional time required for modifications to the design for each phase could add additional time to the project. Attachment #4 includes a graphic representation of Option 1 and also illustrates estimated tree removal for Options 1, 2, and 3.

COMMUNITY ENGAGEMENT

On November 6, 2017, Blueprint held a community meeting to gather input from the public on the completed trail segments and the future phases of the project, as well as to share information regarding next steps. Sixty-four people signed in at this meeting, though not all attendees signed the check-in sheet. A total of thirteen (13) written comments (Attachment #5) were received at the meeting or via email by November 27, 2017 and are summarized below.

Trail Width

- Five people noted support for an 8' wide trail with 4' buffer (Option #2)
- One person noted support for a 10' trail with a 4' buffer (Option #3)
- One person supports staying with the original design in the interest of time
- One person noted either trail width was acceptable, as long as the buffer was 4'

Cyclist Concerns:

- No bike lanes needed, cyclists should use the trail
- Design is dangerous for cyclists
- Design is contrary to AASHTO guidelines
- Consider bike lanes on N/W Magnolia Drive due to the high number of driveway cuts on trail
- Add trail access at each side street

- Separation of trail and road not good for cyclists as they are less visible
- Move crosswalk at Circle/Magnolia Drive to north

General Comments:

- Add railing/barrier at high conflict areas
- Detours impact businesses along corridor
- Avoid use of detours
- Reduce speed limit on Magnolia Drive
- Bury the overhead utilities
- Use plants, not grass in buffer
- Consider a 14' trail with a 4' buffer
- Use low lighting along trail/road to minimize impacts
- Changes will delay schedule

Spoken Comments:

- Noise and trash concerns at Jim Lee Road/Magnolia Drive intersection
- Consider location of a place for residents to deposit yard waste
- Desire to coordinate this project with other local plans

Analysis of Undergrounding Electric Utility Lines

During the November 6 community meeting, residents requested that Blueprint analyze opportunities to underground overhead electric lines as part of the trail construction. These comments were provided within the context of prior electric outages during Hurricanes Hermine and Irma. The current project as approved in April 2015 does not include undergrounding electric power lines. However, given the significant impacts resulting from hurricanes over the past two years, the community has expressed a strong desire for the City of Tallahassee to underground power lines wherever possible in an effort to create greater reliability in service to the citizens. In response, the City Commission has directed City staff to evaluate placing power lines underground concurrent with public infrastructure and private development projects as these opportunities occur. To support this action, the City Commission adopted a cost share policy that provides City funding for 25% of the total cost of undergrounding electric lines concurrent with public and private projects. The public or private project partner funds the remaining 75% of costs to underground electric lines.

As a result of the aforementioned public request, Blueprint is currently coordinating with City of Tallahassee Electric Utilities to determine opportunities to underground power lines throughout the corridor. This evaluation is currently in progress and will include an analysis of potential impacts to the overall project cost and schedule. Staff is also evaluating the advantages of utilizing the opportunity created by the Magnolia Drive Trail construction to concurrently underground electric lines. The Magnolia Drive corridor and surrounding neighborhoods experienced significant damage to the electric utility infrastructure during both hurricanes, resulting in prolonged power outages. Undergrounding electric lines improves system reliability and minimizes power outages, as well as reduces occurrences of electric shock resulting from

downed power lines. For the City, the undergrounding of utility lines minimizes the costs of repairing damaged power lines after storm events. Beyond nearby residents, the advantages to Tallahassee-Leon County community include improved aesthetics along a main roadway.

The initial cost estimate for undergrounding all electric utility lines throughout the corridor (South Monroe Street to Lafayette Street) is initially estimated at \$4 million. As a funding partner and per City Commission direction, the Electric Utilities will fund 25% of the total cost. Blueprint would be responsible for providing the remaining 75% of funding, currently estimated at approximately \$3 million. However, this is a preliminary cost-estimate. Blueprint and Electric Utilities staff continue to coordinate to fully evaluate all options, impacts, and advantages of consolidating improvements to the electric system with the construction of the Magnolia Drive Trail.

Based on the unique opportunity provided by the trail construction throughout the Magnolia Drive corridor, coupled with the community advantages and cost-sharing partnership provided by Electric Utilities, staff is recommending the IA Board also approve the request to underground utilities throughout the Magnolia Drive corridor as part of this Blueprint project. Due to the trail design changes proposed in this item, the timetable is currently at a pause, which affords Blueprint and Electric Utilities the time to create a comprehensive plan to underground electric lines. If approved, Blueprint staff will continue to work with the City to develop both this plan and the corresponding cost-sharing agreement to fund the improvements. Once the final cost of undergrounding utility lines is confirmed, Blueprint staff will bring back an agenda item delineating the schedule for improvements, cost-sharing partnership agreement, an analysis of the Magnolia Drive project budget incorporating the design changes, and options for funding the remaining costs through the Blueprint program.

PROJECT BUDGET

The following is a table showing the Magnolia Drive Multiuse Trail expenditures and remaining balance (without undergrounding electric utility).

Starting Balance	\$7,983,300
Expenses	(-\$1,200,000)
Encumbrances & Pre-Encumbrances	(-\$460,000)
Remaining Balance to Complete Project	\$6,323,300

Blueprint is committed to completing the Magnolia Drive Trail project from Adams Street to Apalachee Parkway. Given the information gained from the design alternatives analysis, the estimated cost to complete the remaining segments ranges from \$5,229,680 for Option 1 to \$6,336,310 for Option 3. Staff recommendation for Option 2 would result in an estimated total cost of \$5,756,492 for the remaining segments of the Magnolia Drive Trail. Additional funds above this amount are anticipated for project contingency and to fund community amenities throughout the trail corridor, including lighting, enhanced landscaping, and other amenities that may be added once the project is complete.

STAFF RECOMMENDATION AND NEXT STEPS

The public comments received after the completion of the first phase of the project led to community discussions and resulted in the development of Options 2 and 3 to address those concerns through improved design. Options 2 and 3 include the addition of a 4' landscaped buffer between the back of curb and the trail, which provides a sense of separation from traffic and improved safety for trail user. The landscaped buffer area will also improve the aesthetics of the corridor by providing space for greenery, which is consistent with the Magnolia Drive area character.

Given the existing project budget balance of approximately \$6.3 million and the need to maintain this funding for project contingency and amenities, staff is recommending approval of Option 2, which will provide an 8' wide multiuse trail with 4' landscaped buffer between the back of curb and trail. Upon the IA Board's direction, the project team will move the chosen concept option into design. The design and take into account the input from the TCC, the CAC, and public comments incorporating ways to work the trail around trees and utility poles. Should extra funds be available after the entire project is complete, they may be applied to the implementation of enhanced landscape and hardscape, lighting, or to providing additional connectivity.

Concurrent with the construction of future phases of the trail, staff is also recommending undergrounding electric lines throughout the Magnolia Drive corridor. Blueprint is currently working with the City of Tallahassee Electric Utilities to utilize the opportunity created by the Magnolia Drive construction to underground electric lines. Once the final cost of undergrounding utility lines is confirmed, Blueprint staff will bring back an agenda item delineating the schedule for improvements, cost-sharing partnership agreement, an analysis of the Magnolia Drive project budget incorporating the design changes, and options for funding the remaining costs through the Blueprint program to fully complete this project (including undergrounding electric utilities).

Action by TCC and CAC: This item was presented to the TCC and the CAC at their November 13, 2017 and November 16, 2017 meetings, respectively. The TCC and CAC both recommended approval of Option 2, consistent with Agency staff's recommendation. The TCC and CAC did not evaluate the option to underground utility lines.

OPTIONS:

- Option 1: Approve the existing design for the Magnolia Drive Trail project which includes a 10' wide sidewalk with no buffer between the back of curb and trail.
- Option 2: Approve the Magnolia Drive Trail concept for future phases of the project to include an 8' wide sidewalk with 4' landscaped buffer between the back of curb and trail.
- Option 3: Approve the Magnolia Drive Trail concept for future phases of the project to include a 10' wide sidewalk with 4' landscaped buffer between the back of curb and trail.
- Option 4: Authorize Blueprint staff to move forward in partnership with City of Tallahassee Electric Utilities to underground electric power lines concurrent with construction of the Magnolia Drive Trail.

Option 5: Do not authorize Blueprint staff to move forward in partnership with City of Tallahassee Electric Utilities to underground electric power lines concurrent with construction of the Magnolia Drive Trail.

Option 6: IA Board Direction.

RECOMMENDED ACTION:

Option 2: Approve the Magnolia Drive Trail concept for future phases of the project to include an 8' wide sidewalk with 4' landscaped buffer between the back of curb and trail.

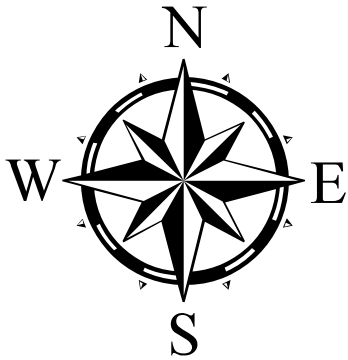
Option 4: Authorize Blueprint staff to move forward in partnership with City of Tallahassee Electric Utilities to underground electric power lines concurrent with construction of the Magnolia Drive Trail.

Attachments:

1. Map of Magnolia Drive Trail project area, depicting the various project phases
2. Joint Partnership Agreement between Leon County and Blueprint 2000 Intergovernmental Agency
3. Options Evaluation Matrix
4. Trail Design Concepts for Option 1 with Tree Removal Impacts for Options 1, 2, and 3
5. Citizen Comments received through November 27, 2017

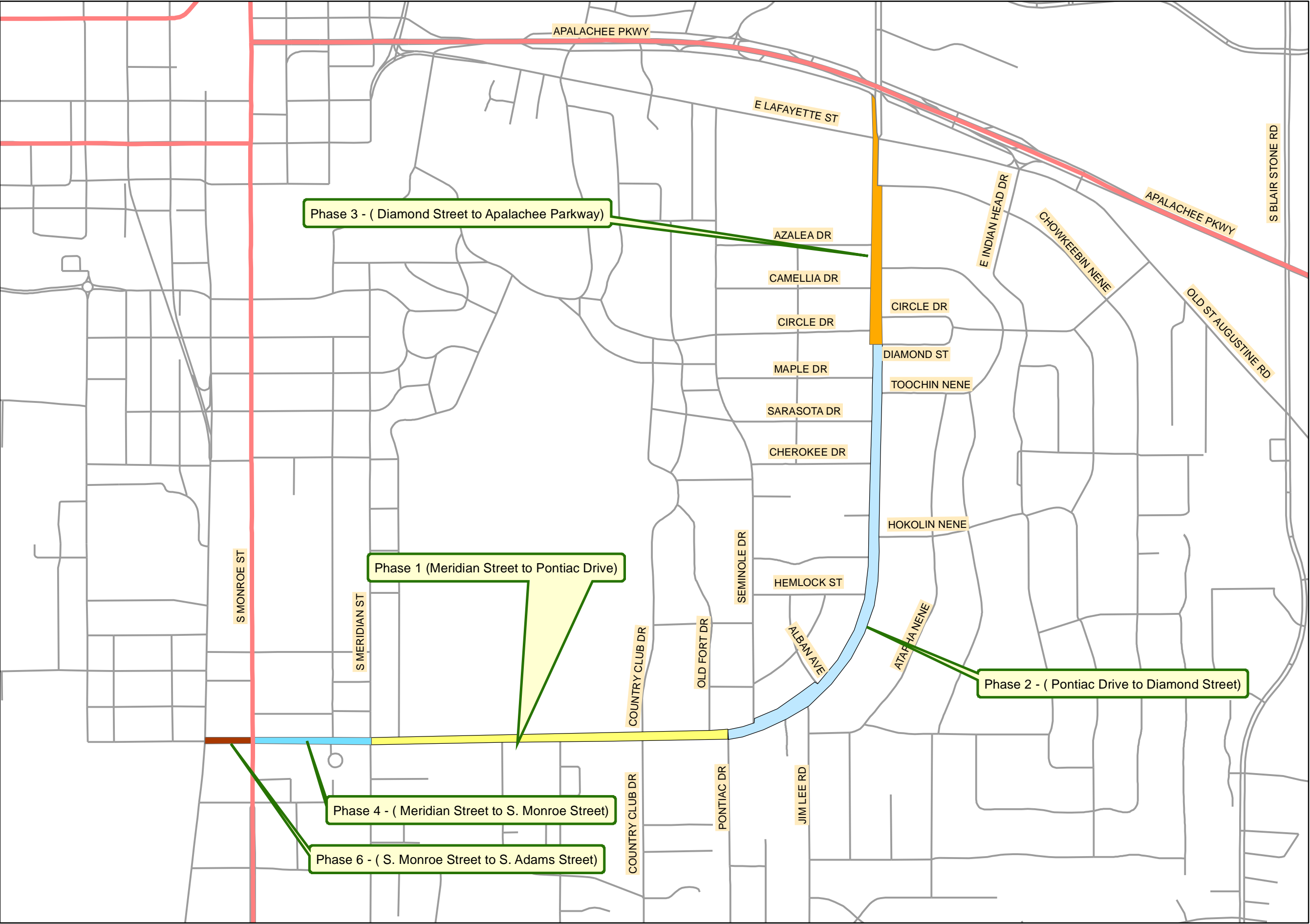
BLUEPRINT
INTERGOVERNMENTAL AGENCY

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Magnoli Drive Multi-Use Trail

Phase Map



Legend

Phase 1

Phase 2

Phase 3

Phase 4

Phase 6

Major Street

Street Segment

FM#

3504

**JOINT PROJECT AGREEMENT
BETWEEN
LEON COUNTY
AND
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY**

This Agreement is made and entered into this 24th day of August 2015 by and between **LEON COUNTY, FLORIDA**, ("County") a charter county and political subdivision of the State of Florida, whose mailing address is 301 S. Monroe Street, Tallahassee, FL 32301 and **CITY OF TALLAHASSEE – LEON COUNTY BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY** ("Blueprint"), whose address is 2727 Apalachee Parkway, Suite 200, Tallahassee, FL.

WITNESSETH

WHEREAS, providing connectivity along Magnolia Drive from Apalachee Parkway to Adams Street is a top priority for the City of Tallahassee and Leon County; and,

WHEREAS, the City and County have worked together to create a project that focuses on connecting residents living in the south part of town to multimodal transportation networks to link to local businesses, services, educational institutions and employment centers; and

WHEREAS, the City and County identified ways to participate in the funding of the project and to utilize Blueprint's Land Bank funds, and in order to identify the exact role of each agency the project parameters were further defined through community input as well as project feasibility studies; and

WHEREAS, community involvement at community meetings conducted in August and November of 2014 helped identify community priorities and solicit feedback regarding the "Magnolia Drive Multiuse Trail Project" ("Project") that resulted in several recommended Project phases; and

WHEREAS, upon applying the community feedback regarding the Project phases, which were broken down into Phases 1, 2, 2A, 2B, 3, 4, 5, 6 and 7, to the project resources resulted in cost estimates that included design and permitting for Phases 2B and 3 through 6, right of way, construction engineering inspection (CEI), construction, utility relocation and enhanced amenities such as bus shelters and decorative landscape (benches and brick work), as well as an estimated schedule for each of these phase; and

WHEREAS, these recommended Project phases and estimated costs were presented to Blueprint's governing board ("IA") at its April 1, 2015 meeting for consideration; and the board unanimously approved the recommended Project phases, as described in more detail in Exhibit "A", attached hereto and made a part hereof, and approved an appropriation of \$7,983,300, of which \$6,150,000 can be currently

allocated to the Project, from Blueprint's Land Bank Budget for the implementation of all phases of the Project, except Phase 7, after a super majority vote of the City and the County was conducted to add this Project to Tier 1 of the Blueprint Program as required by its Amended and Restated Interlocal Agreement, dated as of February 1, 2003, and as further amended from time to time; and

WHEREAS, the remaining amount of \$1,833,300 will be allocated by Blueprint in the outlying years as needed for the Project and until budgeted cannot be encumbered by the Project; and,

WHEREAS, the County and Blueprint intend to work together cooperatively and in the public's best interest to accomplish the implementation of the various phases of the Magnolia Drive Multiuse Trail Project as approved and as described in the Agency's April 2015 Agenda Item and the minutes of the meeting.

NOW THEREFORE, in consideration of the above recitals, the parties agree to the following:

1. The recitals set forth above are true and correct and are deemed incorporated herein.
2. A. The Project consists of several phases, with each phase having an estimated cost, which are as outlined in the conceptual drawing attached hereto as Exhibit "A", and made a part hereof.
- B. The County agrees to undertake the design, permitting and construction of each phase of the Project in accordance with all applicable federal, state, and local statutes, rules and regulations and standards. The County shall be responsible for obtaining clearances/permits required for the design of the Project from the appropriate permitting authorities.
- C. At its request, Blueprint will be entitled at all times to be advised of the status of the design and construction work being completed by the County and of the details thereof. Coordination shall be maintained by the County with representatives of Blueprint throughout the project. Additionally, to the extent a phase of the Project is already designed or is already in final design at the time of the execution of this Agreement, Blueprint shall be provided with copies of the Project plans for each phase of the Project, either not in final design or not yet designed, at 30%, 60%, 90% and Final Design and shall be informed of any subsequent Project modifications, whether deletions or additions.
- D. Blueprint agrees to coordinate right of way acquisition for all phases of the Project that requires private property in order to be constructed and will rely on the County to provide information sufficient to allow Blueprint to identify the right of way and develop right of way cost estimate(s), which costs shall then be reserved by Blueprint for acquiring the right of way.

- E. At its request, Blueprint will be entitled at all times to be provided with an accounting of the funds expended by the County during each of the phases so that the Blueprint can stay informed of the status of the Project until the Project is completed and/or funding is depleted and additional funding is needed.
3. Transfer of the aforementioned Blueprint funds to the County for the Project phases shall occur at the time Blueprint is presented with evidence of Contract(s) approved by the County for design, construction, CEI and other related services, which are eligible for Blueprint funding.
 4. The parties acknowledge and agree that there are limitations on the use of Blueprint funds and thus Blueprint funds may only be used for costs allowed and permitted pursuant to its Amended and Restated Interlocal Agreement and consistent with Blueprint's approval of the Project.
 5. This Agreement and any interest herein shall not be assigned, transferred or otherwise encumbered by the County under any circumstances without the prior written consent of Blueprint.
 6. Except as otherwise set forth herein, this Agreement shall continue in effect and be binding upon both the County and Blueprint until the construction of all phases of the Project are completed, but in no event later than December 31, 2019.
 7. To the extent permitted by law, Blueprint and the County covenant and agree that each shall indemnify, defend, save and hold the other harmless from any and all legal actions, claims or demands by any person or legal entity caused by the negligent or wrongful actor or omission of any employee of the party while acting within the scope of their employment or office. The liability of the parties, as set forth in this paragraph, is intended to be consistent with limitations of Florida law, including the state's waiver of sovereign immunity pursuant to Section 768.28, Florida Statutes. No obligation imposed by this paragraph shall be deemed to alter said waiver or to extend the liability of either party beyond such limits, nor shall any such obligation be deemed or construed as a waiver of any defense of sovereign immunity to which a party may be entitled. Furthermore, the parties specifically understand and agree that this provision is not intended, and shall not be construed, to require a party to be indemnified for its own negligence, act, error, or omission.
 8. This Agreement shall be enforced and interpreted in accordance with the laws of the State of Florida. All suits relating to breach, enforcement, or construction of this Agreement shall be filed in a court of competent jurisdiction in Leon County, Florida.

9. All project records and accounts relating to this Agreement or the services maintained by the County or its agents, contractors or consultants, shall be subject to review, copying and audit by Blueprint or its representative for a period of three (3) years after completion of the Project as defined by this Agreement.
10. This Agreement shall constitute the entire agreement between the parties with reference to the services described herein. No amendment to this Agreement shall be binding unless it is in writing and signed by an authorized representative of each party. All previous and collateral agreements, representations, warranties, promises, and conditions relation to the subject matter of this Agreement are superseded by this Agreement.
11. All notices pursuant to this AGREEMENT shall be sent by U.S. Mail to the following addresses:

FOR THE AGENCY Blueprint 2000 & Beyond

2727 Apalachee Parkway, Suite 200

Tallahassee, FL 32301

Attn: Charles Hargraves, BP Manager OR

Debra W. Schiro, BP Legal Counsel

FOR LEON COUNTY

301 S. Monroe Street, Suite 202

Tallahassee, FL 32301

Attn: Kathy Burke, Acting Director Public Works OR

Herb Thiele, County Attorney

REMINDER OF THE PAGE INTENTIONALLY LEFT BLANK;
SIGNATURE PAGE TO FOLLOW

IN WITNESS WHEREOF, the AGENCY has caused this Agreement to be executed in its behalf this 24th day of August, 2015, by its Manager, being authorized to enter into and execute same by the AGENCY.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

LEON COUNTY-CITY OF TALLAHASSEE
BLUEPRINT 2000 INTERGOVERNMENTAL
AGENCY

By: [Signature]

Charles Hargraves

Its: Blueprint Manager

Date: 8/19/15

LEON COUNTY, FLORIDA



By: [Signature]

Vincent S. Long

Its: County Administrator

Date: 8.12.15

APPROVED AS TO FORM:

By: [Signature]

Debra W. Schiro, Esq.

Blueprint 2000 Legal Counsel

APPROVED AS TO FORM:

By: [Signature]

Herbert W. A. Thiele, Esq.

Leon County Attorney's Office

ATTEST:

By: [Signature]

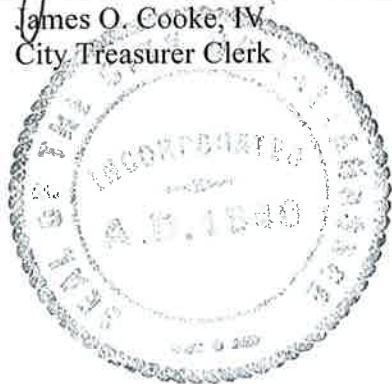
James O. Cooke, IV
City Treasurer Clerk



ATTEST:

By: [Signature]

Bob Inzer, Clerk of Court,
Leon County, Florida



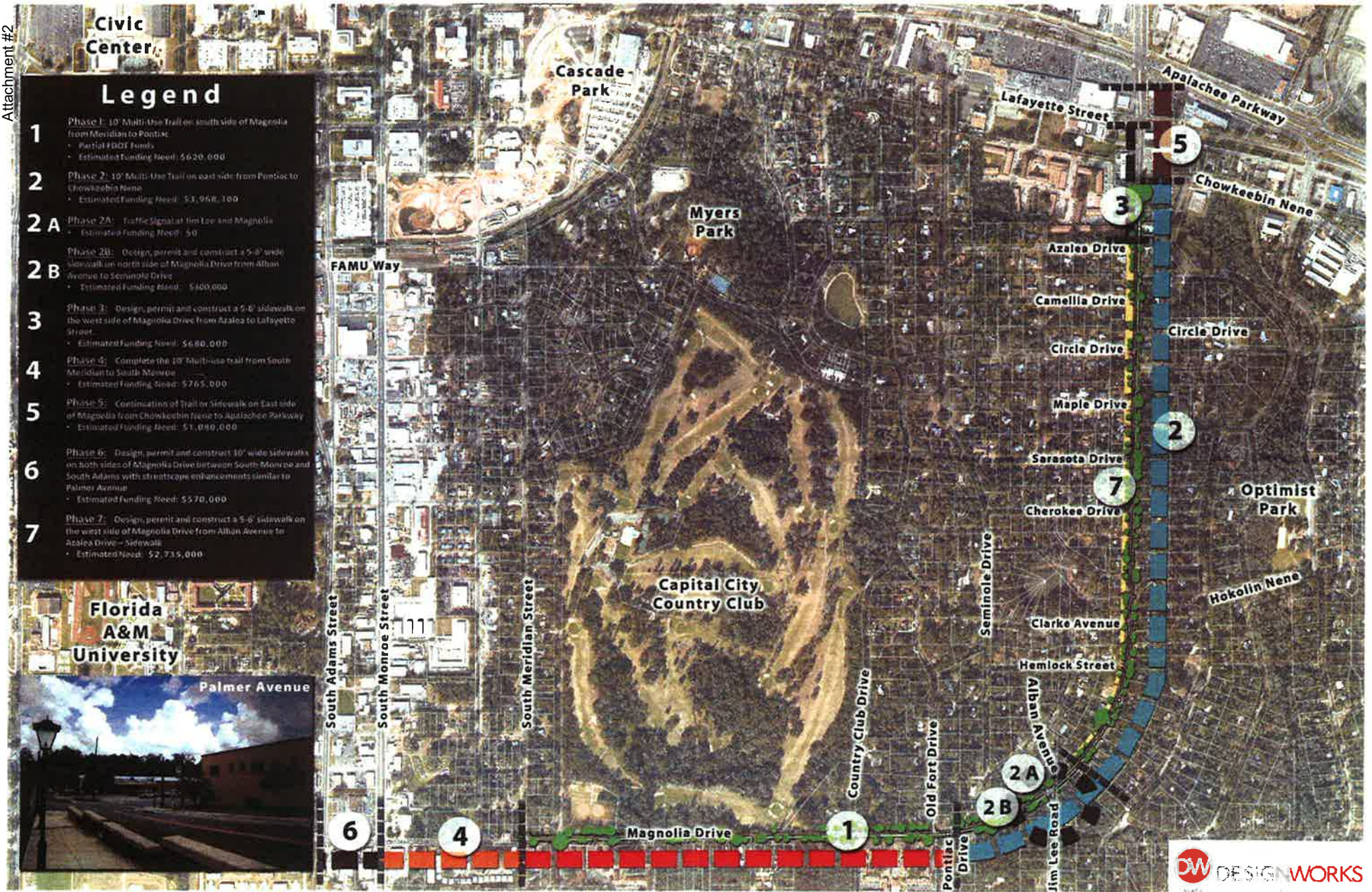


Exhibit "A"

Magnolia Drive Trail Design Concepts: Estimated Impacts Associated with Options 1, 2, and 3

Phase	Option	Right of Way ¹		Construction		Number of permit trees removed	Utility Relocation Impacts		Total Driveways Impacted	Total Cost ²	Additional Information
		Acres	Cost	Cost	Time		# of Poles	Cost			
Phase 2	Option 1	0.07	\$48,955	\$ 2,059,258	9 mos +/-	5	2	\$7,000.00	1	\$2,115,213.00	Design and permits done - ready to start bidding
	Option 2	0.07	\$58,000	\$ 2,085,258	9 mos +/-	5	6	\$21,000.00	1	\$2,164,258.00	Need 3 months to revise design and permits
	Option 3	0.1	\$75,000	\$ 2,246,258	9 mos +/-	5	19	\$66,500.00	5	\$2,387,758.00	Need 5 months to revise design and permits
Phase 3	Option 1	0.33	\$880,580	\$ 1,622,722	4 mos +/-	2	6	\$21,000.00	12	\$2,524,302.00	A total of 6 trees to be removed
	Option 2	0.39	\$1,257,500	\$ 1,590,464	4 mos +/-	2	11	\$38,500.00	12	\$2,886,464.00	A total of 6 trees to be removed
	Option 3	0.42	\$1,457,500	\$ 1,663,214	4 mos +/-	4	11	\$38,500.00	12	\$3,159,214.00	A total of 9 trees to be removed
Phase 4	Option 1	0.16	\$165,000	\$404,165	24 mos +/-	5	6	\$21,000.00	3	\$590,164.81	
	Option 2	0.22	\$222,000	\$462,770	24 mos +/-	9	6	\$21,000.00	3	\$705,770.36	11 trees removed are Bradford Pears on "Magnolia Cottages" property
	Option 3	0.30	\$280,000	\$488,338	24 mos +/-	9	6	\$21,000.00	3	\$789,337.57	11 trees removed are Bradford Pears on "Magnolia Cottages" property
Total	Option 1	0.56	\$1,094,535	\$ 4,086,145		12	14	\$49,000.00	16	\$5,229,679.81	
	Option 2	0.69	\$1,537,500	\$ 4,138,492		16	23	\$80,500.00	16	\$5,756,492.36	Increase between Option 1 and 2 is \$536,813
	Option 3	0.82	\$1,812,500	\$ 4,397,810		18	36	\$126,000.00	20	\$6,336,309.57	Increase between Option 1 and 3 is \$1,106,629.

Option 1: 10' trail adjacent to back of curb

Option 2: 4' buffer with 8' trail


Option 3: 4' buffer with 10' trail


¹Right of way (ROW) estimates include acquisition for temporary construction easement and fee taking. ROW estimates have been calculated using square foot values based on the type of use of the various properties.

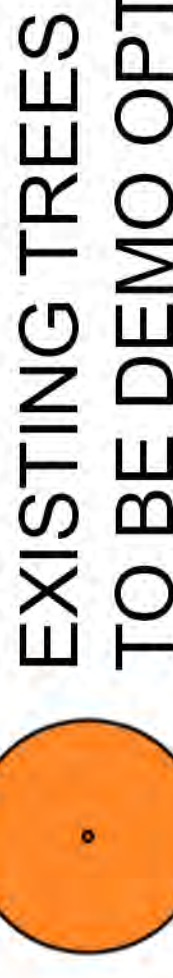
Additionally, "incentive" amounts have been included for each option. The estimates take into consideration the potential acquisition costs (professional fees, title searches, closing costs, etc.) and the potential costs if eminent domain is required. At this time, an analysis of potential damages to remainder properties has not been performed for Option 3.


²All costs are estimates based on conceptual designs. Total cost is right of way cost plus construction cost and utility relocation cost.

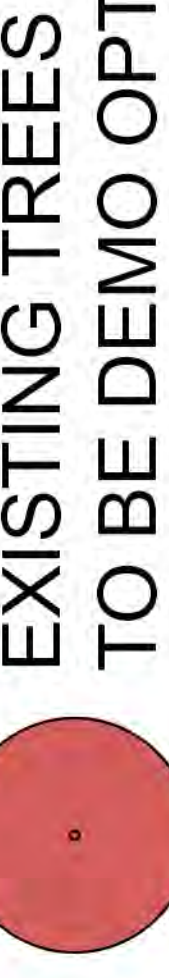
LEGEND

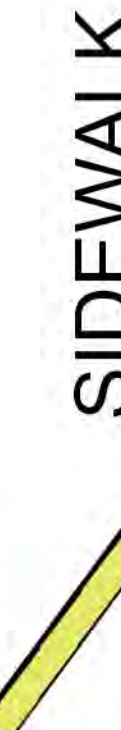
 EXISTING TREES


 PROPOSED TREES


 EXISTING TREES TO BE DEMO OPTION 1


 EXISTING TREES TO BE DEMO OPTION 2

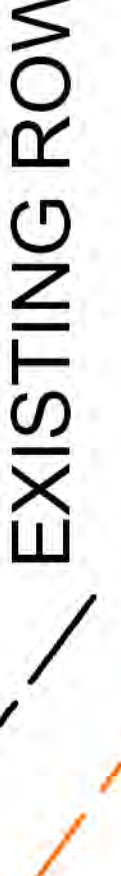
 EXISTING TREES TO BE DEMO OPTION 3


 SIDEWALK

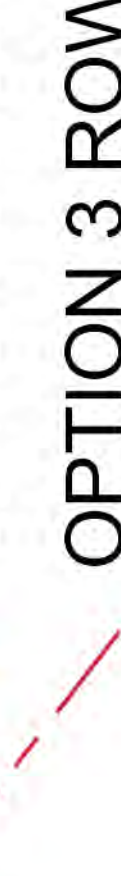
 ROAD


 CROSS WALK


 POWER LINE

 EXISTING ROW

 OPTION 1 ROW

 OPTION 2 ROW

 OPTION 3 ROW

 STAR METRO STOP

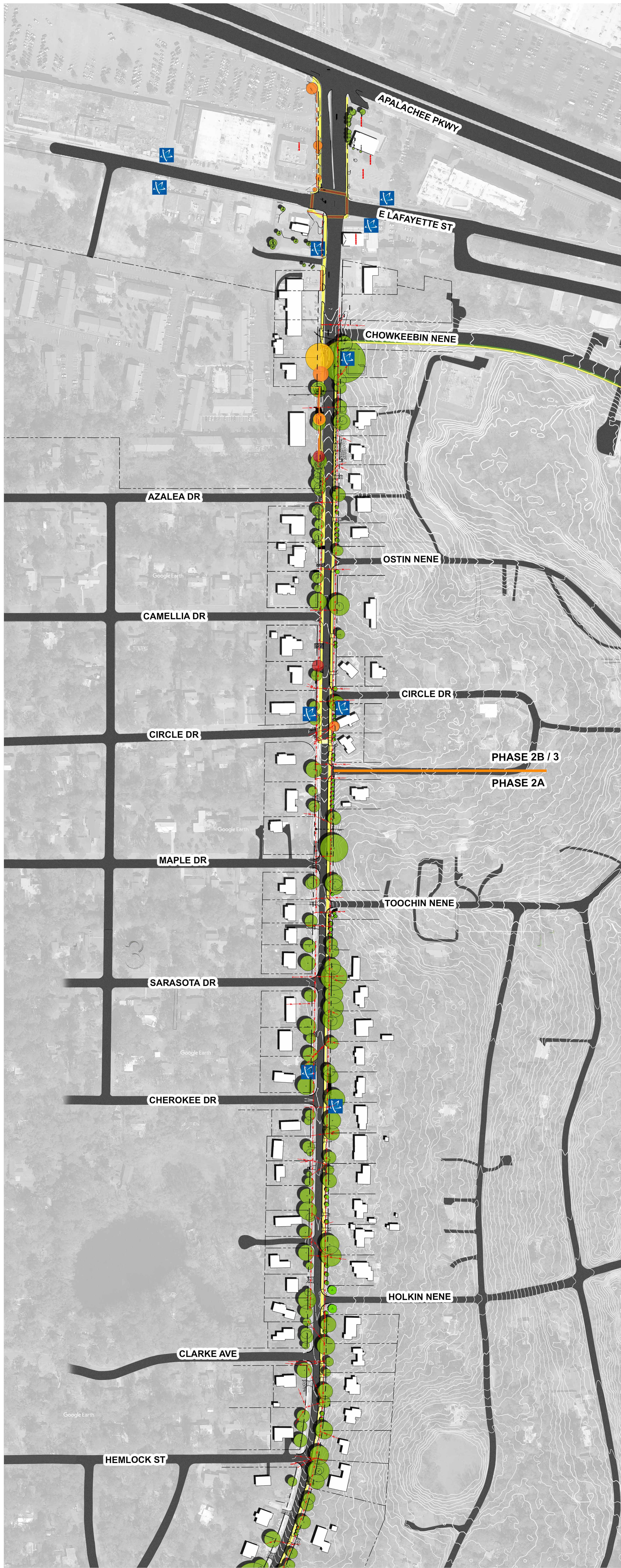
MAGNOLIA TRAIL PHASES 1, 2A, 4

0 100' 200' 300' 400'
SCALE : 1" = 100'

BLUEPRINT
INTERGOVERNMENTAL AGENCY

Wood + Partners Inc.
V/Pi
Landscape Architects
Landscape Planners
P.L.L.C. 00000004
1711 N. W. 10th Ave., Suite 100
Fort Lauderdale, FL 33304
954.391.0300

159



Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

Hartfield Elementary School
Cafeteria
1414 Chowkeebin Nene
Monday, November 6, 2017 5:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 16, 2017. Emailed comments are also acceptable to Susan.Emmanuel@BlueprintIA.org. NOTICE: Comments submitted are a matter of public record subject to examination by the general public upon request.

I like the 4' buffer/8' trail

Name Bill Bodiford
Address 1818 Atapha Nene
City, State, Zip Tallahassee, FL 32301
Phone Number _____
Email bodifordbill@gmail.com

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

4' Buffer.
8-

no change

cyclists

no preference - just set 4' buffer

| |

||*A||

① no bike lanes
should use trail

② denz dangerous
for biker

+ contrary to
AASHTO
Guidelines

- railing barrier @ high conflict pt
- detours impact business
- concerns re: schedule w/ many change
- plants not grass (2)
- 14' trail w/ 4' buffer
- low lighting

General comments

* B
A less cost
" row

(Bike)

consider bike lanes
on N/W Magnolia
base many cuts on
trail

- bury electric
- reduce speed 11
- avoid detours
- trail access @ each side st.
- sep. of trail + road not good for cyclists as they are less visible
- Circle @ Magnolia - move xwalk → north
- curb radii tight

* Access Road Closure Concerns 11

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Please build this road on the assumption that cyclists will use the multi-use trail, not the roadway. I would rather you did not allow for bike lanes, thus allowing the roadway width to be less, and perhaps allowing for a 10-foot trail with a four-foot buffer

Richard Hopkins
Name
1209 Camellia Dr.
Address
Tallahassee FL 32301
City, State, Zip
850-544-7614
Phone Number
hopkinsr@comcast.net
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

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I think 4 ft buffer + 8 ft trail
is a good compromise

reduced cost
aesthetics
min right of way encroachment

Name James W. Cook
Address 1514 Alpha Nene / 1509 E
Tall. Fl. 32301 Magnolia
City, State, Zip 510.6662
Phone Number 1Cook109995@comcast.NET
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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I support:
* 8' trail w/ 4' buffer
* burying electrical utilities
* slowing down traffic on Magnolia
* avoiding detouring traffic
through neighborhood when Magnolia is closed

Doug Martin
Name
1312 Nancy Dr.
Address
Tallahassee, FL 32301
City, State, Zip
850-212-7447
Phone Number
martindouglas@gmail.com
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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It is important to have the trail accessible for bikes and wheelchairs at every side road on the opposite side of the trail (Cuts in the curb)

Separation of the trail ~~to~~ from the main road negatively impacts safety for cyclists and joggers at intersections and driveways as it makes trail users less visible to turning traffic from Magnolia and cross traffic. It would be good to not have a buffer at intersections

Name Mans Van Tol
Address 1503 Old Fort Dr
Tallahassee, FL 32301
City, State, Zip 850 765 8050
Phone Number johantol@yahoo.com
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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- Very concerned about the speed of the traffic
- I'm distressed to hear that there is potential to close the access road to the New Leaf Shopping center area. The only way to get out of the shopping center easily is to take the access road if you want to go South on Magnolia - otherwise you have to go to the back of Olive Garden and use the traffic light. It's nearly impossible to get out near Cabos at 5:00 pm or busy times of day. We (in the neighborhood) use that Shopping Center regularly and see it's potential closure if you make less access to get out. We need a traffic light near Cabos.

Name Sally Schroder
Address 1405 Lola Drive
City, State, Zip Tallahassee Florida 32301
Phone Number (850) 228-2832
Email gneissgname@gmail.com

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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I AM A VERY STRONG SUPPORTER OF THE CONSTRUCTION OF
SIDEWALKS ON MAGNOLIA. I COMUTE TO WORK DAILY ON
A BIKE or ON FOOT AND KNOW THAT THE CONSTRUCTION WILL
INCREASE QUALITY OF LIFE AND MOBILITY AND COMMUNITY
CONNECTIVITY. OF THE RECENTLY PROPOSED PLANS I FEEL
THAT THE 8-FOOT TRAIL / 4-FOOT SIDEWALK IS
THE MOST BALANCED OPTION. THANK YOU FOR
SUPPORTING THE PROJECT.

ALEX MOSCA
Name
1917 S. MAGNOLIA DRIVE
Address
TALLAHASSEE, FL 32301
City, State, Zip
Phone Number
ALEX.MOSCA@GMAIL.COM
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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① At circle + Magnolia, cyclists use the light to connect from West to East + East to West. Coming from the west we can use the traffic lane. Coming from the east we use the sidewalk along Magnolia and wait for the pedestrian light. It is not ideal to cross on the south side of the intersection to continue heading west on the north side of circle.

② For cyclists: was a ~~sidewalk~~ bike lane considered on the north/west side of Magnolia, opposite the sidewalk on the south/east side? This section of magnolia (Apalachee to Monroe) has too many driveways + side roads to make it safe for cyclists to use. Unaware cyclists will ride the sidewalk and have a false sense of security

Marie-Claire Leman
Name
1911 Wabulaw Ct
Address
Tallahassee FL 32301
City, State, Zip
850 728-7514
Phone Number
marieclairelema@gmail.com
Email

Mail to:
Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301
RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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- Please ensure curb radii @ intersections are as tight as possible, e.g. 25' ~~from~~ at actual internal curb radius.
- Please install low intensity, low height pedestrian lighting facilities, apx on 50' spacing.
- I prefer 14'-wide sidewalk or multipurpose trail facilities with 4' vegetative area back of curb (between sidewalk + curb) though it is more expensive.

Thanks

Name Adam Antony Biblo
Address 1316 Lehigh Drive
City, State, Zip Tallahassee, FL 32301
Phone Number this bib@comcast.net
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

**Magnolia Drive Multi-Use Trail Community Meeting
South Monroe Street to Apalachee Parkway
Design Review**

**Hartfield Elementary School
Cafeteria
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as far as 8' vs 10' trail, I think 8' is plenty. 10' is fine but I have concern it may be too time consuming to purchase the ROW needed.

No Grass please (i.e. please use low maintenance plants - like done along Lafayette St 😊)

Name Jennifer Vrynios
Address 1212 Cherokee Drive
Tallahassee, FL 32301
City, State, Zip (850) 694-8359
Phone Number jennifer.vrynios@gmail.com
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

**Magnolia Drive Multi-Use Trail Community Meeting
South Monroe Street to Apalachee Parkway
Design Review**

Attachment #5
Page 13 of 34

**Hartfield Elementary School
Cafeteria
1414 Chowkeebin Nene
Monday, November 6, 2017 5:30 p.m.**

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- During construction, please consider how detouring traffic may impact businesses on the corridor.
- I think that short shrubs or ground cover is a better option than simply grass for the buffer.
- Also consider metal railings as a barrier/buffer—especially in areas with a history of auto accidents.

Name Sian Doman
Address 1113 S. Magnolia Dr.
City, State, Zip _____
Phone Number _____
Email ✓

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

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Please refer to my previous written comments re
design for bicycles, which were not addressed AT ALL.

Specifically: design is VERY dangerous for bicycles
and contrary to AASHTO guidelines

Edward Reed
Name
2014 W Indianhead Dr
Address
Talla. FL 32301
City, State, Zip
850 942 6877
Phone Number
edward@pedeo.org
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

I realize that pedestrian safety is important, but so are local businesses and chains that employ hundreds of people. Please take a minute and read this. It would be even better if you could find the time to come by the center around lunch.. Seeing what is already a problem with traffic flow in the center is worth a thousand words

I'm hoping BluePrint will recognize that 570,000 sq ft of retail space with 5 limited exits. 3 of which will be literally impossible to use with even more cars attempting to make lefts onto the eastbound lane of Lafayette, is going to be detrimental to all the tenants in the center..

Bottlenecks will get worse with all of them, including the already traffic backup with the exit/entrance onto South Magnolia. with people trying to get into the turn lane at South Magnolia and Lafayette to make the U Turn back up North..

The exit off the service road went a long way to afford people to make an easy transition to east lafayette , make a uturn, at the light at lafayette, or simply make a right back onto lafayette without having to dodge traffic to do so, with the light stopping southbound traffic.

This has always been the safe way to get back onto the Magnolia or Lafayette.. The only exit back onto the parkway is on the extreme west side of the center and it is not equipped to handle the traffic even now.

The exit where Crispers is is right before Magnolia merges into 2 lanes and the traffic there has been aggressive, to put it mildly. Which will simply get worse when the service road exits are eliminated

The alley between Cabos and Ross is already a problem. .

I have a personal interest this as i have spent 30 years sustaining a business surrounded by dumpsters and no parking signs in an otherwise unrentable location, despite having no store front parking and a traffic jam almost all day and night .

Businesses that inconvenience people enough will go away.

Leave the light up where it is directing traffic on the service rd.
Located on east side of south Magnolia

Add a light on eastbound pkwy. With a "no turn on red" in the
proposed turning lane onto south magnolia.

That would give the service rd a chance to empty after the west
bound pkwy light green arrow goes red (like it does now)
(westbound pkwy turn off onto South Magnolia)

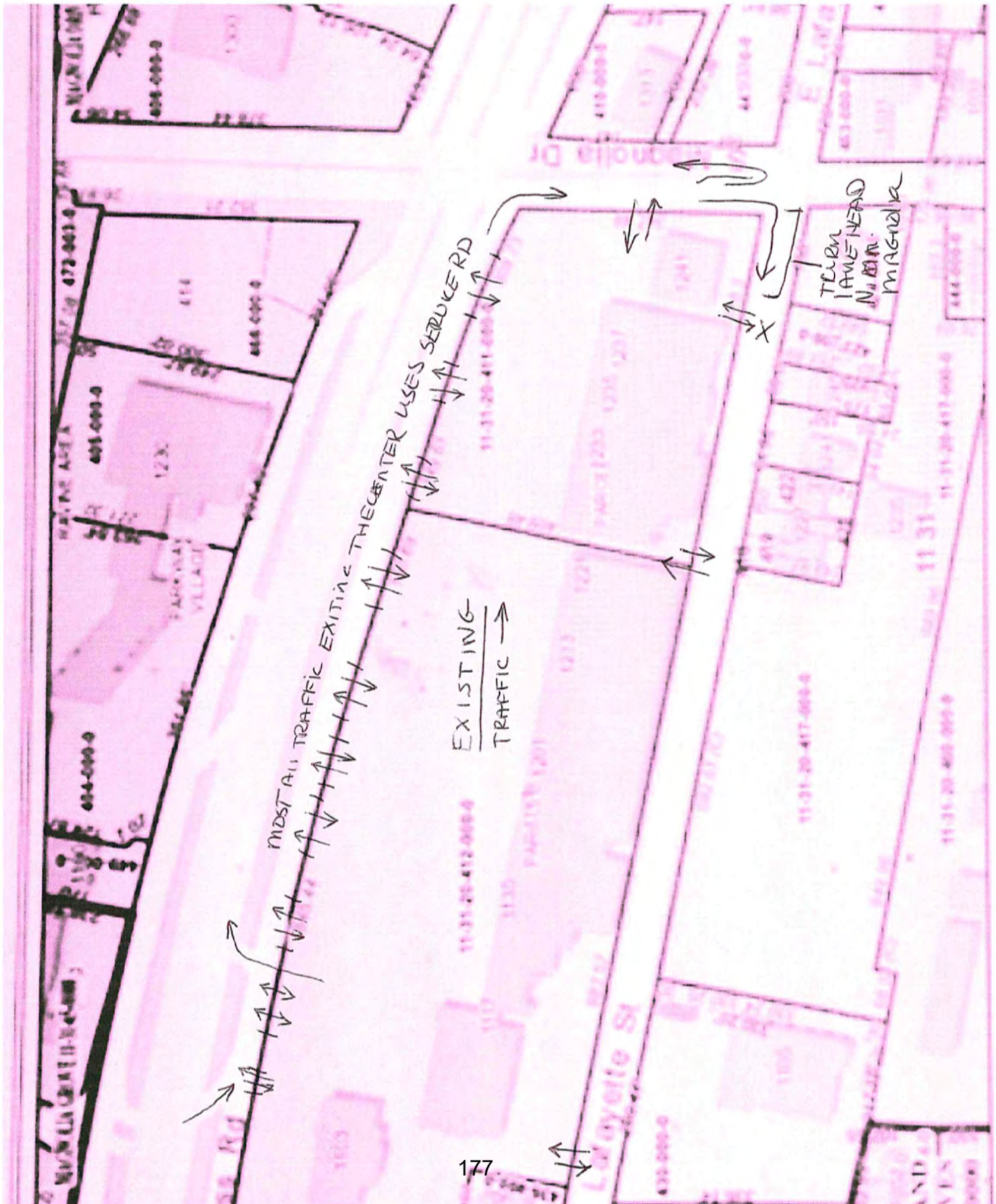
It would accomplish two things.

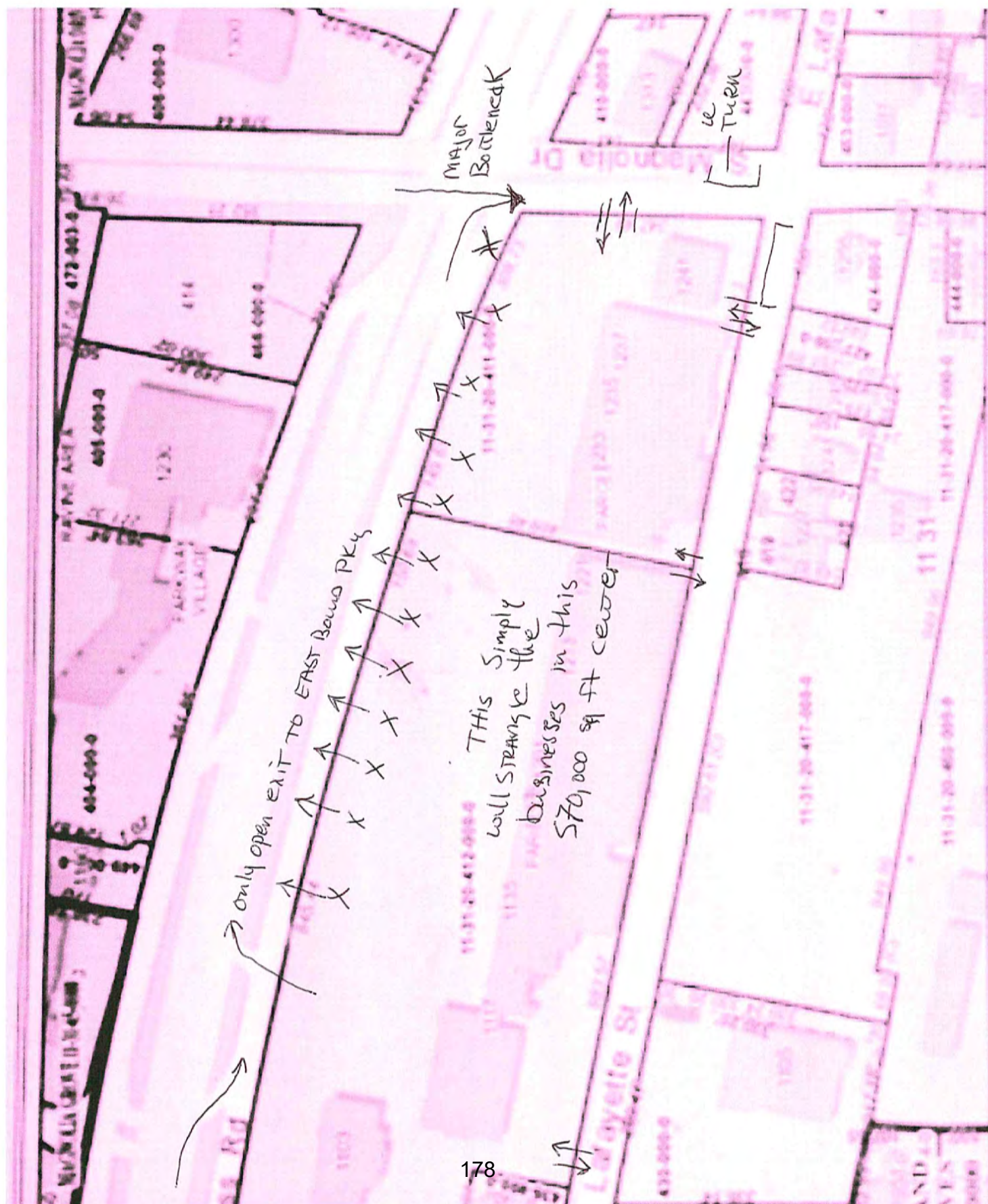
it would give the folks on the service rd a chance to turn and it
would alleviate a huge potential mess with those southbound on
magnolia trying to get into an already congested mess turning into
the center with people turning left on the proposed east exit ..

i know this sounds like the "who's on first skit," but it would work.

pedestrians would be protected by traffic lights just like they are
when crossing the parkway.....

MIKE FERRARA
1.850.566.1444
owner Cabos Island Grill Bar
Pkwy corner.
cabos_tacos@yahoo.com





Magnolia Drive Multi-Use Trail Community Meeting South Monroe Street to Apalachee Parkway Design Review

Hartfield Elementary School
Cafeteria
1414 Chowkeebin Nene
Monday, November 6, 2017 5:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 16, 2017. Emailed comments are also acceptable to Susan.Emmanuel@BlueprintIA.org. NOTICE: Comments submitted are a matter of public record subject to examination by the general public upon request.

THERE IS A BUS STOP AT THE NORTHEAST SIDE OF
MAGNOLIA & CHEROKEE. THERE HAVE BEEN INSTANCES WHERE
THE NEIGHBORS ARE UNEASY OF PEOPLE WHO HANG OUT AT
THE BUS STOP BECAUSE IT IS AT THEIR DRIVEWAY AND THEY
HAVE TEENAGE GIRLS. OUR PROPOSAL IS TO MOVE THE
BUS STOP TO THE SOUTHEAST CORNER BECAUSE IT IS
ON THE SIDE OF OUR HOUSE WITH NO ACCESS & IT WOULD
NOT DISTURB VS. TREES COULD BE TAKEN OUT AND A
BENCH W/FENCE COULD BE PUT UP. PLEASE CALL VS
TO DISCUSS. THANKS! GREAT ADDITION TO OUR
NEIGHBORHOOD.

GLENN & ELLEN DAVIS

Name

1227 CHEROKEE DR

Address

TALLAHASSEE, FL 32301

City, State, Zip

850-509-2421

Phone Number

DAVISEDG@GMAIL.COM

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Susan Emmanuel

From: Julie B. Duggins <juliebduggins@gmail.com>
Sent: Friday, November 17, 2017 6:40 AM
To: Susan Emmanuel
Subject: Comments on Magnolia Drive Multi-Use Trail

Hi Susan,

Thanks for holding the public meeting about the Magnolia sidewalks. I hope my comments are not too late. Here is a condensed version:

- I think we all agree these sidewalks are a wonderful thing and sorely needed on Magnolia Drive.
- I like the middle plan, to add a small buffer from the street.
- I think it's important to keep the sidewalks wide and bikeable. The people who use these sidewalks to commute every day need them for transportation. I do not think these stakeholders were at the meeting (they were probably at work!). To make the sidewalks narrow and curvy would defeat the point of installing them.
- The more plantings the better! Franklin St. is a wonderful example of how to do the landscaping well.
- Installing trash cans might be a good idea, as I do pick up a lot of fast food bags on Sunday mornings.
- Sidewalks on Seminole Drive would also be great, and those could be narrow and have a buffer to the street.

Thanks again for listening!

Julie Duggins
2115 Seminole Drive (south Seminole and Magnolia)

Susan Emmanuel

From: Charles Hargraves
Sent: Wednesday, November 8, 2017 10:00 AM
To: denmaster3@gmail.com
Cc: Susan Emmanuel; Autumn Calder
Subject: RE: Suggestion for public meeting

Ms. Dannels,

We share your comments that a curvy walk or meandering trail is more interesting than a straight one. Great comments and we will incorporate them in our overall report as we move forward. Obviously there is no way to avoid all impacts, but our goal is to work to minimize impact and maximize the overall benefit.

Thank you very much for the time and input. As we mentioned we will have some follow-up meetings and we hope you will attend and participate in those as well.

Sincerely,

Charles

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org

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-----Original Message-----

From: denmaster3@gmail.com [mailto:denmaster3@gmail.com]
Sent: Tuesday, November 7, 2017 9:34 PM
To: Charles Hargraves
Cc: Susan Emmanuel; Autumn Calder
Subject: Re: Suggestion for public meeting

Thank you, Charles. I appreciate the time you took to respond, and I understand your reasoning. One concern I had last night was that people with very good ideas might not take the time to write them down (eg. the restaurant owner). I guess if it's important enough to them, they will.

I shared a brief description of the proposed designs and your e-mail addresses (the ones from the presentation) with the Indianhead-Lehigh neighborhood facebook page, so I hope more people will share their thoughts with you.

I am likely to walk the trail once it's complete, and the more trees you can preserve in the process, the more appealing it would be to me. In our neighborhood, sidewalks go around trees, and I don't mind the extra curves one bit. In fact, they make the walks more interesting.

I truly appreciate your reaching out for input from the people who will be impacted by this project. I can't imagine how I might feel if this were going through my front yard, so I hope you will pay extra attention to the people whose yards will be affected. I suspect they may have been under-represented at the meeting.

Thank you for reading my two cents. I'll let you know if I think of anything else significant.

Denise Dannels

Sent from my Verizon Wireless BlackBerry

-----Original Message-----

From: Charles Hargraves <charles.hargraves@Blueprintia.org>

Date: Tue, 7 Nov 2017 19:05:02

To: denmaster3@gmail.com<denmaster3@gmail.com>

Cc: Susan Emmanuel<susan.emmanuel@Blueprintia.org>; Autumn Calder<autumn.calder@Blueprintia.org>

Subject: RE: Suggestion for public meeting

Ms. Dannels,

The reason we ask for people to fill out the forms or to email us comments is it allows us to receive exactly the comments word for word that the person is sharing. The comments we received verbally will be incorporated/shared but there is some interpretation that goes when someone (other than a court reporter) is taking notes. Rest assured, the verbal comments will be memorialized to the extent that we are able to compile them.

I greatly appreciate your comment as it reminds me that we need to make certain we offer to those who may be unable/unwilling to write or email us comments, the opportunity for a staff person to take their comments and write it on their behalf. I will absolutely do my best to make certain we convey that in future meetings.

I am sorry it appeared that we were putting the burden of recording the comments on the citizen. We were simply trying to get as many comments as we can and to avoid information being lost in translation. Great feedback and much appreciated.

If you didn't take time to fill out a sheet, we would love it if you would share your comments, good, bad, or otherwise related to the project and any issues, concerns, positives that you have for the project. Please let us know and if practical, please let us know if you intend on using the trail or how the project might impact you personally.

Thank you for coming out last night and again we greatly appreciate the feedback.

Sincerely,

Charles Hargraves, P.E.

Blueprint Director * Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 * Tallahassee, FL 32301
850.219.1060
BlueprintIA.org

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-----Original Message-----

From: denmaster3@gmail.com [mailto:denmaster3@gmail.com]

Sent: Monday, November 6, 2017 6:55 PM

To: Charles Hargraves

Subject: Suggestion for public meeting

Please consider assigning someone to take notes during the public discussion at the next meeting where you request public input on the Magnolia Drive Trail design project. During the meeting tonight, the facilitator kept telling people who were making comments to fill out a form. That shouldn't be necessary.

Denise Dannels

Sent from my Verizon Wireless BlackBerry

Susan Emmanuel

From: cbersok@nettally.com
Sent: Thursday, November 16, 2017 12:41 PM
To: Susan Emmanuel
Cc: Grant Gelhardt
Subject: magnolia drive multi-use sidewalk

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the presentation at Hartsfield Elementary school on November 6. The information provided there is an important project update that is not currently shown on the webpage.

I have previously commented on the poor design that was actually implemented in Phase 1, along with its inherent problems of inappropriate vehicle use, and I appreciate the opportunity to comment on future phases.

I am strongly in favor of the design alternative with a 4 ft wide vegetation corridor between the pedestrian and bike users of the proposed sidewalk and the heavy motorized traffic of Magnolia Drive. Given that this appears to be feasible with an 8 ft-wide paved sidewalk, I heartily encourage that this design be pursued.

I would like to see the use of appropriate native plant species as part of that corridor.

Please keep me informed on the designs as they become more finalized. And please feel free to contact me if you have any questions about my comments.

Thank you

Connie Bersok

1905 East Indian Head Drive

850-590-6735

Magnolia Drive Multi-Use Trail Community Meeting
South Monroe Street to Apalachee Parkway
Design Review

Hartfield Elementary School
Cafeteria

1414 Chowkeebin Nene

Monday, November 6, 2017 5:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 16, 2017. Emailed comments are also acceptable to Susan.Emmanuel@BlueprintIA.org. NOTICE: Comments submitted are a matter of public record subject to examination by the general public upon request.

1. I would prefer a 4' grass and 10' multi-use trail, even though it would take more of my property. I like the wide grass strip for safety as well as beauty.
2. We need some sort of traffic calming as there is aggressive, hostile speeding here 24-7. If nothing else perhaps one of those signs that tells your speed and the limit, then flashes 'Slow Down!'
3. Increased police monitoring of the dangerous speeding.

Thank You

Name John F. Valentine

Address 1513 S. Magnolia Dr.

City, State, Zip Tallahassee, FL 32301

Phone Number

850-878-3799

Email

Valentine.jeff2@gmail.com

Mail to:

Susan Emmanuel
Blueprint IA

315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

BLUEPRINT
INTERGOVERNMENTAL AGENCY

Magnolia Drive Multi-Use Trail Community Meeting

South Monroe Street to Apalachee Parkway

Design Review

Hartfield Elementary School

Cafeteria

1414 Chowkeebin Nene

Monday, November 6, 2017 5:30 p.m.

Police hate
to patrol the
South side - per stmt
from police we have spoken to
I would like to
4' Buffer + 10'
trail

The street is
used by
motorcyclists +
cars to
pass at
night

drive in yards!

otherwise, 4ft Buffer 8ft wider

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 16, 2017. Emailed comments are also acceptable to Susan.Emmanuel@BlueprintIA.org. NOTICE: Comments submitted are a matter of public record subject to examination by the general public upon request.

very concerned about \$ (funds) for the Magnolia project. I absolutely believe there must be a 4ft buffer between the road and the trail. I am concerned aggressive drivers will drive upon the trail in order to pass people. Trying to get out of my driveway is a nightmare. We never back out and use 50% of the front yard to turn around. There must be a buffer or a "pause" to allow people to "think" about where they are, and what they are doing. Over the past 20 years there have been multiple crashes in front of the house. (more than 10) I am a bicycle enthusiast and I would not ride on Magnolia ever. I tried once. I have to drive my bike to another area and then begin my ride. I wonder if the city could come up with \$450,000 if the trail were being placed on McClay Blvd to allow ambulatory + biking to connect Meridian @ McClay School?

Name Leslie Valentine
Address 1813 S Magnolia Dr
City, State, Zip Tallahassee FL 32301
Phone Number 850 878 3799
Email parkingcrown@comcast.net

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

REC'D BLUEPRINT IA
NOV 15 17 AM 8:29

Must put in 11' curb 40 mph => 5/10w

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 27, 2017 11:41 AM
To: Tameeka Williams
Subject: FW: Magnolia Drive Multi-Use Trail Concerns

From: ecosta52@comcast.net [mailto:ecosta52@comcast.net]
Sent: Tuesday, November 14, 2017 9:07 AM
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Cc: ecosta52@comcast.net
Subject: Fwd: Magnolia Drive Multi-Use Trail Concerns

From: ecosta52@comcast.net
To: "susan emmanuel" <susan.emmanuel@blueprintia.org>
Cc: ecosta52@comcast.net
Sent: Tuesday, November 14, 2017 8:45:42 AM
Subject: Magnolia Drive Multi-Use Trail Concerns

Dear Susan,

We live at 1104 E. Magnolia Drive and below are our concerns regarding the Multi-Use Trail.

1. The noise pollution generated by the proposed traffic light will only increase due to the traffic coming to a complete standstill in front of our home.
2. Please install the pedestrian crossing away from our driveway (not sure of the proposed location)
3. The established shrubberies in front of our home provide privacy and a noise barrier from traffic which we will lose if they are removed. The shrubberies also keep car lights from shining directly into our home. How can we be assured that an alternative barrier will provide us privacy and reduce noise from the road traffic if these shrubberies are removed.
4. Please find a way to slow down traffic on Magnolia Drive.
5. Can semi trucks be rerouted from Magnolia Drive?

Thank you.

Willie and Elaine Costa

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 27, 2017 11:40 AM
To: Tameeka Williams
Subject: FW: Magnolia comments deadline?

-----Original Message-----

From: Edward Reid [mailto:edward@paleo.org]
Sent: Monday, November 13, 2017 1:41 PM
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Subject: Magnolia comments deadline?

Hi Susan,

I forget -- what's the deadline for comments on the Magnolia project?

I'm very upset that apparently no planner has even looked at the AASHTO bicycle guide (technically the Guide for the Development of Bicycle Facilities, 4th edition), much less paid the slightest attention to my comments based on AASHTO recommendations. I cannot comprehend road planners ignoring AASHTO. Do I have to buy my own copy (\$203) so that I can knock people over the head with it?

https://bookstore.transportation.org/item_details.aspx?ID=1943

To make it clear, I do not care whether Magnolia Drive from Jim Lee Road to Apalachee Parkway gets any additional bicycle facilities. I ride on the existing road when necessary, and in this area numerous alternatives are available.

My primary interest is avoiding the construction (and waste of money) on a facility which claims to benefit bicyclists but in fact is extremely dangerous for bicycle use, as demonstrated by many studies and statistics.

