

Leon County Proposed Sales Tax Projects for the Sales Tax Committee's Consideration

Presented to the Committee on the following dates:

October 11, 2012: Projects #1 - #8 and #11

November 29, 2012:

- *Water Quality Projects #3, #9, and #10*
- *Infrastructure Projects #12 - #19*

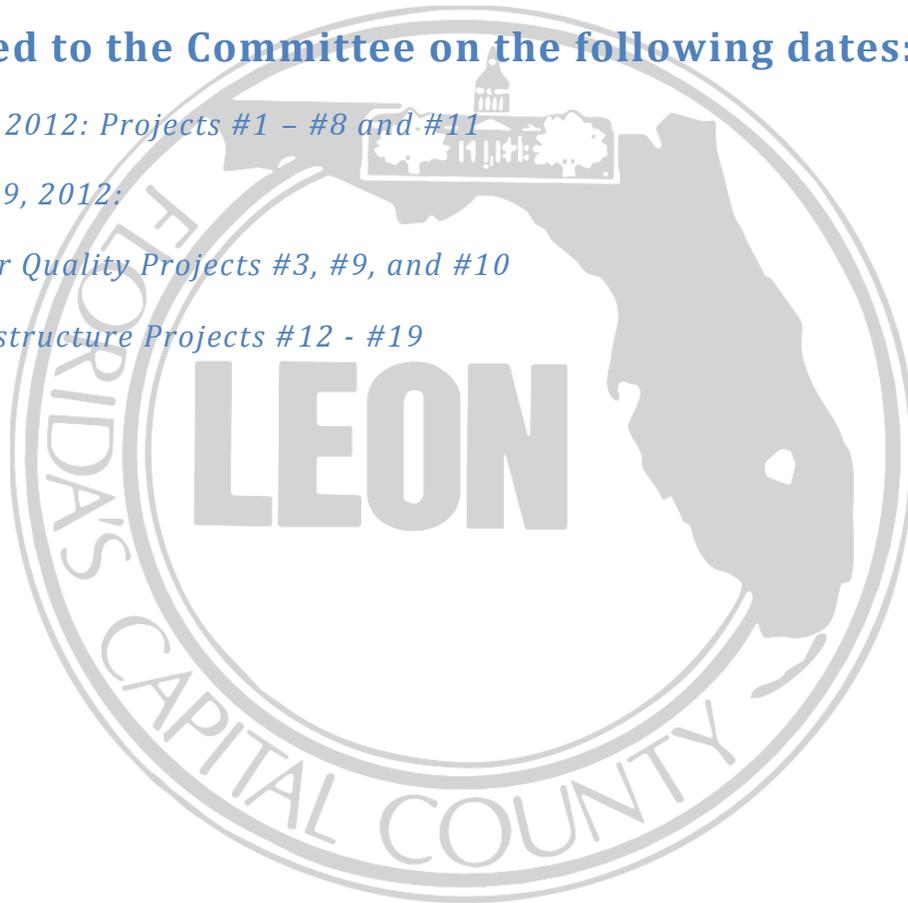


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Criteria Definitions for Proposed Projects for the Sales Tax Extension

- **Comprehensive Plan:** The project supports one or more elements/goals of the Comprehensive Plan, which is the long-range statement of how and where growth and development in the community is to be located in the future. The elements of the plan relate to the social, economic, and physical aspects of future development. Each of the elements includes a number of goals, objectives, and policies that are to be applied to public and private land development. In addition, the Plan identifies mobility projects that will significantly benefit the overall transportation network.
- **Regional Mobility:** The project supports one or more goals of the Capital Regional Transportation Authority's regional mobility plan, which creates an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns.
- **Greenway Master Plan:** The project supports one or more goals of the current master greenway plan, which is a long-term vision for the local greenway system that incorporates a greenway trail network designed to provide increased connectivity between greenways, parks, and other public-access conservation areas.
- **Connectivity:** The project links current amenities, neighborhoods, and/or multi-modal nodes through sidewalks, multi-use paths, bike lanes, etc.
- **Complements BP2000 Project(s):** The project enhances and/or connects to a Blueprint 2000 project.
- **Water Quality Enhancements and Green Infrastructure:** The project acquires/enhances land for water quality, public recreation, conservation, or protection of natural resources that emphasizes integration of different functions on the same piece of land to support long-term sustainability.
- **Stormwater/Sewer Capacity Improvements:** The project increases the current level of service for stormwater runoff and sewer.
- **Transportation Capacity Improvements:** The project increases the current level of services of transportation (i.e. additional lanes, intersection improvements, etc). The level of service of a roadway indicates the capacity per unit of demand for the roadway. Below are the rankings used to indicate the degree of service:
 - **A** - Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
 - **B** - Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.
 - **C** - Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
 - **D** - Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.
 - **E** - Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.
- **Core Infrastructure:** The project is any fixed capital asset associated with the construction, reconstruction, or improved public facility with a life expectancy of five years or more as well as any related land acquisition, land improvement, design, and engineering costs (such as sidewalks, road improvements, stormwater/sewer improvements, public facilities, recreational areas, etc). In addition, core infrastructure includes construction, lease, or maintenance of, or provision of utilities or security for, facilities, of court-related functions pursuant to Florida Statutes 29.008.

Proposed Project for the Sales Tax Extension

Project #1: Northeast Connector Corridor

Estimated Project Cost: \$36.2 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northeast Connector Corridor project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities, and enhances the water quality of the Bradfordville area. The project constructs the northern portion of the Meridian Road Trail which will connect to the future Orchard Pond Road. This connection provides an efficient route between the Northeast to the Northwest existing pedestrian and bike networks. This project includes the widening of Bannerman Road (Thomasville to Tekesta) to four lanes as well as constructs a multi-use path along the entire roadway to connect to regional amenities. This roadway has been identified as a significant benefits project. To date the County has spent in excess of \$1 million on the preliminary design study and reached out to area residents for their comments on the proposed corridor study.

The specific elements of the project include the following:

- Widen the roadway between Tekesta and Thomasville to four lanes
- Construct multi-use path with sidewalk extensions to Killlearn Lakes and Bull Headley boat landing at Lake Iamonia
- Construct multi-use paths and swales along Bannerman between Thomasville Road and Meridian Road
- Construct Meridian Road Trail and connect to multi-use path to Bannerman and future Orchard Pond Road and bike routes
- Interconnect existing internal neighborhood sidewalk network for maximum community connectivity
- Construct sidewalk on Beech Ridge Trail between Kinhega and Lawton Chiles Drive to complete pedestrian connectivity between the region and Chiles High School.
- Green Infrastructure enhancements include adding swales in the right of way to improve runoff water quality

Project Criteria Detail:

Comprehensive Plan: This project supports both the Mobility and Parks and Recreation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Mobility:
 - Goal 1: Establishing and maintaining a safe, convenient, energy efficient, and environmental sound automobile, transit, bicycle, and pedestrian transportation system that is capable of moving people of all ages and abilities as well as goods.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Project #1: Northeast Connector Corridor

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- Policy 1.3.4: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.
- Objective 1.4: Connectivity and Access Management: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.
- Parks and Recreation Element Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the Capital Regional Transportation Authority's long range plan of facilitating the designation of an activity center (Bradfordville Activity Node) and promoting multimodal transportation and regional connectivity.

Greenway Master Plan: This project will connect multiuse paths along Bannerman to the Meridian Road Trail as identified in the Greenway Master Plan.

Connectivity: This project will link residential and commercial areas to the Bradfordville Community Center, the Northeast Library, Chiles High School, and the Bull Headley Boat Landing for a comprehensive pedestrian and bicycle network. The project provides interconnectivity for all modes from the proposed Orchard Pond toll road to the west, using the Meridian Road Trail and existing bike and sidewalk networks on Thomasville Road and Velda Dairy Road to the east. This will allow regional travel for bicycles and pedestrians and provide an efficient connection between the Northeast to the Northwest with interconnection to existing pedestrian and bike networks.