In fact, probably the greatest benefit to bicyclists in the remainder of the project will result from the sidewalk (stop calling it a "trail"; it's not) at Toochin Nene. Currently turning from Toochin onto Magnolia is difficult because of the slope; the sidewalk will result in a level space short of the road.

Edward

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 27, 2017 11:39 AM
To: Tameeka Williams
Subject: FW: MAGNOLIA DRIVE MULTI-USE TRAIL PROJECT

-----Original Message-----

From: Barry Toohey [mailto:BEToohey@comcast.net]
Sent: Monday, November 13, 2017 10:08 AM
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Subject: MAGNOLIA DRIVE MULTI-USE TRAIL PROJECT

To Who It May Concern;

The following are concerns that my wife and I have about phase 2A of the project.

1. When the light is put in at the corner of Jim Lee and Magnolia, a few problems are going to be magnified that we are already experiencing at this corner.
 - a. The trash that is thrown out of vehicles at this corner, will double if not more, now that the vehicles are stopping at the new light and just not driving by.
 - b. The the noise level is going to go up for the same reason, now that the vehicles are stopping on both streets at this corner and not just Jim Lee.
 - c. When Jim Lee is straightened for the new light at the corner, the vehicle lights will than shine in the neighbors house across the street.
2. Other issues that we are going to have with the trail are as follows.
 - a. The walking trail that is going to be right on our property line will allow people to throw trash onto our property even easier than they do now. The road is about 16 feet away now when the trail is put in it will be about two feet away.
 - b. The azaleas that I planted along our property line on Magnolia to help combat the noise and trash problem are in the plans to be removed by the project. It took eight years to grow those azaleas and the cost of the plant and maintenance of those plants will be lost to us.
 - c. Our privacy will be lost since our front door and porch are on the Magnolia side of the house.
 - d. When they straighten the corner on Jim Lee at the light, we have left a brush and tree buffer on that side of the house but if that is removed than we will have the same problems on that side of the house that we are going to have on the Magnolia side of the house.
3. We would like to see a wall of some type put up along the property line to combat the trash, noise, and light pollution that will be caused by the project.
4. Please note that none of your plans or maps at the meeting held at Hartsfield Elementary School on 6 November 2017, even showed our house located at 2101 Cheeke Nene (the corner of Jim Lee and Magnolia). I think this is

important since our home is so close to both roads it is being overlooked by the planners since they don't see it on the maps or plans.

4. We support the walking trail for safety reasons and the betterment of the community, but do not believe it should be at a cost to our privacy and comfort in our own home and yard. We also believe that due to the items listed above this will affect any re-sell of our home in the future. All we are asking at this point would you want this to happen to your home without some reassurances?

5. Thank you for your time and consideration in this matter.

Barry Toohey
2101 Cheeke Nene
Tallahassee Fl, 32301

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 27, 2017 11:42 AM
To: Tameeka Williams
Subject: FW: Magnolia and the Parkway proposed changes

From: Charles Hargraves
Sent: Tuesday, November 7, 2017 3:44 PM
To: Mike Ferrara <cabos_tacos@yahoo.com>
Cc: Susan Emmanuel <susan.emmanuel@Blueprintia.org>; Cherie Bryant <Cherie.Bryant@talgov.com>; hhodge@pecscorp.com; ian.satter@dot.state.fl.us; Suzanne Lex (Suzanne.Lex@dot.state.fl.us) <Suzanne.Lex@dot.state.fl.us>
Subject: RE: Magnolia and the Parkway proposed changes

Mr. Ferrara,

It was a pleasure meeting you and hearing your concerns. I am hopeful that you will hear from the Department on their improvements and maybe some will lead to improvements either on the Department side or the development side to improve access and safety in your area.

Thanks again for the input and outreach.

Sincerely,

Charles

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



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From: Mike Ferrara [mailto:cabos_tacos@yahoo.com]
Sent: Monday, November 6, 2017 6:23 PM
To: Charles Hargraves

Cc: Susan Emmanuel; Cherie Bryant; hhodge@pecscorp.com; ian.satter@dot.state.fl.us; Suzanne Lex (Suzanne.Lex@dot.state.fl.us)

Subject: Re: Magnolia and the Parkway proposed changes

I operate a restaurant and unfortunately I simply couldn't get away from work to attend to voice my concerns. All those that you referenced have received an email voicing my concerns .

Thanks so much for responding

Mike Ferrara

Sent from my iPhone

On Nov 6, 2017, at 4:11 PM, Charles Hargraves <charles.hargraves@Blueprintia.org> wrote:

Mr. Ferrara,

Attached is the information flier we received at the Public Hearing held by the Florida Department of Transportation (Department) the Thursday (Oct. 26th). The intersection improvements being proposed I believe are primarily being made to address safety at the intersection. Blueprint's interest in the intersection improvements proposed by the Department is our desire to incorporate adjustments along Magnolia Drive to accommodate the future addition of a multiuse trail along the west side of Magnolia Drive.

While we appreciate your position and concerns, we believe that the Department is in a better position to address or respond to your concerns. In the end, we all have the common goals of providing a safe transportation corridor (vehicular, pedestrians, bicyclists, etc.) while maintaining good ingress/egress to surrounding businesses.

Mr. Howard Hodge is the Department's Project Manager. His email is hhodge@pecscorp.com and his phone number is (850) 526-2291. The Department's Public Information Director was also listed as a contact point and his name is Ian Satter. His email address is ian.satter@dot.state.fl.us and his phone number is (888) 638-0250, ext. 1208. I am copying both to make sure they receive your concern as quickly as possible.

I hope this helps connect you to the appropriate point of contact to address your concerns.

Sincerely,

Charles Hargraves, P.E.

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org

<image003.png>

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From: Mike Ferrara [mailto:cabos_tacos@yahoo.com]

Sent: Friday, November 3, 2017 11:53 AM

To: Charles Hargraves; Cherie Bryant

Subject: Fw: Fwd: Magnolia and the Parkway proposed changes

Thanks Cherie
Mike

Mr Hodge,
Thanks so much for taking my call this morning.

My solution would be to place the stop sign back before the exit was closed off at the service road at the junction of S. Magnolia and reopen the the turn lane in the eastbound lane off the Parkway.

I also feel that the number of accidents at the intersection is due to inadequate signage alerting people that there is a service road.

If you dont live here, missing that exit isn't too difficult to imagine... The pileup of folks trying to enter the shopping center in the southbound lane of Magnolia also plays a huge part in accidents at the intersection...

This issue is compounded by South Magnolia merging into one lane at Lafayette...

.I can imagine the problems that are going to ensue when folks that took the easy way out of the center utilizing the service road will be when they are stuck with the entrance/exit onto South magnolia .

What will happen is people will stop doing business at the center and go where getting in and out won't be an issue.. Please rethink this.

<SR 29 at SR 265 Intersection Improvements.pdf>

Blueprint Intergovernmental Agency Board of Directors Agenda Item

TITLE: Second Public Hearing to Consider a Substantial Amendment to the Blueprint 2020 Airport Gateway Project

Date: December 5, 2017

Requested By: Blueprint Staff

Contact: Blueprint

Type of Item: Discussion

STATEMENT OF ISSUE:

This item presents to the Blueprint Intergovernmental Agency Board of Directors (IA Board) a substantial amendment to *Blueprint 2020 Infrastructure Project 3, Airport Gateway: Springhill Road and Lake Bradford Road* ("Amended Airport Gateway"). The proposed amendment to the Airport Gateway project description is included below:

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue, and Lake Bradford Road from Orange Avenue to Gaines Street, South Lake Bradford Road from Capital Circle Southwest to Orange Avenue, Stuckey Avenue from Roberts Avenue to Lake Bradford Road, a roadway (new roadway) through the FSU southwest campus area, and Orange Avenue from South Lake Bradford Road to the southern terminus of the new roadway (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3, as Amended).

Should the IA approve the above change to the Airport Gateway project description, Blueprint will continue the public process to fully develop the expanded project concept. This process will continue in early 2018 through the Southwest Area Transportation Plan (Southwest Area Plan), wherein over the course of fifteen-months the typical sections for the roadways included in the amended Airport Gateway project will be refined. Moreover, should the IA Board approve the amendment to the Airport Gateway project, staff would concurrently recommend the IA Board 1) approve an updated project concept for the Airport Gateway project, which incorporates additional improvements identified through the community engagement process and which reflect the enhancements for each segment, 2) approve a Memorandum of Understanding between Blueprint and FSU, which formalizes the cost-sharing approach and commitments made to date by FSU as related to the Airport Gateway project, and 3) direct the PLACE team to work with southwest Tallahassee-Leon County neighborhoods, including but not limited to Providence, Callen, Elberta Empire and South Lake Bradford, to develop and update neighborhood plans. This neighborhood-oriented planning process can be completed

concurrently with the Southwest Area Plan and will assist southwest area residents in identifying and leveraging neighborhood improvements that can be achieved through this project.

At the conclusion of the Southwest Area Plan and neighborhood planning efforts, the final plans will be submitted for IA Board review and approval. The approved Southwest Area Plan and neighborhood plans will inform subsequent project planning and design, which at each stage will be shared through community meetings and brought to the IA Board for public review, discussion, and approval.

SUPPLEMENTAL INFORMATION:

This agenda item presents five sections including a) an overview of IA Board actions to date; b) a review and summary of community engagement and outreach activities since receiving IA Board direction in September 2017; c) continued refinement of the project through the Southwest Area Transportation Plan and other future planning efforts; d) presentation of options for the IA Board to consider including an updated project concept that details each segment, incorporates action items from the community feedback, and provides information on a Memorandum of Understanding with FSU to formalize the cost-sharing partnership, as well as an option to continue the public hearing; and e) detailed next steps for project development and planning, including community engagement.

PROCESS TO SUBSTANTIALLY AMEND A BLUEPRINT PROJECT:

Per the Second Amended Restated Interlocal Agreement dated December 9, 2015, the IA Board must utilize the following process to substantially amend a Blueprint project:

Hold two public hearings to consider the proposed changes:

- The first public hearing was publicly advertised and conducted at the November 16, 2017 Citizens Advisory Committee meeting.
- The second public hearing has been publicly advertised to be conducted at the December 5, 2017 IA Board meeting.

Receive recommendations from the Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC), and the Intergovernmental Management Committee (IMC):

- TCC Recommendation (November 13, 2017 Meeting):
 - *Unanimously recommended approval the substantial amendment to the Airport Gateway project, as well as recommending refinement through the Southwest Area Plan.*
- CAC Recommendation (November 16, 2017 Meeting):
 - *Members by a 6-2 vote recommended the IA Board postpone the vote on the proposed changes to the Airport Gateway project.*
- IMC Recommendation:
 - *The IMC recommends staff assist in implementing the Airport Gateway, as currently adopted or as amended, at the direction of the IA Board.*
 -

SUMMARY OF IA BOARD ACTIONS FROM FEBRUARY 21 AND SEPTEMBER 19, 2017

At the February 21, 2017 meeting, FSU presented an opportunity to pair planned local investments in the southwest area with FSU's plans to improve access to their southern campus area. The proposed collaboration would expand investments throughout the southwest area of the community, help achieve long-standing community goals related to improving access to Innovation Park and the National Magnetics Lab, and create multiple enhanced entryways to downtown Tallahassee, Innovation Park, Florida A&M University (FAMU), and FSU from the Tallahassee Regional Airport. FSU indicated that this collaboration is time-sensitive for FSU as the University continues to move forward with development plans of their southwest campus area. In response to the presented opportunity, the IA Board directed staff to collaborate with FSU to determine if there were benefits to collaborating within the constraints of the timeframe. The IA Board directed staff to work with FSU to evaluate the opportunities created through the alignment of FSU and Blueprint investments in southwest Tallahassee and to bring back an action plan recommending next steps.

Through this collaboration, the concept of a modified Airport Gateway project emerged. At the September 19, 2017 meeting, a comprehensive analysis of the modification's benefits, including estimated costs as well as a detailed list of financial commitments from FSU, was presented to the IA Board (Attachment #1). At this meeting, the IA Board provided the following direction: 1) accept staff report and conceptually approve the amended Airport Gateway project, 2) refine the typical sections and cost estimates through the Southwest Area Plan, 3) initiate the process to amend the existing Airport Gateway project, and 4) direct staff to schedule the first public hearing for the Blueprint CAC meeting on November 16, 2017 and the second and final public hearing for the Blueprint IA Board meeting on December 5, 2017, at which time a supermajority vote may take place to modify the Airport Gateway.

COMMUNITY ENGAGEMENT SINCE SEPTEMBER 2017

Blueprint projects are holistic and have broad reaching impact. As such, these projects impact neighborhoods, businesses, and visitors and influence commerce, public safety, mobility, water quality, and recreation. Because of this broad impact, a critical component of the amendment process is public involvement. As guided by the IA Board, Blueprint undertook a far-reaching and comprehensive approach to public engagement extending well beyond the baseline requirements. Through the below detailed outreach efforts, Blueprint estimates that hundreds of residents participated in the community discussions and thousands were informed of the proposed project changes. In summary and further as described below, **five neighborhood-focused and community meetings, 4,550 letters to residents and property owners, two print ads in the Sunday edition of the Tallahassee Democrat, targeted outreach to homeowners associations, public meeting notices and information online, as well as earned media were part of the comprehensive effort to engage the public and receive feedback on the proposed modifications to the Airport Gateway project.**

Community Meetings and Neighborhood Engagement

Since September 19th Blueprint has worked to engage and inform the public, in particular neighborhoods and businesses near the project area, about the proposed expansion of the

project parameters and benefits. To engage residents, property owners and businesses, five Blueprint community meetings were scheduled for November ahead of the two public hearings. Three meetings were focused on neighborhoods and two meetings focused on area businesses were held. Below is a list of the five community meetings.

- Tuesday, November 7 at 6 p.m. at Pineview Elementary School, 2230 Lake Bradford Road.
- Thursday, November 9 at 9 a.m. at the Center for Advanced Power Systems (CAPS), Seminar Room 120, FSU, 2000 Levy Avenue.
- Monday, November 13 at 6 p.m. at Tallahassee Museum, 3945 Museum Road.
- Wednesday, November 15, at 3 p.m. at the Tallahassee International Airport, Boeing Room, located at 3300 Capital Circle SW.
- Wednesday, November 15 at 6 p.m. at the Pineview Elementary School Cafeteria, 2230 Lake Bradford Road.

All written comments and emails received at the neighborhood meetings and received by Blueprint through email or U.S. mail through November 27, 2017 are included as Attachment #2. All written comments and emails received at the business focused meetings and received by Blueprint through November 27, 2017 are included as Attachment #3.

Additionally, Blueprint received invitations to speak to the Tallahassee Chamber of Commerce Board of Directors. Staff provided a presentation and project overview to the organization, which in turn shared this information with their general membership. Blueprint also presented the proposed modifications to the Airport Gateway project to a neighborhood focused meeting organized by representatives from the City of Tallahassee Parks Recreation and Neighborhood Affairs in partnership with Council of Neighborhood Associations (CONA) at an October 6, 2017 meeting.

Florida A&M University Coordination

Blueprint staff met with representatives from FAMU to discuss the proposed modifications to the Airport Gateway project. Of particular interest was the opportunity presented by the proposed changes to align the FAMU Way extension with Stuckey Avenue. This connection would improve access from the main FAMU campus area to the FAMU-FSU College of Engineering and other FAMU-controlled parcels in the Innovation Park area. FAMU also indicated interest in the other Blueprint projects in the southwest area, such as the Orange Avenue Widening project, to enhance the southern areas of the main campus.

Letters to Residential Tenants and Property Owners

Blueprint mailed 4,550 letters to residents and property owners in the areas surrounding the proposed project area. These letters allowed Blueprint to provide project information directly to the people who live in the area. The letter included a project description, upcoming community meeting information, and staff contact information.

Home Owner Association (HOA) Outreach

Blueprint partnered with the City of Tallahassee Neighborhood Affairs team to reach out to all HOAs in the project area. Representatives for each HOA were contacted directly by the City Neighborhood Affairs team and were provided a copy of the project letter mailed to individual homeowners and residents, which included upcoming community meeting dates.

Public Notices in Print and Online

To reach the residents and business owners in other areas of the community, Blueprint published a newspaper display ad in the Sunday edition of the Tallahassee Democrat on consecutive Sundays preceding the community meetings (November 5th and 12th). The Blueprint website provided project information and the details of the five community meetings were also published on the website.

Summary of Community Feedback

All comments are included in Attachments #2 and #3 to this agenda item, however to summarize the comments focused primarily on the following topics:

- *Confusion about Project Schedule:* Many residents were under the impression that construction would begin imminently and this was the only opportunity for public input. The Airport Gateway project will be required to move through the project planning, development, and design processes before commencement of construction activities. At each step of the project, there will be engagement with the community to discuss project progress and with a continued focus of involving the residents and businesses in the areas in southwest Leon County.
- *Traffic Flow:* Concerns regarding increased traffic on Pottsdamer, Levy and Stuckey Avenue as a result of the proposed amendment to the project. Residents were also concerned about increased congestion on Orange Avenue, which was observed as already having traffic congestion issues.
- *Pedestrian, Bicyclist, and Vehicle Safety:* Concerns about increases in speed on south Lake Bradford Road if speed bumps are removed and/or if increased traffic is routed through due to a change to a gateway designation.
- *School Bus Zones:* concerns over increased traffic volume on south Lake Bradford Road adversely affecting children who use the bus service.
- *Environmental Protection:* Concerns regarding increased pollution from stormwater runoff as the impervious surfaces in the area are increased.
- *Neighborhood Enhancements:* Citizens expressed needs for sidewalks, lighting, traffic calming and other enhancements to improve the neighborhoods in the southwest area of the community.
- *Involvement of FSU as a Stakeholder:* concerns were expressed, that, given the large land held by FSU and the size of their contribution to the project, they are considered a primary stakeholder with greater weight applied to their input.
- *Retain Ability to Four Lane Springhill Road:* a preference for purchase of the ROW now, and preserve the ability to four lane Springhill Road if and when the traffic volume increases and more capacity is needed.

- *Pace of the Process:* Numerous residents commented that the process to amend the project felt rushed and that additional clarity was desired to detail the need for urgency.

Comments and feedback from local organizations and businesses focused primarily on the following topics:

- The modifications support economic development of southwest Tallahassee-Leon County area, specifically along north Lake Bradford and Springhill Roads.
- Innovation Park would benefit from the proposed modifications, by increasing accessibility and exposure to the greater community.
- Proposed project modification benefits the future plans of Tallahassee Regional Airport, and for development of the commercial properties surrounding the Airport.
- Improvements proposed by the modification have the potential to improve commercial property values along Springhill Road and north Lake Bradford Road.
- Businesses expressed support for having gateway options for routes to the Airport so travelers can adjust for varying circumstances.
- Connectivity to Innovation Park, FAMU/FSU College of Engineering, National Magnetics Lab, and Airport commerce centers.

CONTINUED ENGAGEMENT AND REFINEMENT THROUGH PLANNING AND DESIGN

Linking the infrastructure improvements to a collaborative planning process will minimize impacts on existing neighborhoods while maximizing benefits to the Tallahassee-Leon County community. Regardless of whether the substantial amendment to modify the Airport Gateway project is approved at the December 5, 2017 IA Board meeting, all segments of the Airport Gateway will be refined by the Southwest Area Plan. The Southwest Area Plan will be based in considerable public involvement and technical analysis in order to fully represent the community's vision for the transportation infrastructure improvements in the southwest area. Focused neighborhood and targeted stakeholder meetings and public meetings are included in the Southwest Area Plan scope. The first public meeting is scheduled for January 2018 and the project is expected to be completed within 15 months. Subsequently, the Southwest Area Plan will be presented to the CRTPA and to the IA Board for approval, respectively.

As each segment of the Airport Gateway is initiated by the IA Board, a planning and design effort will follow. The approved Southwest Area Plan will form the initial assumptions and subsequent community outreach and technical analysis will refine the design. Project milestones will be brought to the IA Board for public review, discussion, and approval.

As of the September 19, 2017 meeting, the IA Board has prioritized or provided funding direction for all 27 Blueprint 2020 infrastructure projects (Attachment #4). With this direction in hand, staff is in the process of developing a five to ten-year implementation schedule that programs the estimated annual sales tax revenues with the highest ranked projects, the projects that have already been initiated, the regional mobility projects that are in the five-ten-year window, and the annual allocation projects. The proposed Blueprint 2020 implementation plan will be presented

to the IA Board for their consideration at the June 21, 2018 meeting. The direction received from the IA Board regarding the proposed amendment to the Airport Gateway project does not alter the approved prioritization of the 2020 infrastructure projects.

OPTIONS FOR IA BOARD CONSIDERATION:

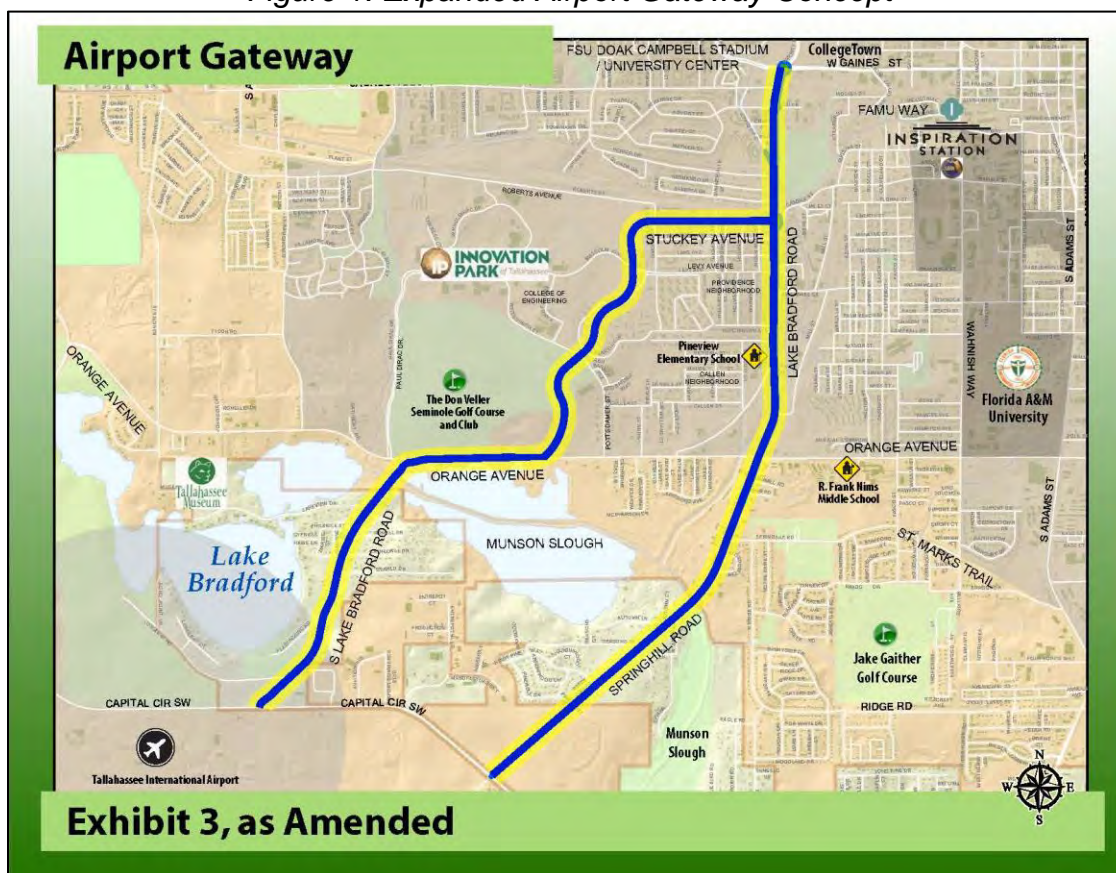
Five options for the IA Board to consider have been prepared in the following section. The first option includes the approval of the amendment to the Airport Gateway project description. Should the IA approve Option 1, staff recommends the IA approve Options 2A, 2B, and 2C. Option 2A presents an updated Airport Gateway project concept, which incorporates additional improvements and opportunities identified through the community engagement process since September 2017. Option 2B presents a Memorandum of Understanding between Blueprint and FSU, which formalizes the cost-sharing approach and commitments made to date by FSU as related to the Airport Gateway project. Option 2C directs the PLACE team to work with southwest Tallahassee-Leon County neighborhoods, including but not limited to the Providence, Callen, Elberta Empire and South Lake Bradford neighborhoods, to develop or update neighborhood plans. Option 3 follows the Blueprint CAC's recommendation to the IA Board to continue the public hearing until the next IA Board meeting on March 1, 2018 at 5:30 PM. Option 4 is to not approve the Amended Airport Gateway Project and Option 5 requests IA Board direction regarding the current proposal to amend the Airport Gateway project.

Option 1: IA Board Approval of the Amended Airport Gateway Project

The Airport Gateway Project is described in the Second Amended and Restated Interlocal Agreement dated December 9, 2015. Option 1 proposes to amend the project description as follows (shown in strikethrough/underline format and in Figure 1 below, as well as in Attachment #7):

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue, and Lake Bradford Road from Orange Avenue to Gaines Street, South Lake Bradford Road from Capital Circle Southwest to Orange Avenue, Stuckey Avenue from Roberts Avenue to Lake Bradford Road, a roadway (new roadway) through the FSU southwest campus area, and Orange Avenue from South Lake Bradford Road to the southern terminus of the new roadway (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3, as Amended).

Figure 1. Expanded Airport Gateway Concept



INTERGOVERNMENTAL AGENCY

Option 2A: Incorporate Additional Improvements into the Amended Airport Gateway Concept per Community Engagement

Should the IA Board approve Option 1 to expand the scope of the Airport Gateway project, staff also recommends the IA Board approve Option 2A, which provides for an updated Airport Gateway project that incorporates additional improvements identified through the recent community engagement process. The project concept as originally approved, and the updated project concept incorporating the additional improvements identified through community engagement since September 19, 2017, are included in the analysis below:

Airport Gateway Concept as Approved by the IA Board

The concept approved by the IA Board at the September 19, 2017 meeting expands the enhancements from a single improved corridor to a network of interconnected roadways and will provide enhancements, including pedestrian and bicycle facilities, landscaping and other aesthetic improvements, throughout the expanded, seven-mile Airport Gateway network. Rather than a singular road alignment for any one project, the expanded project would link the Blueprint and FSU projects and leverage the individual investments toward a greater, and shared, public utilization and benefit. Figure 1, above, shows the proposed boundaries of the expanded Airport Gateway project, which include all segments of the original project.

The expanded scope of the Airport Gateway project distributes improvements throughout the transportation network, helping to alleviate existing and future traffic impacts and extend quality of life improvements, throughout southwest Tallahassee. The Tallahassee International Airport will also benefit, as the expanded scope of improvements ensures visitors arriving and departing via the Tallahassee International Airport travel an aesthetically pleasing route that reflects our local beauty and vitality on any route that is taken. Innovation Park businesses and local university staff, faculty, students and visitors will benefit from an enhanced entrance that creates the cohesive east-west corridor across Lake Bradford Road to seamlessly connect FAMU, FSU, Innovation Park and the Airport. Approving the modifications to the Airport Gateway project would provide an expanded opportunity to provide substantial improvements in pedestrian, bicycle and vehicular safety and place a high priority on the protection of neighborhoods and significant environmental features in this environmentally sensitive area of the community.

The amended Airport Gateway project compliments many other Blueprint projects in the southern side of the community. As illustrated in Figure 2 below and in addition to the Airport Gateway project, the Blueprint includes the implementation of the following projects Orange Avenue Widening, Capital Circle Southwest, Monroe-Adams Corridor Placemaking, Orange Avenue-Meridian Road Placemaking, FAMU Way Entry Points, and Capital Cascades Trail Segment

Figure 2. Blueprint Projects in southern Tallahassee-Leon County



Updated Airport Gateway Concept Incorporating Additional Improvements

In addition to the improvements described above, staff is providing the option to approve an updated concept for the Airport Gateway project, which incorporates additional improvements identified through the recent community engagement process. The improvements described below are the result of the community engagement efforts and reflect comments and conversations between Blueprint staff and area residents and business owners regarding the Airport Gateway project. Specifically, the following items are proposed for inclusion in the updated project concept as follows:

1. *South Lake Bradford Road (Segment A):* Many residents were concerned that the amended project would increase traffic and speeds on South Lake Bradford Road and suggested adding roundabouts. As a result, in addition to the improvements outlined in the concept presented to the IA Board in September, improvements to South Lake Bradford Road will also include two to four roundabouts (traffic safety studies will inform the number to be constructed).
2. *Orange Avenue (Segment B):* Acknowledging the feedback received from area residents regarding the traffic congestion on Orange Avenue and the interest in improvements to Orange Avenue expressed by representatives from FAMU, the amended Airport Gateway project supports future opportunities to partner with FDOT on the design, construction, and funding of Orange Avenue to leverage an estimated \$12 million. Blueprint will continue to work with FDOT to evaluate options to widen Orange Avenue from the eastern terminus of Segment B to Adams Street.
3. *New Road (Segment C):* Reflecting conversations with the Leon County Research and Development Authority Board and FAMU representatives, the new road must increase access to and visibility of parcels controlled by both entities. In addition, sound attenuation methods should be evaluated between the new road and the Callen Neighborhood as well as improvements to reduce cut through traffic. As further detailed in the following section describing Option 2C, the proactive neighborhood planning process will identify ways to retain and enhance the existing character of the Callen Neighborhood. The proposed amendments to the Airport Gateway do not include modifications to Coleman Street and there are no plans to access Innovation Park via this Street.
4. *Stuckey Avenue (Segment D):* Continue the high quality improvements on Stuckey Avenue as seen on FAMU Way. Take into consideration the goals and strategies contained within the Providence Neighborhood Renaissance Plan (2003), as applicable.
5. *Lake Bradford Road (Segment F):* Identify design options, preferred locations, and funding to provide neighborhood entrance signs along Lake Bradford Road for Callen and Providence neighborhoods. Staying within the right-of-way will reduce the impacts to existing businesses along the north Lake Bradford Road corridor.
6. *Springhill Road (Segment G):* Approval of Option 2A maintains the commitment to fund right-of-way acquisition along Springhill Road to accommodate future widening. Blueprint

staff is engaged in an analysis of the right-of-way needs. This analysis includes review of 1) the substantial amount of publically owned land along Springhill Road and the ability to secure it at little or no cost, and 2) the cost to obtain privately owned land. Funding for right-of-way acquisitions that have yet to be allocated to a specific segment of the Airport Gateway project are available to fund future right-of-way acquisitions on Springhill Road.

During conversations with community members, Springhill Road emerged as a frequent topic. While there is broad acknowledgement that current travel demand may not warrant expanding the roadway to four lanes at this time, there may be a benefit to acquire the right-of-way needed for a future roadway expansion as warranted. Purchase of right of way does not necessitate changing the typical section for Segment G. However, the future acquisition of this right-of-way would provide for the future widening of Springhill Road should expanding a road to and from the Airport be required south of Orange Avenue.

Option 2B: Approve the Memorandum of Understanding between Blueprint and FSU

Should the IA Board approve Options 1 and 2A to expand the scope of the Airport Gateway project, staff also recommends the IA Board approve Option 2B, which is the approval of the Memorandum of Understanding (MOU) between Blueprint and FSU on related matters affecting both parties. The MOU establishes a process by which Blueprint and FSU will formalize the cost-sharing partnership. The draft MOU, included as Attachment #5, defines the proposed changes to the Airport Gateway project, including the financial and property contributions from both parties for roadway segments A-D, including FSU's commitments for right-of-way donations and monetary contributions for these segments of the Airport Gateway project. The MOU recognizes that the improvements will be refined by the Southwest Area Plan and other subsequent community outreach and planning efforts.

Option 2C: Direct the PLACE team to work with Southwest Tallahassee-Leon County Neighborhoods to Develop or Update Neighborhood Plans

Should the IA Board approve Options 1, 2A and 2B, then staff also recommends the Board approve Option 2B, which is to direct the PLACE team to work with the southwest Leon County neighborhoods. including but not limited to Providence, Callen, Elberta Empire and South Lake Bradford neighborhoods, to develop and update neighborhood plans. As reflected in the comments received from community members and local organizations, there have been numerous topics and issues brought to staff's attention since September 2017 that are both directly, and indirectly, related to the proposal to amend the Airport Gateway project description. Community input regarding corridor design, bicycle and pedestrian infrastructure preferences, and preferred roadway amenities will be comprehensively addressed through the Southwest Area Plan and subsequently throughout the project development. However, neighborhood-specific issues cannot be adequately addressed through a transportation-oriented planning process. The issued raised at the public meeting include:

- Zoning
- Land use
- Affordable housing

- Neighborhood protection
- Neighborhood enhancements

Overall, the need for neighborhood-focused planning in southwest Tallahassee-Leon County emerged as the most effective mechanism to address the myriad of issues raised during community meetings that could not be effectively addressed during the transportation-focused Southwest Area Plan process. To accomplish this, staff is requesting the IA Board direct the PLACE team to work with southwest neighborhoods, including Providence, Callen, Elberta Empire, South Lake Bradford, to develop or update neighborhood plans. The unique structure of Tallahassee- Leon County Department of PLACE allows Blueprint, the Office of Economic Vitality, and the Planning Department to efficiently leverage the interdepartmental structure of the coordinated agencies to collaboratively address varied community issues.

Once in place, these plans will inform the development of corridor amenities to complement the transportation infrastructure investments planned throughout the southwest area. By working with southwest Tallahassee-Leon County neighborhoods to proactively create and update neighborhood plans, local agencies are better informed about neighborhood priorities and can better tailor proposed improvements to enhance residential areas in a manner that is consistent with the community's vision. As an example, the convergence of the Providence Neighborhood Renaissance Plan and the expanded Airport Gateway project offer the opportunity to partner with the residents to achieve long-standing goals for improving their neighborhood.

Providence Neighborhood Renaissance Plan (2003)

The Providence Neighborhood Renaissance Plan (Attachment #6) was developed by the Providence Neighborhood Association (PNA) in concert with the Tallahassee-Leon County Planning Department and details strategies for improving the neighborhood, with a focus on infrastructure improvements. Early in the community engagement process, Blueprint staff met with the Providence Neighborhood Association to discuss the proposed modifications to the Airport Gateway project. The Providence Neighborhood Renaissance Plan was mentioned numerous times at this meeting, and subsequent community meetings, as the future vision, including desired improvements, for the Providence neighborhood. Upon review of the Renaissance Plan, numerous strategies and goals were identified as consistent with improvements proposed by the amendment to the Airport Gateway project:

Goal: *To improve safety within the neighborhood.*

"In the long-term, reduce the use of Levy Avenue for through-traffic purposes and use Stuckey Avenue for such purposes."

"Improve walkability and minimize the interaction of pedestrians and vehicular traffic."

"Install crosswalks at the Stuckey/Lake Bradford Road and Levy Avenue/Lake Bradford Road intersections."

Goal: *To create a neighborhood spirit and a sense of place in the Providence Neighborhood.*

“Erect “gateways” at the major entrances into the neighborhood to establish and to project a sense of place and destination.”

“Develop and implement a neighborhood beautification plan to create neighborhood spirit and a sense of community among residents.”

Based on the aforementioned strategies, the amended Airport Gateway project description represents an opportunity to work with the Providence Neighborhood Association to achieve many of the long-standing goals of the Renaissance Plan. Consistent with Renaissance Plan recommendations, the expanded Airport Gateway project will divert traffic from Levy Avenue, which bisects the Providence neighborhood, to the northernmost neighborhood road, Stuckey Avenue. Additionally, the expanded Airport Gateway project provides an opportunity to work with the neighborhood to accomplish other stated goals of the Renaissance Plan, including erecting gateway signage at neighborhood entrances along Lake Bradford Road, beautifying selected areas, and improving walkability.

Option #3: Continue the public hearing until March 1, 2018 at 5:30 PM.

Option #4: Do not approve the amendment to Blueprint 2020 Infrastructure Project 3, Airport Gateway: Springhill Road and Lake Bradford Road, as described in Attachment #7.

Option #4 includes the action to not approve the amendment to the Airport Gateway project. Should the IA not approve the amendment, Blueprint staff will continue to work with CRTPA on the Southwest Area Plan to identify the community's vision for the gateway improvements on north Lake Bradford and Springhill Roads. The Airport Gateway project will be implemented with direction from the IA Board. Below is the language for the Airport Gateway project as currently stands in the Interlocal Agreement. Figure 3 on the following page includes a map of the unmodified Airport Gateway project.

Description of Project, Original

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue and Lake Bradford Road from Orange Avenue to Gaines Street (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3).

Figure 3. Airport Gateway Project Map, 2014.



NEXT STEPS

Consistent with the process followed for all Blueprint projects, the Airport Gateway project will begin through collaboration with the community. The following next steps detail the process from concept to construction for both the Airport Gateway project as currently described or as amended.

January 2018: Fifteen-month Southwest Area Plan effort begins, which will include public involvement and technical analysis to develop or refine the typical sections for the Airport Gateway.

June 2018: Presentation of the Blueprint 2020 Project Prioritization and Implementation Plan to IA Board, which will outline project phasing and projected funding schedule for the first five years of the Blueprint 2020 program.

2019: FDOT will initiate the Orange Avenue Project Development and Environmental (PD&E) study, which has a project limit of South Monroe to Capital Circle Southwest. This study will evaluate options to improve the corridor, which may include widening to four lanes.

Funding Prioritization and Placement on Workplan - Per IA Board Direction: Project development and design of the Airport Gateway project will begin at the direction of the IA Board or through the approved prioritization process, which aligns this project with the CRTPA Regional Mobility Plan.

Project Development and Planning Process: The following process will be required before the Airport Gateway project, as currently approved or as amended, moves forward into construction. The Airport Gateway project will be required to move through the project planning, development, and design processes. At each step of the project, there will be engagement with the community to discuss project progress and with a continued focus of involving the residents and businesses in the areas in southwest Leon County.

Prioritization and Placement on Blueprint Workplan: As discussed above, the project will begin at the direction of the IA Board.

PD&E: The Southwest Area Plan will inform the analysis of the PD&E, which will provide a more detailed study of the project area and identify significant environmental features. PD&E studies typically require 12-24 months for completion, dependent upon study scope.

Community Engagement - PD&E Review: The PD&E analysis coupled with community input will inform the design process moving forward.

Design: The finding of the PD&E will inform the actual design of the project. At this point, surveys will detail impacts to specific property owners along roadway corridors and provide a clear picture of the proposed project design.

Community Engagement - Design Review: Similar to the process with the Magnolia Drive Trail, the design of the trail at various stages (typically 60% completion and 90% completion) will be presented for public review and feedback at community meetings.

Right-of-Way Acquisition: Once the design is significantly complete, the process to acquire land necessary to construct the project will begin. The expanded Airport Gateway concept minimizes the need for right-of-way acquisition along specific corridors but right-of-way acquisition is anticipated for some corridors and will likely take approximately 12-18 months to complete.

Community Engagement - Construction Schedule: As right-of-way is acquired and contractors are selected, public meetings will be held to discuss the construction schedule for the project, phasing of construction activities any projected detours, staff contact information, and the best resources for receiving up to date information as construction activities progress.

Construction: The various segments of the Airport Gateway project, as currently approved or as amended, may likely require that the construction work be completed in phases. This strategy will focus construction on a smaller area but for a shorter amount of time,

limiting impacts to residents and business owners. Similar to the current Capital Cascades Trail and FAMU Way projects, this may mean the project is incrementally completed over a period of years.

OPTIONS:

- Option 1: Approve the amendment to Blueprint 2020 Infrastructure Project 3, Airport Gateway: Springhill Road and Lake Bradford Road, as described in Attachment #7.
- Option 2: A: Approve the Updated Concept for the Airport Gateway Project.
- B: Approve the Memorandum of Understanding between Blueprint and FSU.
- C: Direct the PLACE team to work with southwest Tallahassee-Leon County, including but not limited to the Providence, Callen, Elberta Empire, and South Lake Bradford Neighborhoods, to Develop or Update Neighborhood Plans.
- Option 3: Continue the public hearing until March 1, 2018 at 5:30 PM.
- Option 4: Do not approve the amendment to Blueprint 2020 Infrastructure Project 3, Airport Gateway: Springhill Road and Lake Bradford Road, as described in Attachment #7.
- Option 5: IA Board direction.

RECOMMENDED ACTION:

- Option 5: IA Board direction.

Attachments:

1. Blueprint Intergovernmental Agency Agenda Item: 'Acceptance of Staff Report and Consideration of an Amendment to the Blueprint 2020 Airport Gateway Project to Establish the Gateway District,' September 19, 2017
2. Public Comments received at Community Meetings
3. Public Comments received from Local Businesses and Organizations
4. Blueprint Infrastructure Project Prioritization Table
5. Draft Memorandum of Understanding between the Blueprint Intergovernmental Agency and The Florida State University regarding the Airport Gateway Project, as Amended.
6. Providence Neighborhood Renaissance Plan
7. Project Description and Project Map for Blueprint 2020 Infrastructure Project 3, Airport Gateway, as Amended.

ITEM #12

Blueprint Intergovernmental Agency Board of Directors Agenda Item

TITLE: Acceptance of Staff Report and Consideration of an Amendment to the Blueprint 2020 Airport Gateway Project to Establish the Gateway District

Date: September 19, 2017

Requested By: Blueprint Staff

Contact: Blueprint

Type of Item: Discussion

STATEMENT OF ISSUE:

At the February 21, 2017 meeting, the Blueprint Intergovernmental Agency Board (IA Board) directed staff to collaborate with Florida State University (FSU) to evaluate the opportunities created through the alignment of FSU and Blueprint investments in southwest Tallahassee and to bring back an action plan recommending next steps. Through this collaboration, the concept of the Gateway District emerged. This item presents the IA Board with a comprehensive analysis from the ensuing six month review, steps for continued public involvement to refine the Gateway District, as well as an option to consider for establishing a new Gateway District.

The Gateway District represents an opportunity to link the Blueprint and FSU projects and leverage these investments to achieve an area-wide gateway from the Tallahassee International Airport (Airport) into the community. Furthermore, the District concept meets the goals of the original Blueprint 2020 Airport Gateway project, can be implemented at no additional cost to Blueprint, and the expanded project would include an estimated investment of \$21 million combined from FSU and FDOT such that the expanded project represents a comprehensive value of approximately \$78.8 million.

SUPPLEMENTAL INFORMATION:

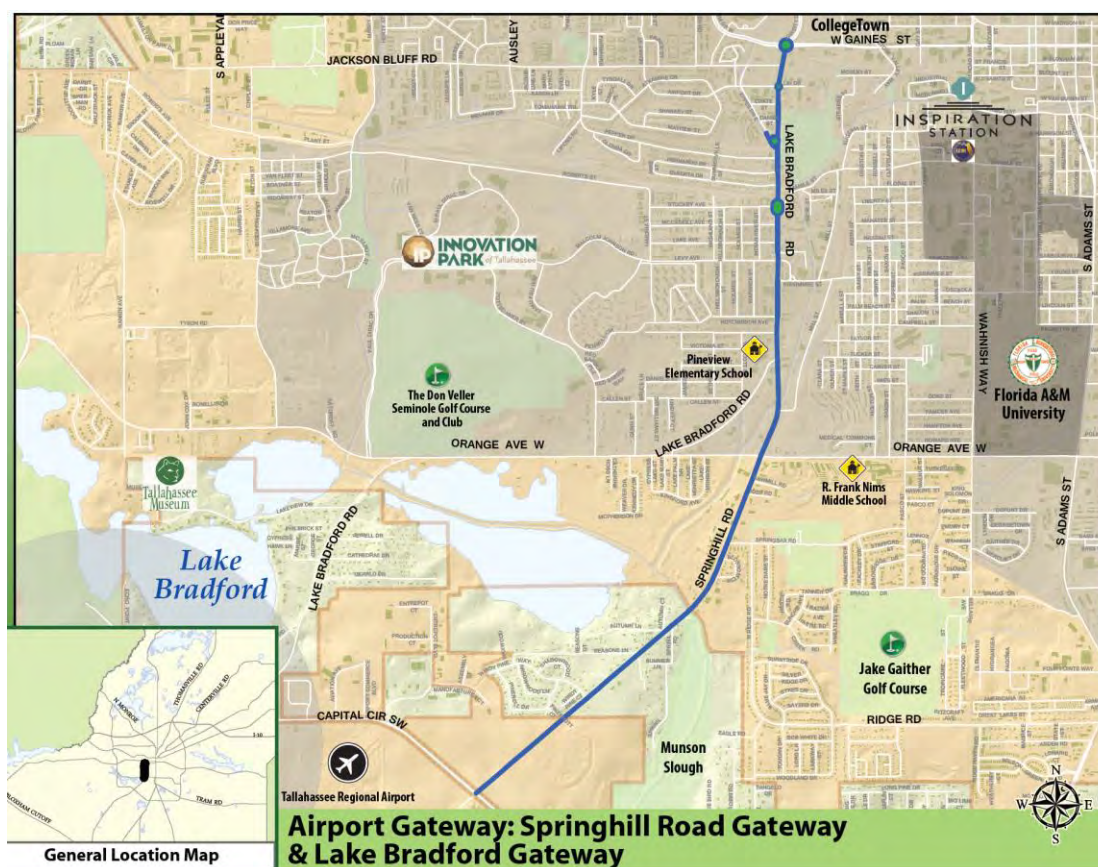
AIRPORT GATEWAY: LAKE BRADFORD ROAD AND SPRINGHILL ROAD (2014)

The Airport Gateway is a Blueprint 2020 Infrastructure Project as approved in the Second Amended and Restated Interlocal Agreement dated December 9, 2015. The project description included in the Interlocal Agreement is provided as Attachment #1. The purpose of the project is to create a unique gateway entrance into Downtown, Florida State University, and Florida A&M University from the Tallahassee International Airport. The project area includes a study of Lake Bradford Road and Springhill Road to develop a single route for the Gateway, as shown in Figure 1 below. Project wide enhancements include safety, circulation, connectivity and aesthetic improvements such as improved bicycle and pedestrian infrastructure, and

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landscaping that will contribute to the gateway quality as well as creating benefits to the surrounding neighborhoods and businesses. Springhill Road cost estimates included funding for right of way for potential expansion to four lanes, but the cost estimate did not include construction funding for the widening. The project cost for the Airport Gateway project was developed in 2012 during the sales tax extension citizens committee and is estimated to be \$58.7 million.

Figure 1. Airport Gateway Project Map, 2014.



SOUTHWEST AREA TRANSPORTATION PLAN

Commensurate with this IA directed staff analysis, a related joint project with the C RTPA has been advanced to study future transportation needs, options and opportunities in southwest Tallahassee. This study is called the Southwest Area Transportation Plan (SWATP). In September 2016, the IA Board identified funding in the amount of \$350,000, which represents 50% of the total SWATP project budget. The fulfillment of the Blueprint share of the project costs is recommended for approval in the proposed FY 2018 Capital Budget included in this agenda package as Agenda Item #13. The C RTPA will manage the project with considerable input from Blueprint. A consultant has been selected to perform the corridor study, which will begin in the fall of 2017 and take approximately 15 months to complete.

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The SWATP will be based in considerable public involvement and technical analysis and represent the community's vision for the transportation infrastructure improvements to Orange Avenue, Lake Bradford Road, and Springhill Road, including the segments identified in the Blueprint 2020 Airport Gateway and Orange Avenue Widening projects. This vision will be conveyed to FDOT as the basis of their feasibility studies for improvements to state roads in the southwest area. The scope for the SWATP includes a significant amount of public outreach including focused neighborhood and targeted stakeholder meetings, public meetings, and a three day charrette. The SWATP will be presented to the IA Board for approval once the final draft is complete. Staff recommends that any action taken on the Airport Gateway utilize, align with and benefit from the ongoing efforts underway via the comprehensive SWATP process.

FUTURE PLANS FOR FSU'S CAMPUS IN SOUTHWEST TALLAHASSEE

As provided at their February presentation to the IA, FSU holds substantial real estate in the southwest part of the community totaling over 900 acres. Land availability plus the academic and professional activity in the area positions their southwest campus to be the seat of both public and private research and development in the region. The new Advanced Materials Research and joint Florida A&M University (FAMU) and FSU College of Engineering are located in the area known as or adjacent to FSU's southwest campus, as are numerous recreational facilities and programs including the Intramural Fields, 'The Rez' Recreation Center, and the Don Veller Seminole Golf Course. FSU's southwest campus surrounds the Innovation Park research facility, which is home to the internationally-recognized National High Magnetic Field Laboratory, and numerous local high-tech businesses.

Mr. Kevin Graham, Executive Director of the FSU Real Estate Foundation, presented an overview of FSU's plans for their southwest campus at the February 21, 2017 IA Board meeting. In his presentation, he noted FSU will focus a significant portion of their future infrastructure investments in the southwest campus. Major investment opportunities include the redevelopment of Alumni Village and the redesign of the Seminole Golf Course and Club by golf legend Jack Nicklaus. The combination of available land, future investments, existing research and academic facilities, and high-tech businesses present a unique opportunity to FSU. Mr. Graham conveyed the vision of how the development of the southwest campus could benefit the larger community and help facilitate the University's growing needs. Following the presentation, the IA Board directed staff to work with FSU to evaluate the opportunities and benefits of aligning planned FSU and Blueprint investments in southwest Tallahassee and bring back an action plan recommending next steps.

Since the IA Board meeting in February, the FSU Real Estate Foundation developed a concept for a new road through the southwest campus that opens up the development potential within. As proposed in FSU's presentation to the IA Board, if FSU's planned improvements are effectuated in concert with the Blueprint transportation infrastructure improvements, this new road segment will support the long term development potential of the surrounding southwest area of the community.

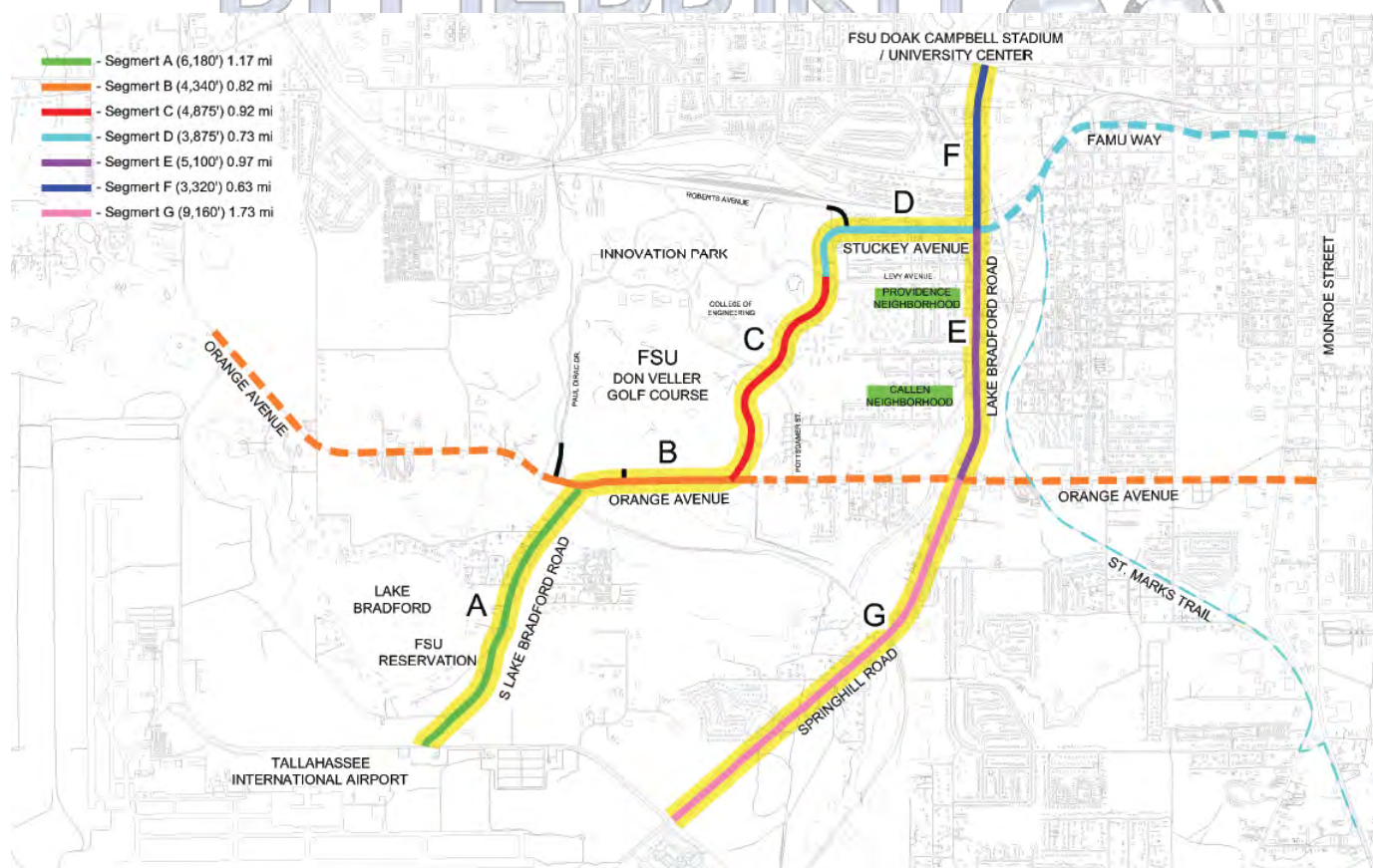
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IDENTIFICATION OF OPPORTUNITIES:

Following the February 2017 IA Board meeting, staff from Blueprint, CRTPA, and the FSU Real Estate Foundation, along with key City and County staff, have been engaged to examine the opportunities created by the alignment of the Blueprint 2020 Airport Gateway project with FSU's planned improvements and investment in the southwest campus. A critical component to the evaluation of opportunities was the commitment to the improvements indicated in the original Airport Gateway project description.

During the collaboration to identify the opportunities, the idea of a network of gateway roadways, or 'Gateway District,' in southwest Tallahassee emerged. Rather than a singular road alignment for any one project, the Gateway District would link the Blueprint and FSU projects and leverage the individual investments toward a greater, and shared, public utilization and benefit. Figure 2, below, shows the proposed boundaries of the Gateway District, which include all segments of the original Airport Gateway project, as included in Attachment 1. In addition to implementing these improvements, the Gateway District would expand the enhancements to a network of roadways in the southwest area of the community. The FSU Real Estate Foundation's summary of the Gateway District is included as Attachment 2. For simplicity, the roadway network within the proposed Gateway District has been divided into Segments A-G, with conceptual typical sections included as Attachment 3. As shown in the typical sections, the enhancements in the original Blueprint project including pedestrian and bicycle facilities, landscaping and other aesthetic improvements will now be incorporated throughout the entire Gateway District.

Figure 2. Gateway District Project Map, 2017.



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The following key community benefits would be provided by the Gateway District:

- Expanded scope will **provide gateway improvements for multiple roadways in the southwest**, ensuring visitors arriving and departing via the Tallahassee International Airport travel an aesthetically pleasing route that reflects our local beauty and vitality on any route that is taken.
- The partnership between Blueprint and FSU will **leverage dual plans created and efforts taken to date to create a single, coordinated infrastructure investment program** that is equally complimentary and mutually beneficial for the University and the Tallahassee-Leon County community.
- Continue the cohesive east-west corridor across Lake Bradford Road to **seamlessly connect Florida A&M University, FSU, Innovation Park and the Airport**.
- Linking the infrastructure improvements to a collaborative planning process will **minimize impacts on existing neighborhoods while maximizing benefits to the Tallahassee-Leon County community**.
- Expanded scope **distributes improvements throughout the transportation network** helping to alleviate existing and future traffic impacts and extend quality of life improvements throughout southwest Tallahassee.
- Open up new economic opportunities and support existing businesses by **enhancing access to, and visibility of, Innovation Park**.
- Expanded scope provides greater opportunity to **work with and protect established neighborhoods**.
- **Increase private investment and redevelopment opportunities** along multiple roadway corridors in the southwest area.
- Provide **substantial improvements in pedestrian, bicycle and vehicular safety** and place a high **priority on the protection of neighborhoods and significant environmental features** in this environmentally sensitive area of the community.
- **Compliment and showcase the significant investments by FSU in their southwest campus**, including the planned renovation to the Don Veller Seminole Golf Course and Club.

LEVERAGING INVESTMENTS:

Throughout staff review during the past six months, overall project cost was a constant focus. Substantial effort was given to both update and further test the 2012 project estimates as well as thoroughly review any new fiscal cost estimates of the District concept. Based on the assumptions contained in the Gateway District concept, the Blueprint contribution to the Gateway District is \$57.8 million, or \$0.9 million less than the original Airport Gateway project cost estimate of \$58.7 million. The expanded project would include an additional investment of an estimated \$21 million combined from FSU and FDOT such that the Gateway District project represents a comprehensive value of approximately \$78.8 million. The net result is a significantly expanded network of Gateway District infrastructure improvements investment at an investment to Blueprint that is similar to the original cost estimate.

The original cost estimate for the Airport Gateway project (as adopted in 2014) was developed as part of the Sales Tax Extension Committee's three-year process of project identification and recommendation that began in 2012. The original cost estimate included a significant allocation for right of way as it was unknown at the time how much right of way would be needed or the value of the land, at the time it would be acquired. However, maintaining the right of way allocation was a critical element in achieving the significantly expanded network of improvements.

The original project description and associated cost estimate provided the starting point for evaluating new opportunities provided by the expanded Gateway District concept. The goal of this exercise was to compare the baseline assumptions in the original Blueprint project to the improvements proposed by the Gateway District to ensure that not only would the community benefit go beyond the original project's scope, but would be completed at no additional cost to Blueprint. The cost estimate for the Gateway District was prepared by professional consultants under the FSU Real Estate Foundation and reviewed by technical experts from the City of Tallahassee, Leon County, CRTPA and Blueprint. This collaboration identified additional improvements and further refined the proposed improvements for the roadway segments in the Gateway District. This iterative process of review and revision culminated in the new Gateway District cost estimates, which are included along with a comparison to the original Airport Gateway project costs in Attachment 4. In this attachment, explanatory footnotes are provided, which identify assumptions and where future analysis is needed.

As opposed to focusing all dollars on the improvement of a single corridor, the Gateway District will spread the investment to multiple roadways in southwest Tallahassee and ensure travelers going to and from the Airport will benefit regardless of which route is taken. As a result of this network approach, improvements can be focused within the existing right of way whenever possible, removing the necessity of acquiring as much right of way, and can expand improvements to additional roadways as a result of these cost savings while fulfilling the intent of the sales tax project.

REPORT CONCLUSION AND RECOMMENDATIONS:

The comprehensive analysis provided herein concludes with the finding that the infrastructure investments proposed by the Gateway District represent an opportunity to achieve a greatly improved transportation network that protects neighborhoods, increases private investment opportunities, and links the Blueprint and FSU investments at a rate far beyond the original goals of the Blueprint 2020 Airport Gateway project. In addition, the preliminary estimates for the Gateway District as detailed in this agenda item show that it can be implemented at no additional cost to Blueprint due to the partnership with FSU and FDOT. The alignment of the FSU and Blueprint investments in southwest Tallahassee-Leon County have the dual benefit of achieving the goals of the Airport Gateway project as originally visualized and maximizing the investment in the economic vitality of our community and universities. Staff recommends the following three actions: 1) IA Board conceptually approve the Gateway District, 2) refine the typical sections and cost estimates through the SWATP, and 3) initiate the process to modify the Airport Gateway project.

Recommendation #1: IA Board Affirmation of the Gateway District Concept

Conceptually, the Gateway District is an expansion of the infrastructure improvements and opportunities identified in the original Airport Gateway project at a cost to Blueprint that is commensurate with the original project cost estimate. In total, through the Gateway District concept, approximately seven miles will receive improvements for a total of \$78.8 million, with the Blueprint share at \$57.8 million. In contrast, the original Airport Gateway project included improvements on approximately 3.3 miles for a total of \$58.7 million. In summary, as identified in the roadway segment boundaries included in Figure 2, the Gateway District includes the following improvements and cost estimates, see also Attachments #2 - #4:

INTERGOVERNMENTAL AGENCY

Segment A (Lake Bradford Road from Capital Circle to Orange Avenue):

- 1.17 miles
- Mill, resurface, restore and retain existing character as 2-lane with open swales
- Add pedestrian facilities and landscape
- Cost estimate: \$2,071,341

Segment B (Orange Avenue):

- 0.82 miles
- FDOT project/No Blueprint funds required
- Right of way contribution from FSU
- 122' of right of way
- New 4-lane divided median, multimodal improvements and landscaping
- Cost estimate: \$14,056,810

Segment C (New Road):

- 0.92 miles

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- \$2 million contribution from FSU
- Right of way contribution from FSU (road plus stormwater)
- 122' right of way
- New 2-lane divided, expandable boulevard with multimodal improvements and landscaping
- Cost estimate: \$13,605,414

Segment D (Stuckey Avenue):

- 0.73 miles
- Partial right of way contribution from FSU
- Partial right of way acquisition along Stuckey Avenue
- New 2-lane divided, expandable boulevard with multimodal improvements and landscaping
- Cost estimate: \$13,438,190

Segment E (Lake Bradford from Orange Avenue to Stuckey Avenue):

- 0.97 miles
- Assumes existing right of way is sufficient
- Mill, resurface, median improvements and landscaping enhancement within existing footprint.
- Cost estimate: \$4,904,505

Segment F (Lake Bradford from Stuckey Avenue to Gaines Street):

- 0.63 miles
- Assumes scope and estimates (including ancillary peripheral improvements) from original sales tax project
- Assumes right of way acquisition from original sales tax project
- \$14,356,888

Segment G (Springhill Road):

- 1.73 miles
- Assumes existing right of way is sufficient
- Transform existing two-lane, rural roadway to an urban, two-lane gateway road with pedestrian and bicycle facilities on both sides, safety improvements, curb and gutter, and enhanced landscaping
- Cost estimate: \$9,437,309

Other

- Right of way acquisition allowance of \$6.76 million
- FSU Real Estate Foundation's contribution of \$175,000 for initial due diligence

The total cost estimate of the Gateway District is \$78.8 million, with the Blueprint share at \$57.8 million and a combined investment of \$21.0 million from FSU and FDOT.

Recommendation #2: Refine Cost Estimates and Typical Sections in the SWATP

The SWATP scope includes the review of public and private development opportunities including the evaluation of the universities growth and corresponding impact on the transportation system in the southwest area. Should the IA Board conceptually approve the Gateway District, the SWATP will do an extensive analysis into the assumptions for the Gateway District. The typical sections will be improved or confirmed by both the requisite technical analyses and the required, significant public involvement process. This public involvement process includes focused neighborhood and targeted stakeholder meetings, public meetings, and a three day charrette. Once the conceptual corridor improvements are fully refined through the SWATP, the funding partnership between FSU and Blueprint can be formalized and presented to IA Board for consideration. Given the time frame of the SWATP, it is anticipated that the final concept for the Gateway District will be presented to the IA Board in December 2018.

Recommendation #3: Initiate the Process to Significantly Amend the Airport Gateway Project

In order to significantly amend or delete a Blueprint Intergovernmental Agency project or program, a supermajority vote of both the City of Tallahassee Commission and the Leon County Board of County Commissioners is required, after taking into consideration the recommendations of the Citizen Advisory Committee (CAC), the Technical Coordinating Committee (TCC), and the Intergovernmental Agency Committee. Such vote will not be taken until Blueprint first holds at least two public hearings with respect to such proposed change.

A critical component of the amendment process to the Airport Gateway is public involvement. In addition to the CAC and TCC meetings where public comment is solicited, the SWATP will begin in September with the first public meeting scheduled in October and focused stakeholder meetings throughout October, November and December. Blueprint staff will be present and able to respond to citizen questions about the Gateway District as well as report back to the IA Board any significant concerns.

Should the IA Board direct staff to initiate the process to significantly amend the Airport Gateway project, staff will proceed with scheduling the required two public hearings to consider the amendments to the Airport Gateway to create the Gateway District. The first public hearing can be held at a Blueprint Citizens Advisory Committee (CAC) meeting. The next scheduled CAC meeting that the first public hearing can be held is November 16, 2017. The second and final public hearing can be scheduled for next IA Board meeting on December 5, 2017. Immediately following the public hearing, and on the same day, the IA Board can call for a vote to amend the project.

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Action by TCC and CAC: A discussion of the Gateway District proposal held with the TCC and the CAC at their September 5, 2017 and September 7, 2017 meetings, respectively. Neither the TCC or the CAC was provided this agenda item.

OPTIONS:

- Option 1: Accept the staff report and conceptually approve the Gateway District, refine the typical sections and cost estimates through the SWATP, which includes significant public engagement, and initiate the process to significantly amend the Airport Gateway project. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on November 16, 2017 and the second and final public hearing for the Blueprint IA Board meeting on December 5, 2017, at which time a supermajority vote will take place to modify the Airport Gateway project to create the Gateway District project.
- Option 2: Do not approve the Gateway District concept and do not move forward with the Gateway District concept.
- Option 3: IA Board direction.