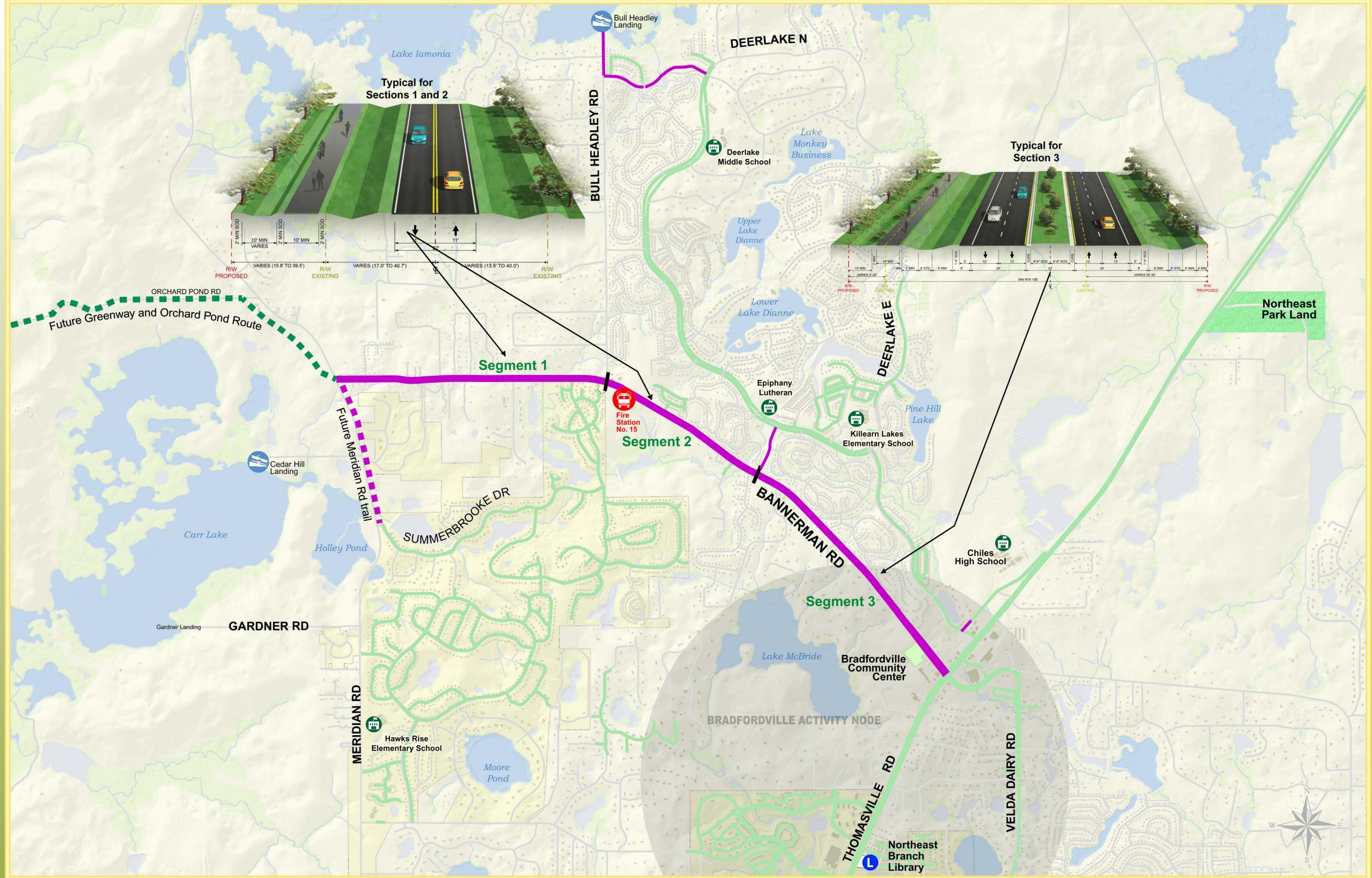
Complements Blueprint 2000 Project(s): There were not any Blueprint 2000 completed in the Northeast.

Water Quality Enhancements and Green Infrastructure: This project constructs the Meridian Road Trail, adds swales in the right of way of Bannerman Road, and creates multi-use paths. The swales in the right of way increase water quality and preservation of the more rural character of the area.

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: This road serves a large concentration of residents and residential communities as well as a thriving commercial activity center of retail stores, restaurants, and other neighborhood services.

This project widens the section between Tekesta Drive and Thomasville Road to four lanes. This section will have paved shoulders, provisions for future transit, center landscaped median and landscaped between the edge of pavement and right of way with gentle swales for water quality enhancements and preservation of the more rural character of the area. The current level of service for between Tekesta Drive and Thomasville Road is Level E but is forecast to deteriorate to Level F by 2035 without the proposed improvements. The adopted level of service standard for this segment is D. Following construction, this would achieve a Level of service B. Meridian Road to Bull Headley will remain at Level of Service C and Bull Headley to Tekesta Drive will remain at Level of Service D.



Northeast Connector Corridor

Legend

- Proposed Project
- Existing Sidewalks, Bike Routes
- Parks
- Major Lakes

Northeast Connector Corridor Project Criteria

<input checked="" type="checkbox"/> Comprehensive Plan	<input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure
<input checked="" type="checkbox"/> Regional Mobility	<input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements
<input checked="" type="checkbox"/> Greenway Master Plan	<input checked="" type="checkbox"/> Transportation Capacity Improvements
<input checked="" type="checkbox"/> Connectivity	<input checked="" type="checkbox"/> Core Infrastructure
<input type="checkbox"/> Complements BP2000 Project	



LEON
COUNTY



TALLAHASSEE-LEON COUNTY
PLANNING
DEPARTMENT

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Proposed Projects for the Sales Tax Extension

Project #2: Lake Jackson Preservation and Mobility Enhancements

Estimated Project Cost: \$30 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Lake Jackson Enhancement and Preservation project seeks to reduce nutrient loading, improve lake water quality, and preserve a treasured natural amenity in the unincorporated county designated as an ‘Outstanding Florida Waterbody’ while implementing a portion of the Lake Jackson Greenways. This project provides additional bike and pedestrian interconnections and links to existing trails to County and State parks, including Lake Jackson. The project restores the eastern shore ecosystem of the lake through the acquisition of 275 acres of vacant property. Finally, this project provides sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges. The Harbinwood subdivision is a sewer target area identified in the Water and Sewer Agreement between the City and County. This area has been identified as a major contributor to high nutrient concentrations in Lake Jackson and is part of an area identified as a target sewer project. (Note: This estimate does not include the individual landowner sewer connection costs. The County and City may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

The project proposed improvements include the following:

- Provides sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges to reduce nutrient loading;
- Improves lake water quality by preserving the ecosystem and allowing restoration of disturbed ravines on the eastern shore in order to enhance water quality treatment;
- Construction of almost one-half mile of trails connecting Okeeheepkee Prairie Park and Lake Jackson Mounds Archaeological State Park;
- Construction of over two miles of sidewalks along Talpeco, Fuller, and Crowder Road;
- Promotes recreational activity by adding 275 acres on the eastern shore of Lake Jackson.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility, Conservation, Parks and Recreation, and Stormwater Management elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- **Mobility Element** Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
- **Conservation Element:**
 - Goal1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.
 - Policy 2.3.3: Require connection to central sewer systems whenever sewer is available or becomes available especially in the Lake Jackson Special Development Zone.

Project #2: Lake Jackson Enhancement and Preservation

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- Goal 3: Protect, enhance, and restore natural resources, wildlife habitat, and natural vegetative communities to maintain a diversity of native flora and fauna to assure the maintenance of a viable population of native species.
- Utilities Sanitary Sewer Goal 1: Provide efficient wastewater treatment that meets the demands of the community while maintaining public health and environmental standards.
- *Parks and Recreation Element:*
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project provides additional bike and pedestrian interconnections and linkages to existing trails as well as Lake Jackson.

Greenway Master Plan: This project addresses components of the Lake Jackson North and Lake Jackson South Greenways.

Connectivity: This project will provide connectivity through the acquisition of the above property by creating recreational connectivity for the north arm of Lake Jackson by linking to the Northwest Florida Water Management District property (Elinor Klapp-Phipps Park). The sidewalks along Crowder Road and Talpeco/Fuller Roads connect neighborhoods to the Lake Jackson Mounds State Park and the County's Okeehoopkee Prairie Park.

Complements Blueprint 2000 Project(s): N/A

Green Infrastructure and Water Quality Enhancements: This project will reduce nutrient loading, improve lake water quality, and preserve the surrounding ecosystem on the eastern shore. The project includes acquisition of approximately 275 acres of vacant property on the eastern shore that will enhance water quality treatment and restore the disturbed ravine system. Ecosystem restoration will include naturalized treatment systems and other low-intensity development principles to reduce pollutant loads from historic development east of Meridian Road.

Stormwater/Sewer Capacity Improvements: This project consists of providing sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges to reduce nutrient loading and improve lake and stream water quality. This higher density subdivision on the western shore of the lake was developed with septic systems on less than the state standard of 1/2-acre lot size. The area has been identified as a major contributor to high nutrient concentrations in Lake Jackson and is part of an area identified as a target sewer project.

The capital cost listed below includes engineering and construction to provide landowners with access to sewer. The connection cost includes the individual landowner expenses to abandon a septic system, provide plumbing from the street to the house, and pay system charges. These individual landowner expenses have not been included in the project cost.

Project Area	Acres	Existing Septic Systems	Capital Costs for Sewer	Landowner Connection Costs (\$12,000/system)	Capital + Connection Costs
Harbinwood	151	400	\$12.1 million	\$4.8 million	\$16.9 million

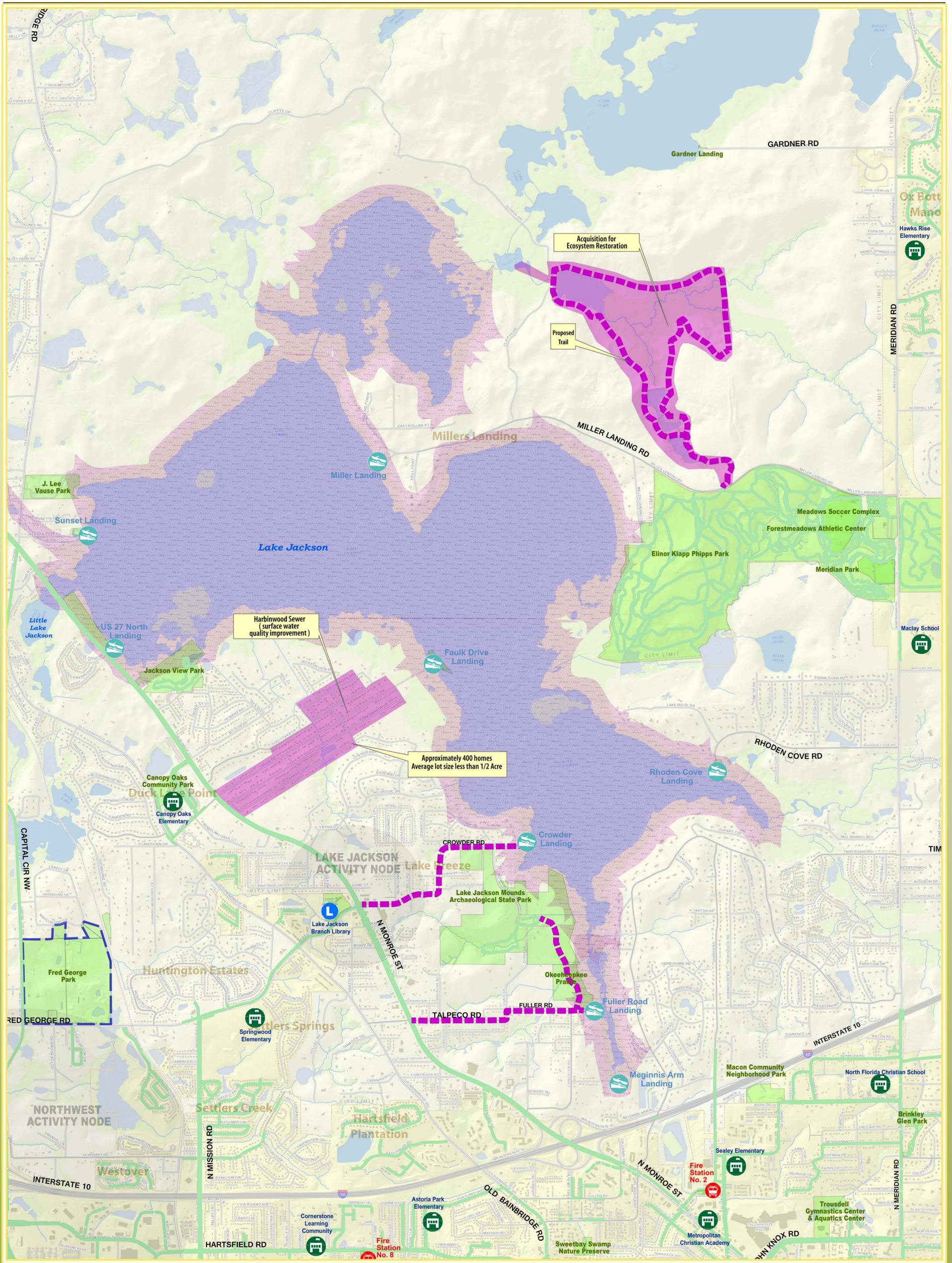
Project #2: Lake Jackson Enhancement and Preservation