RECOMMENDED ACTION:

- Option 1: Accept the staff report and conceptually approve the Gateway District, refine the typical sections and cost estimates through the SWATP, which includes significant public engagement, and initiate the process to significantly amend the Airport Gateway project. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on November 16, 2017 and the second and final public hearing for the Blueprint IA Board meeting on December 5, 2017, at which time a supermajority vote will take place to modify the Airport Gateway project to create the Gateway District project.

Attachments:

1. Airport Gateway Project Description (2014)
2. FSU Real Estate Foundation Summary of the Gateway District
3. Gateway District Segments A-G Typical Sections
4. Gateway District Cost Comparison to the Original Airport Gateway Project Cost Estimate

Gateways

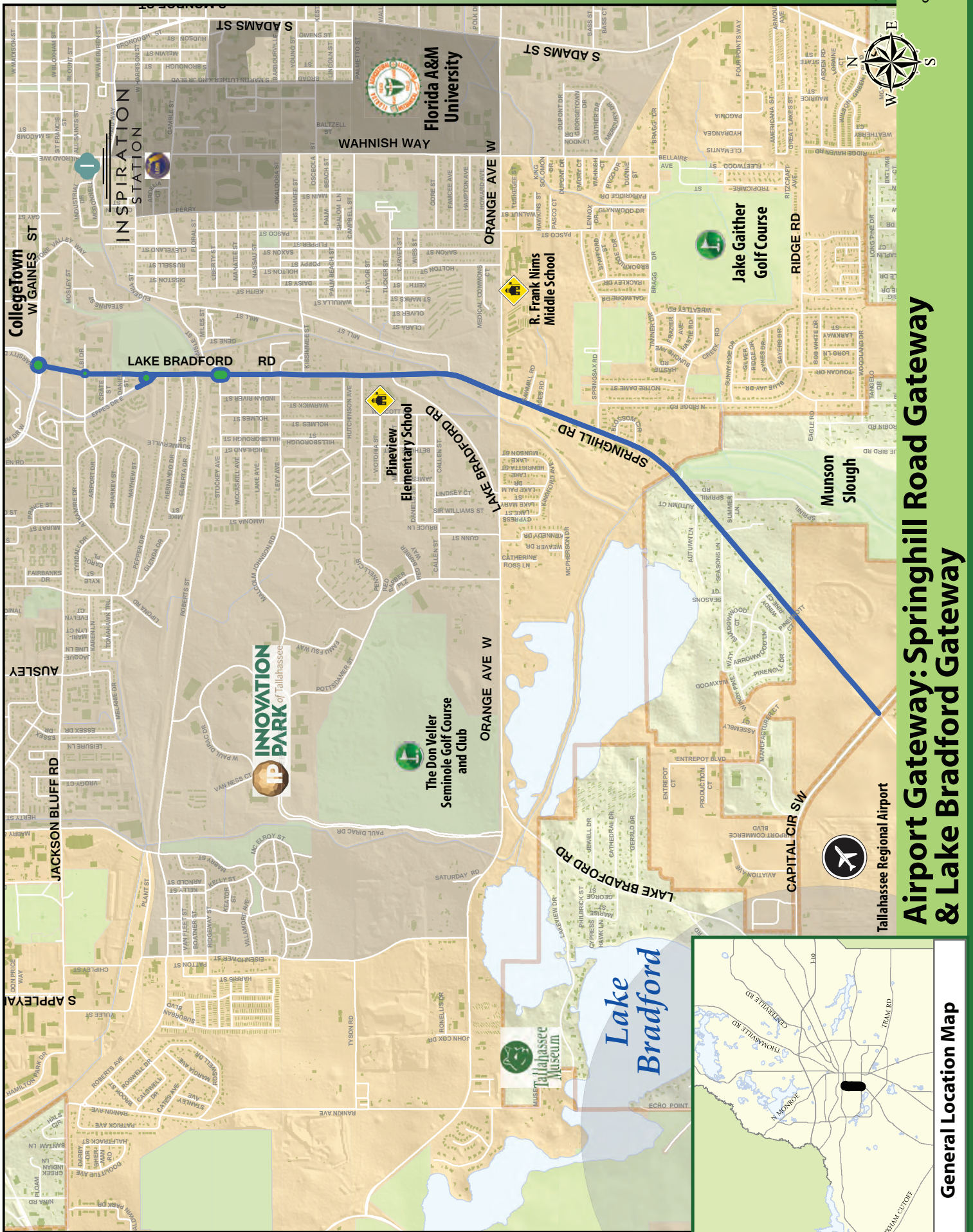
Airport Gateway: Springhill Road and Lake Bradford Road



Project Highlights

- Creates a gateway entrance feature into Downtown, Florida State University and Florida A&M University.
- Enhances Springhill Road (Orange Avenue to Capital Circle SW) with landscaping, sidewalks, bike lanes, and potentially additional travel lanes and a median.
- Reconstructs Lake Bradford Road (Gaines Street to Orange Avenue) to add landscaping, bike lanes, and roundabouts at key intersections.
- Supports traffic movement with a roundabout at the intersection of Stadium Drive and Gaines Street.
- Estimated Cost: \$58.7 million

This project creates a unique urban gateway into Tallahassee from the airport. The improvements along Springhill Road will include aesthetic and bicycle/pedestrian safety improvements that will benefit the surrounding neighborhoods. The improvements along Lake Bradford Road complement the nearby Gaines Street redevelopment and support further redevelopment by creating an aesthetically pleasing and safe pedestrian, bicycle, and vehicular infrastructure within walking distance to FSU, FAMU, and Gaines Street.





FLORIDA STATE UNIVERSITY REAL ESTATE FOUNDATION

To the Blueprint Intergovernmental Agency Board,

On behalf of Florida State University, we would like to thank each of our City and County leaders for your interest in the **Gateway District** project. Specifically, we appreciate the support you have extended to this effort, and your commitment to maximizing the potential of the **Airport Gateway Sales Tax Project** (“Gateway” or “Gateway Project”). The information below summarizes our analysis and *presents an investment opportunity for the local community resulting in an improved infrastructure network at an investment level commensurate with what was previously approved by the voters in Tallahassee and Leon County.*

History:

In February 2017, FSU presented a concept plan to Blueprint Intergovernmental Agency (“BIA”) describing a desire to develop additional infrastructure that will create better access into that portion of FSU’s campus located in SW Tallahassee, and improve the transportation corridor between the Tallahassee International Airport and downtown Tallahassee. The result of that meeting was a request from the BIA Board that Blueprint staff work with FSU to explore alternative infrastructure opportunities and return to the BIA with recommendations. For the past seven months, FSU and Blueprint have worked collaboratively to identify opportunities and constraints associated with this proposed Gateway Project. This exercise led our collective team to define a series of infrastructure improvements that we believe *create the greatest value proposition for our community.*

Scope:

Our analysis included:

- Detailed examination of all available information supporting the initial \$58.7M Gateway Project (Herein referred to as “**Segments E, F, & G**”; see attached map)
- Develop typical cross sections for seven potential segments including the original route and expanded segments (Herein referred to as “**Segments A - G**”)
- A “zero-base budget” cost analysis to include DOT cost estimates and allocations for Landscape, Lighting, Right of Way, Design, and Construction Administration
- Analysis of project funding partnerships

It is important to note that every effort was made to preserve the integrity of the **Segment E, F, & G** analysis. Where the **Segment A - G** analysis departs from the **Segment E, F, & G** analysis we have provided explanatory footnotes. Within Segment F, the allocation for Gaines Street Segment III requires additional analysis.

In total, development costs for the construction of **Segments A - G** is anticipated to exceed **Segments E, F, & G** by approximately \$20.1M. However, our analysis shows that \$21.0M of the total project cost is covered through investments and contributions from Florida State University and Florida Department of Transportation. *The net result is a significantly expanded network of Gateway District infrastructure improvements at an investment to Blueprint that is similar to the original cost estimate.*

****In addition to the direct costs of the Gateway project (design, construction, ROW, etc), FSU will incur significant additional costs to accommodate the alignment of Gateway infrastructure through University property (such as relocation of the driving range, façade improvements to selected buildings, etc.) ensuring the character and location of FSU’s facilities are appropriate proximate to the Gateway.**

Technical Considerations:

We performed an extensive analysis to analyze potential cross sections for each of the seven road segments (**Segments A – G**). Considerations were given to the following:

- Safety Issues
- Aesthetics Concerns
- Environmental Considerations
- Traffic Efficacy
- Fiscal Impacts and Investment Partners
- Economic Development Opportunities

Scenarios:

Multiple scenarios were analyzed. The road sections identified in our analysis represent our collective team’s best efforts to match the character of the segment with the surrounding neighborhood and the traffic and pedestrian conditions that are likely to occur.

Scenarios include:

- Minimal improvements to existing infrastructure (e.g. landscape and sidewalks)
- Moderate modifications (e.g. upgrade road profiles to include curb and gutter, sidewalks, landscape, hardscape)
- Larger, more ambitious alternatives (e.g. full development of 4-lane boulevard with multimodal improvements, landscape, hardscape and ROW acquisition)

Summary:

In researching the original corridor estimate of \$58.7M (**Segments E,F, and G**), we have come to an appreciation that aspects of the initial estimate are no longer applicable (due to updated development standards, lessons learned though FAMU Way, etc.), and the costs necessary to construct the **Segments E, F, & G** would likely be significantly higher today. As such, it is difficult to create a true “side by side” analysis that reconciles the *current* cost of **Segments E, F, & G** with **Segment A – G**. However, in this regard, and in an effort to provide a useful comparison, our analysis shows, *based on assumptions contained herein*, that **Segments A-G** result in a Blueprint investment of \$57.8M, or \$0.9M less than the original \$58.7M that was allocated for **Segments E, F, & G**.

In addition to the Blueprint investment, the expanded project would include investment of \$21.0M from FSU and FDOT combined **such that the expanded project (Segments A-G) represents a comprehensive value proposition equal to \$78.8M.**

A brief description of each segment is included below. A more detailed cost analysis is included in your package.

Segment A:

- 1.17 miles
- Mill, resurface, restore and retain existing character as 2-lane with open swales
- Add pedestrian facilities and landscape

Segment B:

- 0.82 miles
- FDOT project/No Blueprint funds required
- ROW contribution from FSU
- 122' ROW
- New 4-lane with divided median, multimodal improvements and landscaping

Segment C:

- 0.92 miles
- \$2M Contribution from FSU
- ROW contribution from FSU (road plus stormwater)
- 122' ROW
- New 2 lane divided, expandable boulevard with multimodal improvements and landscaping

Segment D:

- 0.73 miles
- Partial ROW contribution from FSU
- Partial ROW acquisition along Stuckey Ave
- New 2-lane divided, expandable boulevard with multimodal improvements and landscaping

Segment E:

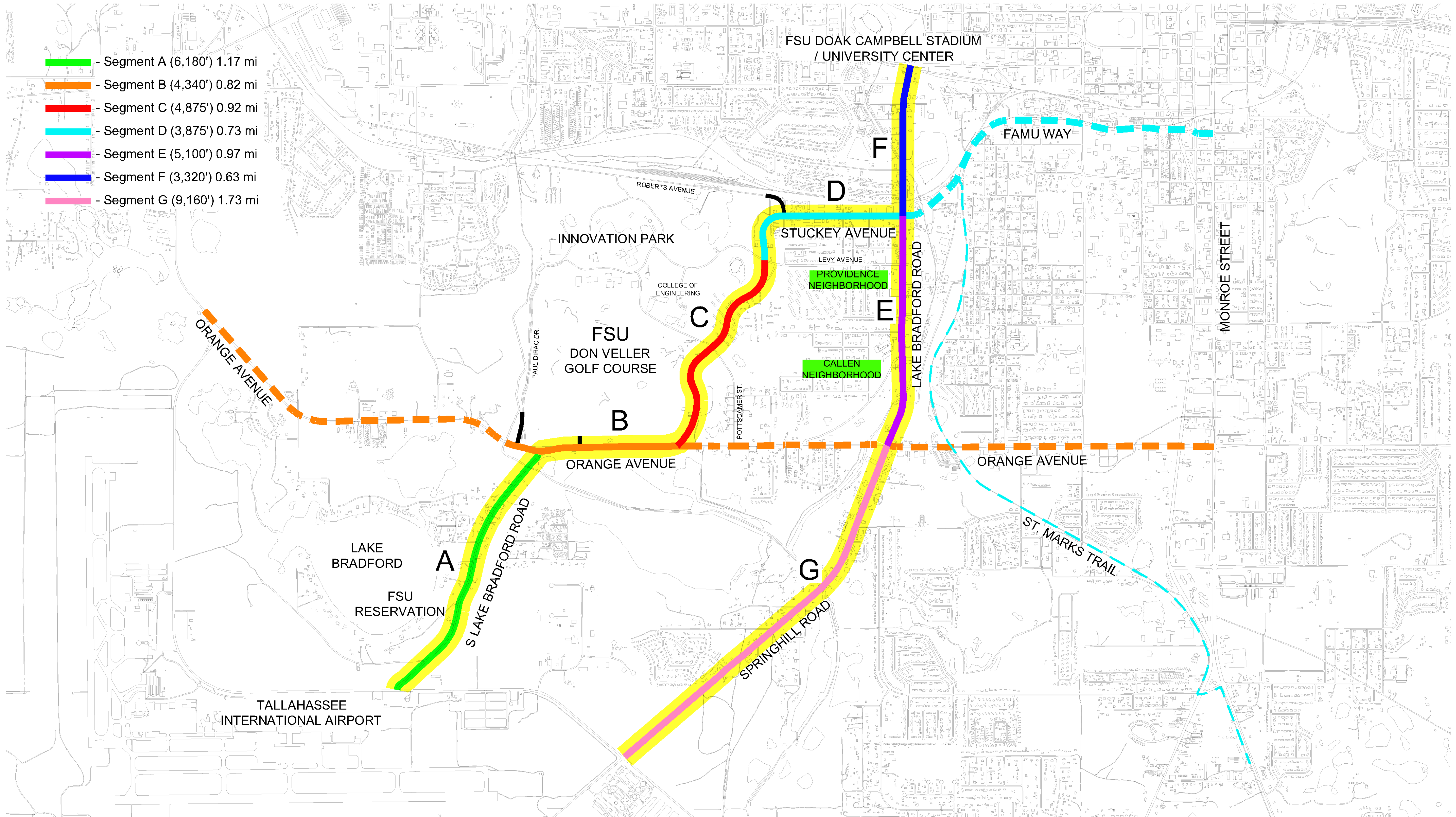
- 0.97 miles
- Assumes existing ROW is sufficient
- Mill, resurface, median improvements and landscaping enhancement within existing footprint

Segment F:

- 0.63 miles
- Assumes scope (including ancillary peripheral improvements) from original Sales Tax Project
- Assumes estimates from original Sales Tax Project
- Gaines Street Segment III scope and costs required further study.
- Assumes ROW acquisition from original Sales Tax Project

Segment G:

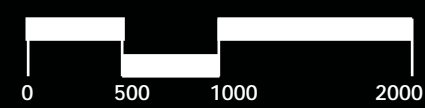
- 1.73 miles
- Assumes existing ROW is sufficient
- 2 lane, convert existing rural section to curb and gutter, pedestrian facilities and landscape



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GATEWAY DISTRICT PROPOSED SEGMENT MAP

SCALE: 1" = 1,000'-0"



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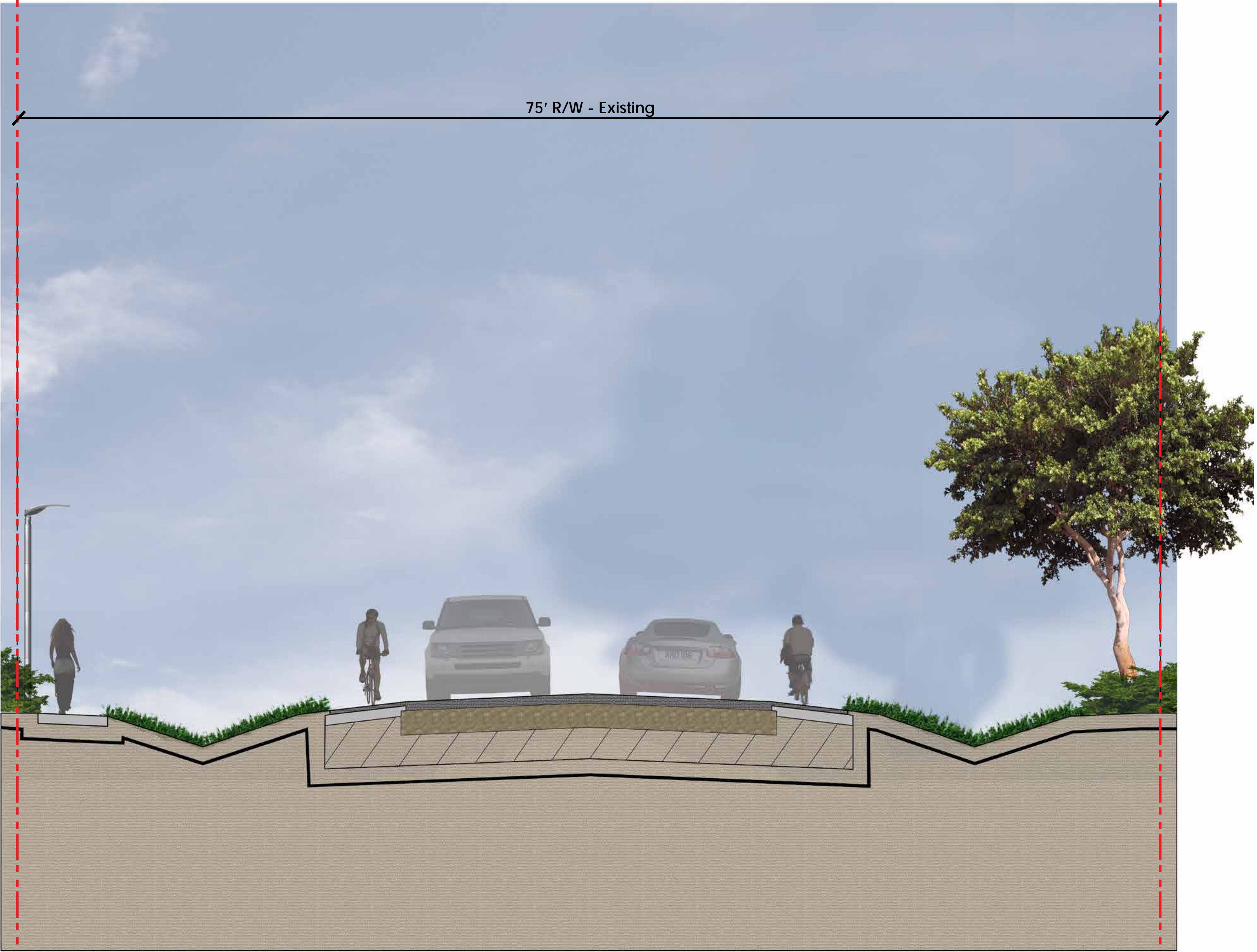


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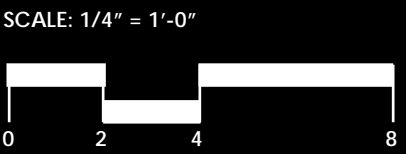




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SOUTH LAKE BRADFORD RD - [SEGMENT A]
PROPOSED TYPICAL SECTION

APPROXIMATE LENGTH = 6,180 LF



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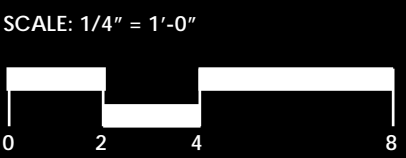
120' R/W - Proposed



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ORANGE AVENUE - [SEGMENT B]
PROPOSED TYPICAL SECTION

APPROXIMATE LENGTH = 4,340 LF



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122' R/W - Proposed

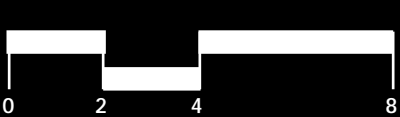


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FSU SOUTHWEST CAMPUS - [SEGMENT C]
PROPOSED CONNECTOR ROAD

APPROXIMATE LENGTH = 4,875 LF

SCALE: 1/4" = 1'-0"



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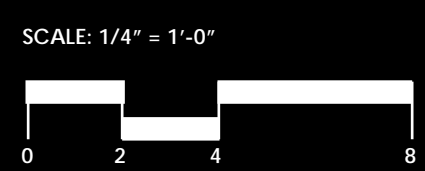




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LAKE BRADFORD ROAD - [SEGMENT F]
STUCKEY AVENUE TO W. GAINES STREET

APPROXIMATE LENGTH = 3,320 LF



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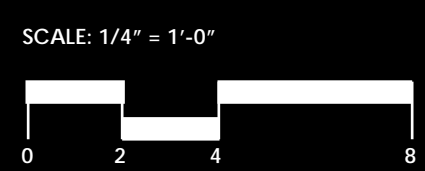
Florida Registered Landscape Architect
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SPRINGHILL ROAD - [SEGMENT G]
CAPITAL CIRCLE TO ORANGE AVENUE
APPROXIMATE LENGTH = 9,160 LF



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License Number: LA0000850



GATEWAY PROBABLE COST

Design & Construction	Original Estimate	Zero-Base	(DELTA=Post-Pre)
FSU Planning, Surveying and Preliminary Design	\$ -	\$ 175,000	\$ 175,000
Segment A	\$ -	\$ 1,733,841	\$ 1,733,841
Segment B	\$ -	\$ 11,956,810	\$ 11,956,810
Segment C	\$ -	\$ 9,525,414	\$ 9,525,414
Segment D	\$ -	\$ 7,678,190	\$ 7,678,190
Segment E	¹ \$ 17,120,000	\$ 4,654,505	\$ (12,465,495)
Segment F	¹ \$ 15,301,738	² \$ 9,506,888	² \$ (5,794,850)
Segment G	³ \$ 10,626,400	\$ 8,937,309	\$ (1,689,091)
Subtotal	\$ 43,048,138	\$ 54,167,957	\$ 11,119,819
ROW			
R/W - Segment A	\$ -	⁴ \$ 337,500	\$ 337,500
R/W - Segment B	\$ -	⁴ \$ 2,100,000	\$ 2,100,000
R/W - Segment C	\$ -	⁴ \$ 4,080,000	\$ 4,080,000
R/W - Segment D	\$ -	⁴ \$ 5,760,000	\$ 5,760,000
R/W - Segment E	\$ -	⁴ \$ 250,000	\$ 250,000
R/W - Segment F	¹ \$ 4,850,000	⁴ \$ 4,850,000	\$ -
R/W - Segment G	\$ 10,800,000	⁴ \$ 500,000	\$ (10,300,000)
R/W - Other	\$ -	⁴ \$ 6,760,000	\$ 6,760,000
Subtotal	\$ 15,650,000	\$ 24,637,500	\$ 8,987,500
Total Project Cost	\$ 58,698,138	\$ 78,805,457	\$ 20,107,319
Less:			
FDOT - Segment B		\$ 11,956,810	
FDOT - Segment E		\$ -	
FDOT - Segment F		\$ -	
FSU Planning, Surveying and Preliminary Design		\$ 175,000	
FSU R/W Contribution - Segment A	⁴	\$ 75,000	
FSU R/W Contribution - Segment B	⁴	\$ 2,100,000	
FSU R/W Contribution - Segment C	⁴	\$ 4,080,000	
FSU R/W Contribution - Partial Segment D	⁴	\$ 560,000	
FSU Const. Contribution (local Drive) - Segment C	⁵	\$ 2,032,771	
Subtotal		\$ 20,979,581	
Net Cost Remaining	\$ 58,698,138	\$ 57,825,876	\$ (872,262)

Notes:

- ¹ Blueprint "Project Number 5" was originally titled "Lake Bradford Road". The project cost was \$37,271,738. It was comprised of nine elements. These elements are captured in Design and Construction of Segment E, Segment F, and R/W for Segment F.
- ² The Original Estimate for Segment F includes an allocation of \$5.79M for "Gaines Street Segment III" (Gaines St. from Woodward Ave. to Stadium Dr.). At the time the Blueprint Sales Tax Projects were identified, it was anticipated that a round-about would be constructed at Gaines St and Lake Bradford Rd that would further require extensive costs to reconstruct Gaines Street Segment III. Our updated analysis shows this \$5.79M as a delta and a cost to be further studied.
- ³ Segment G is the same as the original "Springhill Road Gateway" or "Project Number 3". This project was combined with the Lake Bradford Gateway in during a "May 9th" meeting. The original cost of Springhill Road Gateway was \$31M, but was reduced to \$21,426,400 prior to being combined with the Lake Bradford Gateway. The project's footnote states that "Through the acquisition of right of way this project will allow for future roadway enhancements." This presumes that the \$10.8M R/W budget was maintained and the construction cost was reduced from \$20.2M to \$10,626,400.
- ⁴ Right of Way estimates are still preliminary. However, they are included to show that a value exists. R/W contributions from FSU are reversed out of the analysis to show a "Net Cost Remaining". In addition, the Zero Base analysis includes an addition for "yet to be identified" ROW requirements.
- ⁵ Assumes FSU contributes \$2.03M toward a road segment through University property. Cost estimate presumes a smaller profile, sufficient for the University, but insufficient as part of a larger Gateway.

GATEWAY PROBABLE COST

Segment A	Unit Cost	Quantity	Cost
Suburban section, shoulder, mill & resurface	\$476,405 per mile	1.17 miles	\$557,393.64
Roundabout	\$250,000 LS	1.00 ea.	\$250,000.00
Landscape	\$164,000 LS	1.00 ea.	\$164,000.00
Single sidewalk	\$155,281 LS	1.17 miles	\$181,678.77
Lighting	\$200,000 per mile	1.17 ea.	\$234,000.00
Subtotal - Const. Cost			\$1,387,072.41
Right of Way/Easement (allowance)	\$75,000 per ac.	3.50 ac	\$262,500.00
Right of Way - FSU (allowance)	\$75,000 per ac.	1.00 ac	\$75,000.00
Design Fee	15%		\$208,060.86
Const. Admin & Inspection	10%		\$138,707.24
			\$2,071,340.51
Effective cost per mile			\$1,770,376.51

GATEWAY PROBABLE COST

Segment B	Unit Cost	Quantity	Cost
New construction, 4 lane urban road with 22' median and bike lanes, curb and gutter	\$6,889,754 per mile	0.82 miles	\$5,649,598.28
12' Multi-use Trail	\$331,914 per mile	0.82 miles	\$272,169.48
Roundabout	\$1,250,000 LS	2.00 ea.	\$2,500,000.00
Landscape	\$400,000 LS	1.00 ea.	\$400,000.00
Hardscape	\$150,000 LS	1.00 ea.	\$150,000.00
Lighting	\$724,000 per mile	0.82 ea.	\$593,680.00
Subtotal - Const. Cost			\$9,565,447.76
Right of Way (allowance)	\$200,000 per ac.	10.50 ac	\$2,100,000.00
Design Fee	15%		\$1,434,817.16
Const. Admin & Inspection	10%		\$956,544.78
			\$14,056,809.70
Effective cost per mile			17,142,450.85

GATEWAY PROBABLE COST

Segment C	Unit Cost	Quantity	Cost
New construction divided urban road with 44' median (for future expansion) and bike lanes, curb and gutter	\$5,851,692 per mile	0.92 miles	\$5,383,556.64
12' Multi-modal trail	\$331,914 per mile	0.92 miles	\$305,360.88
Roundabout	\$250,000 LS	1.00 ea.	\$250,000.00
Landscape	\$665,334 LS	1.00 ea.	\$665,334.00
Hardscape	\$350,000 LS	1.00 ea.	\$350,000.00
Lighting	\$724,000 per mile	0.92 miles	\$666,080.00
Subtotal - Const. Cost			\$7,620,331.52
Right of Way (allowance)	\$200,000 per ac.	20.40 ac	\$4,080,000.00
Design Fee	15%		\$1,143,049.73
Const. Admin & Inspection	10%		\$762,033.15
			\$13,605,414.40
Effective cost per mile			\$14,788,493.91

GATEWAY PROBABLE COST

Segment D	Unit Cost	Quantity	Cost
New construction divided urban road with 44' median (for future expansion) and bike lanes, curb and gutter	\$5,851,692 per mile	0.73 miles	\$4,271,735.16
12' Multi-modal trail	\$331,914 per mile	0.73 miles	\$242,297.22
Roundabout	\$250,000 LS	1.00 ea.	\$250,000.00
Landscape	\$500,000 LS	1.00 ea.	\$500,000.00
Hardscape	\$350,000 LS	1.00 ea.	\$350,000.00
Lighting	\$724,000 per mile	0.73 miles	\$528,520.00
Subtotal - Const. Cost			\$6,142,552.38
Right of Way (allowance)	\$5,200,000 LS	1.00 ea.	\$5,200,000.00
Right of Way - FSU (allowance)	\$200,000 per ac.	2.80 ac	\$560,000.00
Design Fee	15%		\$921,382.86
Const. Admin & Inspection	10%		\$614,255.24
			\$13,438,190.48
Effective cost per mile			\$18,408,480.10

GATEWAY PROBABLE COST

Segment E	Unit Cost	Quantity	Cost
Mill & Resurface 5 lane undivided urban roadway with bike lanes	\$1,063,828 per mile	0.97 miles	\$1,031,913.16
Median Construction	\$1,000,000 per mile	0.97 miles	\$970,000.00
Sidewalks reconstruction, driveways	\$434,733 per mile	0.97 miles	\$421,691.05
Landscape	\$650,000 LS	1.00 ea.	\$650,000.00
Hardscape	\$350,000 LS	1.00 ea.	\$350,000.00
Lighting	\$300,000 LS	1.00 ea.	\$300,000.00
Subtotal - Const. Cost			\$3,723,604.21
Right of Way/Easement (allowance)	\$250,000 per ac.	1.00 ac	\$250,000.00
Design Fee	15%		\$558,540.63
Const. Admin & Inspection	10%		\$372,360.42
			\$4,904,505.26
Effective cost per mile			\$5,056,190.99

GATEWAY PROBABLE COST

Segment F	Unit Cost	Quantity	Cost
Lake Bradford, Gamble to CSX	\$853,525 LS	1.00 ea.	\$853,525.00
Lake Bradford, CSX to Eppes	\$946,300 LS	1.00 ea.	\$946,300.00
Lake Bradford, Eppes to Stadium	\$4,473,593 LS	1.00 ea.	\$4,473,593.00
Eppes Drive Improvements	\$1,997,195 LS	1.00 ea.	\$1,997,195.00
Hendry Improvements	\$178,985 LS	1.00 ea.	\$178,985.00
Airport Drive Improvements	\$650,610 LS	1.00 ea.	\$650,610.00
Jackson Bluff Improvements	\$406,680 LS	1.00 ea.	\$406,680.00
Gaines Street Seg. III	\$5,794,850 LS	0.00 ea.	\$0.00
			\$9,506,888.00
Right of Way (allowance)	\$4,850,000 LS	1.00 ea.	\$4,850,000.00
			\$14,356,888.00

GATEWAY PROBABLE COST

Segment G	Unit Cost	Quantity	Cost
Widening rural section, add 6.5' shoulder, C&G, Bike Lane	\$2,607,630 per mile	1.73 miles	\$4,511,199.93
Sidewalks reconstruction, driveways	\$372,628 per mile	1.73 miles	\$644,646.99
Bridge replacement	\$1,250,000 LS	1.00 ea.	\$1,250,000.00
Landscape	\$125,000 LS	1.00 ea.	\$125,000.00
Hardscape	\$100,000 LS	1.00 ea.	\$100,000.00
Lighting	\$300,000 per mile	1.73 miles	\$519,000.00
Subtotal - Const. Cost			\$7,149,846.93
Right of Way/Easement (allowance)	\$100,000 per ac.	5.00 ac	\$500,000.00
Design Fee	15%		\$1,072,477.04
Const. Admin & Inspection	10%		\$714,984.69
			\$9,437,308.66
Effective cost per mile			\$5,455,091.71

GATEWAY PROBABLE COST

Summary	Segment Cost
FSU PRE-PLANNING	\$175,000.00
Segment A	\$2,071,340.51
Segment B	\$14,056,809.70
Segment C	\$13,605,414.40
Segment D	\$13,438,190.48
Segment E	\$4,904,505.26
Segment F	\$14,356,888.00
Segment G	\$9,437,308.66
Other Right of Way Cost	\$6,760,000.00
Aggregated Project Value	\$78,805,457.01

Less FDOT Cost Share of Segment B	\$11,956,809.70	(FDOT \$ource)	\$11,956,809.70
Less FDOT Cost Share of Segment E	\$0.00	(FDOT \$ource)	\$0.00
Less FDOT Cost Share of Segment F	\$0.00	(FDOT \$ource)	\$0.00
Less FSU PRE-PLANNING	\$175,000.00		
Less FSU R/W Contribution, Segment A	\$75,000.00		
Less FSU R/W Contribution, Segment B	\$2,100,000.00		
Less FSU Cost Share "local drive" participation, Segment C	\$2,032,771.28		
Less FSU R/W Contribution, Segment C	\$4,080,000.00		
Less FSU R/W Contribution, Segment D	\$560,000.00	(FSU Value Added)	\$9,022,771.28
BPIA Funding	\$57,825,876.03		
		Leveraged funding:	\$20,979,580.98
Original Budget	\$58,698,138.00		

Citizen Discussion Comments

- 4- Lane Orange Avenue
- Traffic – Speeding through neighborhoods
- Enjoy peace and quiet with minimal traffic
- Some people want round-a-bouts / Some don't
- Knowing neighbors and value keeping existing neighbors
- Will there be relocation assistance?
- Traffic congestion/ existing and future through growth
- Homes along neighborhood borders are impacted by traffic noise
- Blairstone sound wall
- Protect Pottsdamer area
- 25 years out ensure accessibility for all abilities, mass transit, sidewalks, bike lanes
- Improvements made for existing community and accommodates future growth
- Push road way west of Innovation Park to Paul Dirac
- Sidewalks on Springhill Road
- Improvements in Providence Neighborhood (lights, street scape, road improvements and beautification). Neighborhood has “choppy” roads from construction, and would like to have resurfaced roads within neighborhood.
- Additional connections to FAMU (Gamble/Wanish) and FAMU Way
- Working on behalf of FSU and cancelling original project
- Right of Way impacts on Stuckey
- Providence Renaissance Plan by Home Owners Association(s) and FSU Department of Urban Regional Planning speaking to Growth and Zoning

- Orange Avenue traffic at South Monroe
- Take Right of Way from golf course
- Improve existing roadways
- Property owners along all roads wonder how they will be affected
 - Which side will be purchased?
 - Why expandable ROW?
- Traffic along Orange Avenue is bad
- Liberty Park – Pedestrian Safety
- Speeding along Lake Bradford Road
- Improvements to specific roads within Airport Gateway Project
- Neighborhood impacts:
 - Safety and speeding
 - Accidents on Springhill
 - Multiple routes
 - Golf course redevelopment
- Some people feel project is being rushed and that Blueprint could consider 2 Phases
 - 1st Phase – Original Airport Improvements
 - 2nd Phase – Airport Gateway Project
- Some people want bike lanes and some don't
- Costs per segment; needs more clarity of where public funds are invested and how private funds are leveraged
- Property value impact (reductions and increases)
- Opportunities for home improvements through existing programs
- Concern along Stuckey – at risk for gentrification
- Zoning could be in place to control and direct
- Collaboration with neighbors for home ownership assistance/incentives (down payment assistance, etc.)

- Economic vibrancy and benefits to all residents
- Reduce crime and abandoned property
- Blending of cultures
- Neighborhood character retained, visible and enhanced
- Buyout abandoned property

11/13/17 – Tallahassee Museum

- Rationale for segments D, C, B and A?
- Right of Way on Lake Bradford Road
- Issue with speed mitigation on South Lake Bradford Road
- Traffic calming – Roundabouts, speed bumps, narrow lanes, etc.
- Safety of children
- Residential Preservation
- Traffic going around speed bumps into bike lanes on South Lake Bradford Road
- Concerns with the process, timeline, and that it's driven by FSU and the justification for the 12/5/17 urgency
- Concern over "Gateway" designation of proposed modification funding for Right of Way on Springhill and Construction of Segment C
- Stick with original plan (broader community dislikes modification)
- Address clean up the issues with litter
- Signage at Capital Circle Southwest past South Lake Bradford Road to encourage Springhill and on Orange Avenue
- 4-lane Orange Avenue east to Springhill, not West to South Lake Bradford
- Close South Lake Bradford at Capital Circle Southwest

- Gentrification
- Beautification to existing roads
- Use Paul Dirac instead
- Connectivity to Innovation Park and Mag Lab, FAMU Way and CCT
- Golf Course redevelopment
- LCRDA is supportive
- Improve visibility at Innovation Park
- Neighborhood and Environmental Protection

(End of comments for 11/13/17 Tallahassee Museum)

- Concern with future projections of over widening
- Protect the Chain of lakes
- “Campus feel” = slower traffic
- Economic engine of FSU and project area
- Construct Blueprint type of amenities = trails lighting, micro parks landscaping
- Displacement of neighborhoods
- Good project and needs parallel investments to larger community issues
- Concern over stormwater treatment
- Safety on Springhill Road and Orange Avenue – No bus stops in ditches
- What happens on Orange Avenue east of Pottsdamer?
- Reduce traffic on Pottsdamer
- Hire local workforce for construction jobs, specifically ex-felons
- Engage the community through non-profits for workforce and laborers

- 4-lane Springhill Road – leave as an option
- Stuckey – impacts to property owners, improvements were made 10 years ago and feels this is a waste of money
- Study of property values at new roads
- Congestion and how changes effect circulation of traffic
- Intersection connectivity
- Traffic – protecting residential neighborhood
- Strongly consider input of public
- Meaningfully considered and shortness of time before 12/5/17
- Safety
 - Pedestrian crossings use rapid flashing lights
 - Include medians so pedestrians are not caught in the middle
 - Visibility issues with landscape
 - Prefer traffic lights over round-a-bouts at Lake Bradford/Orange near Jacob Chapel/Petro Station
- Widen Orange Avenue– Lake Bradford Road to Springhill Road
- Blairstone is a good model, but not Gaines Street
- How will the \$9 million be used on Springhill?
- Will Callen Neighborhood be impacted?
- What plans happened to be FSU?
- Safety – current condition on Orange, lack of sidewalks
- What is the NEED for people driving through Callen when they could use Paul Dirac?
- Impact to homeowners
- Safety of pedestrians on Springhill Road
- Clean up Springhill Road for Gateway – doing something beyond roadway to camouflage the area

- What is the Zoning on Springhill Road? What types of businesses can residents expect to follow the construction?
- Include bus stops for School/Star Metro
- Need transit to the Airport (bus service)
- Median opening N. Lake Bradford Road
- What happens to Iamonia Street after construction of Segment C?
- FSU – what happens at Alumni Village and Coleman Street (rumors of a wall like at Blairstone)
- Consider constructing Pocket Parks in Callen Neighborhood
- Widen Orange Avenue to Monroe Street
- Is Southside Housing Authority included? What are the effects on Jake Gaither?
- Widen Orange – CCSW to Wanish
- Use Paul Dirac in lieu of new road
- Stormwater improvements on Pottsdamer
- Proposed route: Orange-Adams-South Monroe
Enhance Adams-Monroe
- Include email list from meetings with agenda dist.
- Noise Control
- Speeding and safety of children on South Lake Bradford Road
- Beautify with cultural, historical, and FAMU
- Lake Munson pollution from stormwater and cleanliness

Airport Gateway Community Meeting

Attachment 2

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Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 30, 2017. Emailed comments are also acceptable to Susan.Emmanuel@blueprintIA.org. NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

I feel that Coleman Street Cres should be included in the route change. We just don't want to be left out. I think the plans of change is good, but just add a few or including some ~~ones~~ would be good.

Name

James Glenn Butler

Address

1312 Coleman Street

City, State, Zip

Tallahassee FL 32310

Phone Number

850-509-0897

Email

Mail to:

Susan Emmanuel

Blueprint IA

315 S. Calhoun Street

Suite 450

Tallahassee, FL 32301



Airport Gateway Community Meeting

Attachment 2

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Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

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I definitely feel orange ave should be four lanes from capital circle to capital circle. I don't think the segment from the proposed new road to springhill/lake bradford should definitely be four lanes with sidewalks and bike paths to revitalize the liberty park, callen woods, and callen neighborhoods.

Russell Gordon

Name

1412 Callen St

2733 Kennedy dr

Address

Tally, FL 32310

Tally, FL 32310

City, State, Zip

850 3225971

Phone Number

~~850 3225971~~ 850 3225971@yahoocom

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301



Airport Gateway Community Meeting

Attachment 2

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Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

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It appears that this project has already left the station and is well down the railroad track. However, please include the 4 road. abouts on Lake Bradford Rd (South) as well as adding landscaping, bike paths, and sidewalks!! Please help us to deter fast moving traffic on Lake Bradford Rd (South)!!

Thank-you

Name Bill & Linda Shults
Address 3151 Echo Point Lane
Tallahassee, FL
City, State, Zip FL 32303
Phone Number 850-329-7844
Email B.Shults@comcast.net

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

Airport Gateway Community Meeting
Proposed Changes
Tallahassee Museum
3945 Museum Drive
Monday, November 13, 2017

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Following tonight's meeting, I actually have LESS confidence in the process of obtaining public input and am disappointed in "our" Blueprint employees. I have never seen planners so ill-prepared, which further exacerbates the feeling that this process is rushed and that the call for public feedback was deliberately delayed. I maintain that I do not see how a "gateway" through a residential neighborhood will be a driver of economic development, other than to bow to the wishes of FSU. I request that you no longer refer to the South Lake Bradford section as a gateway. If the City insists on making improvements, significant traffic calming (speed bumps, roundabouts) should be added to deter traffic. Signage out of the airport should direct downtown traffic to Springhill - the TRUE (Original) gateway. Widen Orange Avenue east of the new Road/Bittsdamer and route people to the airport via Springhill. Improve Springhill, and this will help those Southside businesses!

Leslie Mille

Name

4063 Longleaf Court

Address

Tallahassee FL 32310

City, State, Zip

(850) 556-7150

Phone Number

LRM1973@GMAIL.COM

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

P.S Please tell Ben it is rude to have your phone ring during a public meeting.

And his texting during the meeting showed his continued lack of respect. If it was an emergency, he should have excused himself.

BLUEPRINT
INTERGOVERNMENTAL AGENCY

Airport Gateway Community Meeting
Proposed Changes
Tallahassee Museum
3945 Museum Drive
Monday, November 13, 2017

Attachment 2
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Concern over accidents on Orange Ave. & Springhill Rd.

Concerned about pedestrian mobility & access.

Name

Address

City, State, Zip

Phone Number

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301



Airport Gateway Community Meeting

Attachment 2

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Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

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Very important for people coming in from the
airport to have a Positive first impression when driving
in to Tallahassee, FSU or FAM.

Moe Davis

Name

2808 Cahaba Circle

Address

Vestavia Hills, AL 35243

City, State, Zip

205.915.0630

Phone Number

more Eugene@aol.com

Email

Mail to:

Susan Emmanuel

Blueprint IA

315 S. Calhoun Street

Suite 450

Tallahassee, FL 32301

Airport Gateway Community Meeting
Proposed Changes
Tallahassee Museum
3945 Museum Drive
Monday, November 13, 2017

Attachment 2
13 of 147

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Concern about Nst 4 laning Orange between
Spring hill & new FSU road.

Concern over possible impacts to affordable
or subsidized housing.

Name

Address

City, State, Zip

Phone Number

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301



Airport Gateway Community Meeting

Attachment 2

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Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

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- THE PEOPLE AFFECTED BY THE PROJECT ARE AFRAID THAT THEIR
NEIGHBORHOODS WILL BE DESTROYED BY THE ROADS

- CONCERNED THAT \$9 MILLION IS BEING DIVERTED FROM
THE ORIGINAL PROJECT BECAUSE OF FSU.

- CONCERNED THAT THE QUALITY OF LIFE IN THE AREA
AND THE PEOPLE WILL NOT BE CONSIDERED

- THERE IS MISTRUST OF HIGHWAY PROJECTS IN GENERAL
BECAUSE OF ~~THE~~ PAST PRACTICES OF FHWA DESTROYING
AFRICAN AMERICAN NEIGHBORHOODS.

- MAKE THIS A PEOPLE PROJECT NOT A ROADWAY PROJECT.

*NOTE - THESE ARE THOUGHTS FROM CALLED NEIGHBORHOOD
RESIDENTS EXPRESSED TO ME.

ECHO GATES

Name

1430 LEE AVENUE

Address

TALLAHASSEE, FL 32303

City, State, Zip

850.224.4216

Phone Number

echo813@comcast.net

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

Airport Gateway Community Meeting

Attachment 2

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Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

- turned in 11/15

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 30, 2017. Emailed comments are also acceptable to Susan.Emmanuel@blueprintIA.org. NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

after intersection improvements
Roundabout at Pottsdamer St & New FSU
Road through FSU

Worried about traffic cutting through neighborhood
Callen.

Name William Pittman, Jr.
Address 2805 Pottsdamer St.
City, State, Zip Tallahassee, FL 32310
Phone Number 850-576-6025
Email pittmanw2@yahoo.com

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

BLUEPRINT
INTERGOVERNMENTAL AGENCY

Airport Gateway Community Meeting

Attachment 2

16 of 147

Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 30, 2017. Emailed comments are also acceptable to Susan.Emmanuel@blueprintIA.org. NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

A requirement for vendors to create jobs for

Ex-Felons to combat crime.

Stanley Sims

Name

1320 Avondale Way

Address

Tallahassee, FL 32317

City, State, Zip

(850) 544-6852

Phone Number

123 okamayes we can@gmail.com

Email

Mail to:

Susan Emmanuel

Blueprint IA

315 S. Calhoun Street

Suite 450

Tallahassee, FL 32301

BLUEPRINT 
INTERGOVERNMENTAL AGENCY

Airport Gateway Community Meeting

Attachment 2

17 of 147

Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

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It seems as if section of the project will make a part of Orange Ave 4 lanes and add a sidewalk/express sidewalk. When I asked about sidewalks further up Orange Ave, I was told that Orange Ave was a state road. The person said the city could not make changes to the road or add sidewalks. Now, I see that a specific part of the road is "changing." I'm not surprised to see that it is the section in front of the FSU Golf Course. This is ludicrous. Why can't there be a sidewalk all the way down Orange? Why can't these changes stretch all the way down Orange to and beyond Mrs. Middle School? ~~What~~
Finally, who maintains all of these things?

Name

Address

City, State, Zip

Phone Number

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301



Airport Gateway Community Meeting

Attachment 2

18 of 147

Proposed Changes

Tallahassee Museum

3945 Museum Drive

Monday, November 13, 2017

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Putting Plants in the median as done on Gaines I feel is a hazard to pedestrians as well as motorists. When a pedestrian is standing waiting to cross they can not be seen due to the brush and can result in injury of being hit by a car or to motorists by slamming on brakes and possibly resulting in a collision.

A Median should serve the purpose of turns, providing emergency vehicles an option. ~~as a barrier~~

Also, this prevents and causes delays as emergency vehicles are not able to get around traffic and those in front of them can not get out of the way as there is no where for motorists to go to get out of the way. Every minute counts in saving a life and if an ambulance sits 5 minutes waiting to get through traffic because it can not get around it, THAT IS NOT ACCEPTABLE

Also, putting trees & brush on the side of the roads can block view of oncoming traffic when trying to pull out into traffic.

Danella Stalaker

Name

3614 Sprinail Rd.

Address

Tall, FL 32305

City, State, Zip

850-576-9709

Phone Number

~~Stalball~~ Stalball@embarr mail.com

Email

Mail to:

Susan Emmanuel

Blueprint IA

315 S. Calhoun Street

Suite 450

Tallahassee, FL 32301

Airport Gateway Community Meeting
Proposed Changes
Pineview Elementary School Cafeteria
2330 Lake Bradford Road
Tuesday, November 7, 2017

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 30, 2017. Emailed comments are also acceptable to Susan.Emmanuel@blueprintia.org. NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

1. BEFORE VOTING, BLUEPRINT IA SHOULD REVIEW THE UNIVERSITY PARK REPORT WRITTEN BY THE URBAN LAND INSTITUTE FOR FSU IN 2002. THAT REPORT PROPOSED A SIMILAR ROAD FOR THEIR SOUTHWEST PROPERTIES. ⁽¹⁾ IF THIS ROAD IS 15 YEARS IN THE MAKING, WHY DOES IT NEED TO BE FAST TRACKED IN 2 MONTHS? ⁽²⁾ THE REPORT RECOMMENDS THAT AIRPORT TRAFFIC BE KEPT OUT OF THE PARK (SOUTHWEST CAMPUS) ⁽³⁾ THE REPORT RECOMMENDS TRAFFIC TO THE SOUTHWEST CAMPUS NOT FLOW THROUGH THE NEIGHBORHOODS.
2. STUCKEY AVENUE WAS UPGRADED AS PART OF THE PROVIDENCE RENAISSANCE PLAN. THE AMENITIES THE NEIGHBORHOOD NEEDED WERE PUT IN PLACE THEN. WHY SPEND MONEY TO UNDO AND THEN REDO THE ROAD WITH AMENITIES THAT ARE NOT NEEDED?
3. IF FSU WANTS AN ELEGANT GATEWAY TO THEIR SOUTHWEST PROPERTIES, WHY NOT JUST IMPROVE THE NEIGHBORHOOD AS A WHOLE AND STUCKEY AND LEVY IN PARTICULAR THAT ADDRESSES THE NEEDS OF THE NEIGHBORHOOD, INCLUDING BEAUTIFICATION.
→ (i.e. AFFORDABLE HOUSING, APPROPRIATE RETAIL)
4. CHALLENGES WE WILL FACE IF THE ROAD MODIFICATIONS ARE APPROVED INCLUDE:
(a) PEDESTRIAN SAFETY (b) DISPLACEMENT OF LOW INCOME RESIDENTS (c) LOSS OF AFFORDABLE HOUSING AND THE REPLACEMENT THERE OF, ALL LEADING TO GENTRIFICATION
(d) UNCONTROLLED AND IRRESPONSIBLE DEVELOPMENT - AS AN EXAMPLE, SOMEONE HAS ALREADY ASKED CITY PLANNING IF THEY CAN BUILD A HOTEL ON LEVY AVENUE WHERE THE ALPINE APARTMENTS CURRENTLY SIT. (e) TRAFFIC, TRAFFIC AND MORE TRAFFIC.
(f) LOSS OF A COMMUNITY GARDEN
5. KEEP THE CURRENT AIRPORT ROAD (ORIGINAL PLAN), DO NOT ADD A GATEWAY ROAD THROUGH PROVIDENCE. TRAFFIC IS ALREADY A PROBLEM ON STUCKEY AND WILL ONLY GET WORSE WITH A NEW ROAD.

Leslie L Harris

Name

2022 Hillsborough St.

Address

Tallahassee, FL 32310

City, State, Zip

(850) 576-0145

Phone Number

Leslie.harris.2012@gmail.com

Email

Mail to:

Susan Emmanuel

Blueprint IA

315 S. Calhoun Street

Suite 450

Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail

Airport Gateway Community Meeting

Attachment 2

20 of 147

Proposed Changes

Pineview Elementary School Cafeteria

2330 Lake Bradford Road

Tuesday, November 7, 2017

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 30, 2017. Emailed comments are also acceptable to Susan.Emmanuel@blueprintIA.org. NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

- Please, God, no more palm trees. Use contextually - appropriate, native plants.
- Underground the heavy power lines at Crote and Lake Bradford.
- Crosswalk at Pepper and Lake Bradford, currently the most used point of crossing between Stuckey and Jackson Bluff.
- Allocate dollars to minor improvements on streets that run into the Gateway Project (enclosing ditches with culverts)
- Consider Box culverts for some length of the stormwater facilities at Eppes and south of Lake Elberta. Very ugly currently.
- Study the possibility of lowering the embankment at Lake Elberta, most people are not aware of this major asset.
- Improve the aesthetic appearance of the railroad crossing over Lake Bradford.
- Unique street signs for district similar to Myers Park, Gaines Street.

Name Matthew Latch
Address PO Box 2302
City, State, Zip Tallahassee, FL 32304
Phone Number _____
Email matthewlatch@gmail.com

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

RE: Magnolia Dr. Multi-Use Trail
Gateway District

BLUEPRINT 
INTERGOVERNMENTAL AGENCY

NOV 17 '17 PM 3:30
REC'D BLUEPRINT IA

Airport Gateway Community Meeting Proposed Changes

Pineview Elementary School Cafeteria
2330 Lake Bradford Road
Wednesday, November 15, 2017

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Susan Emmanuel at the address below by November 30, 2017. Emailed comments are also acceptable to Susan.Emmanuel@blueprintIA.org. NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

* extend Orange Avenue improvements
from SLB to Springhill
row needs

* concern for houses along Orange Ave

(BHP)

* ~~concern~~ ^{feeling of} prioritizing FSU over southside

Name

Address

City, State, Zip

Phone Number

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

Airport Gateway Community Meeting Proposed Changes

Pineview Elementary School Cafeteria
2330 Lake Bradford Road
Wednesday, November 15, 2017

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1. What impact will these improvements
have on homeowners?

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

Name

Address

City, State, Zip

Phone Number

Email

Airport Gateway Community Meeting Proposed Changes

Pineview Elementary School Cafeteria
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- Is the South City Housing Authority
a part of this Blue Print 2000 project?

- How does Blue Print 2000 affect The
Jake Gaither neighborhood?

Widen Orange Ave from Wanish Way to Capital Circle SW

Use Paul Dirac Dr from Orange Ave to Stockley Rd in lieu of new road

Install stormwater drainage on Pottsdamer Street

LaTonya Johnson

Name

424 Gaither Dr

Address

Tall 32305

City, State, Zip

(850) 574-2289

Phone Number

latonya.jlove@comcast.net

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

**Airport Gateway Community Meeting
Proposed Changes**

**Pineview Elementary School Cafeteria
2330 Lake Bradford Road
Wednesday, November 15, 2017**

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* Segment B - 4 lane for this area doesn't benefit the residence on either side of this road (orange) sidewalk & beautification is needed. - prob - traffic that is too fast plus noise will be a problem.

* City needs to address - Frank Nims area of orange & safety for kids
* Segment D - propose new road - doesn't not address people cutting thru callen st → pottsdamer, pottsdamer to orange.
- the new road is fine.

* propose wall near Coleman St ? ? ? ? ?

* paul pirac DR IS NOT BEING UTILIZED

But is already existing to bring FSU properties to Airport
- WASTING money for new road.

Name Kane, Dorothy, Juatyn Guter
Address 2607 Gunn St.
City, State, Zip Tale
Phone Number 850 - 576 - 2651
Email Catterain@comcast.net

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

* Clean up muck
& storm water drainage
in neighborhood.

BLUEPRINT
INTERGOVERNMENTAL AGENCY

Airport Gateway Community Meeting Proposed Changes

Pineview Elementary School Cafeteria
2330 Lake Bradford Road
Wednesday, November 15, 2017

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I will like to see the Airport Gate Route to run Down Orange Ave to Adams St. or Monroe Street to north toward the Capital.

Would like to have North Adams St. and North Monroe Street enhancement.

CRAIG TALTON

Name

~~Craig Talton~~ 2400 Wahnish Way, Suite 101

Address

Tallahassee, FL 32307

City, State, Zip

850-412-7509

Phone Number

Craig.talton@fams.edu

Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

Airport Gateway Community Meeting Proposed Changes

Pineview Elementary School Cafeteria
2330 Lake Bradford Road
Wednesday, November 15, 2017

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Concern - On map where
Lake Bradford Road was Renamed
Orange Ave There at the intersection
of ~~Lake Bradford~~ and ~~Orange Ave~~
(A holding Pond) ~~State Road~~
~~Mosquito hays~~ lived directly Behind the block
house on Orange Ave 1486. We
have a Drainage Problem - Water
flows Down to my house Everytime
there is a great Rain, it flows into
the front yard then Around the
house → There is a Sub
Road which leaves Orange Ave to get
to the Mail box. The Original Road was Renamed
a few Years ago

Name Mrs. D. K. Richardson
Address 1486 ~~Orange Ave~~
City, State, Zip Tallahassee, FL 32310
Phone Number (850) 576 6976
Email

Mail to:

Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

BLUEPRINT
INTERGOVERNMENTAL AGENCY

Originally the Road was Atkinson Nothing is shown on these maps
There is confusion with mail Sometimes Re Zip Code
32310 or 32304 I've lived there more
268 +1 50 years

CalLEN NEIGHBORHOOD ASSOCIATION

2416 WALCOTT STREET – TALLAHASSEE, FLORIDA 32310

Mr. Michael Crimbley: President – Ms. Tracey Golay: Vice President – Mrs. Gladys Caswell: Treasurer

MEMORANDUM

TO: Mr. Benjamin H. Pingree, Director of P.L.A.C.E.
BluePrint Intergovernmental Agency

FROM: Mr. Michael Crimbley, President
and the Residents of the Callen Neighborhood Association

DATE: November 15, 2017

SUBJECT: The Airport/FSU Gateway proposed amendment to the BluePrint 2000/2020 Project

We, the residents of the Callen Neighborhood Association petition to the BluePrint 2000/2020 Project Officials to adhere to the residents concerns due to the upcoming vote on December 5, 2017 for the revised proposed Airport/FSU Gateway development project to be amended that will impact the residents of the Callen Neighborhood.

OUR CONCERNS ARE AS FOLLOW:

Property Value, Noise, Security and Traffic Impact (including potential limited access to main streets during emergency cases):

- We, the residents strongly voice our concerns regarding projected traffic and noise impact of the proposed revisions for the BluePrint Airport/FSU Gateway Project whose development is slated to be within 100 feet of Callen Neighborhood impacting residents located on Coleman Street and throughout surrounding residential streets extending to Pottsdammer Street.
- It is also our concern that major developments of the proposed usage would decrease property values due to the added thoroughfare for proposed mixed used development. This proposed change will impact the existing Character of our neighborhood due to proposed development designed to generate various mix uses and additional traffic while impacting residents access to streets in cases of medical and natural disaster emergencies.
- FSU's proposed usage of development concerns the residents of Callen in that 80 percent of residents are senior citizens and this proposed development will produce more non-residents within 50 feet of Callen Neighborhood making SECURITY a great concern of all residents.

Therefore, we request that the BluePrint Intergovernmental Agency adhere to the following request by the Callen Neighborhood Association before approving FSU's proposed amendment to the Airport/FSU Gateway project:

1. Street and Neighborhood Improvement

FSU – Southwest Campus and the Callen Neighborhood would be mitigated by an eight-foot sound barrier brick and mortar wall with an Upscale design and Character (we request the same standard designed located on Mahan and Blairstone) in order to continue to maintain the character of the Callen Neighborhood. The wall barrier and extension will be constructed between starting point at Lake Bradford Road between Hutchinson Street and Coleman Street.

Any usage within 100 feet between Alumni Village property and Coleman Street will be compatible with and are harmonious with the character of the Callen Neighborhood. The design of any buildings and structures share common design elements that would ensure visual compatibility and harmony of design of homes in the Callen Neighborhood.

Main entrances and exits to Callen Neighborhood will remain for residents, therefore:

- a. Coleman Street will not be modified to have access or to allow entrance to FSU/Innovation Park. Coleman Street will remain as a deadend street with a proposed Wall Barrier extended from Lake Bradford Road between Hutchinson Street and Coleman Street to have physical separation of the Callen Neighborhood and FSU property.
- b. Pottsdammer Street will include a proposed barrier/buffer at the entrance of FSU gateway/Innovation Park to give separation of the Callen Neighborhood and FSU property.
- c. Each entrance will have adequate lighting for security measures and the wall barrier will include light fixtures (fixtures that maintains the character of the neighborhood) be placed 25 feet in spacing on the wall barrier. Street numbers of the buildings shall be easily visible from the street at all times, day and night.

2. Environmental Impact

To ensure the environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes, would not have an unacceptable negative affect on adjacent property or properties of residents in the Callen Neighborhood. Landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood. All stormwater runoff treatment measures installed on FSU property shall be permanently maintained by the property owner in good repair and free of litter and debris, obstructions, and stored materials.

3. Noise Control

Sound shall be contained within the buildings and the buildings shall be adequately insulated to prevent excessive sound from emanating outside in a manner which does not create a disturbance and create a public or private nuisance to residents of Callen Neighborhood. Any such nuisance must be abated immediately upon notice by the City.

4. Outdoor Storage

No outdoor storage is allowed or permitted within 100 feet of the Callen Neighborhood. FSU shall maintain the property within 100 feet of the Callen Neighborhood in good visual and functional condition. This shall include, but not be limited to all exterior elements of the buildings such as paint, roof, paving, signs, lighting and landscaping. All trash areas shall be effectively screened from view, covered, drained to the sanitary sewer system, and maintained. Trash areas shall be maintained in a manner to discourage illegal dumping.

5. Utilities

All new on-site telephone, electrical, and other overhead service facilities shall be placed underground which will not disturb the Callen Neighborhood current electrical system unless approved by the City. We would also request new neighborhood signs, landscaping, and Electrical Hub Stations (connecting the neighborhood to FSU and City's power grids-during City power outages, line rolls to FSU's grid to hopefully maintain power).

6. Anti-Graffiti

Within 100 feet of Callen Neighborhood, FSU shall remove all graffiti from buildings and wall surfaces within 48 hours of defacement, including job sites for projects under construction.

7. Anti-Litter

FSU – Southwest Campus and surrounding area shall be maintained free of litter, refuse, and debris. Cleaning shall include keeping all publicly used areas free of litter, trash, cigarette butts and garbage.

8. Traffic Flow in the Callen Neighborhood

Entrance to FSU – Southwest Campus use of Pottsdammer Street will be gated at the entrance of FSU property. With Entrance Hours of operation would be from 6:00 a.m. to 6:00 p.m. Monday through Friday and 6:00 am. To 7:00 pm on weekends. The proposed site will be adequately served by streets of sufficient width and improved as necessary to carry the kind and quality of traffic such use would generate.

9. Emergency Entrance and Exit

City of Tallahassee's Controlled-Red Light system to be installed at the corner of Walcott Street and Lake Bradford Road for residents in the Callen Neighborhood to have easy access to streets and thoroughfare in case of medical and natural disaster emergencies.

10. Noise during Airport/FSU Gateway Construction

Construction for the Airport/Gateway Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of the Callen Neighborhood. Staging areas shall be located a minimum of 200 feet away from the Callen Neighborhood.

We have met with the FSU Real Estate Foundation representative which we have expressed our concerns and we look forward to solidifying our concerns and structural request before any votes of amendments, modifications to the existing BluePrint 2000/2020 Airport/Gateway proposed project are approved.



MC/afh

cc: Tracey Adams Golay, Vice-President, Callen Neighborhood Association
Gladys Caswell, Treasurer, Callen Neighborhood Association
Charles Hargraves, Director, BluePrint IA
Susan Emmanuel, Public Information Officer, BluePrint IA
Autumn Caider, Planning Manager, BluePrint IA

Susan Emmanuel

From: Davemacd154@aol.com
Sent: Tuesday, November 14, 2017 11:05 AM
To: Susan Emmanuel
Subject: Airport Gateway

I attended the 11/7/17 Airport Gateway meeting. I own a residence on Windy Pine Way so I may be impacted by changes to Springhill Road.

As far as an actual gateway into Tallahassee from the airport I feel that the proposed route through Orange Avenue, Provenance and Stuckey Avenue is a much better route than Springhill Road because it is more scenic and connects with Innovation Park as well as ongoing improvements along FAMU Way. It also doesn't require visitors to travel past the sewage treatment plant on Capital Circle.

As for Springhill Road, a two lane divided highway with sidewalks and stormwater drains seems ok. I use Seasons Lane and Windy Pine Way daily. Naturally, I would want to continue to have lane change/ access points where these two roads intersect with Springhill Road.

I previously attended several Blueprint 2000 meetings regarding improvements to Capital Circle SouthWest. One proposal showed Capital Circle redirected to just West of Windy Pine Way. They ultimately decided to build along the original road bed. I hope that any road improvements to Springhill Road will be restricted to the current road bed so as not to negatively impact the integrity of Paradise Village.

Thank you for taking the time to read my comments. Should you have any questions, please advise.