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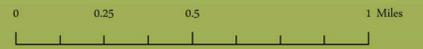
The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual landowners will also be required to pay any monthly bills from the sewer provider (approximately \$65/month).

Transportation Capacity Improvements: N/A

Core Infrastructure: This project is considered a core infrastructure project due to the stormwater/sewer capacity improvements, green infrastructure, and water quality enhancements as detailed above.



Lake Jackson Preservation and Mobility Enhancements



Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- - - Proposed Sidewalk/Trail Improvements
- Water Quality Benefits Area
- Lake Jackson Ecosystem Enhancements & Preservation
- Blueprint 2000 Projects
- Parks

Lake Jackson Preservation and Mobility Enhancements Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Projects for the Sales Tax Extension

Project #3: Northwest Connector Corridor

Estimated Project Cost: \$56.9 million

Project Criteria:

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|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northwest Connector Corridor project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. Tharpe Street is an existing two lane non-descript roadway and is the key east/west corridor between Tennessee Street and Interstate 10 and has been identified as a significant benefits project. The existing roadway is frequently congested and does not safely support any other modes of transportation except the car. Creating a means of multimodal transportation is crucial for this corridor as it is not only used by commercial and industrial businesses but it also serves a high student population. To date the County has spent approximately \$2.77 million and 5 ½ years to complete the PD&E Study and developed 60% Design Plans for Tharpe Street improvements from Capital Circle to Ocala Road. The remaining design work, permitting, and right of way acquisition will need to be completed before construction can begin on this transportation corridor. The enhancements to the road network are vital to support the full potential for economic activity in this commercial corridor. In addition, the two streams crossed by Tharpe Street overwhelm the drainage culverts during heavy storms, flooding the adjacent private property. The roadway project also addresses the flooding issues along Tharpe Street and improves stormwater treatment. The pedestrian and bike connections will then extend north along Capital Circle NW to the Talquin State Forest and the new Fred George Greenway, a Blueprint 2000 project, greatly improving access to the County parks on Tower Road and Stoneler Road as well. Finally, the project develops the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.

The Northwest Connector Corridor project proposed improvements include the following:

- Widen Tharpe Street to four lanes from Ocala Road to Capital Circle Northwest with landscaped medians;
- Construct sidewalks and bike lanes;
- Enhancements for public transportation;
- Stormwater upgrades to address flooding issues and provide water quality treatment;
- Interconnect existing amenities such as Mission San Luis and address connectivity gaps to proposed Park Place Recreational Area, Fred George Park, Stoneler Park and Tower Road Landing;
- Develop the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.
- Construct sidewalks along Fred George Road to connect the Fred George Greenway with the renovated Huntington Oaks Plaza and Lake Jackson Branch Library.

Project Criteria Detail:

Comprehensive Plan: This project supports the Stormwater Management, Mobility, and Parks and Recreation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Stormwater Management Goal 1: Provides a stormwater management system which protects the health, welfare and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
- Mobility Element
 - Policy 1.1.6: A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.
 - Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
 - Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.2.8: Provides a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build safe routes to schools projects.
 - Policy 1.2.9: Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.
- Parks and Recreation
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the Capital Regional Transportation Planning Agency's long range plan of facilitating east west modal movements, enhancing the vibrancy of the western portion of Tallahassee, and promoting multimodal transportation and regional connectivity.

Greenway Master Plan: This project connects multiuse paths to the proposed San Luis Greenway and the Ochlockonee River Valley Greenway as identified in the Greenway Master Plan. The development of the Park Place PUD recreation facilities will expand upon the original scope of the Ochlockonee River Valley Greenway and improve multi-use connections to the Talquin State Forest.

Connectivity: This project provides connectivity between the amenities located on Capital Circle and several within the central core of the city therefore enabling connections to Lake Ella, Martha Wellman Park and the proposed regional activity center of Hopkins Crossing and Park Place. The addition of

Project #3: Northwest Connector Corridor

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the multi-use trail south of San Luis Mission Park to Mission San Luis will provide connectivity for high density residential neighborhood to the existing and proposed pedestrian/bike network.

This project adds almost eight miles of additional trail and sidewalk connectivity between Ocala Road and Mission San Luis northwest through the Park Place PUD to the Talquin State Forest and the Fred George Park, and east again toward the Lake Jackson Library. This connectivity will allow regional travel for bicycles and pedestrians and provide an efficient connection between the NE to the NW with interconnection to existing pedestrian and bike networks.

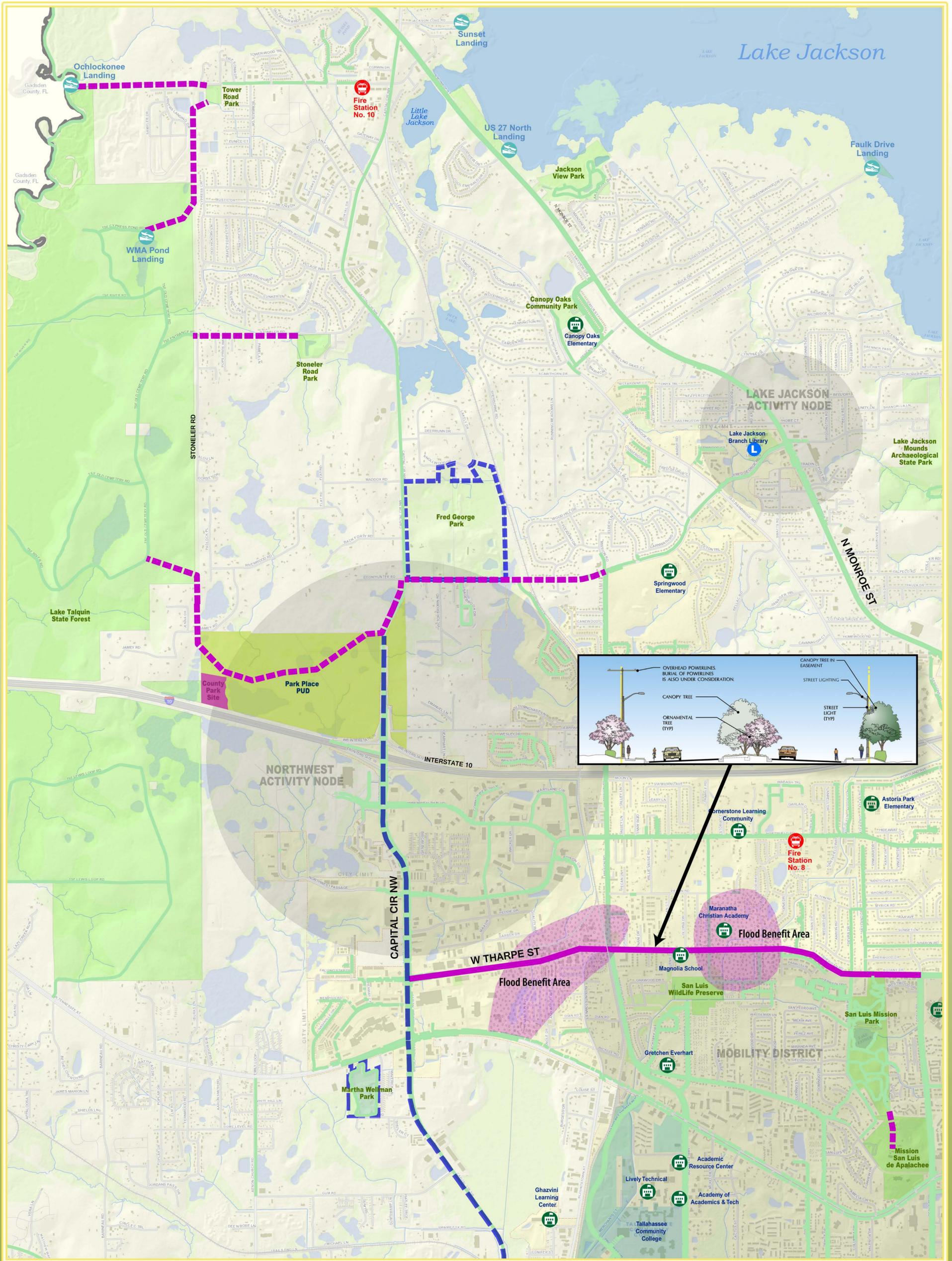
Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 projects: Martha Wellman Park, Fred George Greenway, and Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: This project includes proposed trail connectors to fill in connectivity gaps and link existing and proposed amenities of the Park Place PUD with Fred George Greenway, and Talquin State Forest, Stoneler Park to trails in Talquin State Forest, Tower Road Park and Tower Road Landing, which total almost eight miles of additional trails.