Sincerely,

David MacDonald

Susan Emmanuel

From: quincee messersmith <quinmess@aol.com>
Sent: Tuesday, November 14, 2017 11:33 AM
To: Susan Emmanuel
Subject: Fwd: South Lake Bradford Road

>
> Good Morning and Thanks for coming out last night to the Junior Museum. (Yes, that's what we that grew up here still call it.)
>
> In listening to the fear of others demonstrated last night about the impending changes with regard to our little neck of the woods, I just wanted you to be aware that we (my family) are probably the largest stakeholders for what happens to South Lake Bradford Road.
>
> While we are excited about beautifying and reducing traffic and all of those other words that sound good, I in particular was more curious about zone changes, city sewage, future right of way acquisition and the other neccesities that would make this SouthWest Campus expansion deemable in the future.
>
> Thank you for your time and consideration. Have a Happy Tuesday.
>
> quincee messersmith
> 850-933-8371
>
> Sent from my iPhone

Susan Emmanuel

From: Autumn Calder
Sent: Thursday, November 16, 2017 6:36 AM
To: Susan Emmanuel
Cc: Wayne Tedder; Ben Pingree; Tameeka Williams
Subject: FW: Letter in Opposition to the FSU Airport Gateway Blueprint proposal

Susan,

Please include this in the record of comments.

Thanks,
Autumn

From: Tedder, Wayne [mailto:Wayne.Tedder@talgov.com]
Sent: Thursday, November 16, 2017 6:19 AM
To: Nicolas
Cc: nicolas_kasha; Nicolas_Kasha; Autumn Calder; Ben Pingree
Subject: Re: Letter in Opposition to the FSU Airport Gateway Blueprint proposal

Mr. Kasha,

Thank you for taking the time to write out your concerns. I am forwarding them to the Blueprint staff who will include your concerns in the records for the Intergovernmental Agency (IA) which is comprised of the City and County Commissioners. The IA will be the body that approves, denies or modifies the current proposed project description. Regarding some of your concerns, I do believe it is an absolute necessity to work with our major universities (including FAMU) when they are growing their campuses and work cooperatively with them and our community to make sure that the City and Universities' growth takes into consideration concerns identified by the community. The process administered by Blueprint is intentional to insure the community's concerns are identified and considered as part of the process before ANY decisions are made.

Thank you for your input.

Sincerely,

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

On Nov 16, 2017, at 1:23 AM, Nicolas <nicolas@guitarescinematiques.com> wrote:

Dear Wayne Tedder, Assistant City Manager,

RE: FSU Airport Gateway Blueprint proposal

I am a homeowner at 3260 Longleaf Road. Our property borders the FSU Seminole Reservation and has been in the family since 1955. My father, the late Dr. Michael Kasha was a Lawton distinguished professor at FSU for 60 years. He was the first Floridian ever

elected to the Nat'l Academy of Sciences and the founder/director of the FSU Institute for Molecular Biophysics. I earned my Physics and Music degrees from FSU.

Despite my family's deep ties with FSU, I am expressing my ardent opposition to this newly proposed FSU Airport Gateway project from Blueprint that has just been thrust upon us.

PLEASE VOTE AGAINST THIS PLAN.

You should know that during our public meeting at the Tallahassee Museum held on Monday November 13th not a single homeowner was in favor of this proposal. Rather, we were literally shocked, dismayed and insulted by the bravado of the sudden proposal. FSU owns property along the Lake Bradford Road but this does NOT give them the right to determine the future of the roadway for their own purposes. They are not the only property owner in our neighborhood.

The purported "deadline" of December 5th is absolutely ridiculous. Blueprints officials at the public meeting could not give any satisfactory explanation for the necessity of adhering to this deadline other than to say "it's a great opportunity."

Here are my reasons for opposing this plan:

1. The neighborhood bordering South Lake Bradford Rd (between Orange Av and Capital Circle) is a quiet residential family-centered neighborhood plain and simple. It should NOT be converted into the main artery between the Airport and the FSU campus and downtown Tallahassee. A neighborhood like ours is NOT an "airport gateway" zone.
2. We reject the idea that FSU has the right to take public money earmarked for the widening of Springhill Road to use for their own internal road creation plans. This is public taxpayer money, not for FSU's taking. We know this would eventually lead to the widening of south Lake Bradford Road and the abandonment of Springhill Road as the main artery for traffic from the airport. The plan attempts to appease us by adding walking paths to our roadway. WE ARE NOT INTERESTED IN ACCEPTING NEW WALKING PATHS JUST SO THAT OUR NEIGHBORHOOD CAN BECOME A HIGH DENSITY CONGESTED ROADWAY TO THE AIRPORT.
3. Speed bumps were added to this portion of Lake Bradford Road long ago especially for the purpose of impeding high speed travel and reducing the density of traffic to and from the airport. We insist these NOT be removed.
4. The Blueprint plan to use Springhill Road as the main artery into Tallahassee from the airport remains solid. It was established over years and years of planning. . It should not be abandoned. FSU does not have the right to change it and force a vote by December 5th with such rushed public input.
5. FSU should use it's own money for internal road improvements. They could make improvements to the existing West Paul Dirac Drive connecting to Orange Avenue to reach the airport at high speed. They don't need to run straight through south Lake Bradford Road for this.

I urge you to oppose this fast track FSU Airport Gateway proposal.

Sincerely,

Nicolas Kasha, 3260 Longleaf Road Tallahassee, FL 32310

November 9, 2017


Susan Emmanuel
Blueprint IA
315 S. Calhoun Street
Suite 450
Tallahassee, FL 32301

RE: Airport Gateway District

I sincerely hope that the following questions, comments and concerns are addressed in their entirety and taken into consideration regarding the potential Airport Gateway District. Constructing a "gateway" and encouraging an increase of traffic through a residential neighborhood with a large number of pedestrians (Providence Neighborhood – Stuckey Avenue) is irresponsible and can potentially jeopardize the safety of our community members. The proposed construction along Stuckey Avenue does not add any immediate functional benefits; the proposed improvements include sidewalks, street lights, modest landscaping on both sides of Stuckey, bike paths and a planted median which could be used to expand Stuckey to four lanes. Currently, Stuckey has all the aforementioned features except for the expandable planted median and the modest landscaping. Beautifying Stuckey for it to serve as an entrance to Florida State University's Southwest campus would be the first step to gentrifying Providence and neighboring Southside communities; which would rid the area of affordable housing displacing many of the current residents. During the Providence Neighborhood Association meeting hosted Monday, October 16, 2017, Kevin Graham, Executive Director of the FSU Real Estate Foundation, stated that they were unaware of what developments would be made at their southwest campus if this is true, why is the expandable median needed? The proposed Airport Gateway District, would require the acquisition of right-of-way along Stuckey resulting in the loss of land of homeowners and business owners along the route and could risk the existence of the Touch of Life Community Garden located at 1800 Indian River Street, Tallahassee, FL 32310.

The Providence Neighborhood Association is an extremely active entity within the Providence neighborhood and Tallahassee and has been for decades. For involved parties to entertain the proposed district without consulting the Providence Neighborhood Association and other active community groups illustrates the lack of respect local government officials and Florida State University has for community residents. I would advise all parties to consider the Providence Neighborhood Renaissance Plan and the remarks presented by residents of Providence.

Sincerely,


Monet C. Moore
2749 W. Tharpe Street
APT J2
Tallahassee, FL 32303

REC'D BLUEPRINT IA
NOV 9 17 PM 2:30

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Susan Emmanuel

From: Charles Hargraves
Sent: Wednesday, November 8, 2017 3:39 PM
To: Susan Emmanuel
Cc: Autumn Calder; Ben Pingree
Subject: FW: FSU Airport Gateway Project

Importance: High

Please include this in our list of comments.

Thanks

Charles Hargraves, P.E.

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



Florida has a very broad public records law. Most written communications to or from public offices are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Bryan Desloge [mailto:DeslogeB@leoncountyfl.gov]
Sent: Wednesday, November 8, 2017 1:40 PM
To: Del@DelSuggs.com
Cc: Vince Long; Ken Morris; Alan Rosenzweig; Herb Thiele; Charles Hargraves; Cherie Bryant; Wayne Tedder; Ben Pingree
Subject: Re: FSU Airport Gateway Project
Importance: High

Del, appreciate the feedback. I'll take your comments and concerns into consideration in my deliberations on this issue when it is brought to the County Commission. I'm forwarding your email to Blueprint with the request that your email be included as a part of the public record. Please don't hesitate to contact me if you feel I may be of assistance with other concerns. Hope all's well with you. Have a good day!

>>> "Del Suggs, M.S.Ed. " <Del@DelSuggs.com> 11/7/2017 12:23 PM >>>

>

Dear Commissioner Desloge,

I hope you are well. I'm reaching out, asking you to OPPOSE the newly proposed FSU Airport Gateway project from Blueprint.

There are multiple reasons to oppose this plan. Here are just a few:

--This plan will destroy the quality of life in two neighborhoods. The South Lake Bradford Road neighborhood will be overwhelmed with new traffic, and a small neighborhood street will become a speedway. It is a family-friendly neighborhood street, full of walkers and strollers.

--The Providence Renaissance Neighborhood-- championed by my dear friend Commissioner Steve Meisburg-- will be damaged by the four-laning, and will lose most affordable housing in the process. The City and it's partners have done so much to revitalize this working-class neighborhood. That will all be wiped out by this project and the gentrification that will follow.

-- BP has consistently maintained Springhill Road as the proposed Gateway for the past 20 years. This sudden change is a slap in the face to the neighborhoods who trusted their government officials to uphold this commitment.

-- You can't have TWO gateways. If this project is allowed, then all the efforts to revitalize Springhill Road as the Gateway to Tallahassee will have been wasted. Springhill is open and bare, and would be easy to four-lane and develop with minimal impact to neighborhoods or businesses. It is the correct route for a Gateway to Tallahassee.

-- Every other BP project has undergone years of vetting, yet BP/FSU wants this approved in three-months. This sudden push to approve this project-- without any traffic study, and with minimal (last minute) public input-- is very suspect.

There are so many more reasons that this project is a bad idea.

Please work to save our neighborhoods, and oppose this fast track FSU Airport Gateway.

Sincerely,

Del Suggs
2300 Cypress Cove Dr
Tallahassee, FL 32310

Tameeka Williams

From: Wayne Tedder
Sent: Thursday, November 16, 2017 7:07 PM
To: Autumn Calder; Ben Pingree; Charles Hargraves
Subject: Fwd: rjharnage@comcast.net RE: FSU Gateway Proposal

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 16, 2017 at 6:00:51 PM EST
To: "rjharnage@comcast.net" <rjharnage@comcast.net>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: rjharnage@comcast.net RE: FSU Gateway Proposal

Greetings rjharnage@comcast.net,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
300 S. Adams Street / Tallahassee, Florida 32301
Ph. #850-891-8503 / Fax. #850-891-8542
angela.whitaker@talgov.com

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

From: rjharnage@comcast.net [<mailto:rjharnage@comcast.net>]
Sent: Tuesday, November 14, 2017 3:12 PM
To: Miller, Nancy <Nancy.Miller@talgov.com>; Maddox, Scott <Scott.Maddox@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Gillum, Andrew <Andrew.Gillum@talgov.com>; Ziffer, Gil <Gil.Ziffer@talgov.com>
Subject: FSU Gateway Proposal

The proposal to route Gateway to Tallahassee onto Stuckey Ave., around and thru FSU property, and back onto Orange Ave. is one of the most bazar things I've seen. The

only winner is FSU everyone else is a loser. FSU gets a road mostly paid for by taxpayers hurts everyone else.

Tameeka Williams

From: Wayne Tedder
Sent: Thursday, November 16, 2017 7:06 PM
To: Autumn Calder; Charles Hargraves; Ben Pingree
Subject: Fwd: Matilda Parker RE: Oppose FSU/Blueprint airport gateway proposal

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 16, 2017 at 5:57:50 PM EST
To: M Parker <mp08h@live.com>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: Matilda Parker RE: Oppose FSU/Blueprint airport gateway proposal

Greetings Ms. Parker,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
300 S. Adams Street / Tallahassee, Florida 32301
Ph. #850-891-8503 / Fax. #850-891-8542
angela.whitaker@talgov.com

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

From: M Parker [<mailto:mp08h@live.com>]
Sent: Thursday, November 16, 2017 12:36 PM
To: Gillum, Andrew <Andrew.Gillum@talgov.com>; Miller, Nancy <Nancy.Miller@talgov.com>; Maddox, Scott <Scott.Maddox@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Ziffer, Gil <Gil.Ziffer@talgov.com>; Fernandez, Rick <Rick.Fernandez@talgov.com>; Tedder, Wayne <Wayne.Tedder@talgov.com>; Lavin, Raoul <Raoul.Lavin@talgov.com>; Proctor, Bill <PROCTORB@leoncountyfl.gov>; Dailey, John <DaileyJ@leoncountyfl.gov>; Dozier, Kristin <DozierK@leoncountyfl.gov>; JacksonJ@LeonCountyFl.gov; Desloge, Bryan <DeslogeB@leoncountyfl.gov>; Maddox, Nick <MaddoxN@leoncountyfl.gov>; Lindley, Mary Ann

<LindleyM@leoncountyfl.gov>

Subject: FSU/Blueprint airport gateway proposal

Good afternoon,

My name is Matilda Parker and I'm a homeowner at 4117 Pond Cypress Ct, which is in a neighborhood that would be affected by the FSU/Blueprint airport gateway proposal. I'm writing this email because I will be unable to attend the meeting this evening, but I would still like to share my thoughts on the proposal and urge you to vote no.

I moved to Tallahassee in 2008 as a student to attend FSU, so I can appreciate that FSU is a large part of our community and that the city and the university may sometimes benefit from working together. However, I feel strongly that this proposal does NOT benefit the city of Tallahassee, and in fact, it seems to disproportionately benefit FSU at the expense of the city.

I attended a Blueprint meeting on Monday November 13th and the room was packed with concerned residents. During this meeting, multiple residents expressed concern that their tax dollars (the money Blueprint uses to operate) would be used to fund a project that effectively ruins their neighborhood- all to benefit FSU. One resident pointed out on the proposed map that the road FSU would like to construct through the golf course could simply curve left instead of right at its end, and a different (but equal sized) portion of Orange Ave could be expanded to make Springhill Rd the airport gateway as originally planned. This is such a simple solution that it begs the question- why wasn't this the original proposal? The answer is that FSU owns property at the end of S. Lake Bradford Rd. This proposal is an opportunity for FSU to link their properties with beautiful, brand new roads that are paid for almost entirely by the tax payers.

Please vote no on this proposal, as it is detrimental to residents in our area and unfair to tax payers.

Thank you for your time,

Matilda Parker

Tameeka Williams

From: Wayne Tedder
Sent: Thursday, November 16, 2017 6:53 PM
To: Autumn Calder; Charles Hargraves; Ben Pingree
Subject: Fwd: Brandon McGee RE: Opposition re: FSU Airport Gateway Blueprint Proposal

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 16, 2017 at 5:55:45 PM EST
To: Brandon McGee <emailbmcgee@gmail.com>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: Brandon McGee RE: Opposition re: FSU Airport Gateway Blueprint Proposal

Greetings Mr. McGee,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
300 S. Adams Street / Tallahassee, Florida 32301
Ph. #850-891-8503 / Fax. #850-891-8542
angela.whitaker@talgov.com

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

From: Brandon McGee [<mailto:emailbmcgee@gmail.com>]
Sent: Thursday, November 16, 2017 4:00 PM
To: Gillum, Andrew <Andrew.Gillum@talgov.com>
Subject: FSU Airport Gateway Blueprint Proposal

Dear Mayor Andrew Gillum,

RE: FSU Airport Gateway Blueprint proposal

I am a homeowner at 3144 Flastacowo Road. I am writing to express my strong opposition to the newly proposed FSU Airport Gateway project from Blueprint that has just been announced.

PLEASE VOTE AGAINST THIS PLAN.

As you know, during our public meeting at the Tallahassee Museum held on Monday November 13th not a single homeowner was in favor of this proposal. Rather, we are all very upset by the sudden and bombastic proposal. FSU owns property along the Lake Bradford Road but this absolutely does not give them the right to determine the future of the roadway for their own purposes as they are not the only property owner in our neighborhood.

The purported "deadline" of December 5th is utterly ridiculous. Blueprints officials at the public meeting could not give any satisfactory explanation for the necessity of adhering to this deadline other than to say "it's a great opportunity" which, frankly, is insulting and ignorant.

Our my reasons for opposing this plan include:

1. The neighborhood bordering South Lake Bradford Rd (between Orange Av and Capital Circle) is a quiet residential family-centered neighborhood plain and simple. It should NOT be converted into the main artery between the Airport and the FSU campus and downtown Tallahassee. A neighborhood like ours is NOT an "airport gateway" zone.
2. We reject the idea that FSU has the right to take public money earmarked for the widening of Springhill Road to use for their own internal road creation plans. This is public taxpayer money, not for FSU's taking. We know this would eventually lead to the widening of south Lake Bradford Road and the abandonment of Springhill Road as the main artery for traffic from the airport. The plan attempts to appease us by adding walking paths to our roadway. We are not interested in accepting new walking paths just so our neighborhood can become a congested roadway to the airport.
3. Speed bumps were added to this portion of Lake Bradford Road long ago especially for the purpose of impeding high speed travel and reducing the density of traffic to and from the airport. We insist these NOT be removed, in fact stronger calming systems should be added.
4. The Blueprint plan to use Springhill Road as the main artery into Tallahassee from the airport remains solid. It was established over years and years of planning. . It should not be abandoned. FSU does not have the right to change it and force a vote by December 5th with such rushed public input.
5. FSU should use its own money for internal road improvements. They could make improvements to the existing West Paul Dirac Drive

connecting to Orange Avenue to reach the airport at high speed. They don't need to run straight through south Lake Bradford Road for this.

I strongly urge you to oppose this fast track FSU Airport Gateway proposal.

Sincerely,

Lindsay & Brandon McGee

3144 Flastacowo Road

Tallahassee, FL 32310

Lindsay

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Tameeka Williams

From: Wayne Tedder
Sent: Thursday, November 16, 2017 7:05 PM
To: Autumn Calder; Charles Hargraves; Ben Pingree
Subject: Fwd: Proposed FSU Gateway project

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: Charlotte Hall <HallC2060@comcast.net>
Date: November 16, 2017 at 4:06:57 PM EST
To: andrew gillum <andrew.gillum@talgov.com>, nancy miller <nancy.miller@talgov.com>, scott maddox <scott.maddox@talgov.com>, "curtis richardson" <curtis.richardson@talgov.com>, gil ziffer <gil.ziffer@talgov.com>, rick fernandez <rick.fernandez@talgov.com>, "wayne tedder" <wayne.tedder@talgov.com>, raoul lavin <raoul.lavin@talgov.com>, <proctorb@leoncountyfl.gov>, <daileyJ@leoncountyfl.gov>, <dozierk@leoncountyfl.gov>, <jacksonj@leoncountyfl.gov>, <deslogeb@leoncountyfl.gov>, <maddoxn@leoncountyfl.gov>, <lindley@leoncountyfl.gov>
Subject: Proposed FSU Gateway project

Good afternoon. Thank you for taking a moment to read this email and listen to my concerns regarding this newly proposed Airport Gateway project proposed by Florida State University.

I am asking you to OPPOSE this project and here are some reasons why.

I live on S. Lake Bradford Road (section A). My husband (a life-long resident of Tallahassee) and myself (resident for 25 years) decided to purchase property and build what we call our "forever" home. Simply put this means we planned to raise our kids there, have our grandchildren come to visit and many years from now, eventually see our last days in that house. We picked this location because my husband grew up swimming in Lake Bradford along with his friends and then our children and their friends. We've always loved the rural feel of the area, that neighborly concern without having privacy invasion and the overall atmosphere. The residents of our neighborhood get exercise by walking or bicycling while enjoying the peaceful surroundings. In our opinion, there couldn't be a better place for our lives to happen.

I hope that brief summary will make you look at us as people and know that the decisions you're making involve real people and real families. Please OPPOSE this new project.

We've been told by Blueprint that the project is to "enhance and beautify" our road. While it might achieve that goal, they are failing to draw attention to what else will happen. The small neighborhood street (where traffic is somewhat controlled) will become a "gateway" for speeders. In addition, there is a significant amount of litter that we deal with daily. The proposed upgrades to our road will no doubt increase the amount of traffic, speeding and garbage thrown into our yards. OPPOSE ! OPPOSE ! OPPOSE !

Although I do not know a lot about the Providence Renaissance Neighborhood, my friends and associates have explained the investment in revitalizing this working-class neighborhood. I believe the creation of a 4-lane will undoubtedly cause damage and most of the affordable housing will be lost. Again these are real people and real families that are at stake. Please OPPOSE this project.

I remember Blueprint talking about the Springhill Road Gateway project not long after I moved to Tallahassee. Over the years that has never changed. It was then and should still be the main focus of improving Tallahassee's south side and providing access to the airport. Expanding Springhill Road into four lanes would have minimal impact on people and neighborhoods while providing opportunity for development and business growth. In addition, the traffic coming in from Woodville and Wakulla county would then have direct access to their jobs/business in Tallahassee without having to "cut thru" S. Lake Bradford Road. Not all people traveling on S. Lake Bradford Road are doing business at the airport. OPPOSE ! OPPOSE ! OPPOSE !

The urgent nature of this proposed change makes me question the motives and if our government officials really represent this community. All previous Blueprint projects have gone years of gathering and analyzing data BEFORE the approval. Now without any data and very rushed public input, Blueprint and FSU want this approved on December 5th. It appears they know this is a bad idea or they just really don't care about the citizens on the south side of town. Either way it is very shameful.

Be the upstanding representatives this community deserves and PLEASE oppose this project.

Sincerely,

Charlotte M. Hall
3041 S. Lake Bradford Road
Tallahassee, FL 32310

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 9:51 AM
To: Tameeka Williams
Subject: FW: Ernie Paine Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

Please add to the Airport Gateway comments, thanks,

SE

From: Charles Hargraves
Sent: Monday, November 20, 2017 9:41 AM
To: Susan Emmanuel
Cc: Ben Pingree; Autumn Calder
Subject: FW: Ernie Paine Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

Another comment to be included, not sure you have this or not.

Charles

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



Florida has a very broad public records law. Most written communications to or from public offices are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Tedder, Wayne [<mailto:Wayne.Tedder@talgov.com>]
Sent: Sunday, November 19, 2017 8:16 AM
To: Ben Pingree; Autumn Calder; Charles Hargraves
Subject: Fwd: Ernie Paine Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 18, 2017 at 6:33:20 PM EST
To: Ernie Paine <epaine@embargmail.com>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: Ernie Paine Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

Greetings Ernie Paine,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator

Office of Mayor Andrew D. Gillum

City of Tallahassee

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

Sent from my iPad

On Nov 18, 2017, at 5:49 PM, Ernie Paine <epaine@embargmail.com> wrote:

I found the comment of Kevin Graham, representing the FSU Real Estate Division, "In all of Tallahassee, eight people expressed concern last night", somewhat disingenuous. Mr. Graham had attended a public meeting at the Tallahassee Museum two days prior to the CAC meeting. This meeting was attended by at least one hundred residents of the affected neighborhoods and other concerned citizens, with attendance well beyond the capacity of the allocated meeting room. It was the consensus of the attendees, explicitly stated by all who spoke, that they were strongly opposed to FSU's proposed modification of the voter-approved Gateway plan.

As a Florida State alumnus, I was embarrassed that a spokesperson of FSU would use his office and the press to paint such a blatantly false picture of public opinion to further the interests of FSU over the interests of local residents. Expecting Leon County taxpayers to pick up the bulk of the tab for the project when the only beneficiary is Florida State University is adding insult to embarrassment.

Ernie Paine
2006 East Indianhead Drive
Tallahassee, FL 32301
epaine@embarqmail.com

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Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 10:30 AM
To: Tameeka Williams
Subject: FW: FW: Eric Chassignet Re: Opposition re: FSU Airport Gateway Blueprint proposal

Please incorporate.

Thanks

SE

From: Charles Hargraves
Sent: Monday, November 20, 2017 10:25 AM
To: Susan Emmanuel
Subject: Fwd: FW: Eric Chassignet Re: Opposition re: FSU Airport Gateway Blueprint proposal

Please incorporate.

Sent from my Verizon 4G LTE Droid

----- Forwarded message -----

From: "Tedder, Wayne" <Wayne.Tedder@talgov.com>
Date: Nov 20, 2017 10:24 AM
Subject: FW: Eric Chassignet Re: Opposition re: FSU Airport Gateway Blueprint proposal
To: Autumn Calder <autumn.calder@Blueprintia.org>, Charles Hargraves <charles.hargraves@Blueprintia.org>, Ben Pingree <Ben.Pingree@Tlcplace.org>, Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Cc:

From: Gillum, Andrew
Sent: Monday, November 20, 2017 9:18 AM
To: Eric Chassignet <echassignet@gmail.com>
Cc: Tedder, Wayne <Wayne.Tedder@talgov.com>; Van Pelt, Jamerson <Jamerson.VanPelt@talgov.com>
Subject: Eric Chassignet Re: Opposition re: FSU Airport Gateway Blueprint proposal

Greetings Mr. Chassignet,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum

City of Tallahassee
[300 S. Adams Street / Tallahassee, Florida 32301](#)
Ph. [#850-891-8503](#) / Fax. [#850-891-8542](#)
angela.whitaker@talgov.com

Sent from my iPad

On Nov 16, 2017, at 10:47 PM, Eric Chassignet <echassignet@gmail.com> wrote:

RE: FSU Airport Gateway Blueprint proposal

I am a homeowner at [3268 Longleaf Road](#) on Lake Bradford and a professor at Florida State University. I am expressing my ardent opposition to this newly proposed FSU Airport Gateway project from Blueprint that has just been thrust upon us with only a few weeks earmarked for public inputs.

PLEASE VOTE AGAINST THIS PLAN.

At all the public meetings held this week, not a single homeowner was in favor of this proposal. Most of us could not believe the misleading and biased presentations given by Blueprint without any concerns expressed for the affected neighborhoods. No rationale was presented for this sudden change of plans for the airport gateway, except that it is a "great opportunity". For whom? FSU, not the neighborhoods. What would be the benefits to our community? Not presented.

The purported "deadline" of December 5th is absolutely ridiculous. Blueprint officials at the public meetings could not give any satisfactory explanation for the necessity of adhering to this deadline other than to say that FSU needs to know in order to move forward. This rushed process does not allow for proper inputs by the community: this is not how Blueprint projects are put together.

Here are my reasons for opposing this plan:

1. The original Blueprint plan to use Springhill Road as the main artery into Tallahassee from the airport remains solid. It was established over years and years of planning. There is no rationale put forward as to why it should be abandoned. FSU does not have the right to change it and force a vote by December 5th with such rushed public input.
2. This new Blueprint plan would make South lake Bradford an airport gateway to FSU. The neighborhood bordering South Lake Bradford Rd (between Orange Av and Capital Circle) is a quiet residential family-centered neighborhood. It should NOT be converted into the main artery between the Airport and the FSU campus and downtown Tallahassee. A neighborhood like ours is NOT an "airport gateway" zone.
3. Speed bumps were added to this portion of Lake Bradford Road long ago especially for the purpose of impeding high speed travel and reducing the density of traffic to and from the airport. They should NOT be removed and additional mechanism to slow down vehicles should be investigated. Cars still drive fast on this road despite the speed bumps.
4. FSU does not have the right to take advantage of public money earmarked for the widening of Springhill Road to improve their own internal road creation plans. This is public taxpayer money, not for FSU's taking. We know this would eventually lead to the widening of south Lake Bradford Road and the abandonment

of Springhill Road as the main artery for traffic from the airport. The plan attempts to appease our community by adding walking paths to our roadway. Our community is NOT INTERESTED IN ACCEPTING NEW WALKING PATHS JUST SO THAT OUR NEIGHBORHOOD CAN BECOME A HIGH DENSITY CONGESTED ROADWAY TO THE AIRPORT.

5. FSU should use its own funds for internal road improvements. They could make improvements to the existing West Paul Dirac Drive connecting to Orange Avenue to reach the airport at high speed. They do not need to run straight through south Lake Bradford Road for this.

I urge you to oppose this fast track FSU Airport Gateway proposal.

Sincerely,

Eric Chassignet, 3268 Longleaf Road Tallahassee, FL 32310

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Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 11:28 AM
To: Tameeka Williams
Subject: FW: Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

Please enter this comment into the records.

Thanks

SE

From: Charles Hargraves
Sent: Monday, November 20, 2017 11:18 AM
To: Susan Emmanuel
Cc: Ben Pingree; Autumn Calder
Subject: Fwd: Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

FYI

Sent from my Verizon 4G LTE Droid

----- Forwarded message -----

From: Bryan Desloge <DeslogeB@leoncountyfl.gov>

Date: Nov 20, 2017 11:12 AM

Subject: Re: "Residents call for Gateway plan delay" from Tallahassee Democrat 11/18/17, by Byron Dobson

To: epaine@embarqmail.com

Cc: Charles Hargraves <charles.hargraves@Blueprintia.org>, Vince Long <LongV@leoncountyfl.gov>, Christopher Goad <Reese.Goad@talgov.com>, Wayne Tedder <wayne.tedder@talgov.com>, Ben Pingree <Ben.Pingree@Tlcplace.org>

Good morning, Ernie! Thank you for your input on the Airport Gateway Project. We appreciate the impacts projects such as these have on the neighborhoods where they are located, and on the community as a whole. As you already know, staff is conducting an outreach program, gathering information from residents and business interests in the southwest area and across the community. We have learned a great deal, received suggestions and documented concerns, all of which will be included in the agenda item being developed for the December 5, Intergovernmental Agency (IA) Board meeting. The agenda items will be distributed shortly after the Thanksgiving holiday. They will also be made available to the public on the Blueprint website and by email to community members and stakeholders.

I'm forwarding your email to the IA with the request that your concerns be entered into the public record and your opposition to the changes to the Airport Gateway project will be taken into consideration by the Intergovernmental Agency Board before they vote on December 5 and we will inform all of our stakeholders of the IA Board's action via website and email.

Bryan Desloge
Leon County Commission
District IV Commissioner
301 S. Monroe St.
Tallahassee, FL 32301

850-606-5364

deslogeb@leoncountyfl.gov

>>> "Ernie Paine" <epaine@embargmail.com> 11/18/2017 5:49 PM >>>

I found the comment of Kevin Graham, representing the FSU Real Estate Division, "In all of Tallahassee, eight people expressed concern last night", somewhat disingenuous. Mr. Graham had attended a public meeting at the Tallahassee Museum two days prior to the CAC meeting. This meeting was attended by at least one hundred residents of the affected neighborhoods and other concerned citizens, with attendance well beyond the capacity of the allocated meeting room. It was the consensus of the attendees, explicitly stated by all who spoke, that they were strongly opposed to FSU's proposed modification of the voter-approved Gateway plan.

As a Florida State alumnus, I was embarrassed that a spokesperson of FSU would use his office and the press to paint such a blatantly false picture of public opinion to further the interests of FSU over the interests of local residents. Expecting Leon County taxpayers to pick up the bulk of the tab for the project when the only beneficiary is Florida State University is adding insult to embarrassment.

Ernie Paine
2006 East Indianhead Drive
Tallahassee, FL 32301
epaine@embargmail.com

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 3:49 PM
To: Tameeka Williams
Subject: Fwd: FW: Re:

More

Susan Emmanuel | Blueprint
Public Information Officer
C: [850-210-2722](tel:850-210-2722)

Begin forwarded message:

From: Charles Hargraves <charles.hargraves@Blueprintia.org>
Date: November 20, 2017 at 3:45:13 PM EST
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Cc: Ben Pingree <Ben.Pingree@Tlcplace.org>, Autumn Calder <autumn.calder@Blueprintia.org>
Subject: FW: Re:

More comments on Gateway.

FYI.

Charles Hargraves, P.E.

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



Florida has a very broad public records law. Most written communications to or from public offices are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Bryan Desloge [<mailto:DeslogeB@leoncountyfl.gov>]
Sent: Monday, November 20, 2017 1:28 PM
To: emailbmcgee@gmail.com

Cc: Vince Long; Herb Thiele; Charles Hargraves; Christopher Goad; Wayne Tedder; Ben Pingree
Subject: Re: Re:

Good afternoon, Brandon. Thank you for your input on the Airport Gateway Project. We appreciate the impacts projects such as these have on the neighborhoods where they are located, and on the community as a whole. Staff is conducting an outreach program, gathering information from residents and business interests in the southwest area and across the community. We have learned a great deal, received suggestions and documented concerns, all of which will be included in the agenda item being developed for the December 5, Intergovernmental Agency (IA) Board meeting. The agenda items will be distributed shortly after the Thanksgiving holiday. They will also be made available to the public on the Blueprint website and by email to community members and stakeholders. I'm forwarding your email to the IA with the request that your concerns be entered into the public record and your opposition to the changes to the Airport Gateway project will be taken into consideration by the Intergovernmental Agency Board before they vote on December 5 and we will inform all of our stakeholders of the IA Board's action via website and email.

Bryan Desloge
Leon County Commission
District IV Commissioner
301 S. Monroe St.
Tallahassee, Fl. 32301
850-606-5364
deslogeb@leoncountyfl.gov

>>> Brandon McGee <emailbmcgee@gmail.com> 11/16/2017 4:11 PM >>>

Dear Bryan Desloge,

RE: FSU Airport Gateway Blueprint proposal

I am a homeowner at [3144 Flastacowo Road](#). I am writing to express my strong opposition to the newly proposed FSU Airport Gateway project from Blueprint that has just been announced.

PLEASE VOTE AGAINST THIS PLAN.

As you know, during our public meeting at the Tallahassee Museum held on Monday November 13th not a single homeowner was in favor of this proposal. Rather, we are all very upset by the sudden and bombastic proposal. FSU owns property along the Lake Bradford Road but this absolutely does not give them the right to determine the future of the roadway for their own purposes as they are not the only property owner in our neighborhood.

The purported "deadline" of December 5th is utterly ridiculous. Blueprints officials at the public meeting could not give any satisfactory explanation for the necessity of adhering to this deadline other than to say "it's a great opportunity" which, frankly, is insulting and ignorant.

Our my reasons for opposing this plan include:

1. The neighborhood bordering South Lake Bradford Rd (between Orange Av and Capital Circle) is a quiet residential family-centered neighborhood plain and simple. It should NOT be converted into the main artery between the Airport and the FSU campus and downtown Tallahassee. A neighborhood like ours is NOT an "airport gateway" zone.

2. We reject the idea that FSU has the right to take public money earmarked for the widening of Springhill Road to use for their own internal road creation plans. This is public taxpayer money, not for FSU's taking. We know this would eventually lead to the widening of south Lake Bradford Road and the abandonment of Springhill Road as the main artery for traffic from the airport. The plan attempts to appease us by adding walking paths to our roadway. We are not interested in accepting new walking paths just so our neighborhood can become a congested roadway to the airport.
3. Speed bumps were added to this portion of Lake Bradford Road long ago especially for the purpose of impeding high speed travel and reducing the density of traffic to and from the airport. We insist these NOT be removed, in fact stronger calming systems should be added.
4. The Blueprint plan to use Springhill Road as the main artery into Tallahassee from the airport remains solid. It was established over years and years of planning. . It should not be abandoned. FSU does not have the right to change it and force a vote by December 5th with such rushed public input.
5. FSU should use its own money for internal road improvements. They could make improvements to the existing West Paul Dirac Drive connecting to Orange Avenue to reach the airport at high speed. They don't need to run straight through south Lake Bradford Road for this.

I strongly urge you to oppose this fast track FSU Airport Gateway proposal.

Sincerely,

Lindsay & Brandon McGee

3144 Flastacowo Road

Tallahassee, FL 32310

Lindsay

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Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 5:57 PM
To: Tameeka Williams
Subject: Fwd: FSU/Blueprint airport gateway proposal

Still more

Susan Emmanuel | Blueprint
Public Information Officer
C: [850-210-2722](tel:850-210-2722)

Begin forwarded message:

From: Charles Hargraves <charles.hargraves@Blueprintia.org>
Date: November 20, 2017 at 3:46:50 PM EST
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Cc: Ben Pingree <Ben.Pingree@Tlcplace.org>, Autumn Calder <autumn.calder@Blueprintia.org>
Subject: FW: FSU/Blueprint airport gateway proposal

More comments on Gateway.

FYI.

Charles Hargraves, P.E.

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



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From: Bryan Desloge [<mailto:DeslogeB@leoncountyfl.gov>]
Sent: Monday, November 20, 2017 12:45 PM

To: mp08h@live.com

Cc: Charles Hargraves; Vince Long; Herb Thiele; Ben Pingree; Christopher Goad

Subject: Re: FSU/Blueprint airport gateway proposal

Good Afternoon, Matilda! Thank you for your input on the Airport Gateway Project. We appreciate the impacts projects such as these have on the neighborhoods where they are located, and on the community as a whole. Staff is conducting an outreach program, gathering information from residents and business interests in the southwest area and across the community. We have learned a great deal, received suggestions and documented concerns, all of which will be included in the agenda item being developed for the December 5, Intergovernmental Agency (IA) Board meeting. The agenda items will be distributed shortly after the Thanksgiving holiday. They will also be made available to the public on the Blueprint website and by email to community members and stakeholders. I'm forwarding your email to the IA with the request that your concerns be entered into the public record and your opposition to the changes to the Airport Gateway project will be taken into consideration by the Intergovernmental Agency Board before they vote on December 5 and we will inform all of our stakeholders of the IA Board's action via website and email.

Bryan Desloge
Leon County Commission
District IV Commissioner
301 S. Monroe St.
Tallahassee, Fl. 32301
850-606-5364
deslogeb@leoncountyfl.gov

>>> M Parker <mp08h@live.com> 11/16/2017 12:35 PM >>>
Good afternoon,

My name is Matilda Parker and I'm a homeowner at 4117 Pond Cypress Ct, which is in a neighborhood that would be affected by the FSU/Blueprint airport gateway proposal. I'm writing this email because I will be unable to attend the meeting this evening, but I would still like to share my thoughts on the proposal and urge you to vote no.

I moved to Tallahassee in 2008 as a student to attend FSU, so I can appreciate that FSU is a large part of our community and that the city and the university may sometimes benefit from working together. However, I feel strongly that this proposal does NOT benefit the city of Tallahassee, and in fact, it seems to disproportionately benefit FSU at the expense of the city.

I attended a Blueprint meeting on Monday November 13th and the room was packed with concerned residents. During this meeting, multiple residents expressed concern that their tax dollars (the money Blueprint uses to operate) would be used to fund a project that effectively ruins their neighborhood- all to benefit FSU. One resident pointed out on the proposed map that the road FSU would like to construct through the golf course could simply curve left instead of right at its end, and a different (but equal sized) portion of Orange Ave could be expanded to make Springhill Rd the airport gateway as originally planned. This is such a simple solution that it begs the question- why wasn't this the original proposal? The answer is that FSU owns property at the end of S. Lake Bradford Rd. This proposal is an opportunity for FSU to link their properties with beautiful, brand new roads that are paid for almost entirely by the tax payers.

Please vote no on this proposal, as it is detrimental to residents in our area and unfair to tax payers.

Thank you for your time,

Matilda Parker

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Tameeka Williams

From: Susan Emmanuel
Sent: Tuesday, November 21, 2017 3:21 AM
To: Tameeka Williams
Subject: Fwd: Ramona Abernathy-Paine Re: Oppose Airport Gateway Blueprint project

Please add

Susan Emmanuel | Blueprint
Public Information Officer
C: [850-210-2722](tel:850-210-2722)

Begin forwarded message:

From: "Tedder, Wayne" <Wayne.Tedder@talgov.com>
Date: November 20, 2017 at 11:30:57 PM EST
To: "susan.emmanuel@Blueprintia.org" <susan.emmanuel@Blueprintia.org>, "charles.hargraves@Blueprintia.org" <charles.hargraves@Blueprintia.org>, "autumn.calder@Blueprintia.org" <autumn.calder@Blueprintia.org>, "Ben.Pingree@Tlcplace.org" <Ben.Pingree@Tlcplace.org>
Subject: Fwd: Ramona Abernathy-Paine Re: Oppose Airport Gateway Blueprint project

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 20, 2017 at 4:25:09 PM EST
To: Ramona Abernathy-Paine <Rapweaver@embarqmail.com>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: Ramona Abernathy-Paine Re: Oppose Airport Gateway Blueprint project

Greetings Ms. Abernathy-Paine,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angela G. Whitaker

Internal Affairs Coordinator

Office of Mayor Andrew D. Gillum

City of Tallahassee

[300 S. Adams Street / Tallahassee, Florida 32301](#)

Ph. [#850-891-8503](#) / Fax. [#850-891-8542](#)

angela.whitaker@talgov.com

Sent from my iPad

On Nov 20, 2017, at 2:34 PM, Ramona Abernathy-Paine

<Rapweaver@embargmail.com> wrote:

Mayor Gillum,

On November 13 I went to the Blueprint meeting at Tallahassee Museum to learn more about the Gateway project and changes proposed to it. What I learned was that FSU's proposed changes to the project redirect road improvement money from a project that will benefit all city and county neighborhoods, all users of the regional airport, to a project for the benefit of FSU and no one else. It was my understanding that the original Airport Gateway project would enhance Springhill Road, providing more attractive, efficient and direct access to the airport. FSU's proposed segments A, B, C, and D snake through residential neighborhoods to provide a convoluted access to FSU's property but not to the airport.

As a tax payer in Tallahassee and Leon County for more than 40 years I am outraged that FSU, who pays no property or sales tax, would expect the taxpayers of Tallahassee and Leon County to pay for their access road.

As an alumna of FSU (Bachelor's 1976, Master's 1984) I am embarrassed by the attitude displayed by the University that neighborhoods should be sacrificed for FSU's benefit. I am beyond embarrassed; rather I am enraged that FSU would request changes to a project that has been at least four years in development, coming in just this year to request changes for their benefit, jumping ahead of Blueprint projects that have been years in development. I expected my alma mater to be better neighbors than that.

Please deny FSU's request to change the plans for the Airport Gateway.

Respectfully,

Ramona Abernathy-Paine
2006 E. Indianhead Drive

Tallahassee

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Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 5:56 PM
To: Tameeka Williams
Subject: Fwd: CONCERNS OF SOME OF THE RESIDENTS OF CALLEN NEIGHBORHOOD

More!

Susan Emmanuel | Blueprint
Public Information Officer
C: [850-210-2722](tel:850-210-2722)

Begin forwarded message:

From: Charles Hargraves <charles.hargraves@Blueprintia.org>
Date: November 20, 2017 at 3:46:34 PM EST
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Cc: Ben Pingree <Ben.Pingree@Tlcplace.org>, Autumn Calder <autumn.calder@Blueprintia.org>
Subject: FW: CONCERNS OF SOME OF THE RESIDENTS OF CALLEN NEIGHBORHOOD

More comments on Gateway.

FYI.

Charles Hargraves, P.E.

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



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From: Bryan Desloge [<mailto:DeslogeB@leoncountyfl.gov>]
Sent: Monday, November 20, 2017 12:47 PM
To: ikiruran@yahoo.com
Cc: Charles Hargraves; Vince Long; Herb Thiele; Christopher Goad; Wayne Tedder; Ben Pingree
Subject: Re: CONCERNS OF SOME OF THE RESIDENTS OF CALLEN NEIGHBORHOOD

Good afternoon to all! Thank you for your input on the Airport Gateway Project. We appreciate the impacts projects such as these have on the neighborhoods where they are located, and on the community as a whole. Staff is conducting an outreach program, gathering information from residents and business interests in the southwest area and across the community. We have learned a great deal, received suggestions and documented concerns, all of which will be included in the agenda item being developed for the December 5, Intergovernmental Agency (IA) Board meeting. The agenda items will be distributed shortly after the Thanksgiving holiday. They will also be made available to the public on the Blueprint website and by email to community members and stakeholders. I'm forwarding your email to the IA with the request that your concerns be entered into the public record and your opposition to the changes to the Airport Gateway project will be taken into consideration by the Intergovernmental Agency Board before they vote on December 5 and we will inform all of our stakeholders of the IA Board's action via website and email.

Bryan Desloge
Leon County Commission
District IV Commissioner
301 S. Monroe St.
Tallahassee, FL 32301
850-606-5364
deslogeb@leoncountyfl.gov

>>> <ikiruran@yahoo.com> 11/14/2017 4:53 PM >>>
FROM:"Some of the Residents <ikiruran@yahoo.com>

We, on behalf of some residents of the Callen Neighborhood petition the City of Tallahassee/Leon County Intergovernmental Agency (IA)-Blueprint 2000/2020 Officials to please consider the Callen Neighborhood Association Officers and Residents's concerns and needs regarding the Airport Gateway Project Amendment and grant our request to vote "No" to not modify the Airport Gateway Project. The following are concerns of some of the residents of the Callen Neighborhood that have not been or adequately addressed regarding impact to our neighborhood and we request the following questions be answered by the Intergovernmental Agency before rendering its vote:

1. We strongly voice our concerns that FSU's proposal significantly and negatively impacts our neighborhood and the community at-large. How will shifting tax-payer monies away from Spring Hill Road to Stuckey Avenue enhance the quality of life and increase economic growth in and around our neighborhood as well as create a thriving area where residents have close and convenient access to goods and services such as, grocery stores, banks, pharmacies, gas stations, restaurants, etc? In plain English, by not improving only Lake Bradford and Spring Hill Roads will your "Yes" vote cut off both roadways thus kill our neighborhood which would not be compatible with the goal of Blueprint 2000/2020 and the Comprehensive Plan to preserve existing neighborhoods?
2. We strongly voice our concern regarding projected negative impact of noise and invasion of privacy on the neighborhood in the proposed amendment to the Blueprint 2000/2020 Airport Gateway Project. Will development be slated to be within 100-feet of Callen Neighborhood impacting residents located on Coleman Street as well as surrounding residential streets extending to Pottsdamer Street?
3. It is our concern that major development of proposed usage would decrease residential property values due to reduced access to public corridor streets and added thoroughfare traffic and environmental

pollution for proposed commercial and mixed used development. What will be the impact to the existing character of the neighborhood due to proposed development designed to generate various commercial and mixed uses? How will additional traffic impact emergency medical personnel, Police/Sheriff/Fire Department, and residents' ability to access public corridor streets in cases of emergencies during sporting events as well as in case of natural disaster emergencies? How will noise impact the neighborhood during construction of roadway, sporting events, traffic congestion?

4. Callen Neighborhood is concerned about safety and security of its residents, approximately 80-percent are senior citizens, as well as pedestrians and cyclists which are comprised of the adjacent elementary school children and parents, teachers, etc. that travel daily to and from the area. Will the proposed development produce more traffic and non-residents within 50-feet of Callen Neighborhood?

If the IA votes against FSU's proposed modification then some of the residents of the Callen Neighborhood expect the IA to require Florida State University to address the questions below and publically file a written agreement to provide required mitigation measures to Callen Neighborhood to preserve our existing neighborhood:

How will FSU restrict student traffic flow in the Callen Neighborhood?

Will the entrance to FSU's property from Pottsdamer Street include a professionally installed, automatic, solar-powered back up gate with programmable Key Pad, gate and keypad to be maintained by FSU, at the entrance of Callen Neighborhood property from Pottsdamer Street and the gate's usage schedule to be programmed and maintained by the Callen Neighborhood Association?

Will FSU take active measures to acclimate its students to use Paul Dirac Drive from West Orange Avenue as the main entrance to and exit from the College of Engineering?

Will FSU assist Callen Neighborhood in petitioning local government to improve all neighborhood streets (including Pottsdamer Street) by upgrading roadways (will adequately serve by highways or streets of sufficient width and improved as necessary to carry the kind and quality of traffic such use would generate; and by other public or private service facilities as are required) and electrical infrastructure?

Similarly, if the Intergovernmental Agency votes to approve FSU's proposal then some of the residents of the Callen Neighborhood expect the IA to require Florida State University to address the questions below and publically file a written agreement to provide required mitigation and improvement measures as well as enhancement features to Callen Neighborhood to preserve and improve our existing neighborhood:

LAND USE IMPACT:

Will FSU publically file an agreement that any usage or development (design of any buildings and structures share common design elements that would ensure visual design compatibility and harmony with homes in the Callen Neighborhood) within 100-feet between Alumni Village and Coleman Street properties be compatible and harmonious with the usage and character of the Callen Neighborhood?

IMPROVEMENT IMPACT:

Will FSU assist Callen Neighborhood in petitioning local government to upgrade electrical and roadway infrastructure and sidewalks as well as replace all Amber Colored Street Lamps with new LED, White Light Street Lamps throughout the entire neighborhood?

Will FSU provide or assist Callen Neighborhood in petitioning local government to install Electrical Hub Stations connected to City of Tallahassee and FSU's Main and/or Mini Electrical Grid located adjacent to its Foundation Building (same as or better than those currently being installed in neighborhoods on the Northern Sector of town) on all streets throughout the neighborhood?

Will FSU provide adequate lighting in the form of 5-Solar-Powered Spotlights located at each neighborhood entrance point and solar, LED, Soft White Light Fixtures along the Wall (fixtures that maintains the character of the neighborhood) as well as LED, White Light Street Lamps placed at a minimum 25-feet apart between the roadway and Columnar Tree Screen and Sound Barrier Wall? Will Street Numbers of the buildings be easily visible from the street at all times, day and night?

Will FSU provide a total of 10 New Neighborhood Signs (5 Callen Neighborhood, 5 signs to denote the years Callen was Neighborhood of the Year) and Landscaping (signs and landscaping to be determined by Callen Neighborhood) compatible with the existing character of the neighborhood at all Entrances including the one on Pottsdamer Street from FSU to Callen Neighborhood property?

ACCESSIBILITY IMPACT:

Will FSU publically file a written agreement not to block/barricade Callen Neighborhood's access now or in the future from Pottsdamer Street to Paul Dirac Drive and its new roadway as well as provide consumption of FSU's Broadcasted Emergency System regarding hazardous weather conditions within Callen Neighborhood?

Will FSU ensure through local governmental regulation Coleman Street will remain a Dead End Street with a Sound Barrier Wall and not be modified to allow access now or in the future to FSU's proposed roadway and/or Innovation Park?

Will FSU ensure the main entrance/exit to Callen Neighborhood from Pottsdamer Street remain accessible for residents but restricted to student traffic on Pottsdamer Street by including a professionally installed, automatic, solar-powered back up gate with programmable Key Pad, gate and keypad to be maintained by FSU, at the entrance of Callen Neighborhood property from Pottsdamer Street and the gate's usage schedule to be programmed and maintained by the Callen Neighborhood Association?

Will FSU assist Callen Neighborhood in petitioning local and/or state government to install a City of Tallahassee maintained and controlled Traffic Light at the entrance of Callen from Coleman Street to Lake Bradford Road for residents to safely and easily access public corridor streets/thoroughfares in case of medical and natural disaster emergencies?

NOISE IMPACT:

Will the impact of FSU's proposed roadway and Southwest Campus development be mitigated by a Sound Barrier in the form of a 12-foot Masonry Constructed Wall extension to be constructed (from Hutchinson Street along Coleman Street to Pottsdamer Street where it intersects with West Orange Avenue) of an Upscale Design to maintain and enhance the character of Callen Neighborhood (design the same as or better than the wall located on Mahan Drive and Blairstone Road) as well as a 2-foot Privacy Buffer in the form of a Live Oak, Columnar Tree Screen from the proposed roadway to the 12-foot wall?

Will FSU ensure adherence to the City's Noise Ordinance by containing sound within adequately insulated buildings to prevent excessive sound from emanating outside as not to create a disturbance, public or private nuisance to residents of the Callen Neighborhood?

How will FSU ensure any such disturbance or nuisance be immediately abated upon notification to FSU Police Department and/or City of Tallahassee Police Department specifically during Sporting Events, late night and early morning hours?

Will FSU publically file a written agreement not to construct on any of its property adjacent to Callen Neighborhood or other residential areas now or in the future Amphitheaters, Game Parking Lots, Tailgating Facilities, Concert Facilities, or any usage incompatible with the land usage in and around neighborhoods and the City's Noise Ordinance?

Will noise from FSU's proposed construction be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of Callen Neighborhood?

Will Staging Areas be located a minimum of 200-feet away from the Callen Neighborhood?

ENVIRONMENTAL IMPACT:

How will FSU ensure the environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, stormwater runoff, and odor which, even if for insignificant purposes, will not have an unacceptable, negative effect on adjacent property or properties of residents in the Callen Neighborhood?

Will FSU provide landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilation, plumbing, utility and trash facilities sufficient to maintain or upgrade the appearance of the neighborhood?

How will all stormwater runoff treatment measures installed on FSU property be properly and permanently maintained to stay in good repair and free of litter, debris, obstructions, and stored materials?

Will FSU ensure storage is not allowed or permitted within 100-feet of the Callen Neighborhood?

Will FSU maintain the property within 100-feet of the Callen Neighborhood in good visual and functional condition (to include but not be limited to all exterior elements of the buildings such as paint, roof, paving, signs, lighting and landscaping. All trash areas be effectively screened from view, covered,

drained to the sanitary sewer system, and maintained. Trash areas be maintained in a manner to discourage illegal dumping)?

Will FSU ensure all new on-site telephone, electrical, and other overhead service facilities be placed underground which will not disturb the Callen Neighborhood's current electrical load/system unless otherwise approved by the City?

Will FSU remove all Graffiti within 100-feet of Callen Neighborhood from buildings and wall surfaces within 48 hours of defacement, including job sites for projects under construction?

How will FSU ensure its proposed roadway and development be maintained and remain free of refuse and debris? Will the schedule for street sweeping, mowing of grass, blowing of debris, delivery of materials, cleaning of parking lots, etc. be compatible with the City's Noise Ordinance as to not create a nuisance for Callen Neighborhood?

INCLUSION OF NEIGHBORHOOD:

Will FSU provide free tickets to FSU's Events (Football, Plays, Music Recitals, Baseball, Tennis, Diving, Golf, Intramural Sports, etc.) for Callen Neighborhood residents?

Some of the residents of the Callen Neighborhood have met with the FSU Real Estate Foundation representative and thoroughly expressed our concerns and needs. We look forward to receiving solidified, written agreements from the IA and Florida State University addressing all concerns and needs before the IA votes to approve to amend the existing BluePrint 2000/2020 Airport Gateway Project. Please address all responses to ikiruran@yahoo.com.

Respectfully,
Some of the Residents of Callen Neighborhood

This message sent from the Leon County Website: www.leoncountyfl.gov

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Angela Ivy

From: Wayne Tedder
Sent: Thursday, November 16, 2017 6:53 PM
To: Autumn Calder; Charles Hargraves; Ben Pingree
Subject: Fwd: Brandon McGee RE: Opposition re: FSU Airport Gateway Blueprint Proposal

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 16, 2017 at 5:55:45 PM EST
To: Brandon McGee <emailbmcgee@gmail.com>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: Brandon McGee RE: Opposition re: FSU Airport Gateway Blueprint Proposal

Greetings Mr. McGee,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
300 S. Adams Street / Tallahassee, Florida 32301
Ph. #850-891-8503 / Fax. #850-891-8542
angela.whitaker@talgov.com

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

From: Brandon McGee [<mailto:emailbmcgee@gmail.com>]
Sent: Thursday, November 16, 2017 4:00 PM
To: Gillum, Andrew <Andrew.Gillum@talgov.com>
Subject: FSU Airport Gateway Blueprint Proposal

Dear Mayor Andrew Gillum,

RE: FSU Airport Gateway Blueprint proposal

I am a homeowner at [3144 Flastacowo Road](#). I am writing to express my strong opposition to the newly proposed FSU Airport Gateway project from Blueprint that has just been announced.

PLEASE VOTE AGAINST THIS PLAN.

As you know, during our public meeting at the Tallahassee Museum held on Monday November 13th not a single homeowner was in favor of this proposal. Rather, we are all very upset by the sudden and bombastic proposal. FSU owns property along the Lake Bradford Road but this absolutely does not give them the right to determine the future of the roadway for their own purposes as they are not the only property owner in our neighborhood.

The purported "deadline" of December 5th is utterly ridiculous. Blueprints officials at the public meeting could not give any satisfactory explanation for the necessity of adhering to this deadline other than to say "it's a great opportunity" which, frankly, is insulting and ignorant.

Our my reasons for opposing this plan include:

1. The neighborhood bordering South Lake Bradford Rd (between Orange Av and Capital Circle) is a quiet residential family-centered neighborhood plain and simple. It should NOT be converted into the main artery between the Airport and the FSU campus and downtown Tallahassee. A neighborhood like ours is NOT an "airport gateway" zone.
2. We reject the idea that FSU has the right to take public money earmarked for the widening of Springhill Road to use for their own internal road creation plans. This is public taxpayer money, not for FSU's taking. We know this would eventually lead to the widening of south Lake Bradford Road and the abandonment of Springhill Road as the main artery for traffic from the airport. The plan attempts to appease us by adding walking paths to our roadway. We are not interested in accepting new walking paths just so our neighborhood can become a congested roadway to the airport.
3. Speed bumps were added to this portion of Lake Bradford Road long ago especially for the purpose of impeding high speed travel and reducing the density of traffic to and from the airport. We insist these NOT be removed, in fact stronger calming systems should be added.
4. The Blueprint plan to use Springhill Road as the main artery into Tallahassee from the airport remains solid. It was established over years and years of planning. . It should not be abandoned. FSU does not have the right to change it and force a vote by December 5th with such rushed public input.
5. FSU should use its own money for internal road improvements. They could make improvements to the existing West Paul Dirac Drive

connecting to Orange Avenue to reach the airport at high speed. They don't need to run straight through south Lake Bradford Road for this.

I strongly urge you to oppose this fast track FSU Airport Gateway proposal.

Sincerely,

Lindsay & Brandon McGee

[3144 Flastacowo Road](#)

[Tallahassee, FL 32310](#)

Lindsay

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Angela Ivy

From: Wayne Tedder
Sent: Thursday, November 16, 2017 7:06 PM
To: Autumn Calder; Charles Hargraves; Ben Pingree
Subject: Fwd: Matilda Parker RE: Oppose FSU/Blueprint airport gateway proposal

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 16, 2017 at 5:57:50 PM EST
To: M Parker <mp08h@live.com>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: Matilda Parker RE: Oppose FSU/Blueprint airport gateway proposal

Greetings Ms. Parker,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
300 S. Adams Street / Tallahassee, Florida 32301
Ph. #850-891-8503 / Fax. #850-891-8542
angela.whitaker@talgov.com

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

From: M Parker [<mailto:mp08h@live.com>]
Sent: Thursday, November 16, 2017 12:36 PM
To: Gillum, Andrew <Andrew.Gillum@talgov.com>; Miller, Nancy <Nancy.Miller@talgov.com>; Maddox, Scott <Scott.Maddox@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Ziffer, Gil <Gil.Ziffer@talgov.com>; Fernandez, Rick <Rick.Fernandez@talgov.com>; Tedder, Wayne <Wayne.Tedder@talgov.com>; Lavin, Raoul <Raoul.Lavin@talgov.com>; Proctor, Bill <PROCTORB@leoncountyfl.gov>; Dailey, John <DaileyJ@leoncountyfl.gov>; Dozier, Kristin <DozierK@leoncountyfl.gov>; JacksonJ@LeonCountyFl.gov; Desloge, Bryan <DeslogeB@leoncountyfl.gov>; Maddox, Nick <MaddoxN@leoncountyfl.gov>; Lindley, Mary Ann

<LindleyM@leoncountyfl.gov>

Subject: FSU/Blueprint airport gateway proposal

Good afternoon,

My name is Matilda Parker and I'm a homeowner at 4117 Pond Cypress Ct, which is in a neighborhood that would be affected by the FSU/Blueprint airport gateway proposal. I'm writing this email because I will be unable to attend the meeting this evening, but I would still like to share my thoughts on the proposal and urge you to vote no.

I moved to Tallahassee in 2008 as a student to attend FSU, so I can appreciate that FSU is a large part of our community and that the city and the university may sometimes benefit from working together. However, I feel strongly that this proposal does NOT benefit the city of Tallahassee, and in fact, it seems to disproportionately benefit FSU at the expense of the city.

I attended a Blueprint meeting on Monday November 13th and the room was packed with concerned residents. During this meeting, multiple residents expressed concern that their tax dollars (the money Blueprint uses to operate) would be used to fund a project that effectively ruins their neighborhood- all to benefit FSU. One resident pointed out on the proposed map that the road FSU would like to construct through the golf course could simply curve left instead of right at its end, and a different (but equal sized) portion of Orange Ave could be expanded to make Springhill Rd the airport gateway as originally planned. This is such a simple solution that it begs the question- why wasn't this the original proposal? The answer is that FSU owns property at the end of S. Lake Bradford Rd. This proposal is an opportunity for FSU to link their properties with beautiful, brand new roads that are paid for almost entirely by the tax payers.

Please vote no on this proposal, as it is detrimental to residents in our area and unfair to tax payers.

Thank you for your time,

Matilda Parker

Angela Ivy

From: Wayne Tedder
Sent: Thursday, November 16, 2017 7:05 PM
To: Autumn Calder; Charles Hargraves; Ben Pingree
Subject: Fwd: Proposed FSU Gateway project

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: Charlotte Hall <HallC2060@comcast.net>
Date: November 16, 2017 at 4:06:57 PM EST
To: andrew gillum <andrew.gillum@talgov.com>, nancy miller <nancy.miller@talgov.com>, scott maddox <scott.maddox@talgov.com>, "curtis richardson" <curtis.richardson@talgov.com>, gil ziffer <gil.ziffer@talgov.com>, rick fernandez <rick.fernandez@talgov.com>, "wayne tedder" <wayne.tedder@talgov.com>, raoul lavin <raoul.lavin@talgov.com>, <proctorb@leonCountyFL.gov>, <daileyJ@leoncountyfl.gov>, <dozierk@leoncountyfl.gov>, <jacksonj@leoncountyfl.gov>, <deslogeb@leoncountyfl.gov>, <maddoxn@leoncountyfl.gov>, <lindley@leoncountyfl.gov>
Subject: Proposed FSU Gateway project

Good afternoon. Thank you for taking a moment to read this email and listen to my concerns regarding this newly proposed Airport Gateway project proposed by Florida State University.

I am asking you to OPPOSE this project and here are some reasons why.

I live on S. Lake Bradford Road (section A). My husband (a life-long resident of Tallahassee) and myself (resident for 25 years) decided to purchase property and build what we call our "forever" home. Simply put this means we planned to raise our kids there, have our grandchildren come to visit and many years from now, eventually see our last days in that house. We picked this location because my husband grew up swimming in Lake Bradford along with his friends and then our children and their friends. We've always loved the rural feel of the area, that neighborly concern without having privacy invasion and the overall atmosphere. The residents of our neighborhood get exercise by walking or bicycling while enjoying the peaceful surroundings. In our opinion, there couldn't be a better place for our lives to happen.

I hope that brief summary will make you look at us as people and know that the decisions you're making involve real people and real families. Please OPPOSE this new project.

We've been told by Blueprint that the project is to "enhance and beautify" our road. While it might achieve that goal, they are failing to draw attention to what else will happen. The small neighborhood street (where traffic is somewhat controlled) will become a "gateway" for speeders. In addition, there is a significant amount of litter that we deal with daily. The proposed upgrades to our road will no doubt increase the amount of traffic, speeding and garbage thrown into our yards. OPPOSE ! OPPOSE ! OPPOSE !

Although I do not know a lot about the Providence Renaissance Neighborhood, my friends and associates have explained the investment in revitalizing this working-class neighborhood. I believe the creation of a 4-lane will undoubtedly cause damage and most of the affordable housing will be lost. Again these are real people and real families that are at stake. Please OPPOSE this project.

I remember Blueprint talking about the Springhill Road Gateway project not long after I moved to Tallahassee. Over the years that has never changed. It was then and should still be the main focus of improving Tallahassee's south side and providing access to the airport. Expanding Springhill Road into four lanes would have minimal impact on people and neighborhoods while providing opportunity for development and business growth. In addition, the traffic coming in from Woodville and Wakulla county would then have direct access to their jobs/business in Tallahassee without having to "cut thru" S. Lake Bradford Road. Not all people traveling on S. Lake Bradford Road are doing business at the airport. OPPOSE ! OPPOSE ! OPPOSE !

The urgent nature of this proposed change makes me question the motives and if our government officials really represent this community. All previous Blueprint projects have gone years of gathering and analyzing data BEFORE the approval. Now without any data and very rushed public input, Blueprint and FSU want this approved on December 5th. It appears they know this is a bad idea or they just really don't care about the citizens on the south side of town. Either way it is very shameful.

Be the upstanding representatives this community deserves and PLEASE oppose this project.