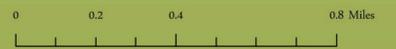
Stormwater/Sewer Capacity Improvements: The This project will provide stormwater upgrades to address flooding experienced by the commercial property at the two major stream crossings.

Transportation Capacity Improvements: This project will widen Tharpe Street from Ocala Road to Capital Circle NW to four lanes. The project will include landscaped medians, sidewalks, and bike lanes. Tharpe Street currently functions at Level of Service D. The proposed roadway improvements are necessary to maintain function as growth continues in this quadrant of our community. The enhanced multi-modal opportunities provided by the transit and bicycle/pedestrian facilities along this constrained corridor were not reflected in the traffic analysis completed in 2003.

Core Infrastructure: The Northwest Connector Corridor project is considered a core infrastructure project as it widens an arterial road and provides capacity improvements to a key commercial and industrial corridor in our community.



Northwest Connector Corridor



Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Proposed Transportation Improvement
- Proposed Trail/Sidewalk
- Proposed Park
- Flood Benefits Area
- Blueprint 2000 Projects
- Parks

Northwest Connector Corridor Project Criteria

- | | |
|----------------------------|---|
| Comprehensive Plan | Water Quality Enhancements & Green Infrastructure |
| Regional Mobility | Stormwater/Sewer Capacity Improvements |
| Greenway Master Plan | Transportation Capacity Improvements |
| Connectivity | Core Infrastructure |
| Complements BP2000 Project | |



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Proposed Project for the Sales Tax Extension

Project #4: Westside Student Corridor Enhancements and Flood Relief

Estimated Project Cost: \$29 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Westside Student Corridor Enhancements and Flood Relief project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. The project creates a southwest gateway for the community by linking the improved Capital Circle corridor to the urban core while widening Highway 20 from Capital Circle to Appleyard. The project supports the multi-modal transportation and enhanced access to public transit. The project relieves stormwater runoff in the Gum Creek/West Drainage Ditch that contributes to flooding issues in the Tallahassee Community College area and the Gum Road Target Planning Area. In addition, the project constructs sidewalks on Gum, Aeonon Church, and Dome Level Roads creating safe and convenient mobility access for the residents of area. Another mobility enhancement aspect of this project is the implementation of the western segment of the Education Quadrant Greenways. The construction of the TCC/FSU/FAMU Connector Trail links all three institutions of higher learning to the facilities at Innovation Park.

The project proposed improvements include the following:

- Widen to four lanes and construct land landscape medians from Capital Circle to Appleyard;
- Public Transportation enhancements;
- Construct bike lanes and sidewalks including sidewalk on Gum, Aeonon Church, and Dome Level Roads;
- Construct a gateway feature by constructing a decorative bridge which will allow water flow to continue toward existing public lands downstream;
- Conduct a comprehensive stormwater study to include ecosystem enhancements for water quality and flood attenuation;
- Establish connectivity to Innovation Park along the Education Quadrant Greenways by constructing the TCC/FSU/FAMU Connector Trail links all three institutions of higher learning.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility and Stormwater Management elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Mobility Element:
 - Policy 1.1.6: A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be

- evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist
- Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.3.4: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.
 - Stormwater Management Goal 1: Provide a stormwater management system which protects the health, welfare, and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
 - Parks & Recreation
 - Policy 1.1.5: Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the mobility plan by providing multimodal links in a high capacity student corridor.

Greenway Master Plan: This project implements the western segment of the Education Quadrant Greenways connecting TCC to the FSU/FAMU facilities at Innovation Park through the construction of the TCC/FSU/FAMU Connector Trail.

Connectivity: This project supports regional mobility by constructing bike lanes, sidewalks, and enhances public transportation for students of Tallahassee Community College, Florida State University, and Florida A & M University. The project provides significant pedestrian linkages for established residential areas to the Blueprint Broadmoor Pond, CCSW and all their associated interconnections. In addition, the widening of State Road 20 will create a southwest gateway for the community linking the upgraded Capital Circle corridor to the urban core.

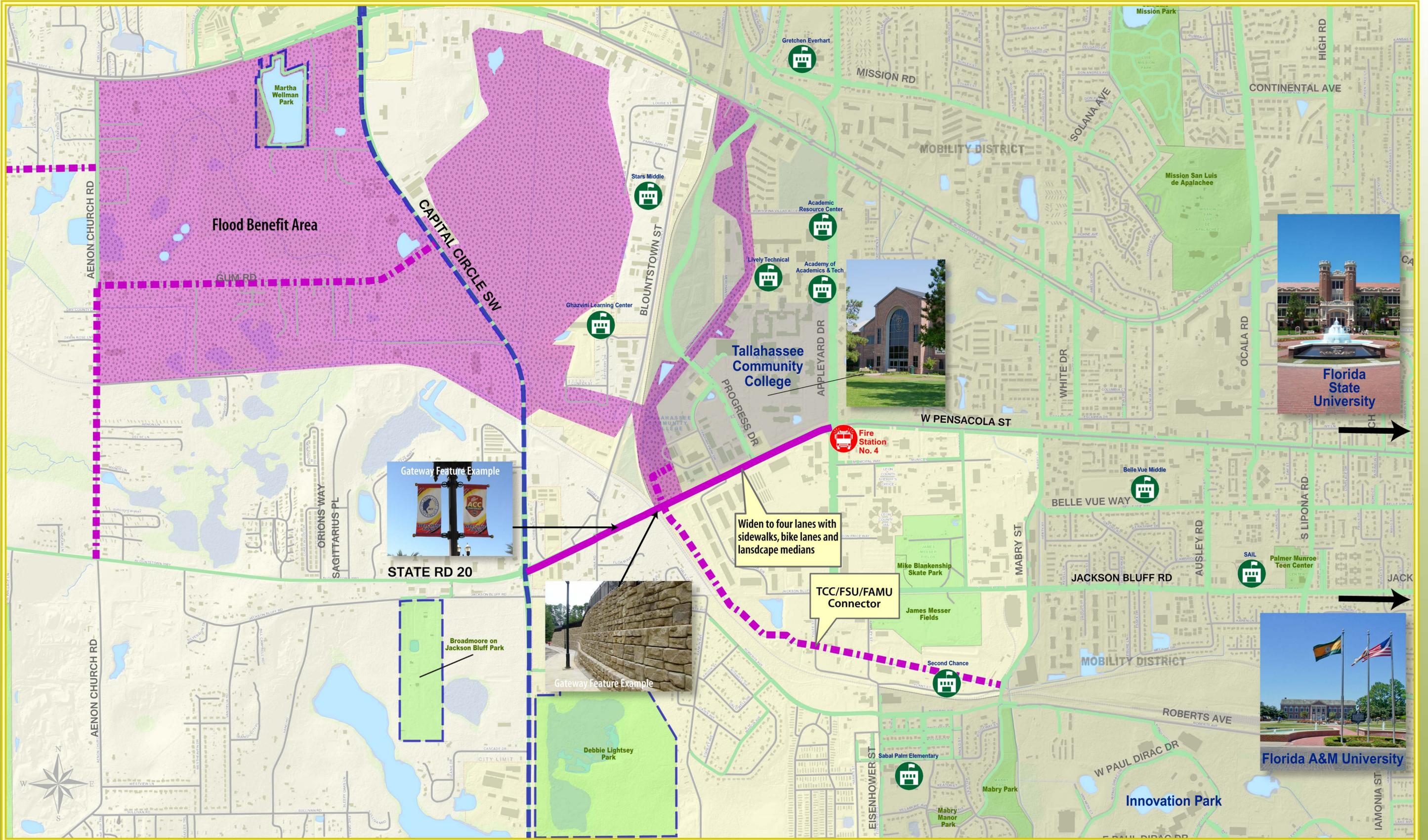
Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 Projects: Broadmoor Pond, Martha Wellman Park, Debbie Lightsey Park, Capital Circle Northwest/Southwest, and the Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: This project conducts a comprehensive stormwater study and includes ecosystem enhancements for water quality and flood attenuation reaching to Lake Bradford. This study was called for by the Blueprint Citizens Advisory Committee while reviewing the proposed Capital Circle Southwest.

Stormwater/Sewer Capacity Improvements: This project relieves the constriction in the Gum Creek/West Drainage Ditch by improving the bridge section to allow flow to continue toward existing public lands downstream. A comprehensive stormwater study would include ecosystem enhancements for water quality and flood attenuation reaching to Lake Bradford, as called for by the Blueprint Citizens Advisory Committee while reviewing Capital Circle Southwest.

Transportation Capacity Improvements: This project widens State Road 20 from two lanes to four lanes. Currently, the two lane section of State Road 20 between Blountstown Highway and Appleyard Drive restricts traffic flow on this east-west roadway. The adopted level of service (L.O.S.) for this category of roadway is E. The current roadway is operating at L.O.S. F for eastbound traffic and L.O.S. D for westbound traffic. The four lane section is projected to operate at L.O.S. E for westbound and L.O.S. C for eastbound. Widening this roadway to four lanes elevates the road into compliance with the comprehensive plan level of service. To date the Florida Department of Transportation has spent approximately \$1 million to complete the Highway 20 PD&E study. However, the study may need to be updated as it was completed several years ago. Final Design, permitting and right of way acquisition work will need to be completed before construction can begin on this transportation corridor.