Sincerely,

Charlotte M. Hall
3041 S. Lake Bradford Road
Tallahassee, FL 32310

Angela Ivy

From: Wayne Tedder
Sent: Thursday, November 16, 2017 7:07 PM
To: Autumn Calder; Ben Pingree; Charles Hargraves
Subject: Fwd: rjharnage@comcast.net RE: FSU Gateway Proposal

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

Begin forwarded message:

From: "Gillum, Andrew" <Andrew.Gillum@talgov.com>
Date: November 16, 2017 at 6:00:51 PM EST
To: "rjharnage@comcast.net" <rjharnage@comcast.net>
Cc: "Tedder, Wayne" <Wayne.Tedder@talgov.com>, "Van Pelt, Jamerson" <Jamerson.VanPelt@talgov.com>
Subject: rjharnage@comcast.net RE: FSU Gateway Proposal

Greetings rjharnage@comcast.net,

This is to acknowledge receipt of your communication and that it will be presented to Mayor Gillum and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
300 S. Adams Street / Tallahassee, Florida 32301
Ph. #850-891-8503 / Fax. #850-891-8542
angela.whitaker@talgov.com

Rejoice in today's glorious opportunity to make a transforming impact in the life of someone else. ~ RIG Coach Angie Whitaker

From: rjharnage@comcast.net [<mailto:rjharnage@comcast.net>]
Sent: Tuesday, November 14, 2017 3:12 PM
To: Miller, Nancy <Nancy.Miller@talgov.com>; Maddox, Scott <Scott.Maddox@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Gillum, Andrew <Andrew.Gillum@talgov.com>; Ziffer, Gil <Gil.Ziffer@talgov.com>
Subject: FSU Gateway Proposal

The proposal to route Gateway to Tallahassee onto Stuckey Ave., around and thru FSU property, and back onto Orange Ave. is one of the most bazar things I've seen. The

only winner is FSU everyone else is a loser. FSU gets a road mostly paid for by taxpayers hurts everyone else.

Susan Emmanuel

From: Davemacd154@aol.com
Sent: Tuesday, November 14, 2017 11:05 AM
To: Susan Emmanuel
Subject: Airport Gateway

I attended the 11/7/17 Airport Gateway meeting. I own a residence on Windy Pine Way so I may be impacted by changes to Springhill Road.

As far as an actual gateway into Tallahassee from the airport I feel that the proposed route through Orange Avenue, Provenance and Stuckey Avenue is a much better route than Springhill Road because it is more scenic and connects with Innovation Park as well as ongoing improvements along FAMU Way. It also doesn't require visitors to travel past the sewage treatment plant on Capital Circle.

As for Springhill Road, a two lane divided highway with sidewalks and stormwater drains seems ok. I use Seasons Lane and Windy Pine Way daily. Naturally, I would want to continue to have lane change/ access points where these two roads intersect with Springhill Road.

I previously attended several Blueprint 2000 meetings regarding improvements to Capital Circle SouthWest. One proposal showed Capital Circle redirected to just West of Windy Pine Way. They ultimately decided to build along the original road bed. I hope that any road improvements to Springhill Road will be restricted to the current road bed so as not to negatively impact the integrity of Paradise Village.

Thank you for taking the time to read my comments. Should you have any questions, please advise.

Sincerely,

David MacDonald

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Susan Emmanuel

From: quincee messersmith <quinmess@aol.com>
Sent: Tuesday, November 14, 2017 11:33 AM
To: Susan Emmanuel
Subject: Fwd: South Lake Bradford Road

>
> Good Morning and Thanks for coming out last night to the Junior Museum. (Yes, that's what we that grew up here still call it.)
>
> In listening to the fear of others demonstrated last night about the impending changes with regard to our little neck of the woods, I just wanted you to be aware that we (my family) are probably the largest stakeholders for what happens to South Lake Bradford Road.
>
> While we are excited about beautifying and reducing traffic and all of those other words that sound good, I in particular was more curious about zone changes, city sewage, future right of way acquisition and the other neccesities that would make this SouthWest Campus expansion deemable in the future.
>
> Thank you for your time and consideration. Have a Happy Tuesday.
>
> quincee messersmith
> 850-933-8371
>
> Sent from my iPhone

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Susan Emmanuel

From: Autumn Calder
Sent: Thursday, November 16, 2017 6:36 AM
To: Susan Emmanuel
Cc: Wayne Tedder; Ben Pingree; Tameeka Williams
Subject: FW: Letter in Opposition to the FSU Airport Gateway Blueprint proposal

Susan,

Please include this in the record of comments.

Thanks,
Autumn

From: Tedder, Wayne [mailto:Wayne.Tedder@talgov.com]
Sent: Thursday, November 16, 2017 6:19 AM
To: Nicolas
Cc: nicolas_kasha; Nicolas_Kasha; Autumn Calder; Ben Pingree
Subject: Re: Letter in Opposition to the FSU Airport Gateway Blueprint proposal

Mr. Kasha,

Thank you for taking the time to write out your concerns. I am forwarding them to the Blueprint staff who will include your concerns in the records for the Intergovernmental Agency (IA) which is comprised of the City and County Commissioners. The IA will be the body that approves, denies or modifies the current proposed project description. Regarding some of your concerns, I do believe it is an absolute necessity to work with our major universities (including FAMU) when they are growing their campuses and work cooperatively with them and our community to make sure that the City and Universities' growth takes into consideration concerns identified by the community. The process administered by Blueprint is intentional to insure the community's concerns are identified and considered as part of the process before ANY decisions are made.

Thank you for your input.

Sincerely,

Wayne Tedder
Assistant City Manager
Development Services and Economic Vitality
(850)891-8328

On Nov 16, 2017, at 1:23 AM, Nicolas <nicolas@guitarescinematiques.com> wrote:

Dear Wayne Tedder, Assistant City Manager,

RE: FSU Airport Gateway Blueprint proposal

I am a homeowner at 3260 Longleaf Road. Our property borders the FSU Seminole Reservation and has been in the family since 1955. My father, the late Dr. Michael Kasha was a Lawton distinguished professor at FSU for 60 years. He was the first Floridian ever

elected to the Nat'l Academy of Sciences and the founder/director of the FSU Institute for Molecular Biophysics. I earned my Physics and Music degrees from FSU.

Despite my family's deep ties with FSU, I am expressing my ardent opposition to this newly proposed FSU Airport Gateway project from Blueprint that has just been thrust upon us.

PLEASE VOTE AGAINST THIS PLAN.

You should know that during our public meeting at the Tallahassee Museum held on Monday November 13th not a single homeowner was in favor of this proposal. Rather, we were literally shocked, dismayed and insulted by the bravado of the sudden proposal. FSU owns property along the Lake Bradford Road but this does NOT give them the right to determine the future of the roadway for their own purposes. They are not the only property owner in our neighborhood.

The purported "deadline" of December 5th is absolutely ridiculous. Blueprints officials at the public meeting could not give any satisfactory explanation for the necessity of adhering to this deadline other than to say "it's a great opportunity."

Here are my reasons for opposing this plan:

1. The neighborhood bordering South Lake Bradford Rd (between Orange Av and Capital Circle) is a quiet residential family-centered neighborhood plain and simple. It should NOT be converted into the main artery between the Airport and the FSU campus and downtown Tallahassee. A neighborhood like ours is NOT an "airport gateway" zone.
2. We reject the idea that FSU has the right to take public money earmarked for the widening of Springhill Road to use for their own internal road creation plans. This is public taxpayer money, not for FSU's taking. We know this would eventually lead to the widening of south Lake Bradford Road and the abandonment of Springhill Road as the main artery for traffic from the airport. The plan attempts to appease us by adding walking paths to our roadway. WE ARE NOT INTERESTED IN ACCEPTING NEW WALKING PATHS JUST SO THAT OUR NEIGHBORHOOD CAN BECOME A HIGH DENSITY CONGESTED ROADWAY TO THE AIRPORT.
3. Speed bumps were added to this portion of Lake Bradford Road long ago especially for the purpose of impeding high speed travel and reducing the density of traffic to and from the airport. We insist these NOT be removed.
4. The Blueprint plan to use Springhill Road as the main artery into Tallahassee from the airport remains solid. It was established over years and years of planning. . It should not be abandoned. FSU does not have the right to change it and force a vote by December 5th with such rushed public input.
5. FSU should use it's own money for internal road improvements. They could make improvements to the existing West Paul Dirac Drive connecting to Orange Avenue to reach the airport at high speed. They don't need to run straight through south Lake Bradford Road for this.

I urge you to oppose this fast track FSU Airport Gateway proposal.

Sincerely,

Nicolas Kasha, 3260 Longleaf Road Tallahassee, FL 32310

Tameeka Williams

From: Susan Emmanuel
Sent: Saturday, November 25, 2017 12:32 PM
To: Tameeka Williams; Angela Ivy
Subject: Fwd: Del Suggs Re: Oppose FSU Airport Gateway Project

Please add to the comments

Susan Emmanuel | Blueprint
Public Information Officer
C: [850-210-2722](tel:850-210-2722)

Begin forwarded message:

From: "Tedder, Wayne" <Wayne.Tedder@talgov.com>
Date: November 25, 2017 at 12:15:38 PM EST
To: Autumn Calder <autumn.calder@Blueprintia.org>, Charles Hargraves
<charles.hargraves@Blueprintia.org>, "Ben.Pingree@Tlcplace.org"
<Ben.Pingree@Tlcplace.org>, Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Subject: FW: Del Suggs Re: Oppose FSU Airport Gateway Project

From: Gillum, Andrew
Sent: Thursday, November 23, 2017 10:30 AM
To: Del Suggs, M.S.Ed. <Del@DelSuggs.com>
Cc: Tedder, Wayne <Wayne.Tedder@talgov.com>; Van Pelt, Jamerson
<Jamerson.VanPelt@talgov.com>; Whitaker, Angie <angela.whitaker@talgov.com>
Subject: Del Suggs Re: Oppose FSU Airport Gateway Project

Greetings Mr. Suggs,

This is to acknowledge receipt of your email and that it will be presented to the Mayor and appropriate City leadership. Thank you for your feedback.

Angie

Angela G. Whitaker
Internal Affairs Coordinator
Office of Mayor Andrew D. Gillum
City of Tallahassee
[300 S. Adams Street / Tallahassee, Florida 32301](https://www.tallahassee.org/300-S-Adams-Street-Tallahassee-Florida-32301)
Ph. [#850-891-8503](tel:850-891-8503) / Fax. [#850-891-8542](tel:850-891-8542)
angela.whitaker@talgov.com

Sent from my iPad

On Nov 7, 2017, at 11:36 AM, Del Suggs, M.S.Ed. <Del@DelSuggs.com> wrote:

Dear Mayor Gillum,

I hope you are well. I'm reaching out, asking you to OPPOSE the newly proposed FSU Airport Gateway project from Blueprint.

There are multiple reasons to oppose this plan. Here are just a few:

--This plan will destroy the quality of life in two neighborhoods. The South Lake Bradford Road neighborhood will be overwhelmed with new traffic, and a small neighborhood street will become a speedway. It is a family-friendly neighborhood street, full of walkers and strollers.

--The Providence Renaissance Neighborhood-- championed by my dear friend Commissioner Steve Meisburg-- will be damaged by the four-laning, and will lose most affordable housing in the process. The City and it's partners have done so much to revitalize this working-class neighborhood. That will all be wiped out by this project and the gentrification that will follow.

-- BP has consistently maintained Springhill Road as the proposed Gateway for the past 20 years. This sudden change is a slap in the face to the neighborhoods who trusted their government officials to uphold this commitment.

-- You can't have TWO gateways. If this project is allowed, then all the efforts to revitalize Springhill Road as the Gateway to Tallahassee will have been wasted. Springhill is open and bare, and would be easy to four-lane and develop with minimal impact to neighborhoods or businesses. It is the correct route for a Gateway to Tallahassee.

-- Every other BP project has undergone years of vetting, yet BP/FSU wants this approved in three-months. This sudden push to approve this project-- without any traffic study, and with minimal (last minute) public input-- is very suspect.

There are so many more reasons that this project is a bad idea.

Please work to save our neighborhoods, and oppose this fast track FSU Airport Gateway.

Sincerely,

Del Suggs
2300 Cypress Cove Dr
Tallahassee, FL 32310

Angela Ivy

From: Ben Pingree
Sent: Monday, November 27, 2017 5:37 PM
To: Autumn Calder; Susan Emmanuel; Charles Hargraves; Megan Doherty; Patrick Kinni
Subject: FW: Re: FSU gateway - FYI

>>> deblite2016 <deblite2016@gmail.com> 11/27/2017 4:37 PM >>>

The final IA vote on the FSU Airport Gateway Proposal is scheduled for Dec. 5th. Despite Blueprint's long history & commitment to public involvement & always using credible processes, the first meeting with the public on this issue was Nov. 7th, less than a month ago. Please note that the Blueprint Citizen's Advisory Committee voted not to recommend this project. The Dec. 5th deadline was set by FSU. This short timeframe and lack of public involvement alone should be sufficient reason to vote No on this proposal whose primary beneficiary is FSU, not the Community at large.

But there are many other reasons to say no. Two viable neighborhoods will be damaged when heavier, higher speed through traffic is dumped into them-- at a cost to the public of over \$9 million (costs not cluded in the adopted Gateway Project). An additional \$10 million is stripped from Springhill Rd. so that it will never be the true Airport Gateway envisioned when the public twice endorsed it in public referenduae. It will remain a 2 lane road, no median with limited landscaping. While that same \$10 million is diverted and spent to provide a beautiful boulevard with a wide median (built to accommodate 4 lanes) bike lanes, sidewalks & lavish landscaping for FSU , WHOLLY ON FSU PROPERTY. A less than 1 mile long road, but really "elegant" as described by the FSU Real Estate Foundation rep.

FSU 's total cash contribution to this deal is \$2 million. That is not a reasonable cost share, nor is it a partnership. It is a rip off of public funds which is not even very cleverly disguised. Just read the uses & sources of funds documents in the original agenda item. The startling facts in these budget documents are never mentioned in public presentations.

The economic development and redevelopment potential of Lake Bradford Rd. (Stuckey to Orange Ave.) and on Springhill Rd. is vastly reduced by this proposal which steers traffic west and down through the SW Campus. Traffic is eventually channelled to Lake Bradford Rd. South where FSU owns a large undeveloped tract adjoining the FSU Student Recreation area, the Reservation. The importance of this parcel & connecting it to the SW Campus is also never mentioned in public presentations. FSU refuses to disclose the intended uses of their properties except to say there will be a world class golf course and likely a hotel.

This is very clearly a bad deal for the public. It does not hold up under even rudimentary scrutiny. Why was it allowed to get this far? There is very little respect left for government at all levels. Approval of this proposal will deepen that distrust, and with good reason. Please don't let this happen.

Debbie Lightsey

Sent from my Galaxy Tab® S2

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From: Amanda Driscoll [<mailto:adriscoll.fsu@gmail.com>]
Sent: Monday, November 6, 2017 10:12 PM
To: Susan Emmanuel <susan.emmanuel@Blueprintia.org>
Subject: Magnolia Drive Multi Use Trail

Dear Susan,

Please add this to the record of comments from the public about the Magnolia Drive Multi Use Trail and Sidewalks discussion.

I was unable to attend the 5:30 public meeting about the issue at Hartsfield Elementary this evening, owing to both professional and personal obligations. Nevertheless, as a home owner and engaged citizen of the area of direct impact, I have some thoughts/ideas on the project.

I will also begin by stating that the work that has been completed thus far on S. Magnolia (between Pontiac and Monroe) represents a major improvement on previous facilities.

A more usable path for pedestrian traffic is required along Magnolia. I routinely pass neighbors trying to walk along said thoroughfare and am concerned for their wellbeing and safety. I occasionally have to traverse Magnolia myself between Woodland Drives (WD/MP) and Indianhead (IHLH), often with a dog and/or stroller, and it is a wholly stressful experience. For said reason, I will usually drive a very short distance to avoid it, but I acknowledge that I am privileged to have the requisite resources to be able to navigate around this without worry for the safety of myself or my family.

From what I can tell (judging by the 2014 power point presentations available online) this project is already 2+ years behind schedule. I understand that things come up, but with said track record in mind, proposals that would extend the date of planning and construction are not appealing. Also, my understanding is there are several proposal that would a) prioritize beautification of the sidewalks/trails over finishing the project as specified and b) require a generous expansion of the budget both in terms of time and monetary resources.

I would argue **AGAINST** the said proposals to expand the budget/timeline in two interrelated points:

1) we need to improve the quality of the pedestrian thoroughfare so as to improve public transportation options. We can't improve bus/public transport access (which is something that is ALSO a stated priority of to the IHLH/WD/MP constituents) until we have better sidewalks. That means prioritizing people getting to and from work, emphasizing peoples' access to the bus and alternative forms of public transportation. The sorts of projects I would advocate for include large accessible sidewalks, improved lighting, improved cross-walks and lighting to stop traffic, improved public transport stops and waiting areas, public refuse areas (trashcans), etc.).

2) If it were the case that this was a main thoroughfare where many of us routinely walked for enjoyment, I could understand a case where we might invest in its beautification. But its not a place where any one walks for anything other than their necessity to do so, so it is ridiculous to invest scarce resources in making it beautiful when what we really need are some basic safe and practical solutions, both here and in surrounding neighborhoods! **The heavy amount of traffic makes Magnolia an unpleasant place to walk/traverse. And there is no amount of tree planting, swing hanging, fountain placing or shrub gardening that is going to change that. But that heavy amount of traffic is what makes it a great opportunity to built safe walk ways, and accessible bus stops, which are beneficial to a very broad cross section of our community.**

As a homeowner on a main thoroughfare where traffic will be redirected (I live on Seminole), I would like to see the following precautionary measures take place:

1) how about some temporary sidewalks here!? Given the time line on these projects, I'm anticipating having major traffic in my front yard for the next 2+ years. In addition to the people who will find Seminole their new conduit to and from life and work on public transportation, we could also benefit from safe roadways, as these are thoroughfares that are routinely frequented by families, children, pets, seniors and the rest of us.

---> So, let's skip the tree planting on Magnolia, and work in some basic precautions that would improve the quality of the transitions for the residents of all of the impacted areas.

2) There are currently "traffic mediation" speed humps, that people fly over at 50 miles an hour in 20 MPH zones. Please install some speeding strips, flashing lights, public shaming yard signs or actual speed bumps/crevices that will discourage this sort of behavior.

3) If Seminole/Old Fort or adjacent streets in IHLH will become the new thoroughfares, it would be greatly appreciated to have increased police and/or city/county highway patrol on staff to regulate traffic infractions.

4) Short of sidewalks, adequate lighting and safety precautions would help to keep residents safe while their front yards become a major roadway for an extended period of time. We have streetlights, but very few of them work,

many that do are 40+ years old and do very little to illuminate the streets. They are useless between the hours of 6PM and 6AM.

Many thanks for the opportunity to share my thoughts, and for your excellent work on the project this far.

--

Amanda Driscoll, Ph.D.
Assistant Professor
Department of Political Science
Florida State University
547 Bellamy Building
Tallahassee, FL 32306

Susan Emmanuel

From: Charles Hargraves
Sent: Wednesday, November 8, 2017 3:39 PM
To: Susan Emmanuel
Cc: Autumn Calder; Ben Pingree
Subject: FW: FSU Airport Gateway Project

Importance: High

Please include this in our list of comments.

Thanks

Charles Hargraves, P.E.

Blueprint Director • Blueprint Intergovernmental Agency
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301
850.219.1060
BlueprintIA.org



Florida has a very broad public records law. Most written communications to or from public offices are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Bryan Desloge [mailto:DeslogeB@leoncountyfl.gov]
Sent: Wednesday, November 8, 2017 1:40 PM
To: Del@DelSuggs.com
Cc: Vince Long; Ken Morris; Alan Rosenzweig; Herb Thiele; Charles Hargraves; Cherie Bryant; Wayne Tedder; Ben Pingree
Subject: Re: FSU Airport Gateway Project
Importance: High

Del, appreciate the feedback. I'll take your comments and concerns into consideration in my deliberations on this issue when it is brought to the County Commission. I'm forwarding your email to Blueprint with the request that your email be included as a part of the public record. Please don't hesitate to contact me if you feel I may be of assistance with other concerns. Hope all's well with you. Have a good day!

>>> "Del Suggs, M.S.Ed. " <Del@DelSuggs.com> 11/7/2017 12:23 PM >>>

>

Dear Commissioner Desloge,

I hope you are well. I'm reaching out, asking you to OPPOSE the newly proposed FSU Airport Gateway project from Blueprint.

There are multiple reasons to oppose this plan. Here are just a few:

--This plan will destroy the quality of life in two neighborhoods. The South Lake Bradford Road neighborhood will be overwhelmed with new traffic, and a small neighborhood street will become a speedway. It is a family-friendly neighborhood street, full of walkers and strollers.

--The Providence Renaissance Neighborhood-- championed by my dear friend Commissioner Steve Meisburg-- will be damaged by the four-laning, and will lose most affordable housing in the process. The City and it's partners have done so much to revitalize this working-class neighborhood. That will all be wiped out by this project and the gentrification that will follow.

-- BP has consistently maintained Springhill Road as the proposed Gateway for the past 20 years. This sudden change is a slap in the face to the neighborhoods who trusted their government officials to uphold this commitment.

-- You can't have TWO gateways. If this project is allowed, then all the efforts to revitalize Springhill Road as the Gateway to Tallahassee will have been wasted. Springhill is open and bare, and would be easy to four-lane and develop with minimal impact to neighborhoods or businesses. It is the correct route for a Gateway to Tallahassee.

-- Every other BP project has undergone years of vetting, yet BP/FSU wants this approved in three-months. This sudden push to approve this project-- without any traffic study, and with minimal (last minute) public input-- is very suspect.

There are so many more reasons that this project is a bad idea.

Please work to save our neighborhoods, and oppose this fast track FSU Airport Gateway.

Sincerely,

Del Suggs
2300 Cypress Cove Dr
Tallahassee, FL 32310

Tameeka Williams

From: Susan Emmanuel
Sent: Monday, November 20, 2017 11:57 AM
To: Tameeka Williams
Subject: FW: Re: Proposed FSU Gateway project

More comments, please, and thank you!

From: Charles Hargraves
Sent: Monday, November 20, 2017 11:55 AM
To: Susan Emmanuel
Cc: Ben Pingree; Autumn Calder
Subject: Fwd: Re: Proposed FSU Gateway project

FYI

Sent from my Verizon 4G LTE Droid

----- Forwarded message -----

From: Bryan Desloge <DeslogeB@leoncountyfl.gov>

Date: Nov 20, 2017 11:05 AM

Subject: Re: Proposed FSU Gateway project

To: HallC2060@comcast.net

Cc: Charles Hargraves <charles.hargraves@Blueprintia.org>, Vince Long <LongV@leoncountyfl.gov>, Ricardo Fernandez <Rick.Fernandez@talgov.com>, Wayne Tedder <wayne.tedder@talgov.com>, Ben Pingree <Ben.Pingree@Tlplace.org>

Good morning, Charlotte! Thank you for your input on the Airport Gateway Project. We appreciate the impacts projects such as these have on the neighborhoods where they are located, and on the community as a whole. Staff is conducting an outreach program, gathering information from residents and business interests in the southwest area and across the community. We have learned a great deal, received suggestions and documented concerns, all of which will be included in the agenda item being developed for the December 5, Intergovernmental Agency (IA) Board meeting. The agenda items will be distributed shortly after the Thanksgiving holiday. They will also be made available to the public on the Blueprint website and by email to community members and stakeholders. I'm forwarding your email to the IA with the request that your concerns be entered into the public record and your opposition to the changes to the Airport Gateway project will be taken into consideration by the Intergovernmental Agency Board before they vote on December 5 and we will inform all of our stakeholders of the IA Board's action via website and email.

Thank you again for your input.

Bryan Desloge
Leon County Commission
District IV Commissioner
301 S. Monroe St.
Tallahassee, FL 32301
850-606-5364
deslogeb@leoncountyfl.gov

Charlotte M. Hall
3041 S. Lake Bradford Road
Tallahassee, FL 32310

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Signature(s): Henry And Alberta Griffin Date: OCT 31-2017

Name(s) (Please Print): Henry And Alberta Griffin

Address: 1509 Daniels St. Tallahassee FL 32310

Mail to:
TLA / Leon Co. IA

NOV 6 '17 AM 6:57
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

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Signature(s): Gloria McBride Date: 11-1-17

Name(s) (Please Print): Gloria McBride

Address: 1405 Coleman Street

Mail to:

TLH / Leon Co. IA

Thoun St. Ste. 450
ee, FL. 32301

NOV 6 '17 AM 6:57
REC'D BLUEPRINT IA

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Signature(s): Barbara D. Musgray Date: 10/26/17

Name(s) (Please Print): Barbara D. Musgray

Address: 1412 Coleman St. Tall. 32310

Mail to:
TLH / Leon Co. IA

NOV 6 '17 AM 6:57
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

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Signature(s): Anita E. Broughton Date: 11/1/17

Name(s) (Please Print): Anita E. Broughton

Address: 1410 Callen Street, Tallahassee, FL 32310

NOV 6 '17 AM 6:58
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s): [Signature] Date: 10/31/17

Name(s) (Please Print): Linda Henderson

Address: 2507 Sir Williams St
Tallahassee FL 32310

Mail to:

TTH/Leon Co. IA

NOV 6 '17 AM 6:57
REC'D BLUEPRINT IA

houn St. Ste. 450
ee, FL. 32301

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Signature(s): Larry Dukes Date: 11/3/2017

Name(s) (Please Print): LARRY DUKES

Address: 1402 COLEMAN STREET
Tallahassee, Fla. 32310

Mail to:
TLH/Leon Co. IA

NOV 7 '17 AM 11:19
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s):

Cynthia C. Sanford Jojuan Moore

Date:

11/6/2017

Name(s) (Please Print):

Jojuan M. Moore

Address:

1309 Victoria St. 32310

Mail to:

TLH/Leon Co. IA

315 S. Calhoun St. 4E
Tallahassee, FL 32301

NOV 9 '17 AM 11:05
REC'D BLUEPRINT IA

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Signature(s) Londrardo Williams Date: 11-6-17

NOV 9 '17 AM 11:08
REC'D BLUEPRINT IA
Name(s) (Please Print): Londrardo Williams
Address: 2430 James Street

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Mr. Michael Brown

Signature(s): Mrs. Victoria Chavis-Brown Date: Nov. 4, 2017

Michael Brown

Name(s) (Please Print): Victoria Chavis-Brown

Address: 1413 Daniels St. Tallahassee, FL. 32310

NOV 9 '17 AM 11:06
REC'D BLUEPRINT IA

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Signature(s): Richard W. Stallworth Date: 11-1-17

Name(s) (Please Print): Richard W. Stallworth

Address: 2602 Pottsdamm St, Tallaha. 32310-6049

Mail to:
TLH/Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

NOV 9 '17 AM 11:05
REC'D BLUEPRINT IA

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Signature(s): Patricia A. Stallworth Date: 11-1-17

Name(s) (Please Print): Patricia A. Stallworth

Address: 2602 Pottlander St Tallahassee FL 32310-6049

Mail to:
TLH/Leon Co. IA

NOV 9 '17 AM 11:05
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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We request the IA to dismiss its vote on December 5, 2017 and decline to partner with Florida State University to create an Airport Gateway District based on the aforementioned violation and threat as well as the following additional facts: the City of Tallahassee/Leon County Intergovernmental Agency (IA) has not conducted necessary studies to examine positive and negative impacts to the environment, the community at-large, existing neighborhoods, businesses, schools, and churches, adequately and in a timely manner informed all surrounding neighborhoods and the community at-large of the positive and negative impacts of Airport Gateway District, gathered ample and timely public input from all surrounding neighborhoods and the community at-large, publically announced its approval to vote to amend the Blueprint 2000/2020 Plan, adequately prepared and publically announced meetings regarding the modification to the surrounding neighborhoods and community at-large, approved to vote on other modification plans such as the one raised by the local community requesting amendment to include widening Spring Hill Road to 4-lanes for future traffic growth.

☒ I/We oppose the action of the City of Tallahassee/Leon County Intergovernmental Agency (IA) to amend the existing Airport Gateway Project initiated by Leon County Voters.

☒ I/We oppose the IA's direct violation of the Blueprint 2000/2020 policy and procedure as well as goals of Comprehensive Plan and Blueprint 2000/2020.

☒ I/We oppose the IA's action as it poses a threat to the public trust by giving the appearance of impropriety, favoritism of one university over the other existing universities and colleges, churches, schools, businesses, community at-large, as well as a continual lack of equal and equitable concern for and treatment of Southern Sector and Tallahassee/Leon County residents at-large.

Signature(s):

Date:

Name(s) (Please Print):

Address:

NOV 9 '17 AM 11:05
REC'D BLUEPRINT IA

Mail to:

TLH / Leon Co. IA

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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☒ I/We oppose the IA's direct violation of the Blueprint 2000/2020 policy and procedure as well as goals of Comprehensive Plan and Blueprint 2000/2020.

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Signature(s): Rainey Gibson
Cleveland Gibson Date: 10-31-2017

Name(s) (Please Print): Cleveland & Rainey GIBSON

Address: 1511 Coleman Street, Tallahassee, FL 32310

Mail to:
TLH/Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

NOV 14 '17 AM 8:47
REC'D BLUEPRINT IA

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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☒ We oppose the action of the City of Tallahassee/Leon County Intergovernmental Agency (IA) to amend the existing Airport Gateway Project initiated by Leon County Voters.

☒ We oppose the IA's direct violation of the Blueprint 2000/2020 policy and procedure as well as goals of Comprehensive Plan and Blueprint 2000/2020.

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Signature(s): Lucille D. Brown Date: 11/9/17

Name(s) (Please Print): Lucille D. Brown

Address: 1409 CALLEN ST Tallahassee
32310

Mail to:
TLH/Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

NOV 14 '17 AM 8:47
REC'D BLUEPRINT IA

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): William Fain / Carrissima G. Fain Date: 10/29/2017

Name(s) (Please Print): WILLIAM FAIN / CARRISSIMA G. FAIN

Address: 1301 CALLEN ST TLH 32310

NOV 3 '17 PM 4:22
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Roberta Taylor Date: _____

Name(s) (Please Print): Roberta Taylor

Address: 1402 Coleman St

NOV 3 '17 AM 10:34
REC'D BLUEPRINT IA

Mail to:
TLH/Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Donna P. Arnold Date: 10/27/17

Name(s) (Please Print): Donna P. Arnold

Address: 1606 W. Orange Ave, Tall, FL 32310

Mail to:
TLH / Leon Co. IA

NOV 3 '17 AM 10:35
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): GONAS HOIT Date: 10-30-17
Name(s) (Please Print): SONAS HOIT
Address: 1504 CHILLEN ST, TALL. FL. 32310

NOV 3 '17 AM 10:35
REC'D BLUEPRINT IA

Mail to:
TLH/Leon Co. IA

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Fronia D Dupree / Willie H Dupree Date: 10/25/17
Name(s) (Please Print): Fronia D Dupree / Willie H Dupree
Address: 1442 Coleman St Tallahassee, FL 32310

Mail to:

TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

NOV 3 '17 AM 10:35
REC'D BLUEPRINT IA

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Signature(s): Cressie S. Wilson Date: 10-28-17

Name(s) (Please Print): Cressie S. Wilson

Address: 1405 Callen Street

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

NOV 3 '17 AM 10:36
REC'D BLUEPRINT IA

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Signature(s):

Verne M. Rosier

Date:

10-26-17

Name(s) (Please Print):

Verne M. Rosier

Address:

1331 Coleman St.

NOV 3 '17 AM 10:37
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s): Jeanette M. Young Date: 28th Oct. 2017
Name(s) (Please Print): Jeanette M. Young
Address: 1304 Coleman St. 32310

NOV 3 '17 AM 10:37
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301
366

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Keisha L. Baker Date: 10/27/17
Name(s) (Please Print): Keisha L. Baker
Address: 1336 Victoria Street, Tall., FL 32310

Mail to:
TLH / Leon Co. IA

NOV 3 '17 AM 10:37
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Gladys F. Caswell Date: 10/20/17
Name(s) (Please Print): Gladys F. Caswell
Address: 1312 Maude ST

NOV 3 '17 AM 10:37
REC'D BLUEPRINT IA

MAIL PETITION TO:
TLH/LEON CO. IA
315 S. CALHOUN STREET, SUITE 450
TALLAHASSEE, FLORIDA 32301

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s):

Spencer Conner

Date: 10-31-2017

Name(s) (Please Print):

Spencer Conner

Address:

1307 Maude St 32310

NOV 3 '17 AM 10:38
REC'D BLUEPRINT IA

Mail to:

TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

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Signature(s): Eunice Williams Date: 10-26-2017

Name(s) (Please Print): Eunice Williams

Address: 1404 Victoria St Tallahassee, FL 32310

OCT 31 '17 AM 6:47
REC'D BLUEPRINT IA

Mail to:
TLH Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s): IRA L. Gaines Date: 10/27/2017

Name(s) (Please Print): IRA L. Gaines

Address: 1426 Victoria Street, Tallahassee FL 32310

Mail to:
TLH / Leon Co. IA

OCT 31 '17 AM 6:47
REC'D BLUEPRINT IA

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Signature(s): Anthony E. Redman, LaCheryl Fredman Date: 10.27.17
Name(s) (Please Print): ANTHONY E. REDMAN, LaCheryl Fredman
Address: 1607 CALLEA STREET
Tallahassee, Florida 32310

Mail to:
TLH/Leon Co. IA

OCT 31 '17 AM 6:46
REC'D BLUEPRINT IA

315 S. Calhoun St. 450
Tallahassee, FL. 32301

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Signature(s): Tracey Golay Date: 10/26/17
Name(s) (Please Print): Tracey Golay
Address: 1305 Callen St

Mail to :
TTH/Leon Co. IA

OCT 31 '17 AM 6:46
REC'D BLUEPRINT IA

alhoum St. Ste. 450
sssee, FL. 32301

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Signature(s): James Glenn Butler Date: Fri. Oct 27, 2017

Name(s) (Please Print): James Glenn Butler

Address: 1312 Coleman Tallahassee FL 32310

OCT 31 '17 AM 6:45
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s): Barbara M. Given Date: 10/25/17

Name(s) (Please Print): Barbara Given

Address: 1335 Coleman Street, Tallahassee, FL

Mail to:

TLH / Leon Co. IA

Thoun St. Ste. 450
ee, FL. 32301

375

OCT 31 '17 AM 6:48
REC'D BLUEPRINT IA

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s):

Rudolph Rivers

Date:

10/26/17

Name(s) (Please Print):

Rudolph Rivers

Address:

1335 Coleman St.

Mail to:

TLH / Leon Co. IA

OCT 31 '17 AM 6:48
REC'D BLUEPRINT IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s): Laura B. Root Date: _____

Name(s) (Please Print): Charles J Root

Address: 1413 Coleman St Tallahassee

OCT 30 '17 PM 2:46
REC'D BLUEPRINT IA

Mail to:
TLH/Leon Co. IA

oun St. 450
, FL. 32301

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Signature(s):

Date:

Name(s) (Please Print):

Address:

Mail to:

TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

OCT 27 '17 PM 3:47
REC'D BLUEPRINT IA

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Signature(s): Cephus Harvey Date: 26 Oct. 2017
Name(s) (Please Print): Cephus Harvey
Address: 2189 Wade Trail Tallahassee, FL 32305

Mail to :
TLH/Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

OCT 27 '17 PM 3:47
REC'D BLUEPRINT IA

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Signature(s): *S R Baker* Date: 10/25/17

Name(s) (Please Print): S R Baker

Address: 1324 Victoria St 32310

OCT 27 '17 PM 3:47
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL 32301

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Signature(s): Gwendolyn Daniels Date: 10/26/17
Name(s) (Please Print): Gwendolyn Daniels
Address: 1400 Maude St.

OCT 27 '17 PM3:47
REC'D BLUEPRINT IA

Mail to:
TLH/Leon Co. IA

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Margaret Ardley Date: 10-25-2017
Name(s) (Please Print): Margaret Ardley
Address: 1302 Coleman Street

OCT 27 '17 PM 3:44
REC'D BLUEPRINT IA

Mail to:
TLH / Leon Co. IA

Thon St. Ste. 450
Tallahassee, FL 32301

We, the undersigned are concerned residents of the City of Tallahassee/Leon County opposing the action taken by the City of Tallahassee/Leon County Intergovernmental Agency (IA) to initiate a Supermajority Vote to amend the Airport Gateway Project approved by Leon County Voters. We believe the action to be a direct violation of the Blueprint 2000/2020 policy and procedure, goals of the Comprehensive Plan and Blueprint 2000/2020. Also, we deem the action as a threat to the public trust as it gives the appearance of impropriety, favoritism of one university over the other existing universities and colleges, as well as a continual lack of equal and equitable treatment of Southern Sector and Tallahassee/Leon County residents at-large.

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Signature(s): Fannie Baker Date: Oct. 25, 2017

Name(s) (Please Print): Fannie Baker

Address: 2400 James St. Tallahassee, Fla 32310

OCT 27 '17 AM 8:17
REC'D BLUEPRINT IA

Mail to:
TLH/Leon Co. IA

315 S. Calhoun St. Ste. 450
Tallahassee, FL. 32301

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Signature(s): Mark J Fletcher Date: 11/13/17

Name(s) (Please Print): Mark J Fletcher

Address: 4155 Pond Cypress Ct 32310

Mail to:

TLH/Leon Co. IA

315 S. Calhoun St. 450
Tallahassee, FL 32301

NOV 17 '17 AM 9:09
REC'D BLUEPRINT IA

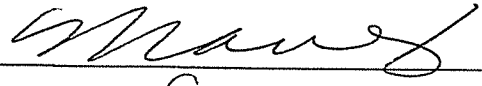
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Signature(s):  Date: 11-13-17
Name(s) (Please Print): Sara Chang
Address: 4155 Pond Cypress Ct 32310

NOV 17 '17 AM 9:09
REC'D BLUEPRINT IA

Mail to:
TLH/Leon Co. IA
315 S. Calhoun St. 450
Tallahassee, FL. 32301

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Signature(s): Carolyn Smith Date: 11/13/17
Name(s) (Please Print): CAROLYN SMITH
Address: 1417 Coleman St.

MAIL PETITION TO:
TLH/LEON CO. IA

315 S. CALHOUN STREET, SUITE 450
TALLAHASSEE, FLORIDA 32301

NOV 17 '17 AM 9:10
REC'D BLUEPRINT IA

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Signature(s): Sharon Smith Date: 11/13/17
Name(s) (Please Print): Sharon Smith
Address: 1714 Highland Street

MAIL PETITION TO:
TLH/LEON CO. IA
315 S. CALHOUN STREET, SUITE 450
TALLAHASSEE, FLORIDA 32301

NOV 17 '17 AM 9:10
REC'D BLUEPRINT IA

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Signature(s): Prince Smith Date: 11/13/17

Name(s) (Please Print): PRINCE SMITH

Address: 1417 Coleman St.

MAIL PETITION TO:
TLH/LEON CO. IA
315 S. CALHOUN STREET, SUITE 450
TALLAHASSEE, FLORIDA 32301

NOV 17 '17 AM 9:10
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Signature(s): Chris Bittle / Marc Weininger Date: 11/10/17

Name(s) (Please Print): Chris Bittle / MARC WEININGER

Address: 2335 Cypress Cove Dr 32310

Mail to:

TLH / Leon Co. IA

315 S. Calhoun St. 450
Tallahassee, FL 32301

NOV 17 '17 PM 3:30
REC'D BLUEPRINT IA

September 29, 2017

Ben Pingree, Director
Department of PLACE
315 S Calhoun St #450
Tallahassee, FL 32301

RE: Blueprint Gateway District Project

Dear Mr. Pingree,

On behalf of the Board of Directors of the Greater Tallahassee Chamber of Commerce I am pleased to offer this letter in support of the amended Airport Gateway project now being described as the Gateway District. The Gateway District project is a strategic alignment of investments for our community that offers a large upside for long term economic development. The project being amended to become a comprehensive gateway into one of our community's most important assets is a critical decision for our future. The Greater Tallahassee Chamber of Commerce's Board of Directors voted unanimously to support this amended vision because of how strongly it aligns with a bold new direction for our community and the guiding principles of our organization.

Last year when the Blueprint Intergovernmental Agency ("IA") approved the Office of Economic Vitality's new plan for economic development, a strong theme was the strategic alignment of resources. The Gateway District is a great example of this approach by combining the resources of the Blueprint IA with Florida State University ("FSU"), including the usage and development of their lands and assets into the project, and the leveraging of dollars from the Florida Department of Transportation. By leveraging these assets, this new Gateway District will enhance the entrance into our community from the airport and provide tremendous redevelopment opportunities for the south side. Beginning at Tallahassee International Airport, the project will create a unique gateway into Tallahassee that connects Innovation Park, Florida State University, Florida A&M University, Gaines Street, and Downtown. This is the kind of strategic investment opportunity our community cannot ignore and must wholeheartedly support.

The Chamber's Six Guiding Principles (attached) provide our Board of Directors a map for taking positions related to such projects. Our principles clearly align with the Gateway District as the project supports business retention and expansion, it represents policy that supports business growth, it provides strong business infrastructure, it is a smart investment of tax dollars, and in the long term the project will support talent retention. Our Board's unanimous support is a clear message of how strongly the Gateway District aligns with our vision for a stronger business environment in Tallahassee and Leon County.

EXECUTIVE COMMITTEE:

Reggie Bouthillier
Chair

Heidi Otway
Chair-Elect

Kathy Bell
Immediate Past Chair

Canita Gunter Peterson
Treasurer

Sue Dick
President/CEO

Terrie Ard

Elaine Bryant

Andrew Gay

Rick Moore

Mark O'Bryant

Nan O'Kelley

Michael Roberts

The staff at PLACE and FSU should be commended for their critical thinking, collaboration, and hard work to create the amended Gateway District. Our Board fully supports the direction given by the members of the Intergovernmental Agency to move this project forward. The Chamber would like to continue to engage with your office and other key stakeholders to achieve the best possible outcome for our community. We look forward to providing public testimony in December to offer further support of its final approval.

Sincerely,



Reggie Bouthillier
Chair
Greater Tallahassee Chamber of Commerce

cc: Greater Tallahassee Chamber of Commerce, Board of Directors
Vince Long, County Administrator, Leon County
Rick Fernandez, City Manager, City of Tallahassee
Leon County Board of County Commissioners
Tallahassee City Commissioners
David Coburn, Chief of Staff, Florida State University
Kevin Graham, Florida State University Real Estate Foundation

EXECUTIVE COMMITTEE:

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Canita Gunter Peterson
Treasurer

Sue Dick
President/CEO

Terrie Ard

Elaine Bryant

Andrew Gay

Rick Moore

Mark O'Bryant

Nan O'Kelley

Michael Roberts



November 16, 2017

Mr. Ben Pingree, Director of PLACE
City of Tallahassee-Leon County
Blueprint Intergovernmental Agency
315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

Dear Ben:

On behalf of the Board of Governors of the Leon County Research and Development Authority (LCRDA), this letter expresses LCRDA's full support for the Gateway Project under consideration by the Tallahassee/Leon County Intergovernmental Agency. We believe the successful completion of the Gateway Project is essential to the full realization of the potential of Innovation Park.

As you know, Innovation Park is a unique collaboration of FSU, FAMU, TCC, City of Tallahassee, Leon County, and private sector leaders. The mission of the LCRDA is to work in affiliation with these partner organizations to promote our region's research and development assets, and to foster the attraction, startup, and growth of private innovative companies that create high wage jobs in the region.

In order to accomplish this mission, Innovation Park must be visible to visitors as they make their way from the airport to the universities and downtown. The park must be accessible to those coming from and going to the universities, downtown, and the airport. The gateways to Innovation Park must be attractive and convey a sense of place commensurate with the high quality people and research within the park. We believe the Gateway Project, including the proposed improvements to South Lake Bradford Road, a new road through the former Alumni Village, and improvements to Stuckey Avenue connecting to FAMU Way, delivers this much needed visibility, accessibility, and attractiveness.

The LCRDA Board encourages the Tallahassee/Leon County Intergovernmental Agency to support this important project.

Sincerely,
Leon County Research and Development Authority

A handwritten signature in black ink, reading "David B. Ramsay".

David B. Ramsay, Chair

Prioritization Process by Project – Blueprint 2020 Infrastructure Program (27 Projects, listed in alphabetical order by category)

IA Board Action	Project Name	Committed Sales Tax Funding
#1 Project	Capital Circle Southwest	\$70,000,000
Funded via Annual Allocation	Bike Route System	\$15,000,000
	Greenways Master Plan	\$15,800,000
	Operating Costs for Parks Built with Sales Tax Funds	\$20,000,000
	Sidewalks	\$50,000,000
	StarMetro Enhancements	\$12,500,000
	Water Quality and Stormwater Improvements	\$85,000,000
In Progress Per IA Direction	Northeast Gateway Welaunee Critical Area Plan Regional Infrastructure	\$47,300,000
	Orange Avenue: Widening from Adams Street to Springhill Road	\$33,100,000
	Southside Gateway Enrichment: Widening of Woodville Highway	\$29,700,000
Prioritization Coordinated with CRTPA	Airport Gateway: Springhill Road and Lake Bradford Road	\$58,698,138
	North Monroe Gateway	\$9,400,000
	Northeast Connector Corridor: Widening of Bannerman Road	\$33,300,000
	Northwest Connector Corridor: Widening of Tharpe Street	\$53,184,800
	Westside Student Corridor Gateway: Widening of Pensacola Street	\$29,936,800
Complete	De Soto Winter Encampment	\$500,000
Community Enhancement Districts, Connectivity, & Quality of Life		
Prioritized via Blueprint Promise Criteria	Alternative Sewer Solutions Study	\$2,800,000
	Beautification and Improvements to the Fairgrounds	\$12,000,000
	College Avenue Placemaking	\$7,000,000
	Florida A&M Entry Points	\$1,500,000
	Lake Lafayette and St. Marks Regional Linear Park	\$15,816,640
	Market District	\$9,400,000
	Midtown Placemaking	\$22,000,000
	Monroe-Adams Corridor Placemaking	\$7,000,000
	Northeast Park	\$10,000,000
	Orange Avenue/Meridian Road Placemaking	\$4,100,000
	Tallahassee-Leon County Animal Service Center	\$7,000,000

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (“Agreement”) made and entered into this 5th day of December, 2017, by and between THE FLORIDA STATE UNIVERSITY BOARD OF TRUSTEES, a public body corporate of the State of Florida, acting for and on behalf of The Florida State University (“FSU”) and LEON COUNTY – CITY OF TALLAHASSEE BLUEPRINT INTERGOVERNMENTAL AGENCY (“Blueprint”)(FSU and Blueprint may be hereinafter referred to collectively as the “Parties” or individually as a “Party”).

RECITALS

WHEREAS, FSU and Blueprint wish to enter into an agreement outlining each party’s contributions to those Segments of the Blueprint 2020 Amended Infrastructure Project 3, Airport Gateway (“Airport Gateway Project”) which impact FSU and Blueprint jointly so as to ensure the project improvements are provided to the Tallahassee and Leon County community in an effective and efficient manner; and

WHEREAS, the expanded scope of the Airport Gateway Project will provide gateway improvements for multiple roadways in the southwest, ensuring visitors arriving and departing via the Tallahassee International Airport travel an aesthetically pleasing route that reflects our local beauty and vitality on any route that is taken; and

WHEREAS, Blueprint and Capital Regional Transportation Planning Agency entered into an agreement to perform the Southwest Area Transportation Plan; and

WHEREAS, the partnership between Blueprint and FSU will leverage dual plans created and efforts taken to date to create a single, coordinated infrastructure investment program that is equally complimentary and mutually beneficial for The Florida State University and the Tallahassee-Leon County community; and

WHEREAS, the Airport Gateway Project will continue the cohesive east-west corridor across Lake Bradford Road to seamlessly connect Florida A&M University, The Florida State University, Innovation Park and the Tallahassee International Airport; and

WHEREAS, linking the infrastructure improvements to a collaborative planning process between Blueprint and FSU, as well as the Southwest Area Transportation Plan, will minimize impacts on existing neighborhoods while maximizing benefits to the Tallahassee-Leon County community; and

WHEREAS, the expanded scope distributes improvements throughout the transportation network helping to alleviate existing and future traffic impacts and extend quality of life improvements throughout southwest Tallahassee and Leon County; and

WHEREAS, the Airport Gateway Project will open up new economic opportunities and support existing businesses by enhancing access to, and visibility of Innovation Park; and

WHEREAS, the expanded scope of the Airport Gateway Project provides greater opportunity to work with and protect established neighborhoods; and

WHEREAS, the Airport Gateway Project is expected to increase private investment and redevelopment opportunities along multiple roadway corridors in the southwest area of Tallahassee and Leon County; and

WHEREAS, the Airport Gateway Project will provide substantial improvements in pedestrian, bicycle and vehicular safety and place a high priority on the protection of neighborhoods and significant environmental features in this environmentally sensitive area of the community; and

WHEREAS, the Airport Gateway Project is expected to compliment and showcase the significant investments by FSU in its southwest campus, including the planned renovation to the Don Veller Seminole Golf Course and Club; and

WHEREAS, Blueprint and FSU desire to enter into an agreement to accomplish the public purposes set forth in these recitals.

NOW, THEREFORE, in consideration of the following mutual promises and covenants, and other good and valuable consideration, the sufficiency of which is being acknowledged, FSU and Blueprint hereby agree as follows:

1. Term.

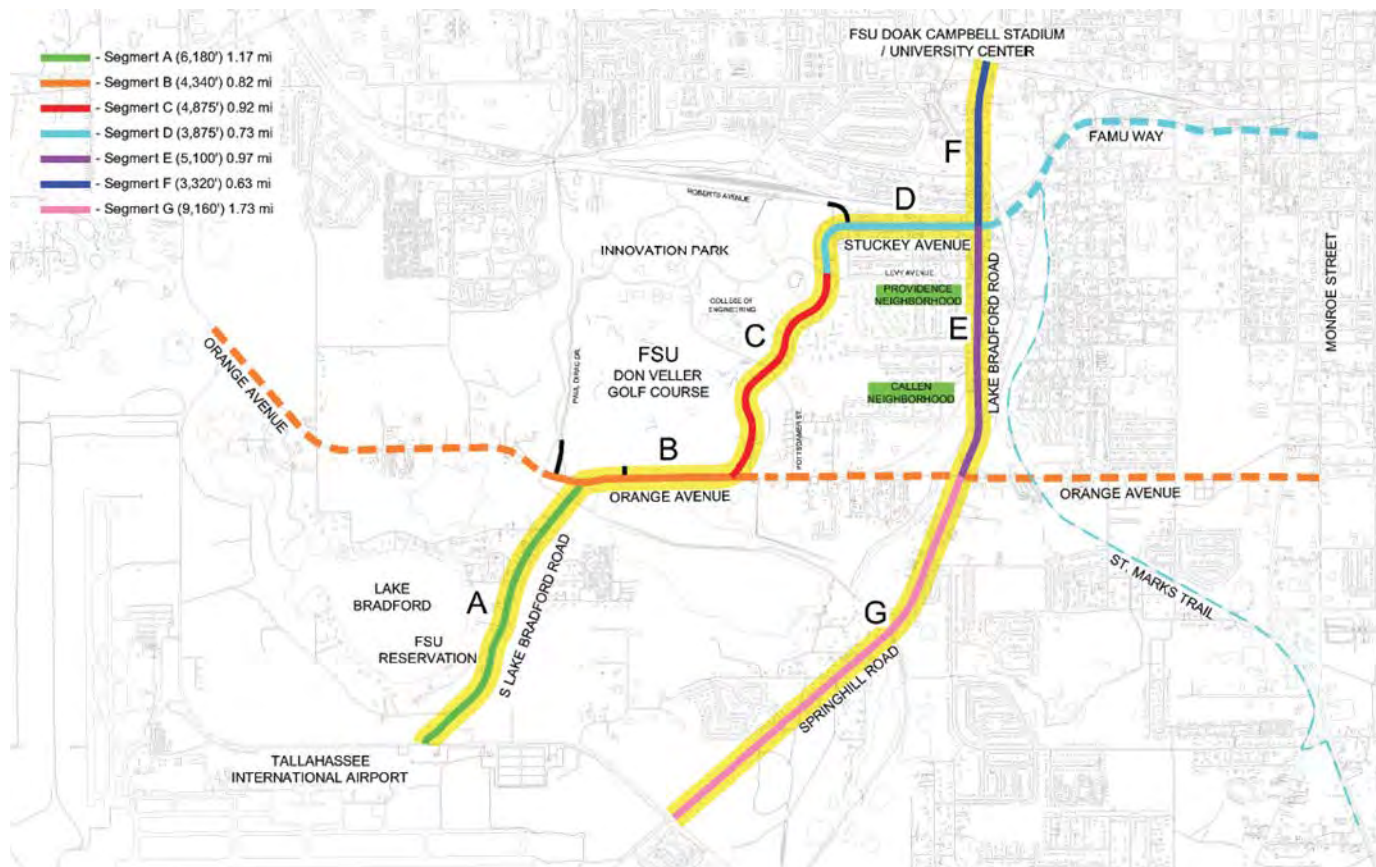
The Term of this Agreement shall commence on January 1, 2018, and shall continue until December 31, 2019, unless earlier terminated pursuant to the terms of this Agreement. This Agreement may be extended upon the mutual written agreement of the Parties.

2. Blueprint 2020 Amended Infrastructure Project 3, Airport Gateway.

The Airport Gateway Project would link Blueprint and FSU projects and leverage the individual investments toward a greater, and shared, public utilization and benefit. Figure 1, below, shows the boundaries of the Airport Gateway Project, which include all segments of the original Blueprint 2020 Infrastructure Project 3, Airport Gateway, as described in Exhibit 1. In addition to implementing these improvements, the Airport Gateway Project as Amended would expand the enhancements to a network of roadways in the southwest area of the community. A description of the Airport Gateway Project as Amended is set forth in Exhibit 2. The Florida State University Real Estate Foundation's summary of the Gateway District is set forth in Exhibit 3. The roadway network within the Airport Gateway Project has been divided into Segments A-G, with conceptual typical sections included as Exhibit 4. Only Segments A-D are the subject of this Agreement. As shown in the typical sections, the enhancements including pedestrian and bicycle facilities, landscaping and other aesthetic improvements will now be incorporated throughout the Airport Gateway Project. The total cost of the Airport Gateway Project is estimated to be \$78.8 million, subject to further

adjustment under the Southwest Area Transportation Plan. The Blueprint share has been estimated to be \$57.8 million (approximately \$900,000.00 less than the original estimated cost of \$58.7 million). A combined investment of \$21.0 million from FSU and the Florida Department of Transportation (“FDOT”) would cover the remaining balance.

Figure 1. Gateway District Project Map, 2017



3. Blueprint and FSU Conceptual Obligations. Subject to adjustment following the Southwest Area Transportation Plan as described in Section 4, FSU and Blueprint shall have the following conceptual obligations under this Agreement toward the construction of the proposed Airport Gateway Project roadway improvements as further described in Exhibit 5, Probable Costs:

a. Segment A.

1. Segment A (Lake Bradford Road from Capital Circle to Orange Avenue) consists of the following improvements:

- 1.17 miles;
- Mill, resurface, restore and retain existing character as 2-lane with open swales;
- Add pedestrian facilities and landscape;
- Add 2-4 roundabouts

2. Segment A – The total cost estimate for Segment A improvements is **\$2,071,341**, which includes the value of donated and acquired right of way (“ROW”). The Parties anticipate meeting this estimated obligation as follows:

Blueprint to provide:

- Construction Costs¹: \$1,733,841;
- ROW Acquisition: \$262,500.

FSU to provide:

- ROW Donation²: \$75,000.

b. **Segment B.**

1. Segment B (Orange Avenue) consists of the following improvements:

- 0.82 miles;
- FDOT project/No Blueprint funds required;
- Right of way contribution from FSU;
- New 4-lane divided median, multimodal improvements and landscaping;
- Blueprint will continue to work with FDOT to widen Orange Avenue from the eastern terminus of Segment B to Adams Street.

2. Segment B – The total cost estimate for Segment B improvements is **\$14,056,810**, including the value of donated ROW from FSU estimated obligations:

FSU to provide:

- ROW Donation: \$2,100,000.

c. **Segment C.**

1. Segment C (New Road) consists of the following improvements:

- 0.92 miles;
- \$2 million contribution from FSU;
- 122’ right of way contribution from FSU (road plus stormwater);
- New 2-lane divided, expandable boulevard with multimodal improvements and landscaping;

¹ Construction costs include design fees and construction administration & inspection.

² When referenced herein, ROW Donations by FSU are an approximate value based on current assumptions for the size of the right of way required to support the roadway improvements as proposed, and, as such, sizes are subject to change pending the outcome of the Southwest Area Transportation Study. FSU’s conceptual obligation is to donate the size right of way needed, and not a pre-set dollar amount or value. The Parties understand that actual ROW donations may be in the form of an easement rather than fee simple title.

- Ensure access and visibility to the FAMU-FSU College of Engineering, properties controlled by FAMU and FSU, and Innovation Park;
- Sound attenuation between the new road and the Callen Neighborhood.

2. Segment C – The total cost estimate for Segment C improvements is **\$13,605,414**, including the value of donated ROW from FSU. The Parties anticipate meeting this estimated obligation as follows.

Blueprint to provide:

- Construction Costs: \$7,492,643.

FSU to provide:

- ROW Donation: \$4,080,000;
- Construction Costs: \$2,032,771.

d. **Segment D.**

1. Segment D (Stuckey Avenue) consists of the following improvements:

- 0.73 miles;
- Partial right of way contribution from FSU;
- Partial right of way acquisition along Stuckey Avenue;
- New 2-lane divided, expandable boulevard with multimodal improvements and landscaping;
- Take into consideration the goals and strategies contained within the Providence Neighborhood Renaissance Plan (2003), as applicable.

2. Segment D – The total cost estimate for Segment D improvements is **\$13,438,190**, including the value of donated and acquired ROW. The Parties anticipate meeting this estimated obligation as follows:

Blueprint to provide:

- Construction Costs: \$7,678,190;
- ROW Acquisition: \$500,000.

FSU to provide:

- ROW Donation: \$560,000.

e. **Segments E, F and G only relate to Blueprint, and therefore, are not part of this Agreement.**

f. **Other.** The Parties recognize the following additional contributions toward the costs of implementing the Airport Gateway Project:

Blueprint to provide:

- Right of way acquisition allowance of \$6.76 million.

FSU has already provided:

- A contribution of \$175,000, which was paid by FSU for the initial due diligence expenses including preliminary survey, environmental survey, civil engineering, land planning, and other related costs.

4. Mutual Obligations.

a. SWATP

The Southwest Area Transportation Plan (“SWATP”) scope includes the review of public and private development opportunities including the evaluation of the growth of FSU and FAMU and corresponding impact on the transportation system in the southwest area of Leon County. The SWATP will include an analysis into the assumptions for the Airport Gateway Project. The typical roadway sections will be improved or confirmed by both the requisite technical analyses and the required, significant public involvement process, including focused neighborhood and targeted stakeholder meetings and public meetings.

b. Final Airport Gateway Project Agreement(s).

Once the conceptual corridor improvements are fully refined through the SWATP, a final funding partnership between FSU and Blueprint shall be formalized in a binding final Airport Gateway Project Agreement(s), which the Parties agree to negotiate in good faith. It is anticipated that the final concept for the Airport Gateway Project will be presented to Blueprint in early 2019. Upon execution of the final Airport Gateway Project Agreement(s), this Agreement shall automatically terminate and shall have no further force or effect. In the event that a final Airport Gateway Project Agreement(s) is not entered into, this Agreement shall automatically expire on December 31, 2019, and shall have no further force or effect, unless the Term is extended upon the mutual agreement of the Parties.

5. FDOT Roadway and Funding Commitments.

The Parties are entering this Agreement based on the assumption that FDOT will commit the necessary monetary and/or construction services for the construction of Segment B described in Section 3 as part of FDOT's existing project in a manner consistent with Blueprint's standards adopted for Orange Avenue. Currently, FDOT's estimated commitment is valued at approximately **\$11,956,810.00**. However, this Agreement is not intended to bind or obligate FDOT.

6. Exhibits.

Exhibits 1-5 are attached hereto and made a part hereof as if set forth in their entirety below, to the extent that said Exhibits are not inconsistent with the provisions of this Agreement. Exhibits 1-5 are described as follows:

- a. Exhibit 1 – Airport Gateway Project Description;
- b. Exhibit 2 – Airport Gateway Project Description, as Amended;
- c. Exhibit 3 – FSU Cover Memo to Blueprint IA - 08.23.17;
- d. Exhibit 4 – Segments A-G Typical Sections (only Segments A-D);
- e. Exhibit 5 – Probable Costs (Only Segments A-D).

7. Termination.

If either Party fails to comply with any of the terms or conditions of this Agreement or defaults in any of its obligations under this Agreement and shall fail, within thirty (30) calendar days after written notice from the other Party, to correct such default or noncompliance, the non-defaulting Party may, at its option, forthwith terminate this Agreement as its sole and exclusive remedy.

8. Liability, Losses, or Damages.

Each Party is responsible for all personal injury and property damage attributable to the negligent acts or omissions of that Party and the officers, employees and agents thereof. Nothing herein shall be construed as an indemnity or a waiver of sovereign immunity enjoyed by any party hereto, as provided in Section 768.28, Florida Statutes, as amended from time to time, or any other law providing limitations on claims.

9. General Provisions.

- a. Governing Law and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Any action to enforce any of the provisions of this Agreement shall be maintained in Tallahassee, Leon County, Florida.

- b. Waiver. Failure to insist upon strict compliance with any term, covenant or condition of this Agreement shall not be deemed a waiver of it. No waiver or relinquishment of a right or power under this Agreement shall be deemed a waiver of that right or power at any other time.
- c. Modification. This Agreement shall not be extended, changed or modified, except in writing duly executed by the Parties hereto.
- d. Binding Effect. This Agreement shall be binding upon the successors and, subject to below, assigns of the Parties hereto.
- e. Assignment. Because of the unique nature of the relationship between the Parties and the terms of this Agreement, neither Party hereto shall have the right to assign this Agreement or any of its rights or responsibilities hereunder to any third Party without the express written consent of the other Party to this Agreement, which consent shall not unreasonably be withheld.
- f. Entire Agreement. This Agreement constitutes the entire agreement between the Parties with respect to the matters contained herein, and all prior agreements or arrangements between them with respect to such matters are superseded by this Agreement.
- g. Headings. Headings in this Agreement are for convenience only and shall not be used to interpret or construe its provisions.
- h. Ambiguity. This Agreement has been negotiated by the Parties with the advise of counsel and, in the event of an ambiguity herein, such ambiguity shall not be construed against any Party as the author hereof.
- i. Public Bodies. It is expressly understood between the Parties that FSU is a public body corporate under the laws of the State of Florida and that Blueprint is a special district under the laws of the State of Florida. Nothing contained herein shall be construed as a waiver or relinquishment by either of the Parties to claim such exemptions, privileges or immunities as may be provided to that Party by law.
- j. Force Majeure. A Party shall be excused from performance of an obligation under this Agreement to the extent, and only to the extent, that such performance is affected by a "Force Majeure Event" which term shall mean any cause beyond the reasonable control of the Party affected, except where such Party could have reasonably foreseen and reasonably avoided the occurrence, which materially and adversely affects the performance by such Party of its obligation under this Agreement. Such events shall include, but not be limited to, an act of God, disturbance, hostility, war, or revolution; strike or lockout; epidemic; accident; fire; storm, flood, or other unusually severe weather or act of nature; or any requirements of law.

- k. Cost(s) and Attorney Fees. In the event of litigation between the Parties to construe or enforce the terms of this Agreement or otherwise arising out of this Agreement, each party shall be responsible for their own attorneys' fees and costs incurred in connection therewith (including costs of collection), at both trial and appellate levels; including bankruptcy proceedings.
- l. Severability. It is intended that each Section of this Agreement shall be viewed as separate and divisible, and in the event that any Section, shall be held to be invalid, the remaining Sections and parts shall continue to be in full force and effect.
- m. Subject to Appropriation. All payment obligations of the Parties, if any, set forth herein shall be subject to appropriation of funding therefore by the applicable legislative bodies; however, failure to appropriate funding adequate to meet such payment obligations shall be deemed a default under this Agreement.
- n. Survival of Obligations. Cancellation, expiration, or earlier termination of this Agreement shall not relieve the Parties of obligations that by their nature should survive such cancellation, expiration, or termination.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK;
SIGNATURE PAGE TO FOLLOW.

IN WITNESS WHEREOF, the Parties hereto, through their duly authorized representative, have executed this Agreement as of the date set forth above.

LEON COUNTY-CITY OF TALLAHASSEE
BLUEPRINT INTERGOVERNMENTAL
AGENCY

THE FLORIDA STATE UNIVERSITY
BOARD OF TRUSTEES, a public body
corporate of the State of Florida, acting for
and on behalf of The Florida State University

By: _____
Mary Ann Lindley, Chairman
Blueprint Intergovernmental Agency

By: _____
John Thrasher, President
Florida State University

ATTEST:

ATTEST:

City of Tallahassee Treasurer Clerk

By: _____
James O. Cooke, IV

By: _____

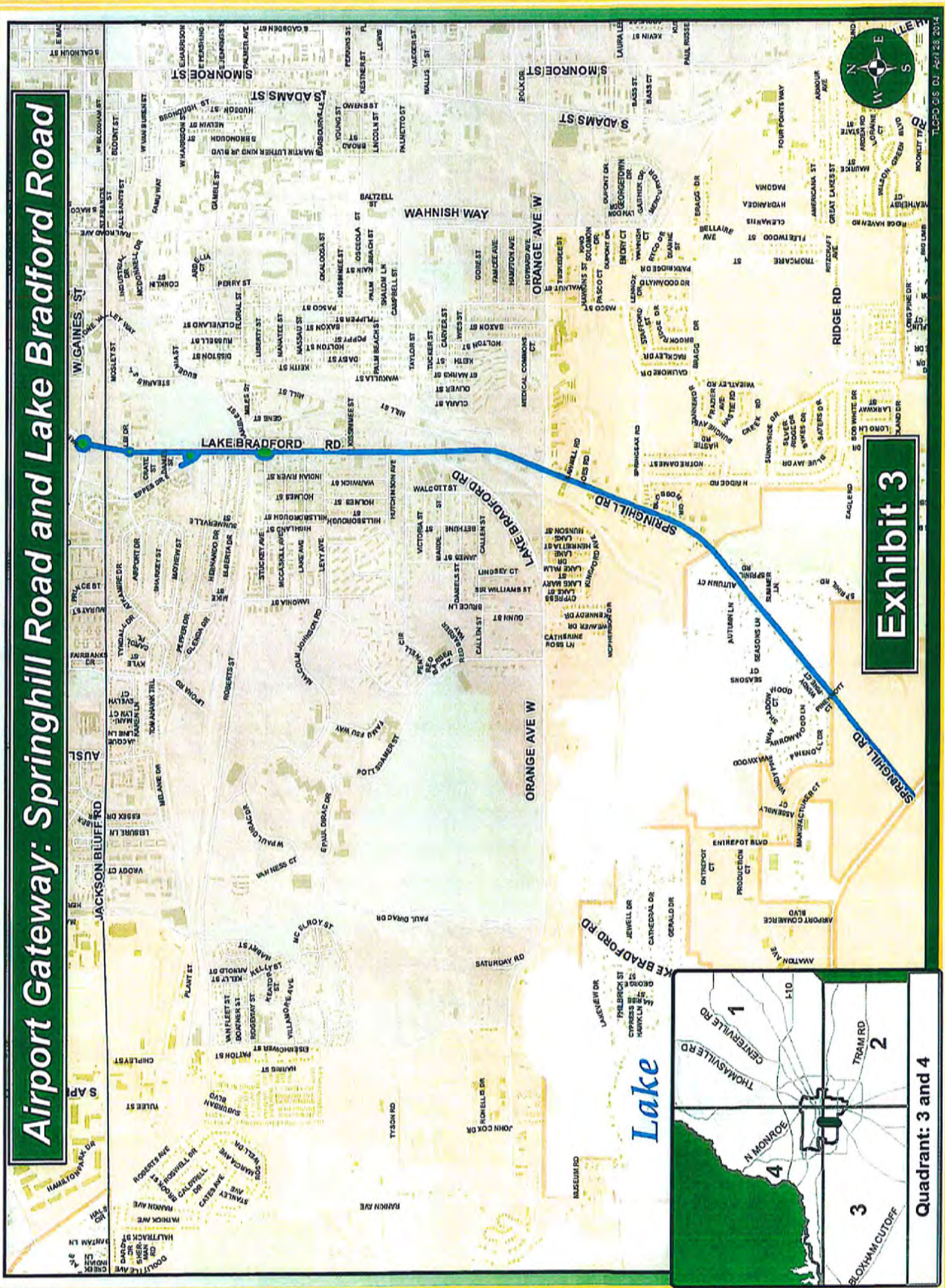
Approved as to Form:
Blueprint Intergovernmental Agency

Approved as to Form:
Florida State University

By: _____
Patrick T. Kinni, Esq.

By: _____
Dustin N. Dailey, Esq.

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue and Lake Bradford Road from Orange Avenue to Gaines Street (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3).



Description of Project, as Amended

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue, and Lake Bradford Road from Orange Avenue to Gaines Street, South Lake Bradford Road from Capital Circle Southwest to Orange Avenue, Stuckey Avenue from Roberts Avenue to Lake Bradford Road, a roadway (new roadway) through the FSU southwest campus area, and Orange Avenue from South Lake Bradford Road to the southern terminus of the new roadway (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3, as amended).

Airport Gateway

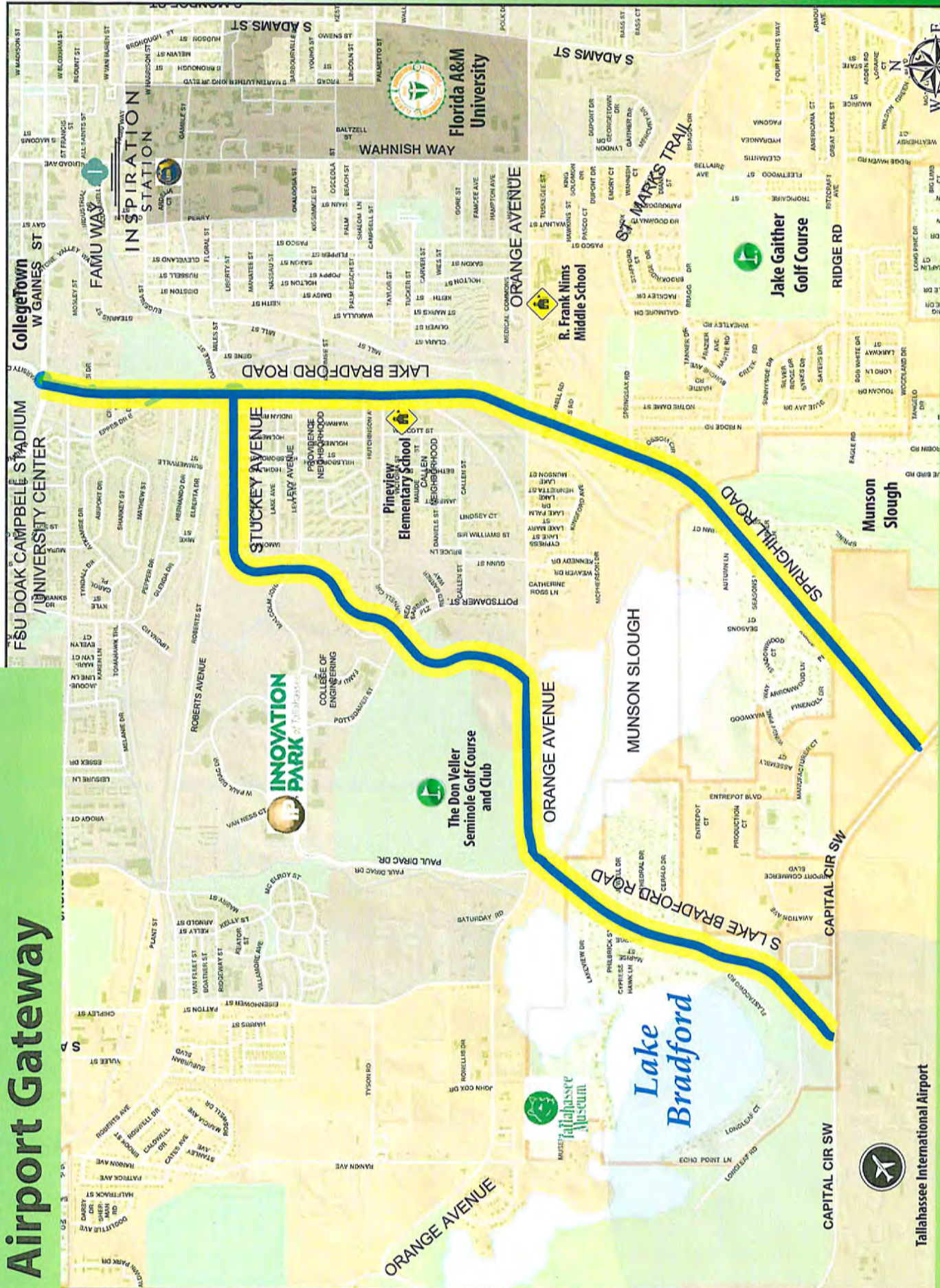


Exhibit 3, as Amended



FLORIDA STATE UNIVERSITY REAL ESTATE FOUNDATION

To the Blueprint Intergovernmental Agency Board,

On behalf of Florida State University, we would like to thank each of our City and County leaders for your interest in the **Gateway District** project. Specifically, we appreciate the support you have extended to this effort, and your commitment to maximizing the potential of the **Airport Gateway Sales Tax Project** ("Gateway" or "Gateway Project"). The information below summarizes our analysis and *presents an investment opportunity for the local community resulting in an improved infrastructure network at an investment level commensurate with what was previously approved by the voters in Tallahassee and Leon County.*

History:

In February 2017, FSU presented a concept plan to Blueprint Intergovernmental Agency ("BIA") describing a desire to develop additional infrastructure that will create better access into that portion of FSU's campus located in SW Tallahassee, and improve the transportation corridor between the Tallahassee International Airport and downtown Tallahassee. The result of that meeting was a request from the BIA Board that Blueprint staff work with FSU to explore alternative infrastructure opportunities and return to the BIA with recommendations. For the past seven months, FSU and Blueprint have worked collaboratively to identify opportunities and constraints associated with this proposed Gateway Project. This exercise led our collective team to define a series of infrastructure improvements that we believe *create the greatest value proposition for our community.*

Scope:

Our analysis included:

- Detailed examination of all available information supporting the initial \$58.7M Gateway Project (Herein referred to as "**Segments E, F, & G**"; see attached map)
- Develop typical cross sections for seven potential segments including the original route and expanded segments (Herein referred to as "**Segments A - G**")
- A "zero-base budget" cost analysis to include DOT cost estimates and allocations for Landscape, Lighting, Right of Way, Design, and Construction Administration
- Analysis of project funding partnerships

It is important to note that every effort was made to preserve the integrity of the **Segment E, F, & G** analysis. Where the **Segment A - G** analysis departs from the **Segment E, F, & G** analysis we have provided explanatory footnotes. Within Segment F, the allocation for Gaines Street Segment III requires additional analysis.

In total, development costs for the construction of **Segments A - G** is anticipated to exceed **Segments E, F, & G** by approximately \$20.1M. However, our analysis shows that \$21.0M of the total project cost is covered through investments and contributions from Florida State University and Florida Department of Transportation. *The net result is a significantly expanded network of Gateway District infrastructure improvements at an investment to Blueprint that is similar to the original cost estimate.*

960 Learning Way, Tallahassee, FL 32306-4178
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****In addition to the direct costs of the Gateway project (design, construction, ROW, etc), FSU will incur significant additional costs to accommodate the alignment of Gateway infrastructure through University property (such as relocation of the driving range, façade improvements to selected buildings, etc.) ensuring the character and location of FSU's facilities are appropriate proximate to the Gateway.**

Technical Considerations:

We performed an extensive analysis to analyze potential cross sections for each of the seven road segments (**Segments A – G**). Considerations were given to the following:

- Safety Issues
- Aesthetics Concerns
- Environmental Considerations
- Traffic Efficacy
- Fiscal Impacts and Investment Partners
- Economic Development Opportunities

Scenarios:

Multiple scenarios were analyzed. The road sections identified in our analysis represent our collective team's best efforts to match the character of the segment with the surrounding neighborhood and the traffic and pedestrian conditions that are likely to occur.

Scenarios include:

- Minimal improvements to existing infrastructure (e.g. landscape and sidewalks)
- Moderate modifications (e.g. upgrade road profiles to include curb and gutter, sidewalks, landscape, hardscape)
- Larger, more ambitious alternatives (e.g. full development of 4-lane boulevard with multimodal improvements, landscape, hardscape and ROW acquisition)

Summary:

In researching the original corridor estimate of \$58.7M (**Segments E,F, and G**), we have come to an appreciation that aspects of the initial estimate are no longer applicable (due to updated development standards, lessons learned though FAMU Way, etc.), and the costs necessary to construct the **Segments E, F, & G** would likely be significantly higher today. As such, it is difficult to create a true "side by side" analysis that reconciles the *current* cost of **Segments E, F, & G** with **Segment A – G**. However, in this regard, and in an effort to provide a useful comparison, our analysis shows, *based on assumptions contained herein*, that **Segments A-G** result in a Blueprint investment of \$57.8M, or \$0.9M less than the original \$58.7M that was allocated for **Segments E, F, & G**.

In addition to the Blueprint investment, the expanded project would include investment of \$21.0M from FSU and FDOT combined **such that the expanded project (Segments A-G) represents a comprehensive value proposition equal to \$78.8M.**

A brief description of each segment is included below. A more detailed cost analysis is included in your package.

Segment A:

- 1.17 miles
- Mill, resurface, restore and retain existing character as 2-lane with open swales
- Add pedestrian facilities and landscape

Segment B:

- 0.82 miles
- FDOT project/No Blueprint funds required
- ROW contribution from FSU
- 122' ROW
- New 4-lane with divided median, multimodal improvements and landscaping

Segment C:

- 0.92 miles
- \$2M Contribution from FSU
- ROW contribution from FSU (road plus stormwater)
- 122' ROW
- New 2 lane divided, expandable boulevard with multimodal improvements and landscaping

Segment D:

- 0.73 miles
- Partial ROW contribution from FSU
- Partial ROW acquisition along Stuckey Ave
- New 2-lane divided, expandable boulevard with multimodal improvements and landscaping

Segment E:

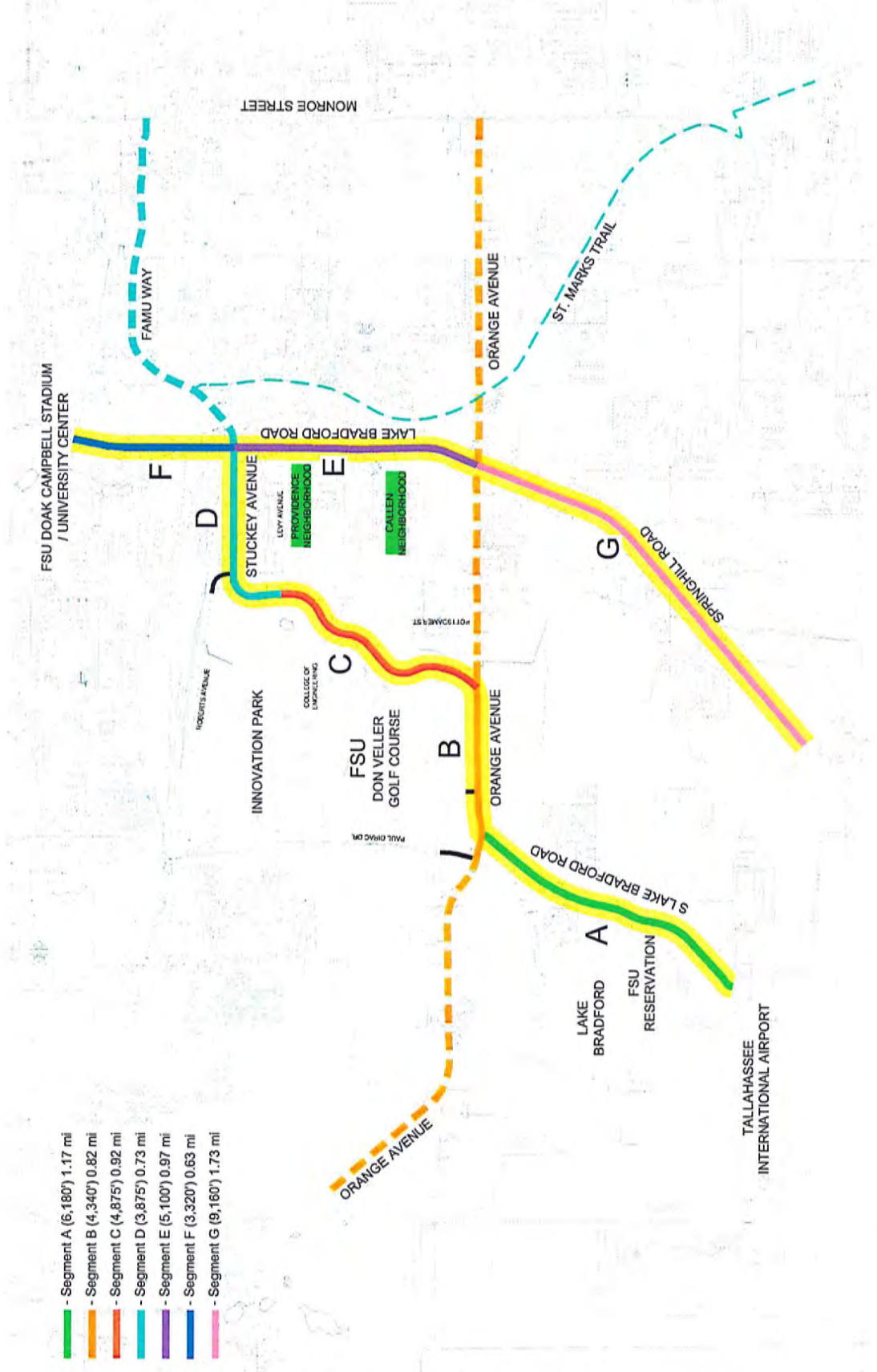
- 0.97 miles
- Assumes existing ROW is sufficient
- Mill, resurface, median improvements and landscaping enhancement within existing footprint

Segment F:

- 0.63 miles
- Assumes scope (including ancillary peripheral improvements) from original Sales Tax Project
- Assumes estimates from original Sales Tax Project
- Gaines Street Segment III scope and costs required further study.
- Assumes ROW acquisition from original Sales Tax Project

Segment G:

- 1.73 miles
- Assumes existing ROW is sufficient
- 2 lane, convert existing rural section to curb and gutter, pedestrian facilities and landscape



FLORIDA STATE UNIVERSITY
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GATEWAY DISTRICT
PROPOSED SEGMENT MAP

REI

GENIUS

CLIFFORD LAW & ASSOCIATES

THE PATRICK HODGES LAND STUDIO



FLORIDA STATE UNIVERSITY
REAL ESTATE FOUNDATION

SOUTH LAKE BRADFORD RD - [SEGMENT A]
PROPOSED TYPICAL SECTION
APPROXIMATE LENGTH = 6,180 LF



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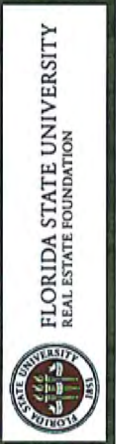


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Tampa, FL 33605
www.cliffordlamb.com

THE PATRICK HODGES LAND STUDIO
10000 N. 15th St., Suite 100
Tampa, FL 33613
www.patrickhodges.com



	<p>FLORIDA STATE UNIVERSITY REAL ESTATE FOUNDATION</p>	<p>ORANGE AVENUE - [SEGMENT B] PROPOSED TYPICAL SECTION APPROXIMATE LENGTH = 4,340 LF</p>				<p>GENIES 2107 Cemetery Road, Suite 100 Palm Beach, FL 33480 Phone: 561.833.1100 www.geniesgroup.com</p>		<p>CLIFFORD LAMB & ASSOCIATES 2111 Fowling Drive, Suite 100 Palm Beach, FL 33480 Phone: 561.833.1100 www.cliffordlamb.com</p>	<p>THE PATRICK ROGERS LAND STUDIO 1101 Ocean Blvd, Suite 1100 Palm Beach, FL 33480 Phone: 561.833.1100 www.patrickrogers.com Florida Registered Landscape Architect License Number: LA00000000</p>
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FSU SOUTHWEST CAMPUS - [SEGMENT C]
PROPOSED CONNECTOR ROAD
APPROXIMATE LENGTH = 4,875 LF



GENES
1227 Courtney Road, Suite 100
Tallahassee, FL 32302
Phone: 904.644.1000
www.GenesLandscape.com



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Tallahassee, FL 32302
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THE PATRICK WOODS LAND STUDIO
1000 1st Street, N.E.
Tallahassee, FL 32302
Phone: 904.644.1000
www.PatrickWoods.com





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STUCKEY AVENUE - [SEGMENT D]
PROPOSED TYPICAL SECTION
APPROXIMATE LENGTH = 3,875 LF









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 1001 S. Orange Ave., Suite 100
 Orlando, FL 32801
 Phone: (407) 253-1111
 Email: info@patricknoddeshill.com
 Website: www.patricknoddeshill.com

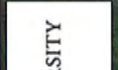
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 Email: info@genesisfl.com
 Website: www.genesisfl.com

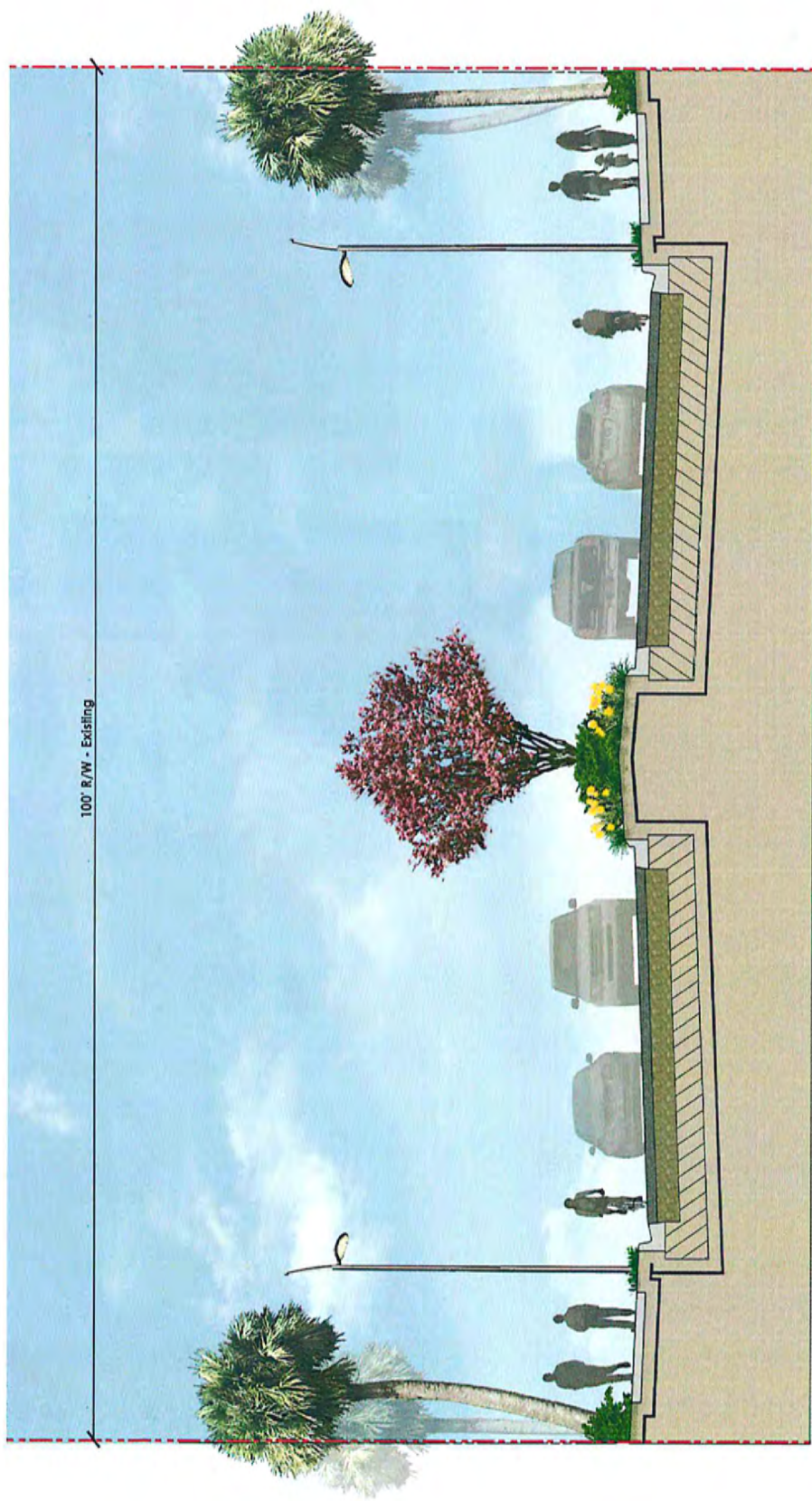



REI



LAKE BRADFORD RD - [SEGMENT E]
 ORANGE AVENUE TO STUCKEY AVENUE
 APPROXIMATE LENGTH = 5,100 LF



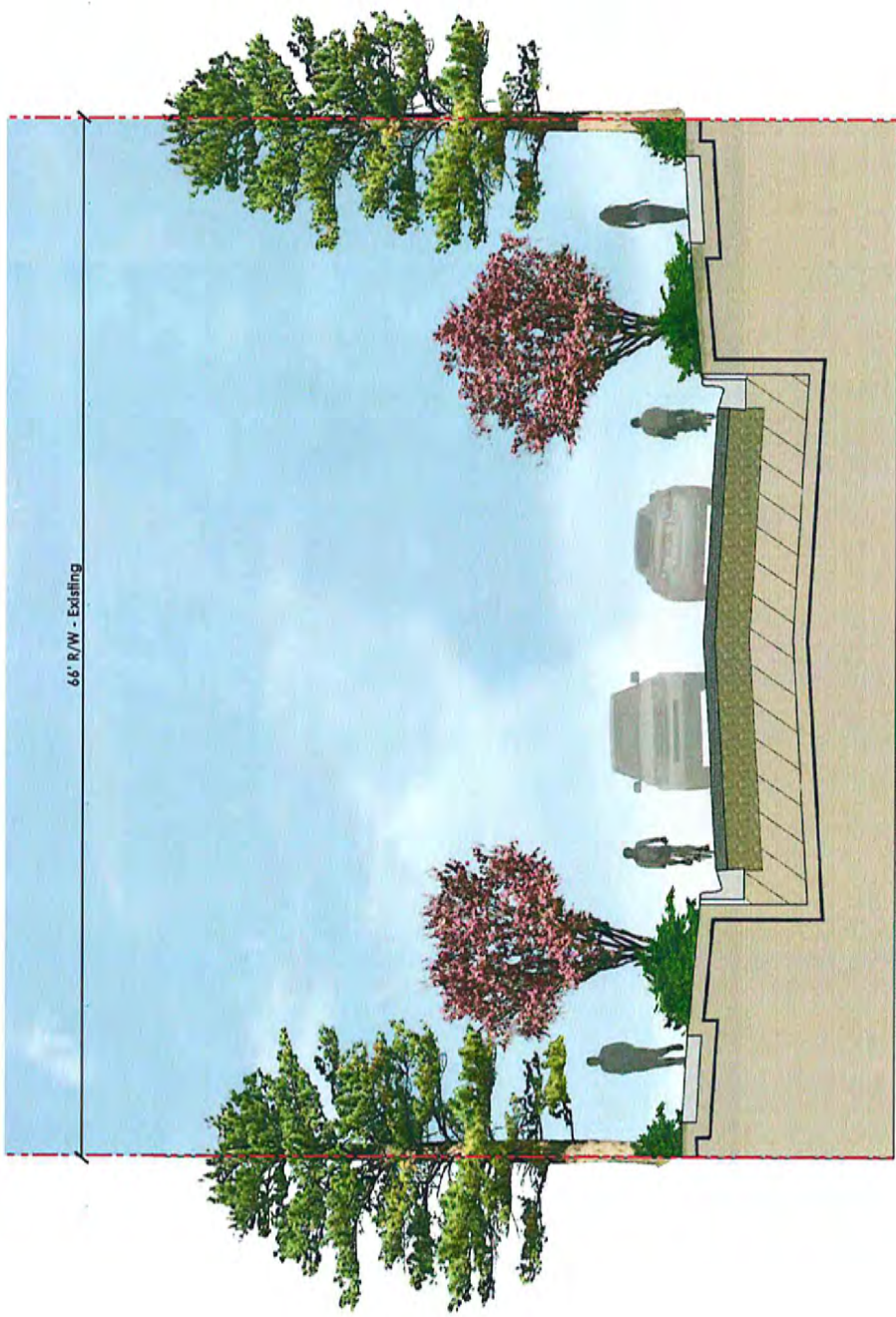
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LAKE BRADFORD ROAD - [SEGMENT F]
STUCKEY AVENUE TO W. GAINES STREET
APPROXIMATE LENGTH = 3,320 LF



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Stamford, CT 06907
www.patrickmcgeelandstudio.com



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SPRINGHILL ROAD - [SEGMENT G]
CAPITAL CIRCLE TO ORANGE AVENUE
APPROXIMATE LENGTH = 9,160 LF



GENESIS
18017 Century Road, Suite 100
Springfield, FL 32083
www.genesisgroup.com



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Pompano Beach, FL 33061
www.pateckwoodslandstudio.com
Florida Professional Land Surveyor License No. 12345

GATEWAY PROBABLE COST

Design & Construction	Original Estimate	Zero-Base	(DELTA=Post-Pre)
FSU Planning, Surveying and Preliminary Design	\$ -	\$ 175,000	\$ 175,000
Segment A	\$ -	\$ 1,733,841	\$ 1,733,841
Segment B	\$ -	\$ 11,956,810	\$ 11,956,810
Segment C	\$ -	\$ 9,525,414	\$ 9,525,414
Segment D	\$ -	\$ 7,678,190	\$ 7,678,190
Segment E	¹ \$ 17,120,000	\$ 4,654,505	\$ (12,465,495)
Segment F	¹ \$ 15,301,738	² \$ 9,506,888	² \$ (5,794,850)
Segment G	³ \$ 10,626,400	\$ 8,937,309	\$ (1,689,091)
Subtotal	\$ 43,048,138	\$ 54,167,957	\$ 11,119,819
ROW			
R/W - Segment A	\$ -	\$ 337,500	\$ 337,500
R/W - Segment B	\$ -	\$ 2,100,000	\$ 2,100,000
R/W - Segment C	\$ -	\$ 4,080,000	\$ 4,080,000
R/W - Segment D	\$ -	\$ 5,760,000	\$ 5,760,000
R/W - Segment E	\$ -	\$ 250,000	\$ 250,000
R/W - Segment F	¹ \$ 4,850,000	\$ 4,850,000	\$ -
R/W - Segment G	\$ 10,800,000	\$ 500,000	\$ (10,300,000)
R/W - Other	\$ -	\$ 6,760,000	\$ 6,760,000
Subtotal	\$ 15,650,000	\$ 24,637,500	\$ 8,987,500
Total Project Cost	\$ 58,698,138	\$ 78,805,457	\$ 20,107,319
Less:			
FDOT - Segment B		\$ 11,956,810	
FDOT - Segment E		\$ -	
FDOT - Segment F		\$ -	
FSU Planning, Surveying and Preliminary Design		\$ 175,000	
FSU R/W Contribution - Segment A	⁴	\$ 75,000	
FSU R/W Contribution - Segment B	⁴	\$ 2,100,000	
FSU R/W Contribution - Segment C	⁴	\$ 4,080,000	
FSU R/W Contribution - Partial Segment D	⁴	\$ 560,000	
FSU Const. Contribution (local Drive) - Segment C	⁵	\$ 2,032,771	
Subtotal		\$ 20,979,581	
Net Cost Remaining	\$ 58,698,138	\$ 57,825,876	\$ (872,262)

Notes:

¹ Blueprint "Project Number 5" was originally titled "Lake Bradford Road". The project cost was \$37,271,738. It was comprised of nine elements. These elements are captured in Design and Construction of Segment E, Segment F, and R/W for Segment F.

² The Original Estimate for Segment F includes an allocation of \$5.79M for "Gaines Street Segment III" (Gaines St. from Woodward Ave. to Stadium Dr.). At the time the Blueprint Sales Tax Projects were identified, it was anticipated that a round-about would be constructed at Gaines St and Lake Bradford Rd that would further require extensive costs to reconstruct Gaines Street Segment III. Our updated analysis shows this \$5.79M as a delta and a cost to be further studied.

³ Segment G is the same as the original "Springhill Road Gateway" or "Project Number 3". This project was combined with the Lake Bradford Gateway in during a "May 9th" meeting. The original cost of Springhill Road Gateway was \$31M, but was reduced to \$21,426,400 prior to being combined with the Lake Bradford Gateway. The project's footnote states that "Through the acquisition of right of way this project will allow for future roadway enhancements." This presumes that the \$10.8M R/W budget was maintained and the construction cost was reduced from \$20.2M to \$10,626,400.

⁴ Right of Way estimates are still preliminary. However, they are included to show that a value exists. R/W contributions from FSU are reversed out of the analysis to show a "Net Cost Remaining". In addition, the Zero Base analysis includes an addition for "yet to be identified" ROW requirements.

⁵ Assumes FSU contributes \$2.03M toward a road segment through University property. Cost estimate presumes a smaller profile, sufficient for the University, but insufficient as part of a larger Gateway.

8/23/2017
Comparative Analysis

GATEWAY PROBABLE COST

Segment A	Unit Cost	Quantity	Cost
Suburban section, shoulder, mill & resurface	\$476,405 per mile	1.17 miles	\$557,393.64
Roundabout	\$250,000 LS	1.00 ea.	\$250,000.00
Landscape	\$164,000 LS	1.00 ea.	\$164,000.00
Single sidewalk	\$155,281 LS	1.17 miles	\$181,678.77
Lighting	\$200,000 per mile	1.17 ea.	\$234,000.00
Subtotal - Const. Cost			\$1,387,072.41
Right of Way/Easement (allowance)	\$75,000 per ac.	3.50 ac	\$262,500.00
Right of Way - FSU (allowance)	\$75,000 per ac.	1.00 ac	\$75,000.00
Design Fee	15%		\$208,060.86
Const. Admin & Inspection	10%		\$138,707.24
			\$2,071,340.51
Effective cost per mile			\$1,770,376.51

GATEWAY PROBABLE COST

Segment B	Unit Cost	Quantity	Cost
New construction, 4 lane urban road with 22' median and bike lanes, curb and gutter	\$6,889,754 per mile	0.82 miles	\$5,649,598.28
12' Multi-use Trail	\$331,914 per mile	0.82 miles	\$272,169.48
Roundabout	\$1,250,000 LS	2.00 ea.	\$2,500,000.00
Landscape	\$400,000 LS	1.00 ea.	\$400,000.00
Hardscape	\$150,000 LS	1.00 ea.	\$150,000.00
Lighting	\$724,000 per mile	0.82 ea.	\$593,680.00
Subtotal - Const. Cost			\$9,565,447.76
Right of Way (allowance)	\$200,000 per ac.	10.50 ac	\$2,100,000.00
Design Fee	15%		\$1,434,817.16
Const. Admin & Inspection	10%		\$956,544.78
			\$14,056,809.70
Effective cost per mile			17,142,450.85

GATEWAY PROBABLE COST

Segment C	Unit Cost	Quantity	Cost
New construction divided urban road with 44' median (for future expansion) and bike lanes, curb and gutter	\$5,851,692 per mile	0.92 miles	\$5,383,556.64
12' Multi-modal trail	\$331,914 per mile	0.92 miles	\$305,360.88
Roundabout	\$250,000 LS	1.00 ea.	\$250,000.00
Landscape	\$665,334 LS	1.00 ea.	\$665,334.00
Hardscape	\$350,000 LS	1.00 ea.	\$350,000.00
Lighting	\$724,000 per mile	0.92 miles	\$666,080.00
Subtotal - Const. Cost			\$7,620,331.52
Right of Way (allowance)	\$200,000 per ac.	20.40 ac	\$4,080,000.00
Design Fee	15%		\$1,143,049.73
Const. Admin & Inspection	10%		\$762,033.15
			\$13,605,414.40
Effective cost per mile			\$14,788,493.91

GATEWAY PROBABLE COST

Segment D	Unit Cost	Quantity	Cost
New construction divided urban road with 44' median (for future expansion) and bike lanes, curb and gutter	\$5,851,692 per mile	0.73 miles	\$4,271,735.16
12' Multi-modal trail	\$331,914 per mile	0.73 miles	\$242,297.22
Roundabout	\$250,000 LS	1.00 ea.	\$250,000.00
Landscape	\$500,000 LS	1.00 ea.	\$500,000.00
Hardscape	\$350,000 LS	1.00 ea.	\$350,000.00
Lighting	\$724,000 per mile	0.73 miles	\$528,520.00
Subtotal - Const. Cost			\$6,142,552.38
Right of Way (allowance)	\$5,200,000 LS	1.00 ea.	\$5,200,000.00
Right of Way - FSU (allowance)	\$200,000 per ac.	2.80 ac	\$560,000.00
Design Fee	15%		\$921,382.86
Const. Admin & Inspection	10%		\$614,255.24
			\$13,438,190.48
Effective cost per mile			\$18,408,480.10

GATEWAY PROBABLE COST

Segment E	Unit Cost	Quantity	Cost
Mill & Resurface 5 lane undivided urban roadway with bike lanes	\$1,063,828 per mile	0.97 miles	\$1,031,913.16
Median Construction	\$1,000,000 per mile	0.97 miles	\$970,000.00
Sidewalks reconstruction, driveways	\$434,733 per mile	0.97 miles	\$421,691.05
Landscape	\$650,000 LS	1.00 ea.	\$650,000.00
Hardscape	\$350,000 LS	1.00 ea.	\$350,000.00
Lighting	\$300,000 LS	1.00 ea.	\$300,000.00
Subtotal - Const. Cost			\$3,723,604.21
Right of Way/Easement (allowance)	\$250,000 per ac.	1.00 ac	\$250,000.00
Design Fee	15%		\$558,540.63
Const. Admin & Inspection	10%		\$372,360.42
			\$4,904,505.26
Effective cost per mile			\$5,056,190.99

GATEWAY PROBABLE COST

Segment F	Unit Cost	Quantity	Cost
Lake Bradford, Gamble to CSX	\$853,525 LS	1.00 ea.	\$853,525.00
Lake Bradford, CSX to Eppes	\$946,300 LS	1.00 ea.	\$946,300.00
Lake Bradford, Eppes to Stadium	\$4,473,593 LS	1.00 ea.	\$4,473,593.00
Eppes Drive Improvements	\$1,997,195 LS	1.00 ea.	\$1,997,195.00
Hendry Improvements	\$178,985 LS	1.00 ea.	\$178,985.00
Airport Drive Improvements	\$650,610 LS	1.00 ea.	\$650,610.00
Jackson Bluff Improvements	\$406,680 LS	1.00 ea.	\$406,680.00
Gaines Street Seg. III	\$5,794,850 LS	0.00 ea.	\$0.00
			\$9,506,888.00
Right of Way (allowance)	\$4,850,000 LS	1.00 ea.	\$4,850,000.00
			\$14,356,888.00

GATEWAY PROBABLE COST

Segment G	Unit Cost	Quantity	Cost
Widening rural section, add 6.5' shoulder, C&G, Bike Lane	\$2,607,630 per mile	1.73 miles	\$4,511,199.93
Sidewalks reconstruction, driveways	\$372,628 per mile	1.73 miles	\$644,646.99
Bridge replacement	\$1,250,000 LS	1.00 ea.	\$1,250,000.00
Landscape	\$125,000 LS	1.00 ea.	\$125,000.00
Hardscape	\$100,000 LS	1.00 ea.	\$100,000.00
Lighting	\$300,000 per mile	1.73 miles	\$519,000.00
Subtotal - Const. Cost			\$7,149,846.93
Right of Way/Easement (allowance)	\$100,000 per ac.	5.00 ac	\$500,000.00
Design Fee	15%		\$1,072,477.04
Const. Admin & Inspection	10%		\$714,984.69
			\$9,437,308.66
Effective cost per mile			\$5,455,091.71

GATEWAY PROBABLE COST

Summary	Segment Cost
FSU PRE-PLANNING	\$175,000.00
Segment A	\$2,071,340.51
Segment B	\$14,056,809.70
Segment C	\$13,605,414.40
Segment D	\$13,438,190.48
Segment E	\$4,904,505.26
Segment F	\$14,356,888.00
Segment G	\$9,437,308.66
Other Right of Way Cost	\$6,760,000.00
Aggregated Project Value	\$78,805,457.01

Less FDOT Cost Share of Segment B	\$11,956,809.70	(FDOT Source)	\$11,956,809.70
Less FDOT Cost Share of Segment E	\$0.00	(FDOT Source)	\$0.00
Less FDOT Cost Share of Segment F	\$0.00	(FDOT Source)	\$0.00
Less FSU PRE-PLANNING	\$175,000.00		
Less FSU R/W Contribution, Segment A	\$75,000.00		
Less FSU R/W Contribution, Segment B	\$2,100,000.00		
Less FSU Cost Share "local drive" participation, Segment C	\$2,032,771.28		
Less FSU R/W Contribution, Segment C	\$4,080,000.00		
Less FSU R/W Contribution, Segment D	\$560,000.00	(FSU Value Added)	\$9,022,771.28
BPIA Funding	\$57,825,876.03		
Original Budget	\$58,698,138.00	Leveraged funding:	\$20,979,580.98

8/21/2017
Zero-Base Budgeting

8



PROVIDENCE Neighborhood

Renaissance Plan

October 20, 2003

Developed and Adopted by the
Providence Neighborhood Association

Prepared by the

428

TICPD
Tallahassee-Leon County
Planning Department



**PROVIDENCE
NEIGHBORHOOD
ASSOCIATION**

P. O. Box 12274
Tallahassee, FL 32317

Our Mission

To be a force for the
betterment of our
community.

To actively reduce
crime in our area.

To create an environ-
ment that allows
children to live and
grow safely.

September 16, 2003

To Whom It May Concern:

The Providence Neighborhood Association is pleased to present to you its Neighborhood Renaissance Action Plan. The plan is the culmination of a yearlong collaborative effort made by neighborhood residents, the Renaissance Partnership, and various interested parties within the Tallahassee community. The plan sets forth a comprehensive yet defined strategy to accomplish many of the hopes and dreams that have been put forth by neighborhood residents and the association over the past six years. It reflects the wisdom of those who went before us to try and accomplish things and the energy and new ideas of our most recent residents and partners. With continued community involvement, we fully believe that the plan is doable and, once implemented, will lead to a true renaissance of our neighborhood.

We thank all those who made this possible. Special thanks to John Baker for his guidance and patience; Rosa Morgan for her quiet, but meaningful leadership; Charlene Burke and Debra Thomas for their invaluable input all along the way; Officer Rhonda Scott for continuing the legacy of the Tallahassee Police Department's dedication to our neighborhood; Dr. Charles Connerly for demonstrating that academia can be used to help effect real world solutions to neighborhood problems; Doug Douglas for his long-standing service; and former City Commissioner Steve Meisburg for his visionary idea. We offer additional thanks to all of the Florida State and Florida A & M University students who assisted with this effort.

Sincerely

Leslie L. Harris

Leslie L. Harris, President
Providence Neighborhood
Association



**COMMUNITY NEIGHBORHOOD
RENAISSANCE PARTNERSHIP**

Providence Neighborhood Renaissance Plan

It's about our children

Developed and Adopted by Providence Neighborhood Association October 20, 2003

Adopted by Community Neighborhood Renaissance Partnership, Inc. – November 21, 2003

Adopted by Tallahassee City Commission - December 3, 2003

Accepted by Leon County Board of County Commissioners – January 27, 2004

Accepted by Leon County School Board – March 9, 2004



Prepared by the Tallahassee-Leon County Planning Department

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I. Neighborhood Profile

I.1.A. Location & Boundary

The Providence neighborhood is located in the southwest quadrant of the City of Tallahassee and is bounded by the CSX railroad lines on the north, Iamonia and Hillsborough Streets on the west, Levy Avenue and Hutchinson Street on the south and Lake Bradford Road on the east. The neighborhood comprised two separate subdivisions: Hutchinson Heights south of Levy Avenue and Bloxham Heights north of Levy Avenue. The neighborhood is close to Florida State University (FSU), Florida Agricultural & Mechanical University (FAMU), FSU/FAMU School of Engineering, FSU's Alumni Village and Innovation Park.

I.1.B. The History

Historically, the Providence neighborhood was named Bloxham Heights in honor of one of Florida's Governors, William D. Bloxham, who was elected governor in 1880 and again in 1897. Although the neighborhood was officially named Bloxham Heights, the residents who lived in the area referred to the neighborhood as "Allen Hill" (the Allens were a large family that lived in the neighborhood at the top of Lake Avenue and occupied and owned several homes in the neighborhood). Bloxham Heights, the area bounded by Iamonia Street, Levy Avenue, Stuckey Avenue, and Lake Bradford Road, was the first subdivision platted in the neighborhood. County records show that the City of Tallahassee approved the plat for Bloxham Heights on December 11, 1928. Kate Stuckey, a well-known resident then, was the landowner. Stuckey Street, a local street in the neighborhood, is named in her honor. According to the records, the roads in the Bloxham Heights subdivision were paved and the neighborhood was connected to city water in the 1950's. The plat for Hutchinson Heights, the section of the neighborhood south of Levy Avenue, was approved on March 24, 1947. Local residents, Roy and Theo Hutchinson owned the property. This area was actually referred to as Roy Hutchinson Heights. Hutchinson Avenue, the southern boundary of the neighborhood, is named after the Hutchinsons.

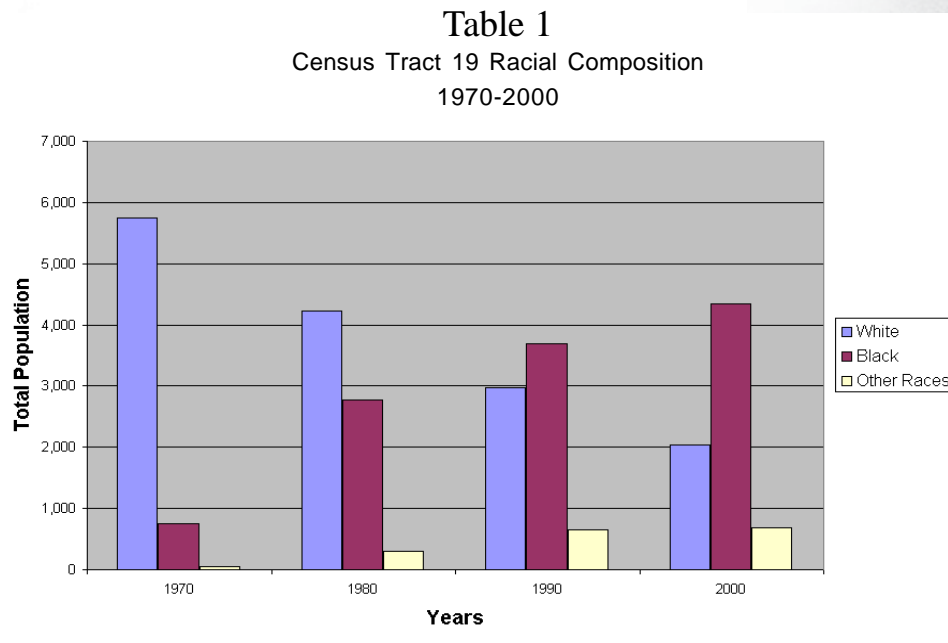
In the early days, Providence consisted of a patchwork of single-family homes. Most of these homes were built in the late 1940's to early 1950's, and are typified by wooden frames. During this time period, Providence was establishing its roots as a thriving community, intent on establishing its ground as a viable economic force within the Tallahassee area. The residents of Providence consisted of carpenters, farmers, teachers and other professionals and skilled workers. Previous resident, Adalle McPeat, reminisced about her father, a local carpenter, remodeling their new home and how happy her family was to be moving into the neighborhood.



The Bloxham Building – formerly Caroline Brevard School where earlier neighborhood residents went to school

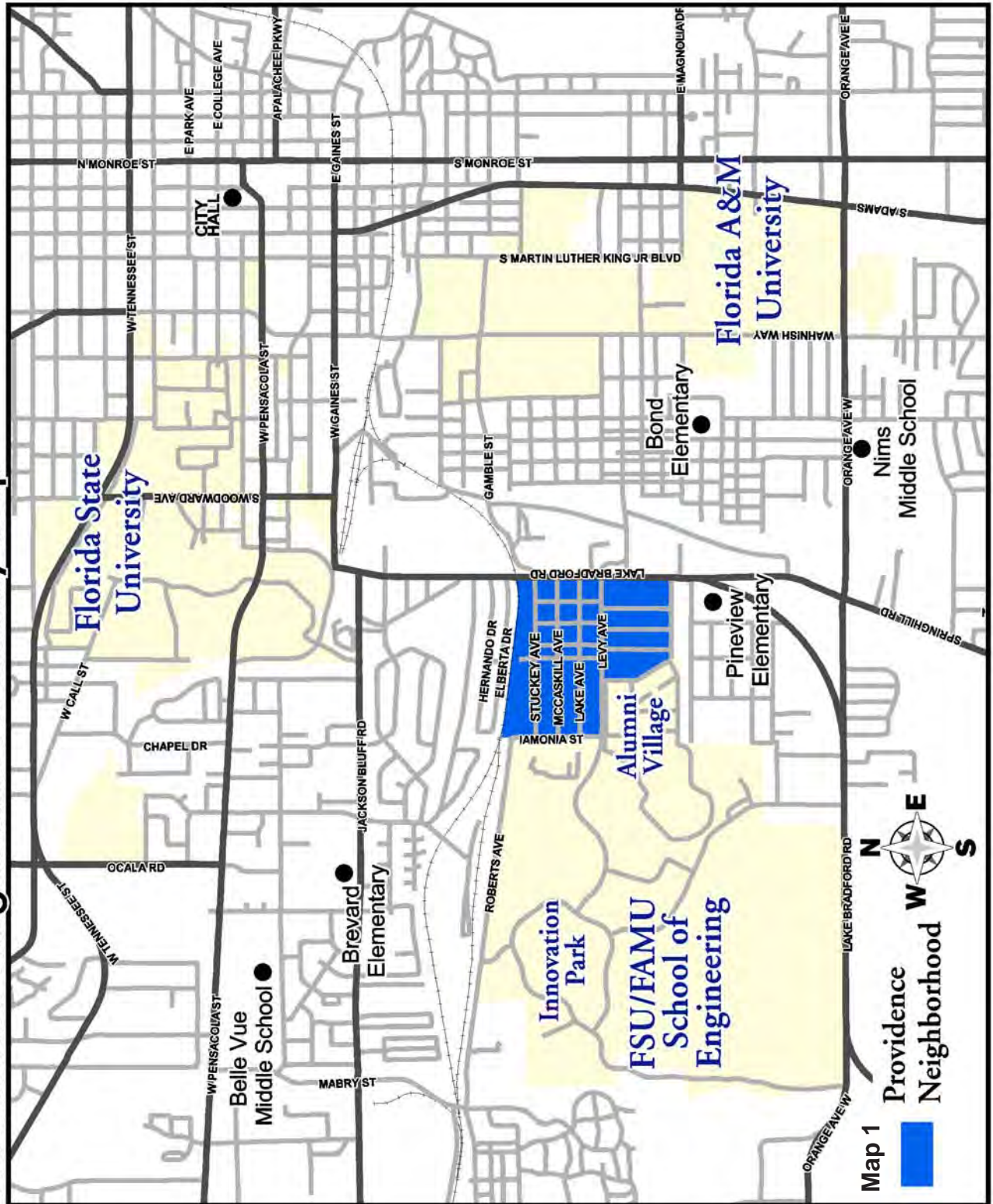
Churches were an essential component of this neighborhood. Providence was the home of several churches. Among these churches were the Bloxham Heights Pentecostal Holiness Church and the Church of God. Residents from the neighborhood received their early education at the Caroline Brevard School, which is now known as the Bloxham Building. Local neighborhood stores met most of the retail needs of residents. The local store, Crows Grocery (previously Wombel's Grocery), located at the corner of Lake Bradford Road and Lake Avenue was the unfortunate scene of a bombing after the death of Dr. Martin L. King Jr., which claimed the life of 19-year-old Travis Crow, son of the owner of the grocery. Tyson's Grocery was located across the street.

According to previous residents, the earlier residents of Providence neighborhood were Caucasians. However, as with many urban neighborhoods throughout the country, Providence neighborhood experienced a significant change in its racial composition. In the 1980's, Providence neighborhood began the transition from an all white neighborhood to a predominantly black neighborhood. This urban phenomenon, known as "white flight", happened when white residents migrated/abandoned neighborhoods in the urban core for suburban neighborhoods. Table 1 below shows the shift in the racial make-up of Tallahassee Census Tract 19 from 1970 to 2000. Providence is located in Census Tract 19 and the population shift that took place in that census tract is indicative of the changes that took place in the Providence neighborhood.



Source: US Census

Providence Neighborhood Vicinity Map



Source: Tallahassee-Leon County Planning Department

The historical roots of the Providence neighborhood are vast. Several political and community leaders emerged from this neighborhood. However, one in particular stands out: Council Bryan Allen. Council Allen was not only a prominent community leader; he was also a well-respected civil pioneer. Council Bryan Allen eventually became a Leon County Commissioner (1937-1940/1944) and a member of the Leon County School Board. Allen also signed the loan for the local neighborhood church (Bloxham Heights Pentecostal Holiness Church) when the church borrowed money to build a sanctuary. Bloxham Heights Pentecostal Holiness Church was founded and established by a group of neighborhood residents who relocated to the area from the Fort Braden area, which was also home to Council Bryan Allen.

The Bishop family was another well-known family that lived and owned a large tract of land within the neighborhood. Paul and Beauna Bishop bought Tract "O" in the subdivision platted by Kate Stuckey. The Bishops later subdivided that tract on April 12, 1949. The Bishop's house is one of the most historically significant homes in the neighborhood and was extremely important in laying the foundation for the emerging Bloxham Heights neighborhood as well as present day Providence. Before the 1950's, a water tank at the Bishop's house supplied water to the neighborhood for a monthly fee. The capped-off well, which supplied the water, can still be seen in the yard of the Bishop's house. Today, the Bishop's house is home to Mothers In Crisis, Incorporated, a non-profit corporation providing social services to the Tallahassee community.



(l) The Bishop House – A southwest view overlooking the yard



(r) The Bishop House – home to Mothers In Crisis, Inc.

I.1.C. The People

According to the 2000 US Census, the population of Providence is approximately 1423 persons.

The population of the neighborhood is predominantly black, with African Americans comprising 87%. The residents are relatively young; approximately 59% of the population are children and young adults under the age of 24. College students account for 33% of the neighborhood's population. Thirty-five percent (35%) of the households in the neighborhood are families and 66% of the families with children are single-parent households. The median family and household incomes for the neighborhood are \$10,971 and \$14,280, respectively, while the median family and household incomes for the City of Tallahassee are \$23,453 and \$34,764, respectively.

The unemployment rate in the neighborhood is 20% versus 6% for the City of Tallahassee. The percent of neighborhood residents living below the poverty line is twice that of the City while the percentage of families living below the poverty line is almost three times that of the City. Only 7% of the residents in the neighborhood are homeowners, which means that 93% of the residences in the neighborhood are held for rental purposes.



Neighborhood Residents at Play – Fun Day 2003

I.1.D. Land Use

The neighborhood is approximately 124.5 acres with 28 acres dedicated to public right-of-way. The predominant land use in the neighborhood is single-family residential. Approximately 45.9 acres are devoted to single-family residential and 23.7 acres to multi-family residential. The Hutchinson Heights area of the neighborhood is developed primarily as single-family residential, with the exception of a few duplex units on Hutchinson and Hillsborough Streets. This area (Hutchinson Heights) is approximately 28 acres in size.

The Bloxham Heights subdivision (north of Levy Avenue to Stuckey Street) is developed with a mixture of single-family, duplexes, triplexes and apartment complexes. In the center of the Bloxham Heights area is a religious use, the Providence Baptist Church. This church has played host to the neighborhood association since its inception. On the corner of Highlands and Lake Avenues is the office of Mothers In Crisis, Incorporated, a non-profit organization providing services for drug and alcohol recovery. The Bloxham Heights subdivision is also home to a number of historic frame vernacular homes. The land uses on the eastern boundary (Lake Bradford Road) are primarily retail uses with the exception of Jerusalem Missionary Baptist Church, which is located at the corner of Lake Bradford Road and Levy Avenue.



Jerusalem Missionary Baptist Church

Scattered throughout the neighborhood is approximately 14 acres of vacant land. The largest vacant lot is approximately two acres and is located next to the Alpine Apartments. Majority of the vacant lots are scattered throughout the Bloxham Heights subdivision north of Levy Avenue and are zoned Central Urban. A number of these lots are contiguous and offer various development potentials and opportunities.

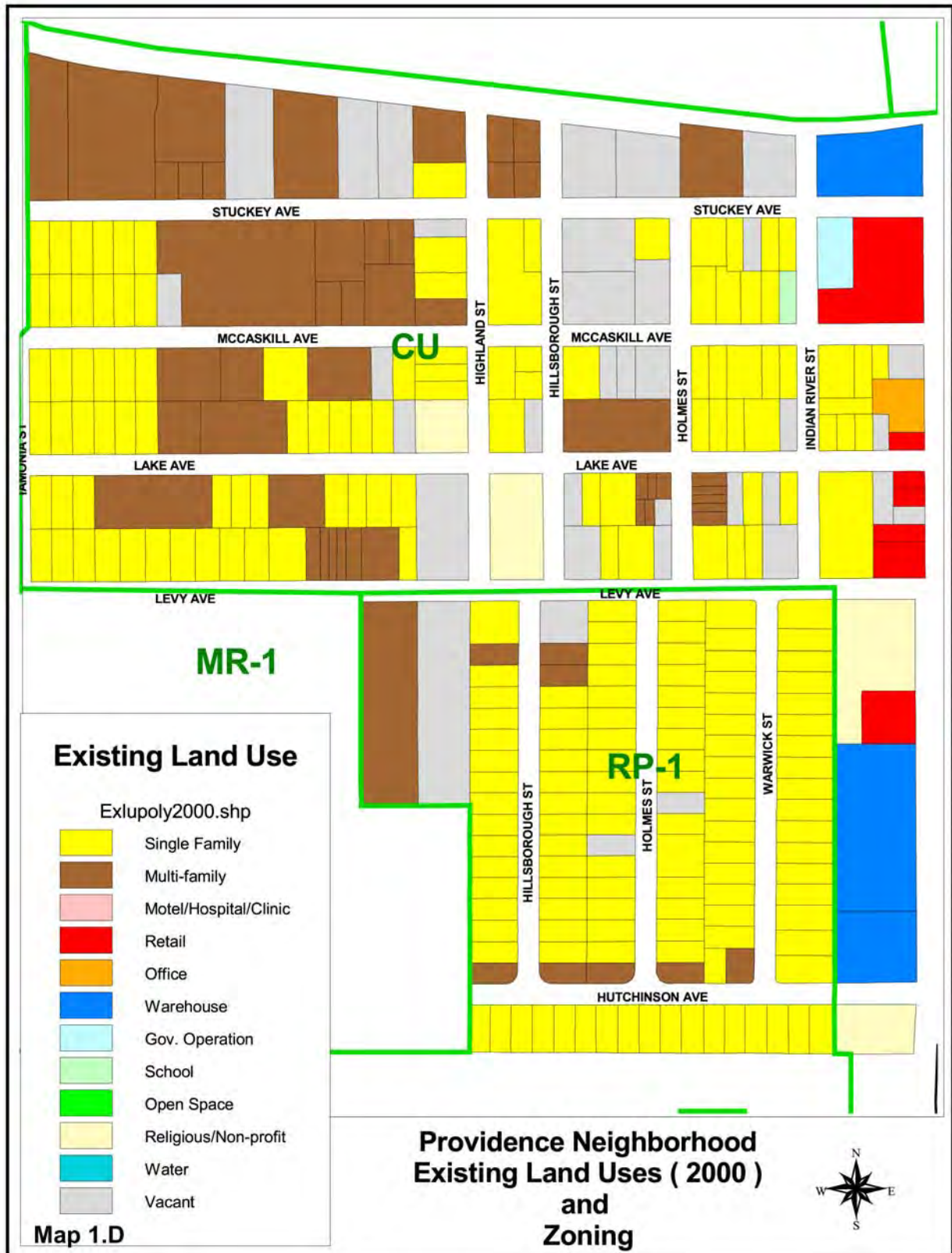


Providence Baptist Church

I.1.D.a. Zoning

The Providence neighborhood is divided into two zoning districts: Residential Preservation- 1 (RP-1) and Central Urban (CU), see Map I.D. — Existing Land Uses (2000) and Zoning Map. The area south of Levy Avenue (Hutchinson Heights) is zoned RP-1. The intent of the Residential Preservation zoning district is to protect existing stable and viable residential areas from incompatible land uses and density intrusions. The district provides for single-family, mobile homes and cluster housing at a density of zero to six dwelling units per acre. Commercial, retail, office and industrial uses are prohibited.

The area north of Levy Avenue to Stuckey Street and the frontage parcels along the west side of Lake Bradford Road are zoned CU. The CU zoning district provides for residential development up to 45 units per acre, employment (including manufacturing), office and commercial activities. Intensive infill development is encouraged in areas zoned Central Urban due to the availability of urban infrastructure. However, the actual siting of land uses within this zoning district is dependent on site locational criteria. Additional density bonuses or incentives are allowed for the creation of low and very low income housing.



Source: Tallahassee-Leon County Planning Department



II. Providence Neighborhood Association

In 1996, concerns over the high crime rate, lack of positive activities for children and the many deteriorating homes in the neighborhood, sparked an interest for the creation of the Providence Neighborhood Crime Watch. A concerned businessman, Mr. A.C. “Doug” Douglass, sought and got permission to start having monthly meetings at the Providence Baptist Church to begin to discuss these and other issues. Officer Tonja Bryant-Smith of the Tallahassee Police Department assisted greatly with this effort by keeping the residents in attendance at those meetings informed about neighborhood crime and ways to combat it as citizens. During the first few years of the crime watch, Officer Smith’s tireless labor and Doug Douglass’ commitment of his time, money and innovations were instrumental in lowering crime in our neighborhood. The neighborhood’s concerns and focus are reflected in an early motto of the group, which is, “Making a better place to live.”

After attending several community meetings with the chief of police, it appeared to the neighborhood leaders that a neighborhood association seemed to carry more weight than a neighborhood crime watch. In 1998, the neighborhood reorganized and officially became a neighborhood association with Leslie L. Harris as president of the association. During this time, the association began hosting its seminal event, an annual community fun day, on the property of Providence Baptist Church. The event is designed to bring the neighborhood together. A big focus of the event is to provide recreational, social and educational activities for the neighborhood children and to give them a chance to interact in a positive setting with local law enforcement officers. The Tallahassee Police Department has always been the principal supporter of this event. The association also began having a joint anniversary and Christmas holiday celebration to help bring the neighborhood together as well.

Starting in 1999, the association became more active in trying to address neighborhood code enforcement issues and in targeting programs for our children. Several individuals/residents received Neighborhood Scout Training to assist the City’s code enforcement officers with identifying and correcting code enforcement problems in the neighborhood. Neighborhood residents then began to notify the neighborhood scouts at association meetings of problems they noticed in the neighborhood. Many problems were corrected in this manner. Annual neighborhood cleanups were organized and conducted in association with the annual citywide Super Lube Cleanups. In regards to programs for children, Officer Smith began an earnest effort during that year to find a home in the neighborhood that could be donated for use as a center for our kids. Officer’s Smith’s initial efforts to establish a “Kid’s Place” carried over into 2000 and 2001, as Reverend Walter McDonald, pastor of Providence Baptist Church, Doug Douglass and other members of the association began an initiative to bring more outside assistance to the neighborhood.



Mr. Leslie L. Harris, President, PNA talks with Jenni Lane at the Issues and Option Workshop

They approached the Boys and Girls Club and the Police Athletic League about providing activities for children in the neighborhood, and they pursued the idea of having an abandoned property donated for use as an after school center for kids. During this time also, the association began to organize more, and volunteer positions were established and filled for a meeting coordinator, head scout, newsletter editor, meeting host/hostess, and children's supporter. In addition, it became evident that the Tallahassee Police Department and the neighborhood association's crime reduction efforts had been very effective. For the 5-year period of 1996-2000, totals for some of the more serious neighborhood crimes dropped from 127 in 1996 to 70 in 2000.

In 2002, the association recognized that home ownership would be one important way of improving the overall neighborhood and establishing a sense of community pride. To that end, the association established a relationship with the Tallahassee Lenders Consortium, and Nicole Everett of that organization gave her first of several home-buying presentations to the association. By this time too, efforts to combat crime, cleanup the neighborhood, address code enforcement issues, and provide activities for children became part of the ongoing work of the association and its supporters. It was also during the year 2002 that the neighborhood association applied to the Community Neighborhood Renaissance Partnership for designation as the City's second Renaissance Neighborhood. The neighborhood was successful in its efforts.