Core Infrastructure: This project is considered a core infrastructure project due to the support multi-modal use in the student corridor which is not currently supported as well as stormwater/sewer capacity improvements as detailed above.



Westside Student Corridor Enhancements and Flood Relief

Legend

- Existing Sidewalks, Bike Routes, Park Trails
- Highway 20 Corridor
- Proposed Sidewalk/Trail Improvements
- Flood Benefit Area
- Blueprint 2000 Projects
- Parks

Westside Student Corridor Enhancements and Flood Relief Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements and Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #5: Pine Flats Trail (Expansion of Lower Cascades)

Estimated Project Cost: \$17 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Pine Flats Trail incorporates a holistic approach to regional mobility and connectivity to existing/proposed amenities (including Blueprint 2000 projects) as well as increases stormwater capacity thereby addressing flooding concerns to 400 properties in the area. The project provides unpaved trail connectivity for pedestrians and bicyclists by creating a greenway corridor from the existing Cascades Trail system to the St. Marks Trail and National Forest trails. This trail system greatly enhances the interconnectivity of the county and implements a portion of the Lower Capital Cascades Greenway Project from the adopted Greenways Master Plan. The southern trail section reestablishes the former river bed, containing the floodwaters which will prevent flooding of almost 400 home sites and their associated septic tanks. The restoration of the 8-Mile Pond improves not only the stormwater flow-way but also supports the ecosystem restoration of this area by further reducing pollutant loads to the aquifer at Ames Sink.

The Pine Flats Trail project proposed improvements include the following:

- Restoration and protection of the 8-Mile Pond ecosystem;
- Improve water quality prior to discharge to the aquifer at Ames Sink and in the Wakulla Karst Plain Pond;
- Flood mitigation for 400 properties;
- Connectivity to the St. Marks Trail southeast of Ames Sink using Sunflower and Elgin Roads as well as to Munson Slough, Lake Henrietta Park, Capital Cascades Park, the 8-Mile Pond property, with spurs to Gilbert Waters Park on Crawfordville Road and the GFA trailhead at LL Wallace Road.

Project Criteria Detail:

Comprehensive Plan: This project supports the both the Parks and Recreation and Stormwater Management elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Parks and Recreation:
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.1.5: Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Project #5: Pine Flats Trail

Page 2

- Stormwater Management Goal 1: Provide a stormwater management system which protects the health, welfare and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
- Mobility Element Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Regional Mobility Plan: This project supports the mobility plan by interconnecting regional trail networks promoting pedestrian and bicycle modes.

Greenway Master Plan: This project provides a greenway corridor from the existing Blueprint Trail system to St. Marks Trail and State Forest trails greatly enhancing the interconnectivity of the county. This project implements a portion of the Lower Capital Cascades Greenway Project from the adopted Greenways Master Plan.

Connectivity: The Pine Flats Trail provides tremendous opportunities for unpaved trail connectivity to Munson Slough, Lake Henrietta Park, Capital Cascades Park, the 8-Mile Pond property, with spurs to Gilbert Waters Park on Crawfordville Road and the GFA trailhead at LL Wallace Road. The trailhead development includes the restoration and protection of the 8-Mile Pond ecosystem. Pine Flats Trail will continue southeast of Ames Sink, connecting to the St. Marks Trail using Sunflower and Elgin Roads.

Complements Blueprint 2000 Project(s): The Pine Flats Trail complements the following Blueprint 2000 Projects: Capital Cascades Park and trail system, Martha Wellman Park, Debbie Lightsey Park, and Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: The Pine Flats Trail will provide recreational use, flood mitigation for almost 400 properties west of the proposed Trail, and ecosystem restoration at the 8-Mile Pond. The trail will act as greenway corridor from the existing Blueprint trail system along Capital Circle, Capital Cascades Trails, to St. Marks Trail and State Forest trails and provide additional recreational opportunities for pedestrians and bicyclists. The ecosystem restoration at 8-Mile Pond will improve water quality prior to discharge to the aquifer at Ames Sink, as well as replace exotic and invasive plants with native species. In addition, the project will also provide water quality enhancement in the Wakulla Karst Plain. The planned purchase of additional property will also serve to improve the stormwater quality and support the ecosystem restoration of this area by further reducing pollutant loads to the aquifer.

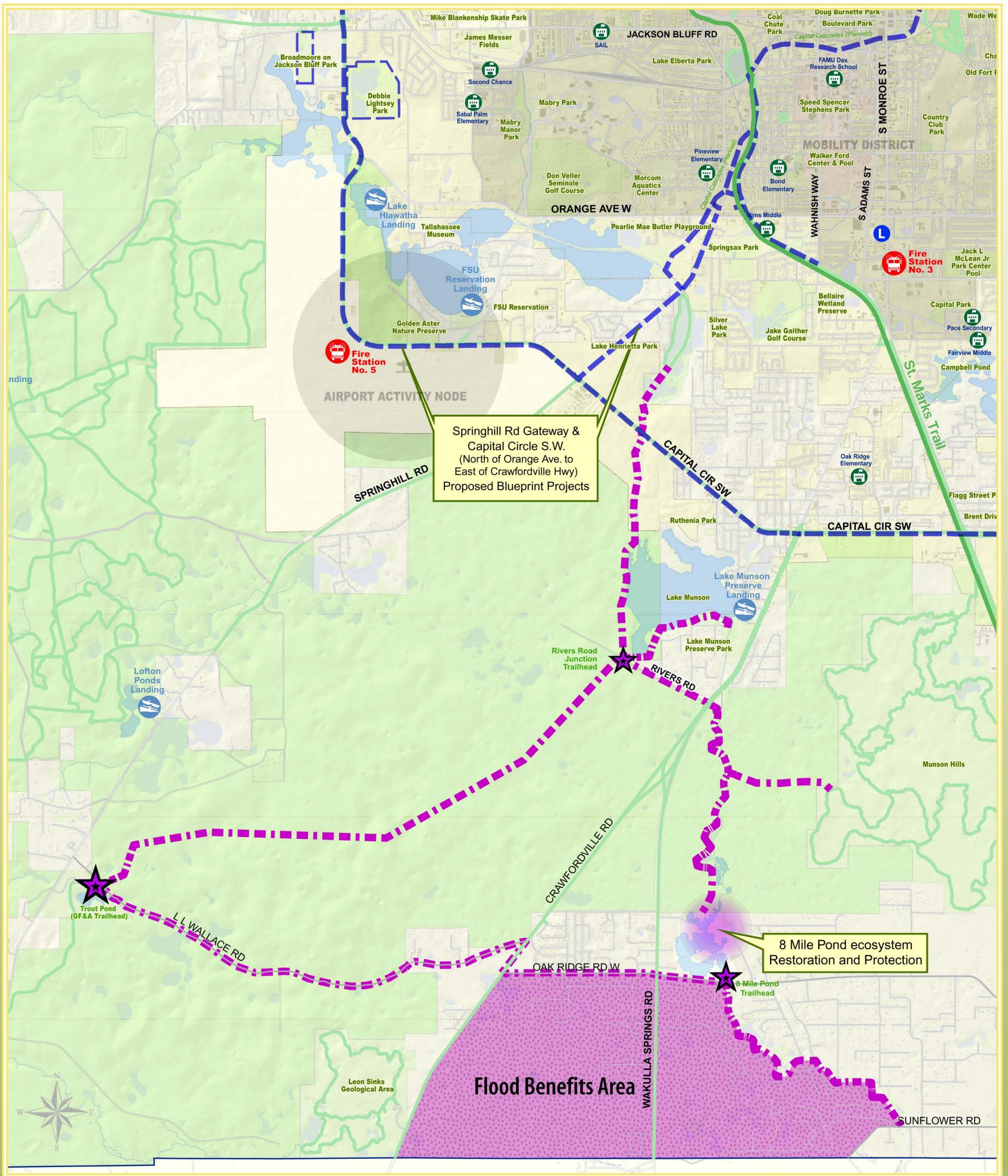
Stormwater/Sewer Capacity Improvements: The neighborhoods south of the Apalachicola National Forest have historically borne the brunt of high stormwater volume from the 42,500-acre Lake Munson Basin which overwhelms Ames Sink. The rising water levels surround homes, flooding the wells and septic tanks, for long periods of time. Leon County purchased a number of affected properties using the 1996 federal assistance and the local Flooded Property Acquisition Program. This area is also the focus of the current Disaster Recovery Enhancement Fund (DREF) acquisition grant. The southern Trail section can be used to reestablish the former river bed, containing the floodwaters to property owned by Leon County. This will prevent flooding of almost 400 home sites and their associated septic tanks. Purchase of additional property in the flow-way will also serve to improve the stormwater quality and support the ecosystem restoration of this area by further reducing pollutant loads to the aquifer.

Project #5: Pine Flats Trail

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Transportation Capacity Improvements: N/A

Core Infrastructure: The Pine Flats Trail project is considered a core infrastructure project due to the stormwater/sewer capacity improvements, green infrastructure, and water quality enhancements as detailed above.



Pine Flats Trail (Expansion of Lower Cascades)

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Pine Flats Trail
- Flood Benefits Area
- Blueprint 2000 Projects
- St. Marks Trail (Existing)
- Parks

Pine Flats Trail (Expansion of Lower Cascades) Project Criteria

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements and Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #6: Southside Gateway Enrichment

Estimated Project Cost: \$29.7 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Southside Gateway Enrichment project enhances regional mobility and connectivity, increases the viability of this southern commercial gateway corridor, and supports the goal of economic revitalization to the southside of Tallahassee. This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. The project enhances transportation capacity by widening Woodville Highway (from Capital Circle to Gaile Avenue) to four lanes. The project includes widening the medians for landscaping, pedestrian refuge, and safe turning movements, and increases opportunities for public transit. In addition the interconnection of Woodville and Crawfordville Highways, via a looped roadway, enhances the operation of the corridors and provides a large greenspace to establish a gateway into the southside of Tallahassee. The project replaces a grey landscape of asphalt and concrete along Crawfordville Highway with landscaped medians and roadsides and adds greenspace for stormwater ponds improvements. Finally, the project promotes multimodal connectivity by building bike connections along Ross Road, linking Woodville and Crawfordville Highways, and constructing sidewalks along the eastside of Shelfer Road in order link the high density residential to the surrounding multimodal connections.