Through the Neighborhood Renaissance Process, the neighborhood has been working in partnership with city planners and various city agencies, neighborhood organizations, such as Mothers In Crisis, and various community stakeholders, to develop a comprehensive plan to identify and address the concerns of neighborhood residents. In that effort, several strategies and goals have been developed which we would like to accomplish. Some of these include developing a community center, creating homeownership programs, developing incentives for more college students to participate in the neighborhood association, improving neighborhood safety, and increasing participation of residents in the association and in neighborhood activities. Although the association has adopted a more formal mission statement since its founding, all of these current goals are in keeping with the original focus of the group that founded our organization in 1996, which was again, "Making a better place to live."



Rev. McDonald, pastor Providence Baptist Church, makes a point at the Issues & Option Workshop.

We thank Reverend Walter McDonald, FDLE agent Tonja Bryant-Smith, and Doug Douglass for founding our organization and nurturing it to where it is today. We also thank all of the various stakeholders that have nurtured us along the way as well.

III. *The Neighborhood Planning Process*

On July 24, 2002, the Community Neighborhood Renaissance Partnership selected Providence neighborhood as the second Tallahassee neighborhood to participate in the Community Neighborhood Renaissance Program, a neighborhood-planning program staffed by the Tallahassee-Leon County Planning Department. Since then, the Planning Department, in coordination with the Providence Neighborhood Association, has coordinated the renaissance planning process in the Providence neighborhood.

Selection of the City's second Renaissance Neighborhood began in May 2002 when the City of Tallahassee, in partnership with the Community Neighborhood Renaissance Partnership (CNRP – Partnership), announced that applications were being accepted for the selection of the 2002 Renaissance Neighborhood. Seven applications were received and accepted from Callen, Bond, Greater Gaines, Lakewood, Providence, Seminole Manor and Silver Ridge neighborhoods. The selection committee appointed to review and rank the applications ranked Providence neighborhood as the top neighborhood and recommended that the Partnership Board of Directors select Providence as the 2002 Renaissance Neighborhood. The Partnership Board of Directors met subsequently to consider the Selection Committee's recommendation and voted to designate Providence as the 2002 Renaissance Neighborhood. The Tallahassee City Commission, Leon County Board of County Commissioners and Leon County School Board all took separate actions to endorse the selection of Providence neighborhood as the second Renaissance Neighborhood.

The Renaissance Neighborhood Planning Process has four separate phases. The process includes neighborhood selection and assessment, plan development, plan implementation and monitoring, and evaluation. Starting in September 2002, a neighborhood assessment was undertaken in the Providence neighborhood to determine the neighborhood's needs and assets, existing relationships and partnerships, and physical conditions. Florida State University Department of Urban & Regional Planning conducted the assessment. The assessment took the form of a survey and was administered by FSU students, neighborhood residents, and city staff over three weekends in an attempt to meet and interview as many people as possible from a random sample of 132 housing units. Sixty-eight (68) surveys were completed, for a response rate of 51.5 percent. The survey results are tabulated and documented in the ***Providence Community Action Survey Report*** (FSU –2002). The report was used extensively to determine the neighborhood's issues and concerns.



Issues and Options Workshop participants: Anthony Montolvo, A.C. Douglas and Rob Rinehart

An assessment of the neighborhood's physical conditions, the RoadWalk Project, was conducted on February 15, 2003, by neighborhood residents, students from Florida State University and City Staff. The exercise produced an inventory of the physical conditions existing in the neighborhood, including data on existing land uses, the presence and/or absence of community facilities and services, roadway conditions, housing conditions, and areas of challenges and opportunities.

Assessing the neighborhood's intangibles assets such as the interests, desires, and the concerns of the various neighborhood stakeholders, was also very important to the success of the neighborhood planning process. A Providence neighborhood stakeholders' meeting was held on February 27, 2003, at the Florida State University National High Magnetic Field Lab in Innovation Park in order to obtain input from all the players in the neighborhood planning process. The objectives of this meeting were to develop a shared vision for the Renaissance Planning Process, clarify the role of each stakeholder, seek consensus on the planning process and to agree on how the process would be coordinated and how communications would be maintained. Staff also met individually with some of the major stakeholders in the neighborhood.

Development of the Providence Neighborhood Plan began on March 22, 2003, with the "Neighborhood Issues and Options Community Workshop." This workshop was held at Pineview Elementary School and was attended by neighborhood residents and stakeholders, the Community Neighborhood Renaissance Partnership, and City employees from various departments. The purpose of the workshop was to gather input from the residents and the community in general to assist the neighborhood planning team in formulating strategies and tasks to address the neighborhood's issues and concerns. Based on the input received, neighborhood issues were categorized into the following broad areas: Neighborhood Commitment and Appearance, Public Safety, Community Center/Park and Human Services and Housing. At a subsequent meeting of the neighborhood steering committee, the neighborhood planning team was organized into two "action teams", Housing/Crime and Community Improvement, to address the above issues. From March 2003 to early July 2003, the action teams met every other week to study the neighborhood issues assigned to them and to develop action plans to address them. The action teams were chaired by neighborhood residents and the team meetings were facilitated by a volunteer facilitator with assistance from City staff and the team leader. Meeting agendas were developed by City staff in consultation with the team leader and the assigned facilitator. Reports of the meeting were produced and distributed via e-mail and hard copies. Action team meetings were held at the Providence Baptist Church and Pineview Elementary School. By the end of July 2003, the action teams had produced a draft action plan to address their assigned neighborhood concerns/issues. The draft plan included goals, desired outcomes, and implementing strategies and tasks for each assigned neighborhood concern/issues.

On August 30, 2003, the Neighborhood Planning Team held a community-wide "Consensus Seeking Workshop" to obtain input from residents on the initial draft of the plan. Each action team presented to the neighborhood the proposed strategies and tasks they had developed to address the neighborhood's issues and concerns they were assigned.

Presentations were made by Rev. Walter McDonald, Alexia Jones, Rosalind Tompkins and Leslie L. Harris. Residents were supportive of the work done by the action teams and no major changes to the initial draft plan were proposed at the meeting. The draft plan was submitted to various city and county departments for review and comments. The departments recommended no substantive changes. On October 20, 2003, the neighborhood association adopted the plan and transmitted it to the Partnership for adoption.



Workshop Participants break for lunch



IV. *The Neighborhood Action Plan*

The Providence Neighborhood Renaissance Plan was written by the neighborhood for the neighborhood. The plan is the result of an extensive collaborative and holistic community effort which engaged neighborhood residents, City staff, members of the Community Neighborhood Renaissance Partnership and other interested citizens in the Tallahassee-Leon County community. All residents and property owners in the neighborhood were invited to participate in some manner in the plan development process. Neighborhood residents participated by serving on action teams, which developed the plan; by attending neighborhood association meetings; attending community-wide meetings to provide input to the action teams; serving on the neighborhood steering committee; participating in the community assessment survey; and voting on the plan.

The plan identifies neighborhood and community issues that are of major concern to the neighborhood and how the neighborhood proposes to address them. The plan, therefore, provides direction for future development, City and County programs, programs offered by the Community Neighborhood Renaissance Partnership, and other institutions. A clear vision of the neighborhood's priorities, needs, goals and desired outcomes as well as consensus on how things should be done are articulated in the plan. The plan advises businesses, governmental and non-profit agencies, and the neighborhood residents about the future activities the neighborhood will support and endorse. The plan addresses the following issues:

<i>Themes</i>	Getting Everyone Involved	Keeping the Neighborhood Clean & Safe	Taking Care of Our People	We Must Own Our Neighborhood	A Face for the Future
<i>I S S U E S</i>	Neighborhood Involvement & Outreach Neighborhood Pride	Neighborhood Cleanup Neighborhood Safety Crime	Neighborhood Center Human Development Landlord/Tenant Relationships	Homeownership Neighborhood Ownership Housing Rehabilitation (owner-occupied) Housing Rehabilitation (rental housing)	Zoning Streetscape

The results that the neighborhood expects to achieve in each issue area are expressed in the goals and desired outcomes for that issue area. The plan then lists the strategies the neighborhood will undertake singularly or in conjunction with its partners to address each identified issue area. Strategies are broad general approaches (policy directions) that the neighborhood and its partners will undertake to address identified neighborhood issue areas and include measures which range from awareness and educational programs to approaches that call for significant capital investments. For each strategy, the plan identifies a number of specific implementing tasks to accomplish that strategy. Identified tasks range from the distribution of flyers to building a neighborhood center.



Providence: Getting Everyone Involved

Neighborhood Involvement/Outreach Neighborhood Pride

Issue Area 1: *Neighborhood Involvement/Outreach*

The involvement of neighborhood residents and stakeholders in the preservation or revitalization of a neighborhood is key to the success of such efforts. Involvement in community activities indicates that residents feel responsible for their community and are willing to help improve existing conditions and to determine the solutions to the problems faced by their neighborhoods. Involvement in community/neighborhood activities are affected by a number of factors which must be taken into consideration when designing an outreach plan to solicit the involvement of residents in neighborhood activities. Perhaps the biggest factor affecting neighborhood residents' attitudes toward involvement in community activities is their economic stake in the neighborhood. Residents that have a greater economic stake in their neighborhood, i.e., they own property in the neighborhood, are more likely to have an interest in community activities. Other factors influencing residents involvement include, but are not limited to, the age of the residents, the scheduling of neighborhood activities, the sponsoring neighborhood organization, and the issues being addressed by the neighborhood organization.

Neighborhood involvement in the activities of the Providence Neighborhood Association is very limited. The residents of Providence are very transient. More than 75% of the residents surveyed in the *Providence Community Action Survey* (FSU 2002) had lived in Providence less than five years. Fifty-one (51.5%) percent had lived in the neighborhood less than a year.

In addition, most of the people surveyed were not members of the Providence Neighborhood Association and were not aware of the name of the neighborhood. Involvement in the activities of the neighborhood association is impeded by the transient nature of the neighborhood's residents, the scheduling of neighborhood activities, and the lack of a properly organized neighborhood association. The strategies developed by residents to encourage and foster neighborhood involvement must recognize the factors that affect neighborhood involvement and come up with methods to address them.

Goal

To increase residents and stakeholders' involvement and participation in the activities of the Providence Neighborhood Association

Desired Outcomes:

1. An increase in the number of homeowners, residents and stakeholders participating in the activities of the neighborhood association
2. An increase in the number of landlords participating in the activities of the neighborhood association
3. A broader sense of neighborhood ownership
4. Community involvement in the enterprise zone process
5. New and creative outreach programs to increase participation in neighborhood activities

Implementing Strategies/Tasks

Strategy 1.A: *Formalize the organization of the Providence Neighborhood Association to create positions and offices in which residents can serve the neighborhood*

Task 1.A.1: Develop and adopt by-laws for the Providence Neighborhood Association. (*Involved Parties/Potential Partners: PNA & DNCS*)

Task 1.A.2: Create within the association's by-laws formal positions through which residents can serve their neighborhood. (*Involved Parties/Potential Partners: PNA & DNCS*)

Task 1.A.3: Establish and hold elections to give various neighborhood residents opportunities to serve their neighborhood in an elected office. (*Involved Parties/Potential Partners: PNA & DNCS*)

Strategy 1.B: *Establish a network within the neighborhood to inform, educate, and receive input from neighborhood residents about neighborhood concerns*

Task 1.B.1: Organize focus groups to obtain input from residents on neighborhood issues and concerns and to promote a sense of community. Focus groups may be organized, as needed, for the following groups of residents: youths, elderly, single parents, landlords, college students, renters, and businesses, etc. (*Involved Parties/Potential Partners: PNA, MIC & Landlords*)

Task 1.B.2: Recruit facilitators to lead each focus group established. (*Involved Party/Partner: PNA*)

Task 1.B.3: Utilize neighborhood focus groups and neighborhood association meetings to identify future street/block captains. (*Involved Party/Partner: PNA*)

Task 1.B.4: Establish a network of block/street captains in the neighborhood. Initially, explore the pairing of a Covenant Partner with a neighborhood resident to serve as block/street captains. (*Involved Parties/Potential Partners: PNA, MIC, CNRP*)



Neighborhood Fun Day 2003 Sign

Strategy 1.C: *Use different mediums and cost effective means to communicate neighborhood activities to residents*

Task 1.C.1: Continue distributing flyers and newsletters to keep neighborhood residents and stakeholders informed about neighborhood activities and projects.

(Involved Parties/Potential Partners: PNA & Landlords)

Task 1.C.2: Use signs to advertise the association's monthly meeting. *(Involved Party/ Partner: PNA)*

Strategy 1.D: *Organize community events and projects to generate interest and show progress*

Task 1.D.1: Provide activities at apartment complexes to get more renters involved. *(Involved Parties/Potential Partners: PNA & Property Managers/Owners)*

Task 1.D.2: Organize and hold street block parties so that neighborhood residents can meet each other. *(Involved Parties/Potential Partners: PNA & CNRP)*

Task 1.D.3: Provide informational and educational components at block parties and other special events. *(Involved Parties/Potential Partners: PNA & CNRP)*

Task 1.D.4: Provide workshops that focus on programs that are of interest to residents and provide a benefit. *(Involved Parties/Potential Partners: PNA, DNCS, TLC, FSU, FAMU & CNRP)*

Task 1.D.5: Create new and additional incentives to get more residents involve in the neighborhood association. Incentives could include food coupons, door prizes, and providing refreshments at the meetings. *(Involved Parties/Potential Partners: PNA & CNRP)*

Issue Area 2: *Neighborhood Pride*

Neighborhood pride is an important element in the redevelopment and revitalization of neighborhoods. Neighborhood pride is generated by a neighborhood's identity and role in the wider community, history (people, architecture, etc.), neighborhood amenities (public areas and spaces, churches, etc.), residents' economic investments (usually homeownership), and intangible factors such as relationships that neighborhood residents share with each other and ethnic and cultural significance. The presence of these attributes in the Providence neighborhood is non-existent or limited at best.

The *Providence Community Action Survey Report* (FSU 2002) showed that a majority of the residents surveyed in Providence could not identify nor did they know the name of their neighborhood. Only 6% of the residents surveyed referred to the neighborhood as "Providence." Instead, residents tend to refer to the neighborhood by the street names within the neighborhood, such as "Levy Street", "Lake Bradford Road", etc. One third (33.8%) of those surveyed thought the neighborhood did not have a name or they did not know the name of the neighborhood. Presently, there are no neighborhood entrance signs showing the name of the neighborhood. The only reference to the name Providence is the Providence Baptist Church, which is located in the heart of the neighborhood.

Perhaps one of the biggest deterrents to residents' interest and pride in the neighborhood is the transient nature of the neighborhood's population. Seventy-five (75)% of the respondents to the Community Action Survey lived in the neighborhood less than 5 years. Over 50% lived in the neighborhood less than 1 year. Economic investment in the neighborhood by the resident is also limited. Only 10.3% of the residents living in the neighborhood are homeowners [*Providence Community Action Survey* (FSU 2002)]. In addition, while Providence has a rich history and number of historical housing units, the majority of the present residents are not aware of the neighborhood's history and the significance of some of the homes in the neighborhood.

Goal

To create a neighborhood spirit and a sense of place in the Providence Neighborhood

Desired Outcomes:

1. Community and neighborhood-wide recognition of "Providence" as the name for the neighborhood
2. A strong sense of place and community pride
3. Neighborhood Entranceway Signs
4. Neighborhood-wide beautification projects
5. A neighborhood center

Implementing Strategies/Tasks



Well kept home and yard on Warwick Street

Strategy 2.A: *Erect “gateways” at the major entrances into the neighborhood to establish and to project a sense of place and destination*

Task 2.A.1: Establish a committee to locate sites for the entrance signs and to examine ways to get funding for the signs. Solicit representatives from City of Tallahassee Street and Drainage Division and the Traffic Engineering Division to serve on this committee. *(Involved Parties/Potential Partners: PNA, CNRP & City Public Works)*

Task 2.A. 2: Design, construct, and install entrance signs and landscaping at the major entrances (Levy Avenue and Stuckey Street) into the neighborhood. The first signs should be installed at the eastern entrances of the neighborhood where they will have the most visibility. *(Involved Parties/Potential Partners: PNA, DNCS- grant review and processing & CNRP)*

Task 2.A.3: Obtain appropriate permits, if necessary, for the installation and construction of the neighborhood entrance signs. *(Involved Parties/Potential Partners: PNA & City Growth Management Dept.)*

Strategy 2.B: *Develop and implement a neighborhood beautification plan to create neighborhood spirit and a sense of community among residents*

Task 2.B.1: Work with Florida A&M University School of Landscape and organizations such as the Tallahassee Garden Club to develop and implement a landscape program for the neighborhood. *(Involved Parties/Potential Partners: PNA, FAMU, Tallahassee Garden Club & CNRP)*

Task 2.B.2: Establish a committee to approach businesses in the neighborhood to offer the neighborhood’s assistance with beautification efforts and to find out businesses’ issues and concerns on beautification matters. *(Involved Party/Partner: PNA)*

Task 2.B.3: Assist businesses in the neighborhood with beautification/paint/fix up projects. The first business to consider assisting is the tire business since they are already trying to clean up their site. *(Involved Party/Partner: PNA)*

Task 2.B.4: Provide incentives for neighborhood businesses to improve their facade and grounds. *(Involved Parties/Potential Partners: PNA, CRA, & CNRP)*

Task 2.B.5: Examine how the Enterprise Zone can assist businesses to improve their properties. *(Involved Parties/Potential Partners: PNA, & CNRP)*

Task 2.B.6: Develop and establish a mini-grant/loan program to assist homeowners with home facade improvements. Funds from the program should be made available for painting, minor carpentry repairs, windows and door replacements, landscaping and other curbside improvements. *(Involved Parties/Potential Partners: PNA, DNCS, CRA & CNRP)*

Strategy 2.C: *Market the neighborhood name and special events*

Task 2.C.1: Place the neighborhood's name and logo on all materials relating to neighborhood projects and events. *(Involved Parties/Potential Partners: PNA & CNRP)*

Task 2.C.2: Purchase T-Shirts with the neighborhood's name and logo to be worn by association members at special events and projects. *(Involved Party/Partner: PNA)*

Task 2.C.3: Promote neighborhood association sponsored events throughout the neighborhood and the Tallahassee-Leon County community. *(Involved Parties/Potential Partners: PNA & CNRP)*

Strategy 2.D: *Create a focal area in neighborhood*

Task 2.D.1: Establish the 1400 and 1500 blocks of Lake Avenue as the focus area of the neighborhood using the **Heart-of-the-Hill Conceptual Plan** (see Appendix II). *(Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP, Providence Baptist Church, MIC & TLCPD)*

Task 2.D.2: Acquire a vacant tract of land for development of the proposed neighborhood community center. Landscape the proposed neighborhood center to implement the **Heart-of-the-Hill Conceptual Plan**. *(Involved Parties/Potential Partners: PNA, City of Tallahassee & CNRP)*

Task 2.D.3: Install traffic calming devices (traffic circles) at the intersections of Hillsborough/Lake Avenue and Highlands/Lake Avenue consistent with the proposed **Heart-of-the-Hill Conceptual Plan**. These traffic circles should be landscaped with appropriate vegetation. *(Involved Parties/Potential Partners: PNA & City Traffic Engineering Division)*

Task 2.D.4: Develop and implement a streetscape plan to create a focus area point in the 1400 and 1500 blocks of Lake Avenue consistent with the **Heart-of-the-Hill Conceptual Plan**. The plan should include sidewalks, landscaping, sidewalk lights, special roadway surfaces, and street furniture where appropriate. *(Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP, Providence Baptist Church, MIC & TLCPD)*



***Providence:* Keeping the Neighborhood Clean and Safe**

**Neighborhood Cleanup
Neighborhood Safety
Crime**



Issue Area 3: *Neighborhood Cleanup*

One of the issues facing the Providence neighborhood is its image and appearance. The first thing a person notices about an area is its physical appearance or character. The visual quality of an area has an immediate affect on how an individual perceives an area. A neighborhood with litter, unkept homes and yards, trash along its roadways will not be perceived the same as a neighborhood with attractive homes, well maintained landscaping, and manicured green spaces.

While the respondents of the *Providence Community Action Survey* (FSU 2002) did not reach consensus on many areas of concern, one of the areas in which residents agreed was “Neighborhood Appearance and Cleanliness.” Sixty (60)% of the residents surveyed felt that their neighborhood is unkept and has a litter problem. Seventy (70)% felt that the houses in the neighborhood are unattractive. On the issue of whether landlords took good care of their properties there was no consensus. Forty-one (41.2)% of those surveyed agreed, 42.6% disagreed while 16.2% did not know.

There are several factors that may be contributing to the unkempt state of the neighborhood. These factors include the transient nature of the resident, the lack

of homeownership, and the prevalence of absentee landlords. In developing a cleanup program for Providence, all these factors will need to be acknowledged and taken into consideration when developing strategies to address the physical appearance of the neighborhood.

Goal

To reduce litter and debris in our neighborhood

Desired Outcomes:

1. No trash or litter in the neighborhood
2. Better garbage collection along streets
3. Solid waste pickup for apartment complexes
4. Residents who are knowledgeable of and adhere to solid waste collection schedules
5. Well maintained vacant lots
6. Residents who dispose of hazardous waste properly
7. Neighborhood cleanups at the end of each semester to remove trash/furniture discarded by students

Implementing Strategies/Tasks



Illegal dumping is common in various sections of the neighborhood

Strategy 3.A: *Promote a comprehensive ongoing community-wide neighborhood cleanup campaign*

Task 3.A.1: Establish a committee comprised of neighborhood residents and representatives from the City of Tallahassee Solid Waste Department, Code Enforcement Division, and Neighborhood Services to develop a comprehensive neighborhood cleanup plan. (*Involved Parties/Potential Partners: PNA, DNCS, City of Tallahassee Solid Waste Dept. & TPD*)

Task 3.A.2: Use the neighborhood newsletter to inform neighborhood residents about garbage collection procedures and collection times. (*Involved Party/Partner: PNA*)

Strategy 3.B: *Establish and implement an “Adopt-a-Street Program” for the neighborhood*

Task 3.B.1: Use the neighborhood crime watch street/block captain network to organize residents on each street to clean and maintain their particular street. (*Involved Parties/Potential Partners: PNA, TPD & Covenant Partners*)

Task 3.B.2: Coordinate with FSU, FAMU and other organizations to find groups who will adopt streets in the neighborhood and work in partnership with neighborhood residents to clean up and maintain designated neighborhood streets. (*Involved Parties/Potential Partners: PNA, FAMA, FSU & Covenant Partners*)

Strategy 3.C: *Aggressively enforce the City's Housing Code, including the use of condemnation remedies*

Task 3.C.1: As a neighborhood association, continue to push for aggressive code enforcement remedies by the City of Tallahassee. *(Involved Party/Partner: PNA)*

Task 3.C.2: Recruit more residents to participate in the City's Code Enforcement Neighborhood Scouts Program. *(Involved Parties/Potential Partners: PNA & DNCS)*

Strategy 3.D: *Conduct major cleanups of the neighborhood and an Operation Commitment Program*

Task 3.D.1: Establish, immediately, a group to plan and coordinate neighborhood cleanup projects and to work with the City to launch an Operation Commitment Program early in the fall of 2003. *(Involved Parties/Potential Partners: PNA, DNCS & CNRP)*

Task 3.D.2: Devise ways to get owners of vacant lots to participate in cleanups. *(Involved Party/Partner: PNA)*

Task 3.D.3: Recruit people in the neighborhood to monitor trash problems and to call the City's Solid Waste Department when the trash is not collected in a reasonable timeframe. *(Involved Party/Partner: PNA)*



Issue Area 4: *Neighborhood Safety*

Retrofitting neighborhoods to include infrastructure, community amenities, and other design considerations, which lead to residents' safety is a very important component of neighborhood revitalization. With respect to the safety of the Providence neighborhood, the residents claim that there is an overwhelming need for the streets in the neighborhood to be safe for pedestrians. Eighty-five (85)% of the respondents to the *Providence Community Action Survey* (FSU 2002) state that there is a need for sidewalks in their neighborhood. Most of the streets in the neighborhood are bordered by open ditches that are sometimes filled with debris, garbage and broken bottles. Walking on these streets is hazardous.

Goal

To improve safety within the neighborhood

Desired Outcomes:

1. Slower vehicular speed within the neighborhood
2. New and additional streetlights in strategic locations throughout the neighborhood
3. In the long-term, reduce the use of Levy Avenue for through-traffic purposes and use Stuckey Avenue for such purposes
4. The closure of open ditches along neighborhood streets and the construction of sidewalks and bike lanes on neighborhood streets to promote pedestrian travel and safety
5. New and additional fire hydrants in the neighborhood
6. A positive relationship between residents and local law enforcement officials



Tallahassee Police Officers at Fun Day 2003



Open drainage ditches along neighborhood streets are a hazard to pedestrians and drivers alike

Implementing Strategies/Tasks



Stuckey Street, a highly trafficked neighborhood street, bordered by a dirt footpath

Strategy 4.A: *Improve walkability and minimize the interaction of pedestrians and vehicular traffic*

Task 4.A.1: Reconstruct all neighborhood streets to enclose all open ditches, install curb and gutters, and construct sidewalks and traffic calming devices. (*Involved Party/Partner: Traffic Engineering Division*)

Task 4.A.2: Construct crosswalks at appropriate intersection(s) along Levy Avenue for residents to access each section of the neighborhood. These crosswalks should further the neighborhood's **Heart-of-the-Hill Plan**. (*Involved Parties/Potential Partners: Traffic Engineering Division and TLCPD*)

Task 4.A.3: Install crosswalks at the Stuckey/Lake Bradford Road and Levy Avenue/Lake Bradford Road intersections. (*Involved Party/Potential Partner: Traffic Engineering Division*)

Strategy 4.B: *Control the flow of traffic within the neighborhood*

Task 4.B.1: On various streets throughout the neighborhood install traffic calming devices to slow the speed of motor vehicles. Priority should be given to the east-to-west streets. The installation of the traffic calming devices should further the neighborhood's **Heart-of-the-Hills Plan**. (*Involved Parties/Potential Partners: Traffic Engineering Division and TLCPD*)

Task 4.B.2: Install speed limit signs on all streets within the neighborhood. Levy Avenue and Stuckey Street could have a speed limit of 30 mph while other neighborhood streets should be limited to 25 mph. *(Involved Party/Partner: Traffic Engineering Division)*

Task 4.B.3: Install a left turn signal at the intersection of Stuckey Street and Lake Bradford Road for northbound traffic. *(Involved Party/Partner: Traffic Engineering Division)*

Strategy 4.C: *Improve fire safety within the neighborhood*

Task 4.C.1: Install, as needed, additional fire hydrants in the neighborhood. *(Involved Party/Partner: City of Tallahassee Water & Sewer Department)*

Task 4.C.2: Conduct, periodically, in the neighborhood, fire prevention classes. *(Involved Party/Partner: Tallahassee Fire Department)*

Task 4.C.3: Provide smoke alarms to qualified neighborhood homeowners/ residents. *(Involved Party/Partner: Tallahassee Fire Department)*



Issue Area 5: *Crime*

Most of the residents in the Providence neighborhood feel safe in their community according to the results of the *Providence Community Action Survey* (FSU 2002). Two-thirds (67)% of the survey respondents agreed with the statement that they feel safe in their neighborhood. However, a third of the survey respondents stated that they did not feel safe in their neighborhood. Thirty (30)% of the survey respondents agreed that crime, disruptive activities, and loitering were problems in the neighborhood. Twenty-nine (29)%, however, disagreed with the statement while 32% percent of the respondents were not aware of the frequency of criminal activities in the neighborhood. Approximately 75% of the survey respondents disagreed that their neighborhood is free from drugs. With respect to police patrol, 60.3% agreed that

the police frequently patrolled their neighborhood. Some neighborhood residents saw this (frequent police patrols) as a positive thing; however, others perceived it as a negative factor for the neighborhood.

Providence is located in the City of Tallahassee Police Department Crime Reporting Area 553. Table 5 below provides a comparison of tracked criminal activities occurring in Providence from 1998 to 2002. As indicated by the table, crime is a major problem in the Providence neighborhood. However, residents' perceptions of criminal activities occurring in their neighborhood are not consistent with the reality of criminal activities taking place. It is likely that residents are fearful of admitting that crime occurs in the neighborhood.

Table 2
Providence Neighborhood Crime Summary: 1999 – 2002

OFFENSE	1999	2000	2001	2002	Percent Change 2001 - 2002
Aggravated Assault/Battery	27	31	33	25	-24.24%
Burglary/Breaking and Entering	35	46	49	39	-20.41%
Destruction/Damage/Vandalism	25	25	27	0	-100.00%
Drug Violation	64	33	32	18	-43.75%
Financial Offense/Fraud	15	5	20	13	-35.00%
Forcible Sex Offense	5	1	1	5	400.00%
Homicide	0	1	0	0	NC
Kidnapping/Abduction	1	2	0	3	NC
Larceny/Theft	52	49	41	43	4.88%
Liquor Law Violation	1	5	2	1	-50.00%
Motor Vehicle Theft	10	9	3	8	166.67%
Non-Forcible Sex Offense	1	0	3	0	-100.00%
Robbery	8	4	11	9	-18.18%
Simple Assault/Battery/Intimidation	74	74	73	79	8.22%
TOTAL	318	285	295	243	-17.63%

Data Notes: Source – Tallahassee Police Records Management System; Figures represent the most serious statutory charge per offense report.

It is also likely that residents may not view certain activities as criminal activities. For example, 75% of the survey respondents stated that the neighborhood is not free from drugs, yet only 33% of those surveyed agreed that crime is an issue in the neighborhood.

While the incidence of crime may be high in Providence, neighborhood residents working with each other and in collaboration with law enforcement officials can reduce the incidence of crime in the neighborhood. A number of the apartment complexes in the neighborhood are crime “hot spots” and improved collaboration between law enforcement officials and apartment owners/managers can help to reduce the incidence of crime in these complexes. In addition, educating residents on personal safety and neighborhood safety issues can go a long way in preventing residents from becoming victims of crimes.

Goal

To create a sense of security and personal safety within the neighborhood and an environment to stimulate private and public reinvestment in the neighborhood

Desired Outcomes:

1. A significant reduction in criminal acts taking place in the neighborhood
2. An improved neighborhood crime watch program
3. Elimination of prostitution and drug dealing from the neighborhood
4. Elimination of dog fights and stray animals roaming the neighborhood
5. Reduction in the number of criminal hot spots in the neighborhood

Implementing Strategies/Tasks

Strategy 5.A: *Improve relationships between law enforcement officials and neighborhood residents*

Task 5.A.1: Collaborate with the Tallahassee Police Department, Tallahassee Fire Department, and the Leon County Sheriff Department to host events in the neighborhood to provide positive social interaction between law enforcement officers and neighborhood residents. (*Involved Parties/Potential Partners: PNA, TPD, TFD & LCSD*)

Task 5.A.2: Work with apartment owners/landlords to provide incentives in the area of housing for law enforcement officials to live in the neighborhood. (*Involved Parties/Potential Partners: PNA, Landlords, Property Owners/Managers*)

Task 5.A.3: Lobby the City of Tallahassee and the Leon County Sheriff Department to provide incentives so that at least one police officer and one deputy can live in the neighborhood. (*Involved Parties/Potential Partners: City of Tallahassee, LCSD, Leon County, & TPD*)

Task 5.A.4: Recruit neighborhood residents to participate in the Tallahassee Police Department Citizen Academy and Ride-Along Programs. (*Involved Parties/Potential Partners: PNA & TPD*)

Task 5.A.5: Invite law enforcement officials to participate in regularly scheduled neighborhood association activities, such as the monthly neighborhood association meeting. (*Involved Parties/Potential Partners: PNA & TPD*)

Task 5.A.6: Recognize and honor law enforcement officials who have partnered with the neighborhood to address neighborhood issues. (*Involved Party/Partner: PNA*)

Task 5.A.7: Recruit law enforcement officials to serve as volunteers in neighborhood-run youth and children's programs. (*Involved Parties/Potential Partners: TPD, LCSD, TFD, FAMU, & FSU*)



Officer Rhonda Scott, Crime Prevention Officer, makes a point at the Issues and Option Workshop

Strategy 5.B: Increase safety awareness

Task 5.B.1: Collaborate with local law enforcement officials, including the fire department, to conduct workshops on personal and neighborhood safety. *(Involved Parties/Potential Partners: PNA, TFD, LCSD & TPD)*

Task 5.B.2: Update neighborhood residents, on a monthly basis, of criminal activities taking place in the neighborhood. *(Involved Parties/Potential Partners: PNA & TPD)*

Task 5.B.3: Work with the Tallahassee Police Department and the managers/ owners of apartment complexes to provide information to tenants on drinking and noise laws. *(Involved Parties/Potential Partners: PNA, Landlords & TPD)*

Task 5.B.4: Encourage neighbors to look out for each other and report suspicious activities to the police. *(Involved Party/Partner: PNA)*

Task 5.B.5: Collaborate with appropriate agencies to conduct training sessions in the neighborhood on CPR and other life saving procedures. *(Involved Parties/Potential Partners: PNA, American Red Cross, TFD & TPD)*

Task 5.B.6: Collaborate with the County Addressing Unit to address house numbering problems. *(Involved Parties/Potential Partners: PNA & Leon County)*

Task: 5.B.7: Work with the Department of Neighborhood & Community Services and neighborhood residents to ensure that every home is properly numbered as required by the City Code. *(Involved Parties/Potential Partners: PNA City Growth Management Department & DNCS)*



Providence: Taking Care of Our People

Neighborhood Center Human Development Landlord/Tenant Relationships



Issue Area 6: *Neighborhood Center*

The *Providence Community Action Survey Report* (FSU-2002) reveals that the lack of a recreational/community center is a major concern for the residents of Providence. The residents would like to see a community center built in their neighborhood so that their children can have access to structured recreational and educational activities and facilities similar to what is available to children in nearby communities. In addition, residents see the community center as the place where job training, personal development classes, and other services can be provided to residents in the neighborhood.

Table 3

Most Needed Services	TOTAL
Rec Center	69.1%
Afterschool	44.1%
Job training	41.2%
Healthcare	32.4%
Drug/alcohol	28%
Parenting	28%
Tutoring	26.6%
Childcare	17.7%

Source: FSU Survey Data – Fall 2002

Of the residents surveyed, a community center was chosen as the most needed service in the neighborhood 69% of the time (See Table 3). Afterschool programs (services residents envisioned being provided at the proposed neighborhood center) were listed, as the second most needed services 44% of the time. The residents of Providence feel that there is also a lack of positive activities for children to do in the neighborhood. Eighty-eight (88)% of the survey respondents stated, “there are not enough good things for children to do in the neighborhood.” Because there is not a designated play area for the children of Providence, many parents feel that their children cannot play safely outdoors. The survey revealed that 49% of the residents do not feel that children can play

safely outside. The survey further revealed that 93% of the resident respondents would like to see some type of a park in their neighborhood.

Providence is located within the service areas of two of the City’s community centers, namely: Palmer-Munroe and Walker-Ford. Of the two centers, the Palmer-Munroe Community Center is the nearest to Providence. Located on Jackson Bluff Road, adjacent to the Caroline Brevard Elementary School, the Palmer-Munroe Community Center is approximately $\frac{3}{4}$ of a mile from Providence. In order for the residents of Providence, including children and youths, to access Palmer-Munroe Community Center and its services, they must overcome the following barriers:

- Distance – the center is at least $\frac{3}{4}$ of a mile from the neighborhood;
- Safety – residents must walk on streets without sidewalks; walk in open ditches where there is trash with broken glass; and/or residents must walk on streets with sidewalks that have no buffers from fast moving traffic;
- Major roadway crossing – residents must cross the heavily trafficked Jackson Bluff Road.

Walker-Ford is located more than one mile from the Providence neighborhood. There are even more barriers for residents to overcome in accessing Walker Ford Center. It should be noted that both Walker-Ford and Palmer-Munroe Community Centers are the two most used centers in the City.

Goal

To establish a community center within or adjacent Providence neighborhood from which neighborhood residents can offer their skills and talents to assist their neighbors and the development of their neighborhood, as well as a place where they can receive services to address their personal needs and community issues

Desired Outcomes:

1. A community center within or adjacent to the Providence neighborhood that provides recreational, educational, social services, (clothes closet, food pantry) and other programs and activities for the neighborhood residents (children and elders)
2. Playground area for children

recreational opportunities, including transportation to existing recreational centers, for the children and teenagers living in the neighborhood. *(Involved Parties/Potential Partners: PNA, TPD-Weed & Seed, FAMU, FSU, TCC, MIC, SAC, LCSB, Neighborhood Churches, CNRP, TPRD & Covenant Partners)*

Task 6.B.2: Seek an agreement with Pineview Elementary School and the Leon County School Board for the after school use of the school grounds for recreational opportunities. *(Involved Parties/Potential Partners: LCSB, PNA, CNRP & Pineview Elementary Sch.)*

Task 6.B.3: Explore with Florida State University the feasibility of neighborhood residents using any or some of the recreational facilities at the Alumni Village graduate student-housing complex. *(Involved Parties/Potential Partners: PNA, CNRP & FSU)*

Task 6.B.4: Identify free or scholarship recreational programs for neighborhood youths. *(Involved Parties/Potential Partners: PNA, TPD- Weed & Seed, Boys & Girls Club & CNRP)*

Strategy 6.C: Construct a playground for children and youths on one of the vacant tracts of land in the neighborhood

Task 6.C.1: Purchase or secure a lease of a suitable vacant tract of land in the neighborhood to construct a playground for neighborhood residents. Partnerships should be established with appropriate neighborhood groups and interests to establish the playground. *(Involved Parties/Potential Partners: PNA, TPRD, CNRP, FAMU, FSU, Trinity UMC, & Covenant Partners)*

Task 6.C.2: Partner with organizations, including the City, to provide equipment to furnish the playground. *(Involved Parties/Potential Partners: PNA, TPRD, CNRP, Local Businesses, Greek Organizations at FAMU & FSU)*

Task 6.C.3: Partner with student organizations on FSU, FAMU and TCC campuses as well as other community groups to help raise funds to purchase and/or lease property and equipments for the playground. *(Involved Parties/Potential Partners: PNA, CNRP, Student Organizations at FAMU, FSU & TCC)*

Issue Area 7: *Human Development*

The greatest asset of any community is its people. Therefore, the creation of opportunities to foster human development plays an important role in the redevelopment and revitalization of our neighborhoods. Human services programs addressing education, employment, food and nutrition, the unique social needs of various age groups, arts and culture are vital to the revitalization of economically depressed urban inner city neighborhoods. It is therefore necessary to address the development and enrichment of the residents in Providence in order to truly and successfully revitalize the neighborhood and prevent gentrification. It is imperative that the human development programs provided as the part of the Providence Renaissance Project address the needs expressed by the residents.

In the *Providence Community Action Survey* (FSU 2002), residents of Providence were asked what types of services, programs and facilities they would like to see in their neighborhood. Survey respondents were asked to look at a list of eight services, programs and/or facilities and to rank their top three choices. The table below shows residents' preferences for these services, programs and/or facilities. As can be seen from the chart, the number one community need in the Providence neighborhood is a neighborhood community center. Neighborhood residents see the center

as the key component in providing human development programs to the neighborhood. For example, the residents envision afterschool and job training programs; their second and third most needed programs, being provided at the neighborhood recreation center. The children of Providence have been the main concern of the neighborhood association and afterschool programs, enriching and extending their school day are the main human development programs that residents would like to establish.

Goal

To provide services, programs, and opportunities to foster the cultural, social, educational and economic development of neighborhood residents

Desired Outcomes:

1. Neighborhood-based afterschool programs
2. Job training opportunities for neighborhood residents
3. Cultural and educational programs for all age groups in the neighborhood
4. Neighborhood-based charitable programs, such as a food pantry and a clothes closet
5. A community referral services program

Providence Community Needs

Service/Program/Facility	First	Second	Third	TOTAL
Neighborhood Center	27.9%	19.1%	22.1%	69.1%
Afterschool Programs	19.1%	13.2%	11.8%	44.1%
Job training Programs	11.8%	11.8%	17.6%	41.2%
Healthcare Services	16.2%	7.4%	8.8%	32.4%
Drug/alcohol Addiction Treatment	7.4%	10.3%	10.3%	28%
Parenting Classes	5.9%	7.4%	14.7%	28%
Tutoring Programs	7.4%	11.8%	7.4%	26.6%
Childcare Programs	1.5%	14.7%	1.5%	17.7%

Source: Providence Community Action Survey Report (FSU 2002)

Implementing Strategies/Tasks



Seniors and children get together at
Fun Day 2003

Strategy 7.A: *Enhance and expand the learning experiences of neighborhood children, especially elementary and middle school children*

Task 7.A.1: Encourage the Leon County School Board to fund and operate an afterschool program at Pineview Elementary School. (*Involved Parties/Potential Partners: PNA & CNRP*)

Task 7.A.2: Solicit, through the Covenant Partners and other partners, volunteer tutors and mentors to assist with tutoring programs operating in the neighborhood. (*Involved Parties/Potential Partners: PNA, CNRP, MIC, Providence Baptist Church & Covenant Partners*)

Task 7.A.3: Partner with neighborhood churches, not-for-profit groups, and existing businesses to sponsor activities such as field trips and other excursions for neighborhood children. (*Involved Parties/Potential Partners: PNA, TPD- Weed & Seed, CNRP-Covenant Partners, MIC, Local Businesses & Neighborhood Churches*)

Task 7.A.4: Provide, at the proposed neighborhood center, computers and other equipments to access online educational opportunities for neighborhood children and residents. (*Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP, LCSB, FAMU, FSU, TCC, & Covenant Partners*)

Task 7.A.5: Develop programs to involve college students who live in the neighborhood with neighborhood children. (*Involved Parties/Potential Partners: PNA, CNRP, FAMU, FSU, TCC & Landlords*)

Task 7.A.6: Collaborate with various entities and individuals to provide transportation for neighborhood children to participate in educational and recreational opportunities outside the neighborhood. (*Involved Parties/Potential Partners: PNA, TPD- Weed & Seed, CNRP-Covenant Partners, MIC, Local Businesses & Neighborhood Churches*)

Strategy 7.B: *Provide neighborhood residents access to job training, career building skills and personal development programs*

Task 7.B.1: Collaborate with our local universities, community college and vocational technical school to host career/expo days in the neighborhood. These activities can be held in conjunction with other neighborhood outreach activities. *(Involved Parties/Potential Partners: PNA, CNRP, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Task 7.B.2: Solicit our local universities, community college and vocational technical school to establish scholarship programs for residents of the Providence neighborhood. *(Involved Parties/Potential Partners: PNA, CNRP, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Task 7.B.3: Coordinate with local businesses, the City of Tallahassee, local universities and colleges, CNRP financial partners, and Leon County to make summer employment opportunities available to the youths of the Providence neighborhood. *(Involved Parties/Potential Partners: PNA, CNRP, City of Tallahassee- Human Relations, Leon County, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Task 7.B.4: Collaborate with Mothers In Crisis to provide educational programs for neighborhood residents dealing with subjects such as conflict resolution skills, self-esteem, debt managing, parenting, etc. *(Involved Parties/Potential Partners: PNA, CNRP, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Strategy 7.C: *Provide programs and services to help eligible residents with basic needs*

Task 7.C.1: Establish a neighborhood food pantry to assist residents with supplemental food supplies. *(Involved Parties/Potential Partners: PNA, CNRP-Covenant Partners & MIC)*

Task 7.C.2: Establish and manage a neighborhood clothes closet to help residents needing clothes. *(Involved Parties/Potential Partners: PNA, CNRP, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Task 7.C.3: Establish, at the proposed neighborhood center, a comprehensive referral service to assist residents in obtaining certain services. In the interim, collaborate with Mothers In Crisis and the managers of the larger apartment complexes to provide such services. *(Involved Parties/Potential Partners: PNA, CNRP, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Task 7.C.4: Establish a “Back to School Supplies Drive” to assist families with children needing clothing and supplies for school. *(Involved Parties/Potential Partners: PNA, CNRP, Covenant Partners, FAMU, FSU, LCSB & TCC)*

Task 7.C.5: Convene a meeting with the groups/organizations in the neighborhood assisting families and children. The intent of this meeting is to share information on programs operated by the various neighborhood groups and to develop a collaborative and coordinated approach to assisting neighborhood residents with basic needs. *(Involved Parties/Potential Partners: PNA, CNRP, MIC & Neighborhood Churches)*

Task 7.C.6: Arrange with Leon County Health Department to have the Mobile Health Clinic visit the neighborhood to perform health screenings and other health services for the entire neighborhood. Collaborate with entities in the neighborhood that are already receiving services from the Mobile Health Clinic. *(Involved Parties/Potential Partners: PNA, CNRP, Tallahassee Leasing Company & Leon County Health Department)*

Strategy 7.D: *Establish social and cultural programs to engage, develop and use the skills and talents of neighborhood residents*

Task 7.D.1: Facilitate programs, at appropriate and convenient times, for seniors in the neighborhood to participate in the activities of the neighborhood association. *(Involved Parties/Potential Partners: PNA & CNRP)*

Task 7.D.2: In conjunction with landlords, owners/managers of apartment complexes, local universities, and community college develop programs and incentives to encourage college students living in the neighborhood to be involved in neighborhood activities. *(Involved Parties/Potential Partners: PNA, CNRP, FAMU, FSU & TCC)*

Task 7.D.3: Establish at least three events per year to bring neighborhood residents together for social, cultural and educational purposes. *(Involved Parties/Potential Partners: PNA & CNRP, DNCS, TPD & TLCPD)*

Task 7.D.4: Coordinate with the Tallahassee Police and Fire Departments to implement programs that foster and encourage positive interaction between these departments and neighborhood residents, especially for youth and children. *(Involved Parties/Potential Partners: PNA, TPD & TFD)*

Task 7.D.5: Implement the strategies outlined in the Public Relations Report prepared by FAMU's School of Journalism Public Relations Class to provide opportunities for cultural and social interaction among neighborhood residents. *(Involved Parties/Potential Partners: PNA & CNRP)*

Strategy 7.E: *Assist neighborhood residents dealing with substance abuse issues*

Task 7.E.1: Collaborate with Mothers In Crisis, Capital Youth Services and other groups to provide services to residents dealing with substance abuse. *(Involved Parties/Potential Partners: PNA& MIC)*

Task 7.E.2: Collaborate with Mothers in Crisis to provide an ongoing support mechanism to residents to break drug and alcohol addictions. *(Involved Parties/Potential Partners: PNA & MIC)*



Issue Area 8: *Landlord/Tenant Relationships*

The Providence neighborhood is primarily a rental community. Approximately 87% of the housing units in Providence are held for rental purposes. College students comprise 33% of the Providence neighborhood population. Most, if not all, of these students are renters. Given that so many residents in Providence are renters, it is critical that we address landlord/tenant relationship issues. For Providence to succeed, it means that landlords and tenants must pursue and cultivate a relationship of understanding.

Goal

Foster a relationship of understanding between landlords and tenants

Desired Outcomes:

1. A model rental residential community
2. Model residential lease programs
3. Increase student involvement in neighborhood activities
4. Better relationships between landlords and tenants



Tenant Appreciation Day at Chelsea Apartments



John Whetsel, Landlord at Chelsea Apartments, and two residents

Implementing Strategies/Tasks

Strategy 8.A: *Increase landlords' involvement in the neighborhood and the neighborhood association*

Task 8.A.1: Solicit and recruit more landlords to become members of the Providence Neighborhood Association.

(Involved Party/Partner: PNA)

Task 8.A.2: Solicit and recruit landlords to become members of the neighborhood crime watch program. *(Involved Party/Partner: PNA)*

Task 8.A.3: Include on the agenda of the monthly neighborhood association meeting a standard agenda item on Landlord/Tenant issues. Use this time to provide trivia type information on the laws governing landlord/tenant issues.

(Involved Party/Partner: PNA)

Strategy 8.B: *Foster better understanding and communication between landlords and tenants*

Task 8.B.1: Twice per year hold workshops or invite speakers to make presentations to the neighborhood association on landlord/tenant issues. *(Involved Party/Partner: PNA)*

Task 8.B.2: Hold neighborhood events that encourage social interaction between landlords, property owners/managers and tenants. *(Involved Party/Partner: PNA)*

Task 8.B.3: Use the resource of the proposed Housing Resource Center to provide information to tenants on landlord/tenant issues. *(Involved Party/Partner: PNA)*

Task 8.B.4: Help owners/managers of large apartment complexes to organize tenant associations within their apartment complexes. Encourage owners/managers to incentivize their complex meetings and invite officers from the neighborhood association to attend these meetings. *(Involved Parties/Potential Partners: PNA, TPD & DNCS)*

Strategy 8.C: *Develop model rental programs in Providence*

Task 8.C.1: Work with landlords to create rental residential leases which provide incentives for neighborhood residents/students to be involved in the activities of the neighborhood association and other civic activities which benefit the neighborhood, assist in the upkeep of their leased housing unit, and provide for lease ownership. Rental discounts could be given to residents/students who volunteer to participate in neighborhood activities. (*Involved Parties/Potential Partners: PNA, TLCPD, CNRP & DNCS*)

Task 8.C.2: Work with Tallahassee Community College, Florida State University and Florida A&M University to develop programs that recognize the neighborhood involvement activities of the students from the neighborhood participating in neighborhood activities. (*Involved Parties/Potential Partners: PNA, TLCPD, CNRP*)

Task 8.C.3: Encourage landlords and property owners/managers to properly screen all prospective tenants. (*Involved Party/Partner: PNA*)

Strategy 8.D: *Provide incentives, training, and mentoring programs for landlords to be successful*

Task 8.D.1: Host workshops, in conjunction with other appropriate entities, specifically for landlords and property owners/managers within the Providence neighborhood on issues dealing with landlord/tenant issues and other applicable city and state codes. (*Involved Parties/Potential Partners: PNA, TLCPD, CNRP & DNCS*)

Task 8.D.2: Through the Tallahassee Landlords Association or some other group, identify existing landlords who will mentor a landlord participating in the Providence Residential Landlord Program. (*Involved Party/Partner: PNA*)

Task 8.D.3: Collaborate with the Tallahassee Police Department to develop a pilot program to help landlords screen prospective tenants. (*Involved Parties/Potential Partners: PNA & TPD*)





Providence: We Must Own Our Neighborhood

**Our Housing Strategy
Homeownership
Neighborhood Ownership**



Overall Housing Strategy

Providence neighborhood, with the exception of the retail and industrial warehousing uses along Lake Bradford Road, is primarily a residential community with a mixture of single family and multi-family housing units. The median household income of the neighborhood is less than 50% of that of the entire City of Tallahassee. In addition, the percentage of families living below the poverty line is three and half times that of the City. Based on these demographic and economic conditions, livable and safe affordable housing is key to the physical revitalization of the Providence neighborhood as well as to the residents' quality of life.

To guide the development and redevelopment of housing in Providence, neighborhood residents felt it necessary to formulate an overall housing strategy to direct such a process. The components of the neighborhood's overall housing strategy are: crime reduction, housing rehabilitation, neighborhood ownership, and homeownership.

Crime Reduction: Crime reduction is an important part, if not the foundation, of the neighborhood's housing strategy. Neighborhood residents and stakeholders are of the opinion that existing homeowners, property owners, landlords, and prospective homeowners will not make significant economic investment in Providence housing stock until crime or the perception of the area as crime-ridden and drug-infested is changed. Aggressive law enforcement activities to curtail drug dealing activities and the implementation of a better tenant screening process are advocated by residents.

Housing Rehabilitation: Making the existing housing stock livable is the cornerstone of the Providence Housing Strategy. Given the built environment of the neighborhood, residents are of the opinion that the primary housing programs to be implemented in the neighborhood must address the rehabilitation and the preservation of the existing housing stock. Housing rehabilitation programs must be inclusive of rental and owner-occupied housing. Assistance for rental housing rehabilitation is critical to the revitalization of Providence since the majority of the housing units in Providence are held for rental purposes.

Neighborhood Ownership: Programs that localized the ownership of the neighborhood with the people who live in the neighborhood are very important. Many of the housing and other social problems occurring in the neighborhood can be attributed directly or indirectly to absentee ownership. Therefore, programs that help homeowners to own rental properties in the neighborhood will be encouraged and supported by the neighborhood.

Homeownership/Infill Housing: It is the belief of the neighborhood that homeownership and infill housing play an important role in the revitalization of neighborhoods. Infill housing development should be designed to encourage homeownership. It is also the position of the neighborhood that new apartment complexes should only be allowed on Stuckey Street.



Issue Area 9: *Homeownership*

The *Providence Community Action Survey Report* (FSU 2002) shows that 10.3% of the housing stock in Providence are owner-occupied, while 86.8% of the housing stock are renter-occupied. This is slightly higher than the 8.3% homeownership (91.7% renter-occupied) reported in the 2000 US Census. The rate of homeownership in Providence is lower than that of the adjacent neighborhoods of Elberta Empire (56.1% homeownership) and Palmer-Monroe (13.6% homeownership), as well as for Census Tract 19 (36.5% homeownership), the census tract in which Providence is located. As shown in Table 5, homeownership in 1980 was almost three times higher than the 1990 rate of 10.8%, and this rate continued to fall, showing 8.3% in 2000.

Table 5: Homeownership

Census Year	Percent Homeownership
1980	33.40%
1990	10.84%
2000	8.33%

Source: US Census

During the 1980's, Providence neighborhood experienced a transition, as the neighborhood changed from having a majority of white residents to a neighborhood with a predominantly African American population. It was also during this time that some of the rental multi-family housing units were constructed in the neighborhood.

The transition resulted in a decline in homeownership because some of the homes in the neighborhood are still owned by the families who once lived in the neighborhood. Most of these homes are now rented, while others are vacant and in need of significant rehabilitation and yard work. The decline in homeownership can also be attributed to the investment oriented nature of the neighborhood area. Approximately 30% of the property owners in the Providence neighborhood own more than one property. Many of these people invest in properties in the neighborhood because of the moderately priced homes and, more recently, the speculation on the future development of areas surrounding the neighborhood.

Goal

To create opportunities for homeownership through the construction of infill housing and the rehabilitation of existing housing

Desired Outcomes:

1. Increase in the number of owner-occupied homes
2. Well maintained homes
3. Improve housing stock throughout the neighborhood
4. Construction of new homes for homeownership purposes

Implementing Strategies/Tasks



House for sale at the corner of Stuckey Avenue and Hillsborough Street

Strategy 9.A: *Increase awareness, use and access to existing programs, which assist first-time homebuyers in acquiring a home.*

Task 9.A.1: Use faith-based institutions, civic, and not-for-profit groups that provide services to the neighborhood to disseminate information regarding the availability of funds to assist qualified first-time homebuyers with down payment and closing costs. Information regarding the availability of below market-rate interest rate mortgages should also be disseminated through this manner. *(Involved Parties/Potential Partners: DNCS, TLC, PNA, MIC & Providence Baptist Church)*

Task 9.A.2: Participate and collaborate with the Tallahassee Lenders' Consortium in the housing fairs currently sponsored by the Consortium to promote affordable housing opportunities in Providence. *(Involved Parties/Potential Partners: TLC & PNA)*

Task 9.A.3: Conduct workshops and/or use the regular neighborhood meetings to notify and inform residents of the availability of funding to assist with homeownership. *(Involved Party/Partner: PNA)*

Task 9.A.4: Establish a Housing Resource Center in the neighborhood to provide information to potential first-time homeowners. This center could be housed at a neighborhood church, a community center, and/or at a not-for-profit agency within Providence. Collaborate with the County, City, and TLC and other entities to provide staff/volunteers for the center to be available at designated times to answer questions and to work with residents desiring to be homeowners. *(Involved Parties/Potential Partners: PNA, MIC, City of Tallahassee, Leon County, TLC, FSU, FAMU, Local Banks & Neighborhood Churches)*

Strategy 9.B: *Provide counseling (financial, budgetary and home maintenance) to renters that are interested in becoming homeowners*

Task 9.B.1: Conduct credit counseling and family budget development training within the neighborhood under the sponsorship of the neighborhood association as well as neighborhood faith-based institutions and schools. *(Involved Parties/Potential Partners: PNA, Neighborhood Churches & MIC)*

Strategy 9.C: *Acquire existing homes within the neighborhood for the sole purpose of resale to potential homebuyers for occupancy as their primary residence*

Task 9.C.1: Develop a program to acquire existing vacant homes, existing rental homes where the owner(s) is interested in selling the property, and homes that come on the market for sale for the sole purpose of resale to a potential homebuyer who will occupy the home. *(Involved Parties/Potential Partners: PNA, DNCS, Not-for Profit Developers & For Profit Developers)*

Task 9.C.2: Develop a list of vacant properties within the neighborhood whose owners are interested in selling their properties to an acquisition program whose mission is to increase homeownership in Providence. This list should be updated regularly and made available to the Department of Neighborhood and Community Services. *(Involved Parties/Potential Partners: PNA & DNCS)*

Strategy 9.D: *Create homeownership programs and/or designate a certain portion (funding) of existing homeownership programs for Providence*

Task 9.D.1: Work with the City and the County to set-aside or give additional incentives for prospective homebuyers, using the first-time homebuyer assistance program, to purchase a home in Providence. *(Involved Parties/Potential Partners: PNA, DNCS, City Commission & LCBCC)*

Task 9.D.2: Work with the City to require/set aside and/or give extra incentives to City employees participating in the Employee Homeownership Program to buy a home in the Providence neighborhood. *(Involved Parties/Potential Partners: PNA, DNCS & City Commission)*

Task 9.D.3: Develop a program to provide developers/builders with special waivers of tap fees, development permits and inspections fees, and other appropriate regulatory relief for the development of affordable housing for homeownership purposes in the Providence neighborhood. *(Involved Parties/Potential Partners: PNA, TLCPD, City Growth Management Dept. & City Commission)*

Task 9.D.4: Collaborate with the City of Tallahassee to designate the Providence neighborhood as a Revitalization Area under US Department of Housing and Urban Development (HUD) Office of Single Family Housing to allow for the Officer and Teacher Next Door Programs to be implemented in the neighborhood. *(Involved Parties/Potential Partners: PNA, DNCS, TLCPD & City Commission)*

Strategy 9.E: *Encourage the development of infill housing with a range of housing styles and prices, including moderate-income housing for homeownership*

Task 9.E.1: Support only the construction of new single family homes, duplexes, triplexes and other housing styles/types that lend themselves to homeownership. *(Involved Parties/Potential Partners: PNA, TLCPD & City Commission)*

Task 9.E.2: Provide incentives to for-profit and not-for-profit developers to develop vacant properties in the Providence neighborhood with affordable housing. Infill housing should also include units for moderate income families. *(Involved Parties/Potential Partners: TLCPD, DNCS, City Growth Management Dept. & City Commission)*

Task 9.E.3: Develop a housing style/type pattern book detailing the styles and the types of new housing the neighborhood will encourage and support. *(Involved Parties/Potential Partners: PNA, TLCPD, City Growth Management Dept. & City Commission)*

Task 9.E.4: Purchase available vacant lots to build affordable housing units. *(Involved Parties/Potential Partners: PNA, CRA, TLCPD, DNCS & City Commission)*

Strategy 9.F: *Partner with existing programs, affordable housing providers, and/or a developer to construct and/or rehabilitate housing in Providence*

Task 9.F.1: Research the programs that are available to help homeowners and rental property owners make repairs to their properties. Make such information available at the Housing Resource Center. *(Involved Parties/Potential Partners: PNA)*

Task 9.F.2: Find a developer/builder that the neighborhood and the City can collaborate with to develop affordable housing in the Providence neighborhood. *(Involved Parties/Potential Partners: PNA & DNCS)*

Issue Area 10: *Neighborhood Ownership*

According to the *Providence Community Action Survey Report* (FSU 2002), 10.3% of the housing in Providence are owned by the people who live in Providence. The 2000 US Census showed homeownership at 8.33%. This means that the majority of the housing units in Providence are held for rental purposes as evidence by the fact that the majority of the housing units in the neighborhood are in multi-family apartment complexes. In addition, 30% of the property owners in Providence own multiple properties in the neighborhood. These statistics clearly show that the majority of the neighborhood is owned by people who do not live in the neighborhood. Absentee ownership has created problems in the neighborhood, ranging from “care of premise” violations to neglect of basic housing maintenance. Ownership of the neighborhood by residents who live in the neighborhood will help to address some of the problems faced by this neighborhood.

Localized ownership of the neighborhood can be addressed through increased homeownership and the ownership of other homes in the neighborhood by homeowners who lived in the neighborhood for rental purposes.

Goal

Increase ownership of the neighborhood by the residents who live in the neighborhood

Desired Outcomes:

1. Establish a program to help homeowners purchase homes in the neighborhood for rental purposes
2. Increase participation from landlords in the activities of the neighborhood association
3. Improve maintenance of the rental housing stock in the neighborhood
4. At least 4 resident landlords by 2008

Implementing Strategy/Task

Strategy 10.A: *Establish a resident landlord program within the Providence neighborhood and/or the surrounding neighborhoods*

Task 10.A.1: Establish a working group of neighborhood residents, representatives of adjacent neighborhoods, Tallahassee Landlords’ Association, interested businesses including financial institutions, not-for-profit groups, the universities, City of Tallahassee, Leon County, and other groups as may be appropriate, to investigate the feasibility and the design of a Residential Landlord Program. The working group should look at the following issues:

- 1) The geographic area of concern for such a program;
- 2) Funding for the Program;
- 3) Landlord/Tenant Training Program; and
- 4) Incentives/Penalties for the Program. (*Involved Parties/Potential Partners:*
PNA, CNRP, City of Tallahassee, TLA, Leon County, FSU, FAMU, TCC & Fannie Mae)



Issue Area 11: *Housing Rehabilitation*

Owner-occupied Housing

The housing stock in Providence is relatively old and is in need of moderate to major repairs. According to the Leon County Property Appraiser's Database, approximately 38% of the multi-family structures in Providence were built in the 1960's and 32% were built in the 1980's (See Table 6). Most of the single family housing, approximately 79%, were built in the 1950's.

Table 6 Age of Housing

Year Built	Single-family	Multifamily
1920-1929	0.47%	-
1930-1939	0.94%	-
1940-1949	15.57%	-
1950-1959	78.77%	13.21%
1960-1969	3.77%	37.74%
1970-1979	-	16.98%
1980-1989	-	32.08%
1990-2003	0.47%	-

Leon County Property Appraiser's Database - 2003

Due to the age of these units, many of them are showing the need for moderate to major rehabilitation. The City (Department of Neighborhood & Community Services – Code Enforcement Division) has classified some of these units as substandard and dangerous. In addition, there are a number of housing units and a section of one of the larger apartment complexes in the neighborhood that are presently boarded-up.

The *Providence Community Action Survey Report* (FSU 2002) also documents residents opinions on the conditions of housing within the neighborhood. Seventy (70)% of the survey respondents felt that the homes in the neighborhood were not attractive. Survey respondents, however, were equally split on whether landlords take good care of their rental properties. With respect to whether abandoned homes were a problem in the neighborhood, 38% agreed it was a problem, while 33% disagreed and 27% did not know whether or not it was a problem.