This project proposed improvements include the following:

- Widen Woodville Highway to four lanes between the improved Capital Circle and Gaile Avenue;
- Establish a “gateway” feature entering the southside of the County (Woodville /Crawfordville Highways);
- Construct sidewalks, bike lanes, and wide medians for landscaping, pedestrian refuge;
- Reconstruct Crawfordville and Woodville Highways between Gaile and Tram to create an extended roundabout and greenspace for enhanced connectivity between these two main north south routes;
- Add sidewalk on eastside of Shelfer Road between Ross and Crawfordville Highway to link high density residential to area amenities;
- Enhance opportunities for public transportation;
- Reconstruct a portion of the St. Marks Trail;
- Provide greenspace allowing for water infiltration and stormwater ponds;
- Landscape the stormwater ponds and roadway along Crawfordville Highway;
- Establish bike connections on Ross Road to connect Woodville and Crawfordville Highways.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility Element Policies of the Comprehensive Plan by identifying and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the

Project #6: Southside Gateway Enrichment

Page 2

Urban Service Area strategy to promote urban infill and discourage urban sprawl. The areas that the project complies with are listed below.

- Mobility:
 - Policy 1.1.8 Development projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use.
 - Objective 1.4 Connectivity & Access Management: Reduce vehicle trip demand, increase access, and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist
 - Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.3.4: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Regional Mobility Plan: This project is consistent with the regional mobility plan by providing additional capacity and linkage to complete a major corridor connector from downtown to the south.

Greenway Master Plan: This project enhances the St. Marks Trail and provides multimodal connections to Cascade Park and existing trail system. The project connects directly to the Campbell Connector and Karst Pond Greenways.

Connectivity: The Southside Gateway Enrichment project promotes multimodal connectivity, enhanced roadway capacity, landscaping, and possible gateway features advancing redevelopment potential of the surrounding area of the southside of Tallahassee. Constructing the bike lanes along Ross Road will link Woodville and Crawfordville Highways and the sidewalk addition on Shelfer Road links high density residential to the surrounding multimodal connections

Complements Blueprint 2000 Project(s): The Southside Gateway Enrichment project complements the following Blueprint 2000 Projects: Capital Circle Southeast, Capital Circle Southwest, Capital Circle trail system and Capital Cascades Park and trail system.

Water Quality Enhancements and Green Infrastructure: The Southside Gateway Enrichment project replaces a grey landscape of asphalt and concrete with landscaped medians and roadsides. Additional greenspace for water infiltration and stormwater ponds enhances the livability of roadway segment. The new stormwater treatment facilities will improve the water quality leaving the roadway corridors. The St. Marks Trail will be preserved and its usage enhanced with increased connectivity to existing sidewalk and trail networks.

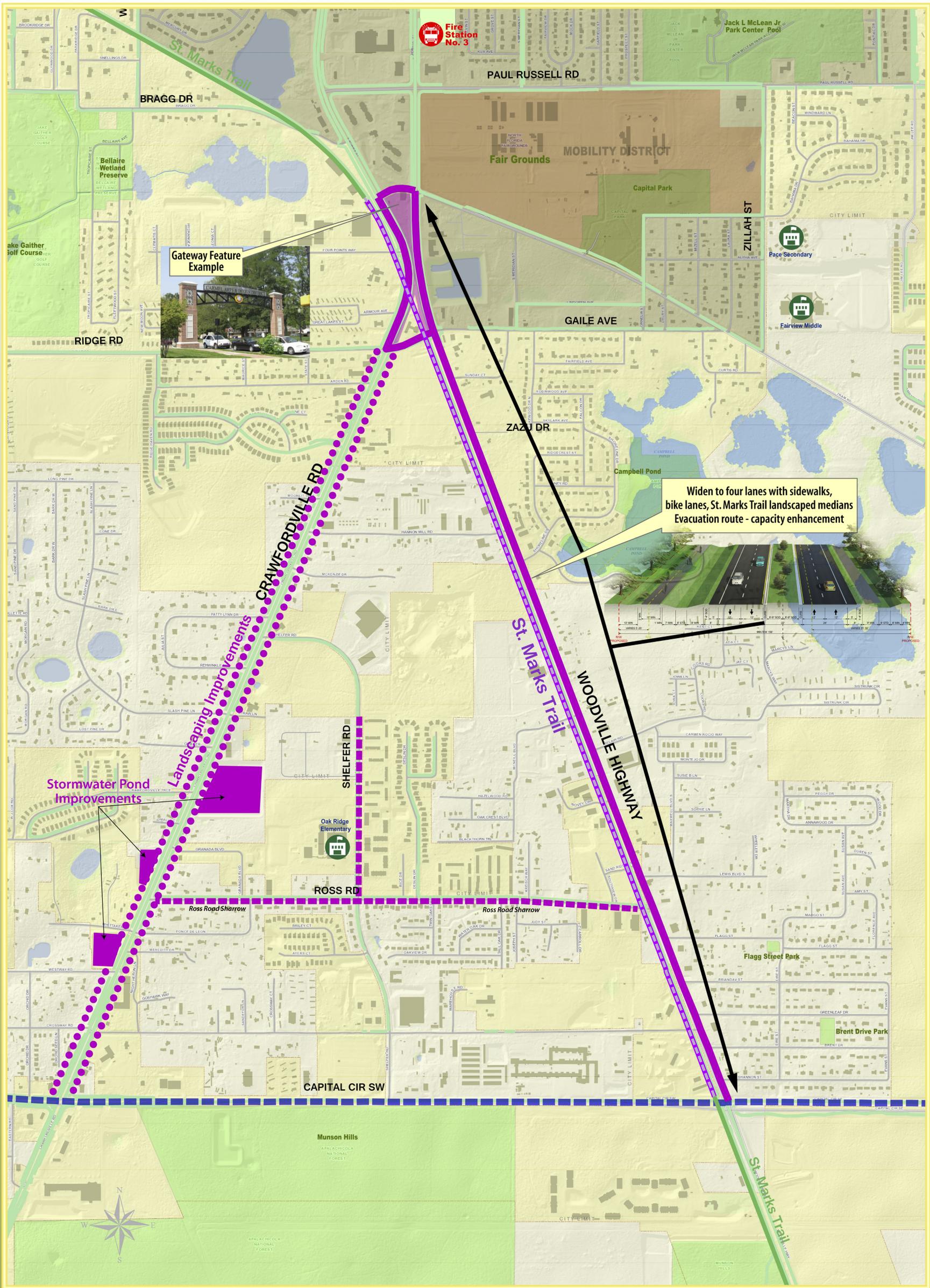
Stormwater/Sewer Capacity Improvements: The existing roadways were constructed without stormwater management facilities, which will be addressed during the proposed reconstruction of the Woodville Highway and the Crawfordville/Woodville greenspace feature.

Project #6: Southside Gateway Enrichment

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Transportation Capacity Improvements: The Southside Gateway Enrichment project enhances the roadway capacity by widening Woodville Highway between Capital Circle and Gaile Avenue to four lanes. This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. By increasing the capacity it will help decrease the evacuation times from the coastal areas. The project includes widening the medians for landscaping, pedestrian refuge, and safe turning movements, enhanced opportunities for transit. In addition the interconnection of Woodville and Crawfordville Highways, via a looped roadway, enhances the operation of the corridors and provides a large greenspace to establish a gateway into the southside of Tallahassee. To date the Capital Regional Transportation Authority has spent approximately \$2.1 million to complete the Woodville Highway preliminary design and engineering study. Final Design, permitting and right of way acquisition work will need to be completed before construction can begin on this transportation corridor.

Core Infrastructure: The Southside Gateway Enrichment project is considered a core infrastructure project due the fact that Woodville Highway has a significant regional impact as it is a crucial north/south evacuation route from the coast. By increasing the capacity it will help decrease the evacuation times from the coastal areas. In addition, this project promotes multimodal connectivity, enhanced roadway capacity, landscaping, and possible gateway features advancing redevelopment potential of the surrounding area of the southside of Leon County.



Southside Gateway Enrichment

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Woodville Hwy Southside Gateway
- Proposed Bike/Sidewalk Project
- Landscaping Improvements
- St. Marks Trail (Existing)
- Blueprint 2000 Projects
- Parks
- Fair Grounds

Southside Gateway Enrichment Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

**Project #7: Lake Lafayette and St. Marks
Linear Regional Park**

Estimated Project Cost: \$18.3 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Lafayette and St. Marks Linear Regional Park incorporates a holistic approach to regional mobility and connectivity to existing/proposed recreational amenities (including Blueprint 2000 projects) as well as conducts a critical analysis of the St. Marks flood waters. The project provides connectivity by linking the public recreation lands that encompass more than 7,200 acres east of Capital Circle SE with trails and board walks, many of which are identified in the Greenway Master Plan. The project also constructs a sidewalk along Chaires Cross Road providing safe pedestrian access from adjacent residential areas to Chaires elementary school, community center, recreation center and the myriad of interlinks to other regional amenities. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park as well as incorporate ecosystem restoration through the removal of invasive and exotic vegetation. The project also funds the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County from the federal government. Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space. Finally, this project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins which as the potential to provide flood insurance relief to property owners east of Chaires Crossroad.