Goal

To maintain and improve the existing housing stock to ensure the availability of safe and affordable housing for neighborhood residents

Desired Outcomes:

1. Well maintained and improved housing stock throughout the neighborhood
2. Modernization of existing houses
3. Increase use of existing housing rehabilitation assistance programs by qualified homeowners
4. Increase and maintain property values
5. Five owner-occupied homes rehabilitated per year. A housing rehabilitation program for Providence neighborhood

Implementing Strategies/Tasks



Ventura Apartments on Stuckey Street – one of many properties held by Tallahassee Leasing Company

Strategy 11.A: *Assess the conditions of the housing stock within the Providence Neighborhood to determine the need for housing rehabilitation*

Task 11.A.1: Design a professionally acceptable survey instrument to assess existing housing conditions and the need for housing rehabilitation. (*Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, FSU & FAMU*)

Task 11.A.2: Conduct a survey of housing conditions in the Providence neighborhood using trained volunteers. (*Involved Parties/Potential Partners: PNA, CNRP, DNCS-Training, TLCPD, FSU & FAMU*)

Task 11.A.3: Develop a database of the neighborhood's existing housing conditions. Use information from the database as background data for grant applications and the development of housing rehabilitation assistance programs. (*Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, FSU & FAMU*)

Task 11.A.4: Conduct a historic survey of the housing units in Providence to determine their historic significance and rehabilitation needs. (*Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, FSU & FAMU & Historic Preservation Officer*)

Strategy 11.B: *Increase the awareness, access and use of all owner-occupied housing rehabilitation and infill housing programs, including those for historic properties.*

Task 11.B.1: Provide through the Providence Housing Resource Center information regarding housing rehabilitation programs offered by the City, County, State and other entities. (*Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, Leon County, Neighborhood Churches & MIC*)

Task 11.B.2: Train code enforcement officers about the programs available through the City, County, State, and not-for-profit housing service providers to address housing code violations and direct them to provide residents with information on these programs. (*Involved Parties/Potential Partners: PNA & DNCS*)

Task 11.B.3: Coordinate with the City of Tallahassee Department of Neighborhood and Community Services to determine the availability of grants and/or loans for housing rehabilitation. Notify neighborhood residents of the availability of these funds through the association's monthly newsletter, neighborhood meetings, and the Housing Resource Center. *(Involved Party/Partner: PNA)*

Strategy 11.C: *Equip residents with the know-how and/or neighborhood support to make repairs to their homes that do not require a licensed contractor*

Task 11.C.1: Conduct Do-It-Yourself classes for minor to moderate housing rehabilitation projects in the neighborhood under the sponsorship of the neighborhood association. Appropriate permits should be obtained for repairs requiring a permit. *(Involved Parties/Potential Partners: PNA, CNRP, Local Hardware Stores & FAMU)*

Task 11.C.2: Establish a housing services barter system in the neighborhood. Develop a list of neighbors who can help other neighbors in the neighborhood with home repairs, including a list of licensed contractors, carpenter, plumbers, etc., who reside in the neighborhood. *(Involved Parties/Potential Partners: PNA & CNRP)*

Task 11.C.3: Partner with volunteers groups from area churches and FAMU's College of Engineering Science and Technology and Agriculture (CESTA) to assist residents in making repairs to their homes. *(Involved Parties/Potential Partners: PNA, FAMU, Area Churches & CNRP)*

Strategy 11.D: *Provide financial assistance to homeowners to assist with making repairs to their homes, including rental homes they own in the neighborhood*

Task 11.D.1: Develop and establish a program to provide grants and/or loans to neighborhood residents to make repairs to the home they own and occupy within the neighborhood and rental properties they own in the neighborhood. *(Involved Parties/Potential Partners: PNA, DNCS & TLCPD)*

Task 11.D.2: Explore with local building supply companies, through the Community Neighborhood Renaissance Partnership, the possibilities of obtaining special discounts on building supplies for home improvement/rehabilitation projects. *(Involved Parties/Potential Partners: PNA &, CNRP)*

Strategy 11.E: *Encourage the upgrading and/or expansion of existing homes*

Task 11.E.1: Survey the neighborhood to determine how many residents/ homeowners would like to renovate/expand their homes and the barriers to such activities. *(Involved Parties/Potential Partners: PNA & CNRP)*

Task 11.E.2: Work with local financial institutions to develop special funding programs to assist residents with financing to renovate and expand their homes. *(Involved Parties/Potential Partners: PNA, Fannie Mae, TLC & CNRP)*

Task 11.E.3: Provide regulatory relief, such as waivers of permit fees, tap fees, setbacks, and appropriate environmental regulations, to homeowners upgrading or expanding their homes. *(Involved Parties/Potential Partners: PNA, TLC PD, City Growth Management Dept. & City Commission)*

Strategy 11.F: *Provide financial counseling to existing homeowners*

Task 11.F.1: In partnership with the Tallahassee Lenders' Consortium and/or other entities, provide training for existing homeowners with emphasis on maintaining their home mortgages. (*Involved Parties/Potential Partners: PNA, Fannie Mae, CNRP & TLC*)

Strategy 11.G: *Consistently and fairly enforce the City's Housing Code*

Task 11.G.1: Recruit and train neighborhood residents to take part in the City's Neighborhood Code Enforcement Scout Program. (*Involved Party/Partner: PNA*)

Task 11.G.2: Use the existing neighborhood scout program in association with the Code Enforcement Division in the City of Tallahassee Department of Neighborhood and Community Services to more effectively and timely address code violations occurring on properties. (*Involved Parties/Potential Partners: PNA & DNCS*)



Issue Area 12: *Housing Rehabilitation*

Rental Housing

Goal:

To maintain and improve the existing housing stock to ensure the availability of safe and affordable rental housing

Desired Outcomes:

1. Well maintained and improved housing stock
2. Modernization of existing houses
3. Increase use of existing housing rehabilitation assistance programs by qualified landlords
4. Landlords making repairs to their rental housing stock
5. Increase and maintain property values
6. Ten rental homes rehabilitated per year



Potential Rehabilitation Projects

Implementing Strategies/Tasks



A vacant apartment building on Lake Avenue

Strategy 12.A: *Assess and determine the need for housing rehabilitation (including multi-family developments) within the Providence neighborhood*

Task 12.A.1: Design a professionally acceptable survey instrument to assess the conditions of rental housing, including multi-family developments, and to determine the need for rehabilitation. *(Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, FSU & FAMU)*

Task 12.A.2: Conduct a survey of housing conditions in Providence neighborhood using trained volunteers. *(Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, FSU & FAMU)*

Task 12.A.3: Develop a database of the neighborhood's existing housing conditions using the data from the housing conditions survey and other relevant sources. Information from the database can be used as background data for grant applications and the development of housing rehabilitation assistance programs. *(Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, FSU & FAMU)*

Task 12.A.4: Conduct a historic survey of the housing units in Providence to determine their historic significance and any need for rehabilitation. *(Involved Parties/Potential Partners: PNA, CNRP, Historic Preservation Officer, TLCPD, DOS, FSU & FAMU)*

Strategy 12.B: *Increase awareness, use and access to all rental housing rehabilitation programs, including those for historic properties*

Task 12.B.1: Provide through the Providence Housing Resource Center information regarding rental housing rehabilitation programs offered by the City, County, State and other entities. *(Involved Parties/Potential Partners: PNA, CNRP, DNCS, TLCPD, Leon County, Neighborhood Churches, & MIC)*

Task 12.B.2: Train code enforcement officers about the programs available through the City, County, State, and not-for-profit housing service providers to address housing code violations and direct them to provide landlords and residents with information on these programs. (*Involved Parties/Potential Partners: PNA & DNCS*)

Task 12.B.3: Coordinate with the City, County, State and other entities to determine the availability of grants and/or loans for rental housing rehabilitation. (*Involved Party/Partner: PNA*)

Task 12.B.4: Notify landlords and property owners of the availability of rental housing rehabilitation grants/loans through the association's monthly newsletter, neighborhood meetings, landlords focus group meetings, and the Housing Resource Center. (*Involved Party/Partner: PNA*)

Strategy 12.C: *Provide incentives for the renovation and retention of the affordable rental housing stock within the neighborhood*

Task 12.C.1: Develop and establish an affordable rental housing rehabilitation program to provide grants and/or loans for the rehabilitation of rental housing. Rental housing rehabilitation grants or loans should be structured so that the rehabilitated housing unit(s) remain affordable for a specific period of time. (*Involved Parties/Potential Partners: PNA, DNCS, TLCPD & CRA*)

Task 12.C.2: Seek funding for the rental rehabilitation loan/grant program from the Community Redevelopment Agency (CRA), the Community Development Block Grant (CDBG) and any other relevant and appropriate sources. (*Involved Parties/Potential Partners: PNA, CRA, DNCS & TLCPD*)

Task 12.C.3: Provide information to property owners/landlords undertaking rental rehabilitation projects on the sales tax rebate program operated under the County's Enterprise Zone Program. (*Involved Parties/Potential Partners: PNA & Leon County*)

Task 12.C.4: Partner with Leon County Enterprise Zone Development Authority to expand the Enterprise Zone designation to include all of the neighborhood so that rehabilitation projects taking place in the entire neighborhood have the potential to benefit from the sales tax rebate program.

(Involved Parties/Potential Partners: PNA & Leon County EZDA)

Task 12.C.5: Work with the City, County, State, local financial institutions, and other funding entities to develop special loan programs to assist landlords and property owners with financing to renovate and expand their rental properties. *(Involved Parties/Potential Partners: PNA, CNRP, City Commission, Leon County, Fannie Mae & FHFA)*

Task 12.C.6: Provide incentives such as waivers of permit fees, tap fees, setbacks, and appropriate environmental regulations to landlords and/or property owners upgrading or expanding their rental housing unit(s). Every \$2000 in waivers should result in a commitment to keep the renovated housing unit(s) affordable for a minimum of one year. *(Involved Parties/Potential Partners: PNA, TLCPD, City Growth Management Dept. & City Commission)*

Task 12.C.7: Explore with local building supply companies, through the Community Neighborhood Renaissance Partnership, the possibilities of obtaining special discounts on building supplies for landlords rehabilitating/improving their rental properties in the neighborhood. *(Involved Parties/Potential Partners: PNA & CNRP)*

Strategy 12.D: *Consistently and fairly enforce the City's housing code*

Task 12.D.1: Collaborate with the Department of Business and Professional Regulation in the enforcement of applicable codes for the upkeep and maintenance of apartment complexes within the neighborhood. *(Involved Parties/Potential Partners: PNA & DBPR)*

Task 12.D.2: Routinely monitor the neighborhood and bring housing and zoning codes violations to the attention of apartment/property owners. *(Involved Party/Partner: PNA & DNCS)*



Providence: A Face for the Future

Zoning Streetscape



Issue Area 13: Zoning

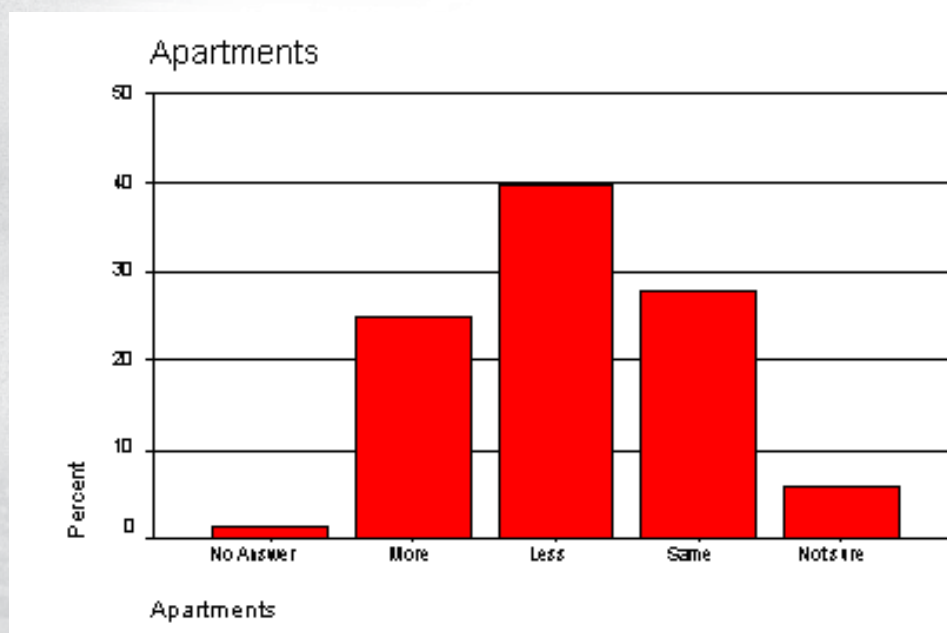
Providence neighborhood comprises two zoning districts, which dictate the types of land uses that can be developed in the neighborhood. These districts are: Residential Preservation 1 (RP-1) and Central Urban (CU). The section of the neighborhood south of Levy Avenue is zoned RP-1, the City's most protective residential zoning category. This category allows only single-family residential uses. The sections of the neighborhood north of Levy Avenue to Stuckey Avenue and the lots fronting Lake Bradford Road are zoned CU, a zoning district which allows a mixture of residential and non-residential uses based on locational criteria.

The existing uses within the RP-1 district are generally consistent with the district except for the Alpine Apartment along Levy Avenue and some duplexes on Hillsborough Street, Warwick Street and Hutchinson Avenue. The existing uses in the CU district appear to be consistent with the district except that some of the multi-family uses may actually have exceeded the density cap of 45

dwelling units per acre. Many of the possible non-conforming uses existed before the rezoning of the neighborhood.

Neighborhood residents have expressed serious concerns about some of the potential uses that could be allowed in the sections of the neighborhood zoned CU. Residents are primarily concerned that the zoning district permits uses such as bars, liquor stores, and some manufacturing uses that may cause a lot of noise.

In the *Providence Community Action Survey Report* (FSU 2002), residents were asked a number of questions regarding land uses. Ninety-two (92)% of the survey respondents stated that they would like to see a park within the neighborhood, 75% stated that they would like to see more single-family homes, and 61% would like to see more businesses. The following graph shows residents' opinions on whether more multi-family development is desired in the neighborhood.



Source: *Providence Community Action Survey Report* (FSU 2002)

Providence Zoning Subcommittee

To address the zoning concerns residents had with the current CU zoning district, a subcommittee of the neighborhood steering committee was established to work with staff from the Planning Department to research the issue and to come up with recommendations to address the concerns. The following are the recommendations of the Zoning Subcommittee.

- 1) Preserve the RP-1 zoning for the area south of Levy except for the Alpine Apartment tract.
- 2) Rezone the Alpine Apartment tract to CU or some other zoning district that would allow the existing use to continue. (The Alpine Apartment appears to be a non-conforming use in the RP-1 zoning category.)
- 3) Modify the CU zoning district, as it applies to the Providence neighborhood, as follows:
 - a. Prohibit uses such as liquor sale, eating and drinking establishments where alcohol sales are the majority of the business. (Residents support restaurant uses within CU; however, they would like restaurants where the sale of alcohol is not a major part of the business establishment – both in terms of space and sales volume.)
 - b. Prohibit land uses in SIC code categories 176 and 177.
 - c. Require new development and redevelopment projects (50% or more) to meet certain design standards as developed by the neighborhood association. The design standards would include provisions to ensure that

no new rental apartment complexes are developed in the interior of the neighborhood. New development in the interior of the neighborhood should lend themselves to homeownership opportunities.

- 4) Designate the Stuckey Avenue corridor in a manner that new development and redevelopment projects can maximize the current densities allowed under the CU zoning along this corridor. Stuckey Avenue is the only street on which residents think new multi-family development is appropriate. Multi-family developments would have to meet the design standards mentioned above.
- 5) Stuckey Avenue should allow a combination of residential, retail, and office uses.
- 6) All new and substantial redevelopment projects (50% or more) must be compatible with the design standards proposed by the neighborhood.

Goal

To create a land use plan that protects the residential nature of the Providence neighborhood while providing incentives for redevelopment of the area.

Desired Outcomes:

1. Prohibition of certain land uses in the Central Urban Zoning District that can negatively affect the neighborhood
2. Adoption of design standards
3. No new apartment complexes
4. The development of infill housing for homeownership opportunities

Implementing Strategies/Tasks

Strategy 13.A: *Develop a land use plan that protects the neighborhood from incompatible land uses*

Task 13.A.1: Maintain the current RP-1 zoning district in the area of the neighborhood south of Levy Avenue, except for the Alpine Apartment tract. *(Involved Parties/Potential Partners: PNA Growth Management Dept. & TLCPD)*

Task 13.A.2: Prohibit, in the Providence neighborhood, the specific uses (bars, liquor sales, etc.) cited in the zoning subcommittee recommendations. *(Involved Parties/Potential Partners: PNA, TLCPD, Growth Management Dept. & City Commission)*

Task 13.A.3: Rezone/or support the issuance of a PELUC for Alpine Apartment tract to address the consistency of the existing development with the current zoning district. *(Involved Parties/Potential Partners: PNA, TLCPD, Board of Adjustments and Appeals & City Commission)*

Task 13.A.4: Designate the Stuckey Avenue corridor in a manner that will allow new development and redevelopment projects to maximize, to the greatest extent possible, the residential density allowed under the CU zoning district. Densities over what is currently allowed should be awarded based on the degree to which a development incorporates the design features for the corridor. *(Involved Parties/Potential Partners: PNA, Growth Management Dept., TLCPD & City Commission)*



Levy Avenue – one of two streets in the neighborhood with sidewalks

Strategy 13.B: *Formulate and adopt design standards to guide the development and redevelopment of the neighborhood.*

Task 13.B.1: In coordination with the Planning Department, develop and adopt design guidelines for infill development and redevelopment projects. *(Involved Parties/Potential Partners: PNA, TLCPD, Growth Management Dept. & City Commission)*

Task 13.B.2: Include in the design guidelines, standards to ensure that higher density residential developments are guided to and/or allowed only within the Stuckey Avenue corridor. *(Involved Parties/Potential Partners: PNA, TLCPD & City Commission)*

Task 13.B.3: Include in the design guidelines, standards that will ensure that no new rental apartment complexes are built south of the Stuckey Avenue corridor. *(Involved Parties/Potential Partners: PNA, Growth Management Dept., TLCPD & City Commission)*

Issue Area 14: *Streetscape*

The *Providence Community Action Survey Report* (FSU 2002) shows that most residents want sidewalk on the streets in the neighborhood. Approximately 85% of the respondents to the Providence Community Action Survey agreed that the neighborhood is in need of sidewalks. Residents also identified the lack of sidewalks as one of the things they disliked about the neighborhood. Other streetscape improvements identified by residents include additional streetlights, closure of open ditches, and landscaping. Approximately 65% of the survey respondents agreed with the statement that their neighborhood is in need of additional streetlights.

Map 3 shows the roadway network in the Providence neighborhood. The map shows the streets that have sidewalks, curb and gutters, and those that are bordered by open ditches. The majority of the streets in the neighborhood

are without sidewalks, curb and gutters, and are bordered by open ditches. In the Hutchinson Heights section of the neighborhood, all streets have curb and gutters. The only streets in the neighborhood with sidewalks are: Levy Avenue, Hutchinson Street, and Lake Bradford Road.

Goal :

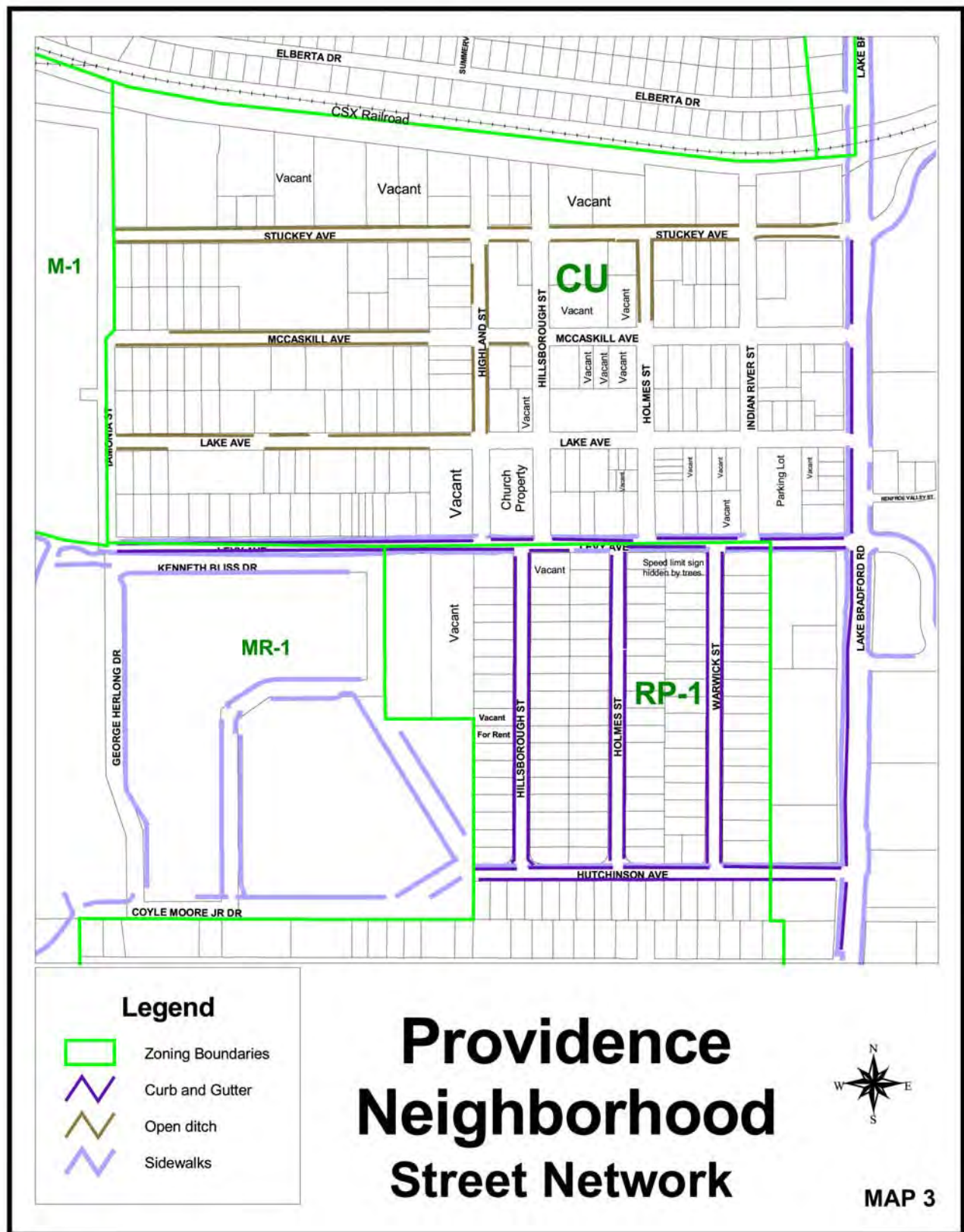
To create a safe and pedestrian friendly street network within the Providence neighborhood

Desired Outcomes:

1. Physical enhancements to the neighborhood that will assist all neighbors in feeling safer
2. Neighborhood streets with enclosed ditches, sidewalks and curb and gutters
3. Additional streetlights
4. Traffic calming devices on appropriate streets
5. Landscaping of neighborhood streets
6. Entrance signs for the neighborhood



Tony's Quick Stop - a retail business on Lake Bradford Road.



Implementing Strategies/Tasks

Strategy 14.A: *Reconstruct and rebuild neighborhood streets*

Task 14.A.1: Identify and prioritize the streets in the neighborhood that are in need of improvement. The following streets are in need of improvements:

Street	Improvements Needed
Stuckey	Rebuilding
McCaskill	Rebuilding
Lake Avenue	Rebuilding
Levy	Sidewalk repairs
Hutchinson	Sidewalk repairs
Iamonia	Rebuilding
Highlands	Rebuilding
Hillsborough	Sidewalks
Holmes	Rebuilding
Indian River	Sidewalks
Warwick	Sidewalks

(Involved Parties/Potential Partners: PNA & Public Works)

Task 14.A.2: Encourage property owners to donate right-of-way where additional land is needed to complete certain improvements. *(Involved Party/Partner: PNA)*

Task 14.A.3: Continue to lobby the Tallahassee City Commission to fund the Neighborhood Infrastructure Enhancement Capital Improvement Program and to ensure that all Providence neighborhood streets currently listed on the program are funded for construction in the first cycle of the program. Advocate for the highest priority to be given to Providence neighborhood streets when the construction schedule for these projects is being determined. Currently, the following neighborhood streets are listed on the program:

- | | |
|------------------------|------------------------|
| 1) Stuckey Avenue | 2) McCaskill Avenue |
| 3) Lake Avenue | 4) Highlands Street |
| 5) Holmes Street | 6) Indian River Street |
| 1) Hillsborough Street | 8) Warwick Street |

(Involved Party/Partner: PNA)



Overgrown drainage ditch at the corner of Indian River and Stuckey Street

Strategy 14.B: *Encourage and promote attractive appearances of the businesses that border and are at the entrances of the neighborhood*

Task 14.B.1: Send letters to business owners in the neighborhood regarding the neighborhood's objective to improve the appearance and the aesthetics of the Providence Neighborhood. Invite business owners to attend neighborhood association meetings. *(Involved Party/Partner: PNA)*

Task 14.B.2: Organize groups of volunteers to assist business owners with landscaping. *(Involved Party/Partner: PNA)*

Task 14.B.3: Establish an incentive/recognition program to recognize businesses which make improvements to their properties that enhance the appearance and aesthetics of the neighborhood. *(Involved Parties/Potential Partners: PNA, CRA & CNRP)*

Task 14.B.4: Aggressively enforce sign, building, and nuisance abatement codes and make known observed violations. *(Involved Parties/Potential Partners: PNA, DNCS, City Attorney, Growth Management, Public Works & other City Departments as appropriate)*

Strategy 14.C: *Develop and implement a neighborhood-wide tree planting and preservation program*

Task 14.C.1: Plant more trees along Lake Bradford Road in coordination with property/business owners, City of Tallahassee and the Tallahassee Garden Club. *(Involved Parties/Potential Partners: PNA, City Traffic Engineering Division, Street and Drainage Division, City Urban Forester, CNRP, Tallahassee Garden Club & Local Businesses)*

Task 14.C.2: Coordinate with the City, American Red Cross, and other appropriate entities to assist property owners with the removal of dead trees, and the pruning of trees. *(Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP & Covenant Partners)*

Task 14.C.3: Develop and implement a neighborhood-wide tree planting program in coordination with the City and other interested groups. *(Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP & Covenant Partners)*

Strategy 14.D: *Coordinate with existing and proposed projects that will affect or include the neighborhood's major roadway corridors.*

Task 14.D.1: Ensure that the neighborhood is represented on any group organized to provide input or advice on the design the Lake Bradford Road Gateway Project. *(Involved Party/Partner: PNA)*

Task 14.D.2: Coordinate with Innovation Park Development Board, Florida State University, and the City of Tallahassee in the rebuilding of Stuckey Avenue as it relates to the use of Stuckey Avenue as the eastern entrance for the future development of the properties west of Iamonia Street. *(Involved Parties/Potential Partners: PNA, Traffic Engineering, CNRP, FSU and Innovation Park)*

Task 14.D.3: Coordinate with the City on the development of the Capital Cascade Sector Plan as well with BluePrint 2000 on all proposed projects that will potentially impact Providence neighborhood. *(Involved Party/Partner: PNA)*



Plan Implementation & Monitoring

The Providence Neighborhood Association and the Community Neighborhood Renaissance Partnership will establish a committee to oversee the implementation of the plan. The committee will be made up of interested neighborhood stakeholders and representatives from the City. The committee will schedule regular meetings to keep abreast and monitor the progress made in implementing the plan. To keep track of the implementation of the Providence Neighborhood Plan, an implementation matrix including each task in the plan with an associated timeframe for its implementation will be developed. The matrix will include the parties that are most likely to be involved in the implementation of each task and, to the greatest extent possible, the costs associated with the tasks will be estimated.

By adopting the plan and/or by providing letters of support, members of the Community Neighborhood Renaissance Partnership, the Covenant Partners, and the City of Tallahassee recognize the process the neighborhood has gone through to develop the neighborhood plan and demonstrate their commitment to assist and foster the implementation of the plan. Approval of the plan by these entities, however, does not obligate them to implement or fund any of the tasks listed in the plan. Every task listed in the plan will require a separate and specific implementation/approval/funding action by the neighborhood, members of the Community Neighborhood Renaissance Partnership, the County, the School Board and the City of Tallahassee.

Some of the tasks listed in the plan are expected to be completed quickly; some will even be implemented before the adoption of the plan. The capital projects called for in the plan, however, may require the implementing entities to budget these projects in their 5-Year Capital Budget and may require a longer timeframe for implementation. To allow for some flexibility in the implementation schedule, timeframes associated with the implementation of the tasks will fall into three general timeframes: short-term (implementation within 18 months), intermediate term (18 months to 3 years), and long-term (3 to 5 years).

The status of each task listed in the Providence Neighborhood Plan will be tracked. The implementation matrix will provide an easy way to check the implementation status of each task and the overall progress made in implementing the plan. The matrix will be updated regularly as more information becomes available and the status of the tasks changes. A report updating the implementation status of the plan will be prepared by the Community Neighborhood Renaissance Partnership, Providence Neighborhood Association and the Tallahassee-Leon County Planning Department on a yearly basis.



Plan Evaluation

Neighborhood plans are not static documents. Changing conditions within a neighborhood and the discovery of new opportunities and implementation strategies could affect the premises for the various recommendations in the plan. It is important to revise the plan periodically. The Providence Neighborhood Plan will be reviewed on a yearly basis. The neighborhood planner, working in conjunction with the neighborhood association, will be responsible for the review of the plan. If the evaluation reveals the need to change the plan, then a neighborhood planning team will be formed to address the issues that are of concern. Revisions to the adopted neighborhood plan will follow the procedures that were used to develop and adopt the original plan.

Appendix I

Glossary and Abbreviations

Appendix I

<i>PNA</i>	Providence Neighborhood Association
<i>CNRP</i>	Community Neighborhood Renaissance Partnership
<i>CRA</i>	Community Redevelopment Area
<i>CU</i>	Central Urban Zoning District
<i>DNCS</i>	Department of Neighborhood & Community Services
<i>FAMU</i>	Florida A & M University
<i>FDLE</i>	Florida Department of Law Enforcement
<i>FSU</i>	Florida State University
<i>FHFA</i>	Florida Housing Finance Agency
<i>Leon County EZDA</i>	Leon County Enterprise Zone Development Authority
<i>LCBCC</i>	Leon County Board of County Commissioners
<i>LCSB</i>	Leon County School Board
<i>LCSD</i>	Leon County Sheriff Department
<i>MIC</i>	Mothers In Crisis Incorporated
<i>RP-1</i>	Residential Preservation - 1 Zoning District
<i>TCC</i>	Tallahassee Community College
<i>TFD</i>	Tallahassee Fire Department
<i>TLC</i>	Tallahassee Lenders' Consortium
<i>TLCPD</i>	Tallahassee-Leon County Planning Department
<i>TPD</i>	Tallahassee Police Department
<i>TPRD</i>	Tallahassee Parks & Recreation Department
<i>Trinity UMC</i>	Trinity United Methodist Church

Appendix II
Heart of the Hill Conceptual Plan

The Heart-of-the-Hills

Strategy 2.D. of the Providence Neighborhood Plan calls for the creation of a focal area in the Providence neighborhood. Below is an excerpt from that section of the plan.

Strategy 2.D: Create a focal area in neighborhood

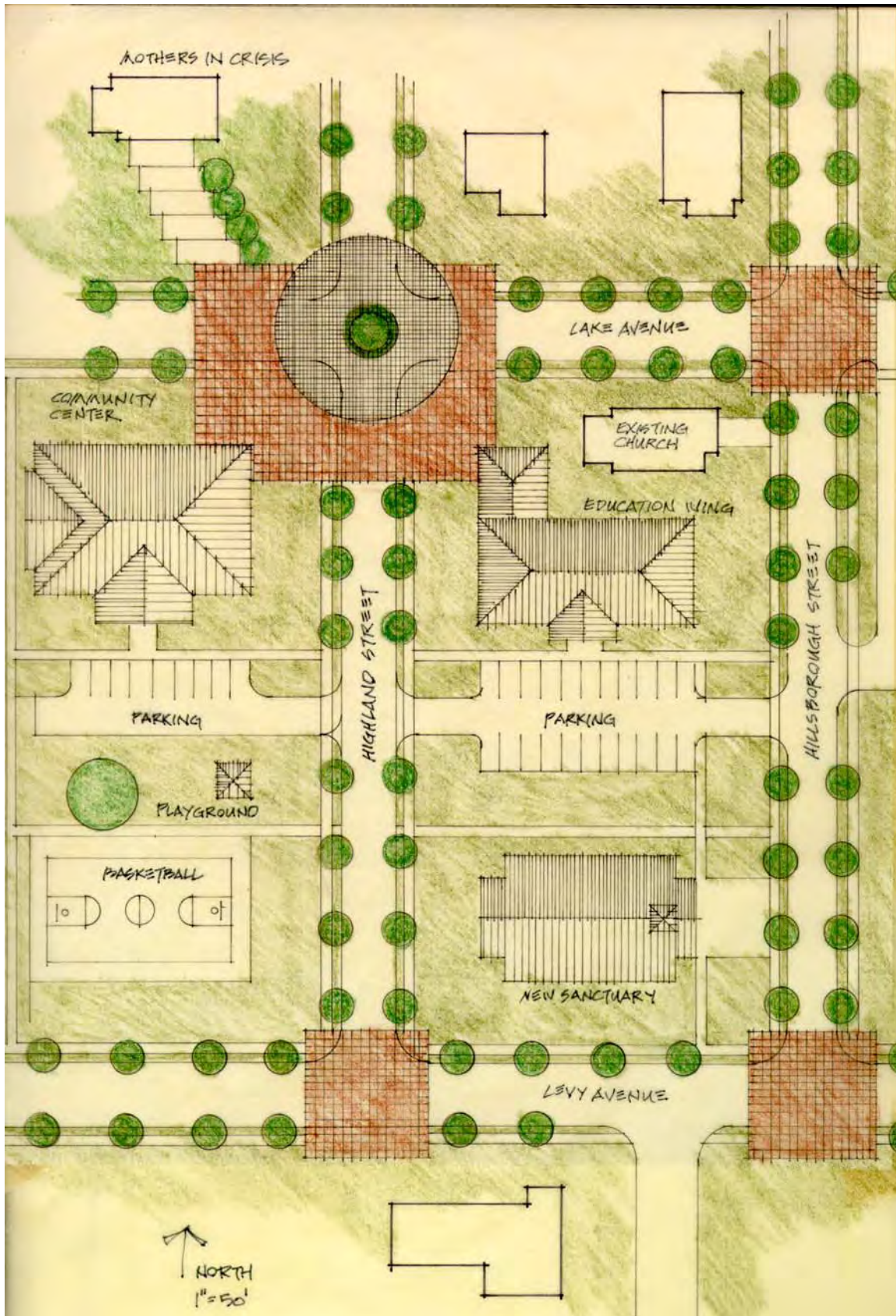
Task 2.D.1: Establish the 1400 and 1500 blocks of Lake Avenue as the focus area of the neighborhood using the **Heart-of-the-Hill Conceptual Plan** (see Appendix II). (*Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP, Providence Baptist Church, MIC & TLCPD*)

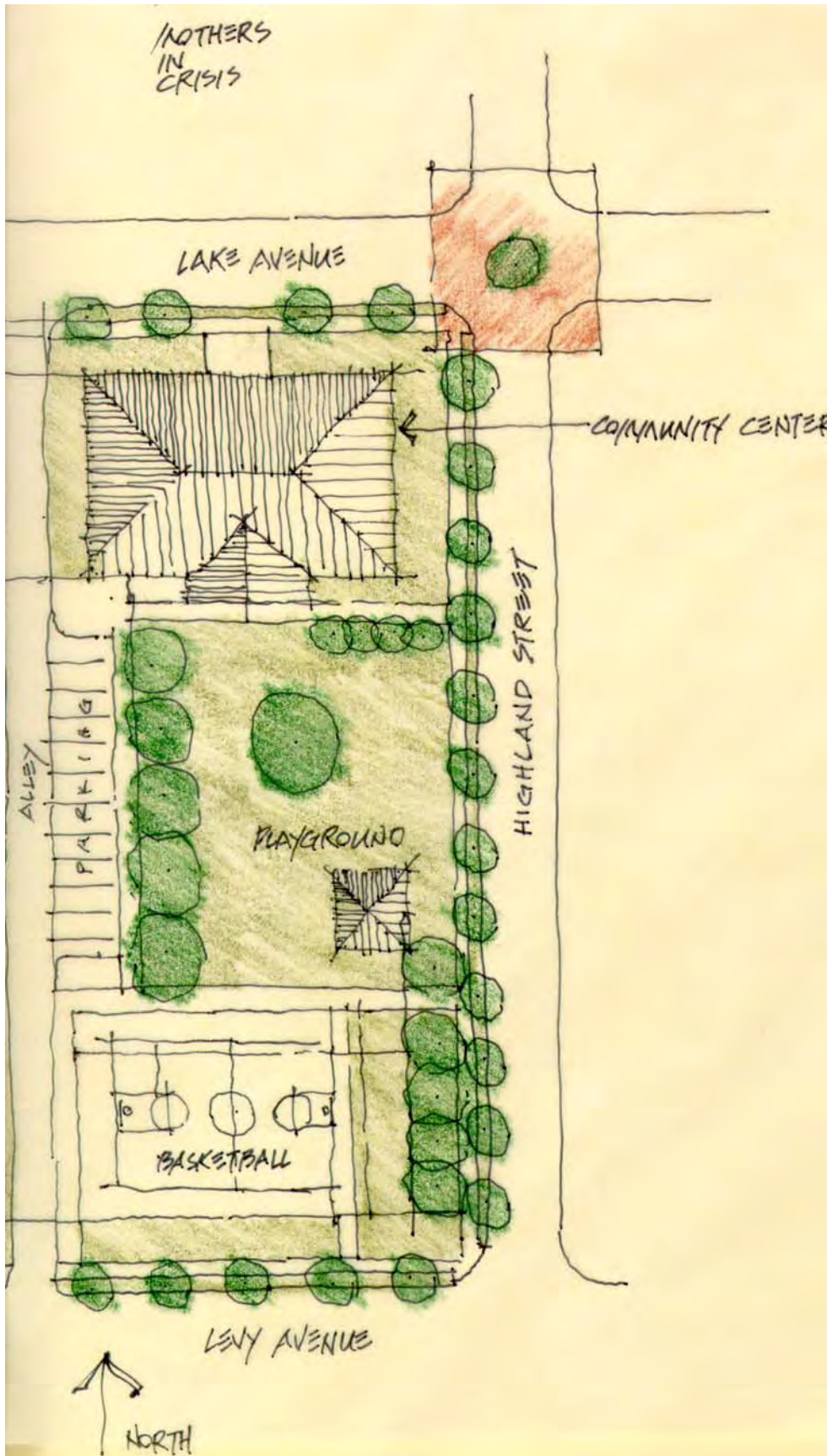
Task 2.D.2: Acquire a vacant tract of land for development of the proposed neighborhood community center. Landscape the proposed neighborhood center to implement the **Heart-of-the-Hill Conceptual Plan**. (*Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP*)

Task 2.D.3: Install traffic calming devices (traffic circles) at the intersections of Hillsborough/Lake Avenue and Highlands/Lake consistent with the proposed **Heart-of-the-Hill Conceptual Plan**. These traffic circles should be landscaped with appropriate vegetation. (*Involved Parties/Potential Partners: PNA, City Traffic Engineering Division*)

Task 2.D.4: Develop and implement a streetscape plan to create a focal point in the 1400 and 1500 blocks of Lake Avenue consistent with the **Heart-of-the-Hill Conceptual Plan**. The plan should include sidewalks, landscaping, sidewalk lights, special roadway surfaces, and street furniture where appropriate. (*Involved Parties/Potential Partners: PNA, City of Tallahassee, CNRP, Providence Baptist Church, MIC & TLCPD*)

The “Heart-of-the-Hills” as envisioned by the residents of the Providence encompasses the area in the neighborhood bounded by Lake Avenue on the north, Hillsborough Street on the east, Levy Avenue on the South and the vacant block of land on Highlands Street on the west. The area currently includes semi-public uses such as the Providence Baptist Church and the offices of Mothers In Crisis, Inc. The vacant block of land in this area on Highland Street is the site that the neighborhood prefers for the location of the neighborhood center. The Heart-of-the-Hills Plan ties all of this uses together through landscaping and streetscape to create an area in the neighborhood that will give one a sense of destination and therefore create a strong sense of the neighborhood within the community. The drawings on the following pages are illustrative of the concept.





Appendix III
Neighborhood Consensus Seeking Meeting

Providence Neighborhood Plan Consensus Seeking Workshop

**August 30, 2003
Pineview Elementary School**

Summary Report

I. Background and Meeting Overview

Neighborhood planning requires the commitment and coordination of all those who may be affected and can contribute to neighborhood improvements. Residents, property owners, institutions and groups interested in the Providence Neighborhood Planning Process met for a Community Issues and Options Workshop on March 22 to:

- create a vision that clarifies the desired outcomes for the neighborhood;
- Shape strategies to achieve the desired outcomes; and
- Agree on next steps and responsibilities.

Two action teams, one for Community Improvement and another for Housing/Crime met regularly from April to August and developed strategies to address 14 issues, which are of concern to the neighborhood. These strategies along with their specific implementing tasks were presented to the rest of the neighborhood at the Consensus Seeking Workshop held on August 30, 2003. The participants at the workshop sought:

- To review and seek consensus on the recommendations of the draft neighborhood plan;
- To solicit suggestions and shape solutions to assure neighborhood improvement; and
- To agree on next steps and responsibilities.

A list of the workshop's participants is included in Appendix A of this document and the agenda for the workshop is included in Appendix B. The Florida Conflict Resolution Consortium facilitated the workshop. This summary is based on the flip chart notes and does not capture everything or exactly what was said.

The Providence Neighborhood Steering Committee and Association will use the results of this workshop in preparing the final Neighborhood Plan. The City Commission and appropriate departments, Renaissance Partners and others will be asked to indicate their commitments to an integrated implementation effort.

II. Opening

John Baker, City of Tallahassee Neighborhood Planner, welcomed everyone and described the meeting purpose. Tom Taylor and Hal Beardall facilitators from the Florida Conflict Resolution Consortium described the workshop plan and had everyone introduce themselves.

A. The Planning Process: How did we get here? Where are we going?

John Baker provided an overview of the neighborhood planning process, explained that Providence is the second renaissance neighborhood, and talked about the process and results in the first neighborhood, Apalachee Ridge Estates. He described the Issues and Options Workshop held on March 22, 2003, and the efforts of the Community Improvement and Housing/Crime Action Teams that produced the proposed strategies and their associated implementing tasks that were going to be presented later on in the workshop. He then answered a few questions from the audience.

III. Neighborhood Issue Areas

Most of the workshop was spend presenting the strategies/ implementing tasks for each of the 14 issue areas. Reverend Walter McDonald, Rosalind Tompkins, Leslie Harris and Alexia Jones each presented the desired outcomes and strategies for several of the issue areas. After the presentation of each issues area, the workshop participants (neighborhood residents, property owners and stakeholders only) were asked to rate the relative importance of each strategy within an issue area by allocating 10 points between the strategies. They were asked to indicate how much effort should go into implementing each strategy. The numbers in the tables below are the average number of points given by those submitting their forms at the end of the meeting. The participants were also given an opportunity to offer comments or suggest additional strategies for each issue area. These are listed after the tables.

Issue Area 1: Neighborhood Involvement/Outreach

Proposed Strategies

1.1	Formalize the organization of the Providence Neighborhood Association to create formal positions and offices in which residents can serve the neighborhood.	4.4
1.2	Establish a network within the neighborhood to inform, educate, and receive input from neighborhood residents about neighborhood concerns.	2.8
1.3	Use different mediums and cost effective means to communicate neighborhood activities to residents.	1.9
1.4	Organize community events and projects to generate interest and show progress.	.9
	TOTAL	10.0

Appendix III

Full Group comments:

- Neighborhood grant of \$2,500 are available for Strategies 1.3 & 1.4.
- Coordinate with expansion of the Enterprise Zone.

Issue Area 2: **Neighborhood Pride**

Proposed Strategies

2.1	Erect "gateways" at the major entrances into the neighborhood to establish and to project a sense of place and destination.	2.3
2.2	Develop and implement a neighborhood beautification plan to create neighborhood spirit and a sense of community among residents.	3.6
2.3	Market the neighborhood name and special events.	1.9
2.4	Create a focal area in neighborhood.	2.2
	TOTAL	10.0

Full Group comments:

- Neighborhood grant program can be used for signage too (2.1)

Heart of the Hill- Conceptual Design Review

Dan Donovan, from the Planning Department made a presentation on a number of design options for creating a community center and a focal point in the neighborhood.

Issue Area 3: **Neighborhood Cleanup**

Proposed Strategies

3.1	Develop and implement a neighborhood beautification plan to create neighborhood spirit and a sense of community among residents.	2.9
3.2	Promote a comprehensive ongoing community-wide neighborhood cleanup campaign.	1.8
3.3	Aggressively enforce the City's Housing Code, including the use of condemnation remedies.	3.7
3.4	Conduct major cleanups of the neighborhood and an Operation Commitment Program.	1.6
	TOTAL	10.0

Full Group comments:

- Impose fines for the improper disposal of trash.
- Provide incentives for participating in clean up projects, e.g. deductions from rents.
- Withhold part of rental deposits for improper disposal of solid waste. Keep the neighborhood preservation officers involved.

Appendix III

Issue Area 4: Neighborhood Safety

Proposed Strategies

4.1	Improve walkability and minimize the interaction of pedestrians and vehicular traffic	5.0
4.2	Control the flow of traffic within the neighborhood	2.4
4.3	Improve fire safety within the neighborhood	.5
4.4	Coordinate with FSU as to which neighborhood street will be the eastern entrance to the proposed University Park.	1.0
4.5	Use environmental crime prevention designs and tips to improve safety within the neighborhood	1.1
	TOTAL	10.0

Full Group comments:

1. Is the Levy curb & gutter and traffic calming approved? The permit has been issued.
2. Strategy 4.4 – The proposed University Park plan has been scaled down. Innovation Park affects Stuckey Avenue.
3. What about the impact on Stuckey Ave. residents? There may be higher density.

Issue Area 5: Crime

Proposed Strategies

5.1	Improve relationships between law enforcement officials and neighborhood residents	3.75
5.2	Strengthen the neighborhood crime watch program	3.25
5.3	Address animal control and safety	1.5
5.4	Increase safety awareness	1.5
	TOTAL	10.0

Full Group comments:

- At the end of the school year there are many abandoned animals. We need to work with apartment owners on animal provision in the leases.
- Police need to work with landlords to reduce the drug purchases in the neighborhood.

Appendix III

Issue Area 6: Neighborhood Center

Proposed Strategies

6.1	Construct a community center within or adjacent to the Providence neighborhood	5.4
6.2	Form partnerships to provide recreational facilities, services, and opportunities to neighborhood children and youths in the short term	2.6
6.3	Construct a playground for children and youths on one of the vacant tracts of land in the neighborhood	1.9
	TOTAL	9.9

Full Group comments:

- An active sports program director at a center could help boost the sense of community. Have T-shirts for teams.
- Have book nights, movie nights, and other activities to draw people together.
- Contact university recreation departments for help in setting up and running events/Activities.
- Coordinate access to facilities between school and center- joint use.

Issue Area 7: Human Development

Proposed Strategies

7.1	Enhance and expand the learning experiences of neighborhood children, especially elementary and middle school children	3.10
7.2	Provide neighborhood residents access to job training, career building skills and personal development programs	1.80
7.3	Provide programs and services to help eligible residents with basic needs	2.25
7.4	Establish social and cultural programs to engage and use the skills and talents of neighborhood residents	1.00
7.5	Assist neighborhood residents dealing with substance abuse issues	1.85
	TOTAL	10.0

Full Group comments:

- With a second harvest account, food is available for 11 cents per lb. Where would the food be housed? How would it be distributed? Church leaders could set it up.
 - Mother in Crisis has a Second Harvest Account and a clothes & food pantry. There are logistical concerns.
 - A food pantry needs volunteers to run and provide coordination
 - We could get the covenant partners to provide funds and volunteers, possibility Trinity Church. Outreach, networking, in addition to food, is needed.
 - We need to coordinate a consortium of groups to take holistic approach.
- Let's have food distributed at the upcoming Fun Day via Second Harvest, Covenant Partners & Mothers in Crisis

Appendix III

Issue Area 8: Landlord /Tennant Issues

Proposed Strategies

8.1	Increase landlords' involvement in the neighborhood and the neighborhood association	3.1
8.2	Foster better understanding and communication between landlords and tenants	2.3
8.3	Develop model rental programs in Providence	2.7
8.4	Provide incentives, training, and mentoring programs for landlords to be successful	1.9
	TOTAL	10.0

Full Group comments:

- Strategy 8.4 - Training for landlords is essential along with a Renter Rights education program
- Property values are rising - identify landowners willing to help tenants purchase their homes (singles and doubles). Leases are needed to lock in rent levels. Lease-purchase agreements are a goal.
- Encourage tenant organizations.
- Create a landlords organization - to encourage involvement.

Issue Area 9: Homeownership

Proposed Strategies

9.1	Increase awareness, use and access to existing programs, which assist first-time homebuyers in acquiring a home	1.7
9.2	Provide counseling (financial, budgetary and home maintenance) to renters that are interested in becoming homeowners	1.1
9.3	Acquire existing homes within the neighborhood for the sole purpose of resale to potential homebuyers for occupancy as their primary residence	3.5
9.4	Create homeownership programs and/or designate a certain portion (funding) of existing homeownership programs for Providence	1.7
9.5	Encourage the development of infill housing with a range of housing styles and prices including moderate-income housing for homeownership	.7
9.6	Partner with existing programs, affordable housing providers, and/or a developer to construct and/or rehabilitate housing in Providence	.9
	TOTAL	9.9

Full Group comments:

- Get the word out on how realtors can help – a Century 21 representative volunteered.

Appendix III

- Strategy 9.3 - Acquire houses, at least 1, and utilize Rainbow Rehab and sweat equity.
- City is considering foreclosure on 4 houses
- There will be a Renters Workshop. It will help them purchase homes and explain how they may be able to work with their current landlords (for singles and doubles) to establish a lease purchase arrangement.

Issue Area 10: Neighborhood Ownership

Proposed Strategy

10.1	Establish a resident landlord program within the Providence neighborhood and/or the surrounding neighborhoods	10.0
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Issue Area 11: Housing Rehabilitation - Owner-occupied Housing

Proposed Strategies

11.1	Assess the conditions of the housing stock within the Providence Neighborhood to determine the need for housing rehabilitation	1.5
11.2	Increase the awareness, use and access to all owner-occupied housing rehabilitation and infill housing programs, including those for historic properties	.9
11.3	Equip residents with the know-how and/or neighborhood support to make repairs to their homes that do not require a licensed contractor	1.7
11.4	Provide financial assistance to homeowners to assist with making repairs to their homes, including rental homes they own in the neighborhood	2.6
11.5	Encourage the upgrading and/or expansion of existing homes	.8
11.6	Provide financial counseling to existing homeowners	1.1
11.7	Consistently and fairly enforce the City's Housing Code	1.4
	TOTAL	10.0

Issues Area 12: Housing Rehabilitation -- Rental Housing

Proposed Strategies

12.1	Assess and determine the need for housing rehabilitation (including multi-family developments) within the Providence neighborhood	3.5
12.2	Increase awareness, use and access to all rental housing rehabilitation programs, including those for historic properties	1.6
12.3	Provision of incentives for the renovation and retention of the affordable rental housing stock within the neighborhood	2.0
12.4	Consistently and fairly enforce the City's housing code	2.9
	TOTAL	10.0

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Full Group comments:

- There will be a Renters Rights and Home Repairs Workshop. It will cover code enforcement, renter agreements with landlords, help in home purchase and more. Tenants can be given credit for repairs they make in the form of reduced rents, leases that lock in rents or matching contributions by landlords.
- Bring landlords together to address landlord issues & protect renters.
- Tenants can issue a 7-day notice to repair. The clerk of the court has a packet of information on how to do this.
- Assist landlords with the Rental Rehab program. This is new ground for the city.
- Maintain affordable rental housing.
- Enforcing existing housing codes will address many problems (but may cause evictions or abandonment).
- Report problems when tenants leave.

Issue Area 13: Streetscape

Proposed Strategies

13.1	Reconstruct and rebuild neighborhood streets to meet present safety standards.	5.4
13.2	Encourage and promote good appearances of the businesses that border and are at the entrances of the neighborhood.	1.6
13.3	Develop and implement a neighborhood-wide tree planting and preservation program.	.8
13.4	Coordinate with existing and proposed projects that will impact or include the neighborhood's major roadway corridors.	2.2
	TOTAL	10.0

Full Group comments:

- Curb & gutter helps solve the flooding problem. Sidewalks would be installed at same time.
- What is the time frame? The budget vote is in September, The Neighborhood Improvement Program has funding. Advocates from neighborhood are needed.
- Commissioner Mustian said, "Some work has begun and there is money now to start other efforts. It is important to get this information to them."

Appendix III

Issue Area 14: Zoning

Proposed Strategies

14.1:	Develop a land use plan that protects the neighborhood from incompatible land uses	5.0
14.2:	Formulate and adopt design standards to guide the development and redevelopment of the neighborhood	5.0
	TOTAL	10.0

IV. Action Priorities

After all the strategies were reviewed, everyone was given a chance to indicate how the efforts of the neighbors, neighborhood association, the Renaissance Partnership and the City should be prioritized. The figures in the table are the averages from the forms that were submitted at the end of the meeting.

Issue Areas (People indicated what % of effort should go into each issue area)	Average
1: Neighborhood Involvement/Outreach	5.62%
2: Neighborhood Pride	3.22%
3: Neighborhood Cleanup	10.02%
4: Neighborhood Center	15.72%
5: Streetscape	9.92%
6: Human Development	4.52%
7: Neighborhood Safety	7.52%
8: Zoning	3.02%
9: Housing Rehabilitation - Owner-occupied Housing	3.72%
10: Housing Rehabilitation -- Rental Housing	6.32%
11: Homeownership	5.62%
12: Neighborhood Ownership	4.32%
13: Crime	12.22%
14: Landlord /Tennant Issues	8.02%
TOTAL	99.78%

V. Organizing for Action

The facilitator and others emphasized that a plan is only useful if it results in action. Implementation of this plan is multifaceted:

- Review, refinement and adoption by the Providence Neighborhood Steering Committee and Association.
- Adoption by the Renaissance Partnership with designated partners taking responsibility for leading or supporting implementation of specific strategies in the plan.

Appendix III

- Commitments by property owners, businesses, organizations and individuals, in and outside the neighborhood to implement parts of the plan.
- City commitments of resources from current and future budgets to make specified elements of the plan a reality.

All participants were asked to complete a participation form indicating how they want to be involved and issue areas they are interested in. These will be used when each aspect of the plan is implemented.

VI. Closing

At the end of the workshop, the group was given the opportunity to share what they thought had been accomplished, what needed more attention and what to keep in mind as the neighborhood moves forward. Here is a summary of their comments:

- What is the timetable on funding? Carryovers?
- What is the status of the Lake Bradford Rd. improvements?
- Get a neighborhood newspaper going.
- Contact churches, non-profits and others and get them to work together.
- Thank God for having a single parent network in the neighborhood. We need to get more residents out and involved.
- The neighborhood has come a long way. My prayer is for true unification of all the players. Unity and cohesiveness is essential.
- We need block parties and other good events. We can have educational booths to announce our efforts and get community commitments.
- Applications are due this week to neighborhood grants program for the block party & the newspaper.
- Sept. 27th is the FUN DAY from 10:00-2:00.

VII. Community Consensus Workshop Comment Form Results

The participant packets included a comment form for any points people didn't have time to or didn't want to share with the full group. These were the comments received:

- I would like this program to be aware that I am more than willing to help take action in making your community a better place. I would very much enjoy giving my time to you and helping with any volunteer work.
- I am the Vice President of the Elberta Empire Neighborhood Association (EENA). I was very pleased to see how much work and commitment from the City of Tallahassee and Trinity Church is being given to the development of the Providence neighborhood. We are here to lend our support to your effort.
- Excellent workshop - Really appreciated the efforts of all involved. Thank you for your invitation.

Appendix III

Appendix A – Participant List

Cleve Atchley
Walter McDonald
Rosalind Y. Tompkins
Paull T. Kirkpatrick
Leslie L. Harris
Rob Rinehart
Genevieve McDonald
Louise Ritchie
Rosa Morgan
John E. Baker
Steve Meisburg
Len Carson
Jenny James
Alexia Jones
Robin Randolph
Nettie Palmore
Yolanda Gordon
Mark Mustian
Dorothy Morrison
Gaven Kelly
Charles E. White

Appendix B – Workshop Agenda

Providence Neighborhood Plan Consensus Seeking Workshop

August 30, 2003

Meeting Objectives

- To review and seek consensus on draft neighborhood plan recommendations.
- To solicit suggestions and shape solutions to assure neighborhood improvement.
- To agree on next steps and responsibilities.

Agenda

9:00 Registration, Refreshments, Review Design Concepts and Conversation

9:30 Opening

Welcome and meeting purpose
Introductions
Meeting Plan and Guidelines
Greetings – Elected Officials

9:45 How did we get here? Where are we going?

The Planning Process – John Baker
Q and A

9:50 Review of Community Improvement Action Team Recommendations

10:50 Heart of the Hill- Review Conceptual Design

Dan Donovan - TLCPD

11:05 Break

11:15 Review of Housing Action Team Recommendations

12:05 Working Lunch

12:10 Action Priorities

12:30 Organizing for Action

12:45 Closing

1:00 Adjourn

Description of Project, Original

Project 3, Airport Gateway: Springhill Road and Lake Bradford Road: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue and Lake Bradford Road from Orange Avenue to Gaines Street (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3).

Description of Project, as Amended

Project 3, Airport Gateway: ~~Springhill Road and Lake Bradford Road~~: Funding to perform roadway improvements to Springhill Road from Capital Circle Southwest to Orange Avenue, ~~and Lake Bradford Road from Orange Avenue to Gaines Street,~~ South Lake Bradford Road from Capital Circle Southwest to Orange Avenue, Stuckey Avenue from Roberts Avenue to Lake Bradford Road, a roadway (new roadway) through the FSU southwest campus area, and Orange Avenue from South Lake Bradford Road to the southern terminus of the new roadway (includes ROW, construction, gateway streetscaping, stormwater for roadway improvements, and enhanced landscape) (Exhibit 3, as Amended).

Airport Gateway: Springhill Road and Lake Bradford Road

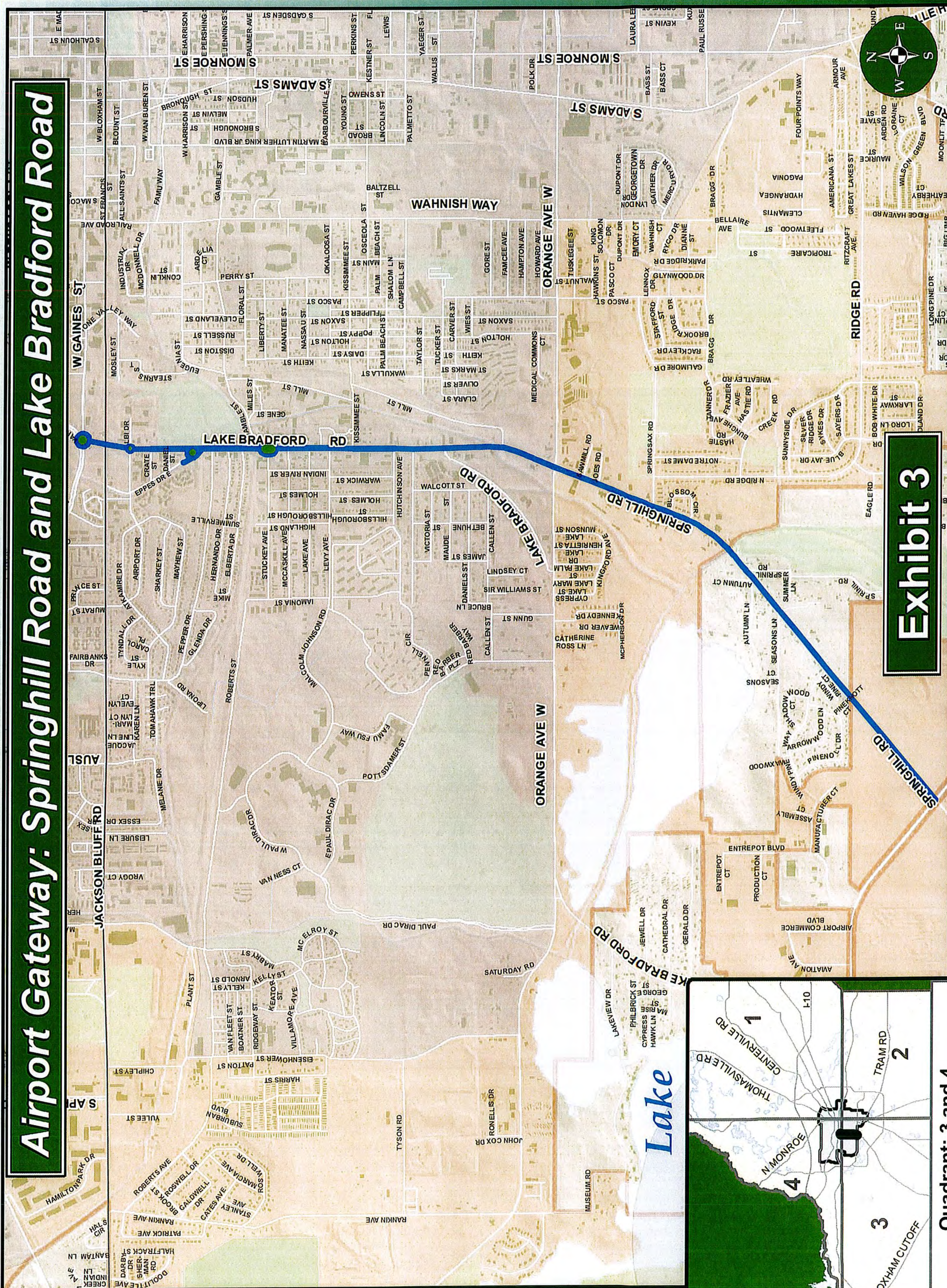


Exhibit 3

Quadrant: 3 and 4

Airport Gateway

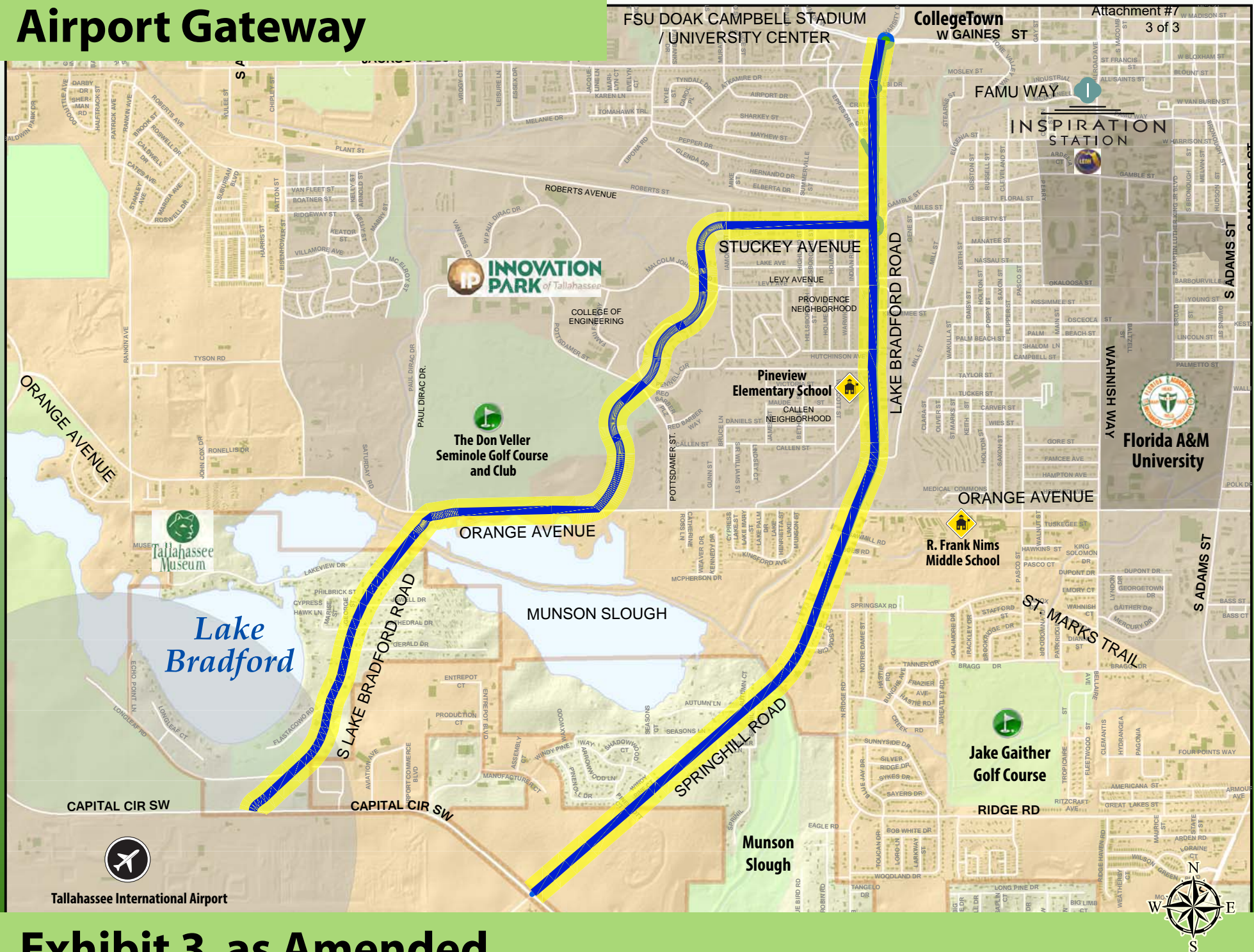


Exhibit 3, as Amended