The proposed improvements for this project include the following:

- Providing off-road trails from Upper Lake Lafayette to St. Marks Headwaters;
- Adding stormwater treatment facilities in Tom Brown Park;
- Construction of boardwalk across the lake from the Apalachee Regional Park will provide access to Lower Lake Lafayette wetlands;
- Construction of Goose Creek Trailhead;
- Trailhead enhancements in the St. Marks Headwaters include parking, canoe launching and educational features;
- Construction of additional ball fields at Tom Brown Park;
- Construction of a sidewalk on Chaires Cross Road from Green Oak to Capitola Road;
- Analysis of floodwaters generated in the St. Marks and Lafayette basins to protect proposed improvements;
- Ecosystem restoration by linking City, County, State, and Federal property and removing exotic and invasive vegetation.

Project Detail Criteria:

Comprehensive Plan: This project supports the Parks and Recreation, Conservation, Mobility, and Stormwater elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Parks and Recreation:
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.
- Conservation Element:
 - Goal 1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.
 - Goal 3: Protect, enhance, and restore natural resources, wildlife habitat, and natural vegetative communities to maintain a diversity of native flora and fauna to assure the maintenance of a viable population of native species.
- Mobility Element:
 - Policy 1.1.4: Promote neighborhood parks to reduce the need for long distance trips for recreation.
 - Policy 1.1.5: Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.
 - Policy 1.2.8: Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.
- Stormwater Management Goal 1: Provide a stormwater management system which protects the health, welfare, and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.

Regional Mobility Plan: This project provides regional connectivity through multi use trails is one of the cornerstones of the mobility plan. The project provides interconnectivity to a multitude of recreational activities and park destinations reduces the reliance on the car for these trips.

Greenway Master Plan: This project significantly advances the implementation of the Lake Lafayette Greenway and the St. Marks Greenways identified in the Master Plan.

Connectivity: This project provides critical connectivity by linking Upper Lake Lafayette east to the St. Marks Headwater with trails and board walks. The construction of a boardwalk spanning the lake from the Apalachee Regional Park north to the Road to the Lake and ends at the Lake landing provides unprecedented access to the unique Lower Lake Lafayette wetlands. The project also constructs a sidewalk along Chaires Cross Road providing safe pedestrian access from adjacent residential areas to Chaires elementary school, community center, recreation center and the myriad of interlinks to other regional amenities.

Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 Projects: St. Marks Headwaters Greenway, Copeland Sink, and the Sensitive Lands project.

Project #7: Lake Lafayette and St. Marks Linear Regional Park

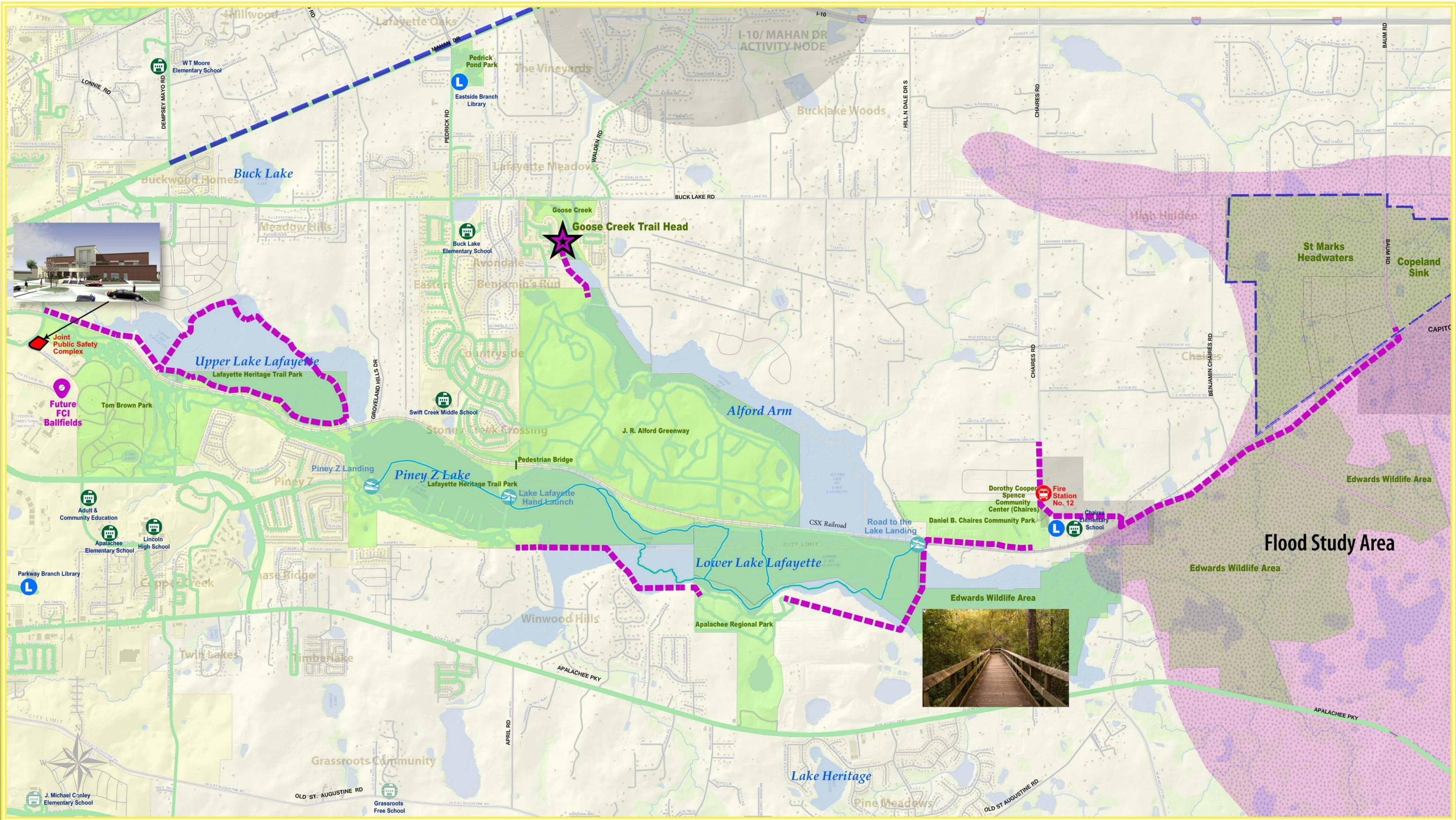
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Water Quality Enhancements and Green Infrastructure: This project by linking City, County, State, and Federal property. Invasive and exotic vegetation will be removed during the construction of the trail network. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park. In addition, this project will fund the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County. On March 7, 2012, Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space at Tom Brown Park.

Stormwater/Sewer Capacity Improvements: This project conducts critical analysis of the floodwaters generated in the St. Marks and Lafayette basins to protect the residents in this area, and properly place the proposed amenities. The study also has the potential to provide flood insurance relief to property owners east of Chaires Crossroad.

Transportation Capacity Improvements: N/A

Core Infrastructure This project is considered a core infrastructure project due to the stormwater/sewer capacity improvements, green infrastructure, and water quality enhancements as detailed above.



Lake Lafayette and St. Marks Regional Linear Park

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Proposed Trails
- Flood Study Area
- Blueprint 2000 Projects
- Parks
- Canoe Trails

Lake Lafayette and St. Marks Linear Regional Park Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #8: The Market District Activity Center Connectivity

Estimated Project Cost: \$1.6 million (Leon County's Portion)

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Market District Activity Center Connectivity project encompasses a holistic approach to transportation capacity improvements, regional mobility, and connectivity to existing/proposed amenities in The Market District (District). The District is home to numerous local businesses and Maclay Gardens, with several neighborhoods within easy walking distance. Many aspects of this projects focus on connecting the residential and commercial components of the area. The project includes multiple infrastructure projects throughout the regional hub located at the intersections of Interstate 10, Thomasville Road, and Capital Circle NE. The overall project would be a joint effort between the County and the City.

The proposed improvements for this project include the following:

- **Leon County Improvements:**
 - North-South multi-use trail connecting Timberlane Road to Maclay Gardens State Park, with eastward connection to Maclay Boulevard.
- **City of Tallahassee Improvements:**
 - Construct sidewalks on Maclay Road, Maclay Boulevard, and Maclay Commerce Drive.
 - Improvements to pedestrian intersections and mid-block crossings;
 - Reconfiguration of stormwater management facilities as public amenities, to include improved fencing, landscaping, sidewalk connections, and exercise equipment;
 - Pedestrian signage design, sitting, and fabrication.
- **Joint County/City Improvements:**
 - Gateway signage at four entry locations;
 - Sidewalk on Timberlane School Road connecting the Market District to Live Oak Plantation;
 - Streetscaping (e.g., street trees, wide sidewalks, street lights, underground utilities) for Maclay Boulevard, Market Street, and Timberlane Road.

Project Criteria Detail:

Comprehensive Plan: This project supports the Comprehensive Plan Land Use and Mobility Elements. The Market District is located within the Urban Services Area, which is the geographic area the Plan directs capital expenditures be prioritized. Those actions listed above are infrastructure projects that will improve quality of life in an urbanized area that currently lacks urban facilities.

- **Land Use Element**
 - Policy 1.1.2: Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

Project #8: The Market District Activity Center Connectivity

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- Policy 2.1.5: Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.
- *Mobility Element*
 - Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
 - Policy 1.2.13: Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.
 - Policy 1.3.2: Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.
 - Policy 1.3.6: Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control, and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.
 - Policy 1.3.7: Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:
 - a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
 - b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
 - c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
 - d) Maintaining natural ground cover, canopy, and understory where new roads are built.
 - e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
 - f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.
 - Objective 1.1 Land Use and Transportation Coordination: Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.
 - Objective 1.2 Complete Streets: The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.
 - Objective 1.1 Connectivity and Access Management: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

Regional Mobility Plan: This project supports the Regional Mobility Plan by constructing sidewalks and multi-use trails. These trails are listed in the Capital Regional Transportation Authority's Trails Cost Feasible and Needs Plan.

Greenway Master Plan: This project supports the Greenways Master Plan by providing a critical greenway corridor linkage between Maclay Gardens State Park and the proposed Timberlane Ravine trails just north of Interstate 10.

Connectivity: This project includes two goals related to connectivity: (1) create an interconnected district that links businesses and neighborhoods and to (2) knit the district together across Thomasville Road. The sidewalk, multi-use trail, and intersection improvements listed here advance those goals by providing safe, connected routes for bicycle and pedestrian traffic.

Complements Blueprint 2000 Project(s): N/A

Project #8: The Market District Activity Center Connectivity

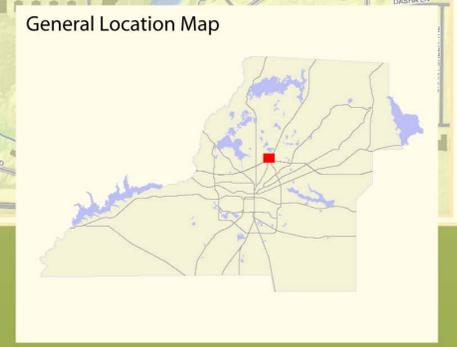
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Green Infrastructure and Water Quality Enhancements: This project will provide critical greenway corridor linkage between Maclay Gardens State Park and the proposed Timberlane trails just north of Interstate 10.

Stormwater Capacity Improvements: This project will analyze the necessary stormwater capacity expansion that would facilitate urban infill within The Market District. In addition, the project will reconfigure stormwater management facilities as public amenities, to include improved fencing, landscaping, sidewalk, and exercise equipment.

Transportation Capacity Improvements: N/A

Core Infrastructure: The Market District Action Plan is primarily a core infrastructure project due to the basic urban infrastructure needs included therein. These include sidewalks, bike lanes, multi-use trails and potential stormwater capacity improvements detailed above.



Market District Activity Center Connectivity

- Legend**
- Existing Sidewalks & Bike Routes
 - Lakes
 - County Proposed Sidewalks/Bike Trails
 - Extension of I-10 Landscaping
 - City Proposed Sidewalks/Bike Trails/Crosswalk Improvements
 - Proposed Greenspace
 - Gateways
 - Parks/Greenspace

- Market District Action Plan Project Criteria:**
- Comprehensive Plan
 - Regional Mobility
 - Greenway Master Plan
 - Connectivity
 - Complements BP2000 Project
 - Water Quality Enhancements & Green Infrastructure
 - Stormwater/Sewer Capacity Improvements
 - Transportation Capacity Improvements
 - Core Infrastructure



Proposed Projects for the Sales Tax Extension

Project #9: Centerville Trace Water Resources

Project Cost: \$5 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Centerville Trace Water Resources project addresses a sewer target area identified in the 2030 Master Sewer Plan. The Centerville Trace subdivision is also a sewer target area identified in the Water and Sewer Agreement between the City and County. The 167-lot subdivision is located in northeast Tallahassee, with less than the 1/2-acre lot size required by current state standards. The project centralizes sewer and reduces the possibility of high nitrogen and fecal coliform discharges to the natural systems that can occur when septic tanks do not function properly, thereby improving the water quality of the area as well as the water quality of Dove Pond. (Note: This estimate does not include the individual landowner sewer connection costs. The City and County may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Project Criteria Detail:

Comprehensive Plan: This project supports with the both the Utility and Conservation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Utilities Element- Sanitary Sewer Goal 1: Provide efficient wastewater treatment that meets the demands of the community while maintaining public health and environmental standards.
- Conservation Element Goal1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County. (Reduction of nitrogen protects the natural systems)

Regional Mobility Plan: N/A

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: This project provides access to Advanced Wastewater Treatment sewer system and reduces the possibility of high nitrogen and fecal coliform discharges to natural systems that can occur when septic systems do not function properly. This improvement protects the water quality of Dove Pond.

Stormwater/Sewer Capacity Improvements: This project addresses a sewer target area identified in the Water and Sewer Agreement between the City and County. The table below provides basic information on the size and cost for the project and separates the capital cost from the landowner connection cost.

Project #9: Centerville Trace Sanitary Sewer Project

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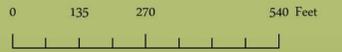
The capital cost listed below includes engineering and construction to provide landowners with access to sewer. The connection cost includes the individual landowner expenses to abandon a septic system, provide plumbing from the street to the house, and pay system charges. These individual landowner expenses have not been included in the project cost.

Project Area	Acres	Existing Septic Systems	Capital Costs for Sewer	Landowner Connection Costs (\$12,000/system)	Capital + Connection Costs
Centerville Trace	64	167	\$5.0 million	\$2.0 million	\$7.0 million

The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual landowners will also be required to pay any monthly bills from the sewer provider (approximately \$65/month).

Transportation Capacity Improvements: N/A

Core Infrastructure: The Centerville Trace Sanitary Sewer project is considered a core infrastructure project due to the stormwater/sewer capacity improvements and water quality enhancements as detailed above.



Centerville Trace Water Resources Project



- Legend**
- Centerville Trace Sewer Project
 - Parks

- Centerville Trace Sanitary Sewer Project Criteria:**
- Comprehensive Plan
 - Regional Mobility
 - Greenway Master Plan
 - Connectivity
 - Complements BP2000 Project
 - Water Quality Enhancements and Green Infrastructure
 - Stormwater/Sewer Capacity Improvements
 - Transportation Capacity Improvements
 - Core Infrastructure



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Proposed Projects for the Sales Tax Extension

Project #10: Woodville Water Quality

Estimated Project Cost: \$59.2 Million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project implements direction provided in the Comprehensive Plan and external reports on the protection of Wakulla Springs. Septic systems in the Woodville area of Leon County have been identified as a major source of nitrate loading to the groundwater and Wakulla Springs. Wakulla Springs is a first magnitude spring and is the longest and deepest known submerged freshwater cave system in the world. Located just five miles south of the Leon County line, Wakulla Springs is an important part of the regional culture and recreational economy. This project may also include the acquisition of the Chason Wood property for environmental preservation. However, the Intergovernmental Agency may wish to acquire this property through the existing Blueprint 2000's Sensitive Lands account.

The proposed project includes three components to help reduce existing nitrate loading and manage flooding issues for future development in the area. These components are detailed in the Stormwater/Sewer Capacity Improvements under the Project Criteria details.

1. *Woodville Recharge Basin Flood Study (\$1.3 million):* An evaluation necessary to document areas susceptible to closed depression flooding and to plan for protection.
2. *Woodville Rural Community Advanced Wastewater Treatment Service (\$24.5 million):* Provide access to nitrogen reducing central sewer facilities and allow for higher density new development, redevelopment, and expanded commercial opportunities in Woodville Rural Community.
3. *Urban Fringe West of Woodville Advanced Wastewater Treatment Service (\$33.4 million):* Provide access to nitrogen reducing wastewater facilities.

(Note: This estimate does not include the individual landowner sewer connection costs. The County and City may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Additional Materials Regarding the Woodville Water Quality Project:

- *Attachment #1:* February 12, 2013 Ratification of Board Actions Taken at the January 29, 2013 "Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process"*
- *Attachment #2:* March 12, 2013 Board of County Commissioners Agenda Item on the Approval of Additional Woodville Sewer Requirements for the City of Tallahassee 2030 Master Plan*

*Note: Due to the size of the attachments accompanying these agenda items, each attachment will be available to you upon request.

Project Criteria Detail:

Comprehensive Plan: This project complies with policy direction to concentrate new development in the Woodville Rural Community and utilize connection to sewer facilities designed to achieve Advanced Wastewater Treatment standards to help minimize impacts on groundwater quality. The Flood Study will ensure compliance with the policy regarding flood control level of service for the existing and new development.

Regional Mobility Plan: The Woodville Rural Community is a designated regional growth node in the Regional Mobility Plan. Wastewater infrastructure investments would allow for this growth.

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: This project provides access to Advanced Wastewater Treatment. This higher level of treatment reduces potential nitrate loading to the groundwater by approximately a factor of ten. The study to identify storm volume-sensitive depressions will provide opportunities to implement low-impact development practices.

Stormwater/Sewer Capacity Improvements: This project addresses sewer target areas identified in the 2030 Master Sewer Plan. The Woodville Rural Community was identified as a target area for sewer extension in 1988 and again as part of the 2030 Master Sewer Plan. On April 26, 2011 the Board provided direction to add the Urban Fringe area west of Woodville as a target area. The Flood Study will ensure development is directed to appropriate locations in the Woodville Recharge Basin and protect existing volume-sensitive areas.

This project includes three components that will improve stormwater and sewer capacity as well as help reduce existing nitrate loading and manage future development in the area.

1. Woodville Recharge Basin Flood Study

The flood study will evaluate closed depression flooding throughout the Woodville Recharge Basin following high-volume storm events to ensure that future development occurs in appropriate locations. Leon County's experience in 1994 was that smaller closed depression areas were overwhelmed during tropical storms and began cascading to adjacent depressions. The product of this study will be a map indicating high water elevations and susceptible areas to be protected from development.

2. Woodville Rural Community Advanced Wastewater Treatment Service

The Woodville Rural Community begins three miles south of Capital Circle Southeast and includes approximately 2,600 acres. The proposed project will provide the rural community with access to sewer facilities designed to achieve Advanced Wastewater Treatment standards. This project would allow for higher density new development, redevelopment, and expanded commercial opportunities. Additionally, Advanced Wastewater Treatment reduces potential nitrate loading to the groundwater by approximately a factor of ten. Reducing the nitrate load helps to protect groundwater and achieve restoration goals for Wakulla Springs.

The Comprehensive Plan specifically recognizes the Woodville Rural Community on the Future Land Use Map and includes policy direction that “new development shall be concentrated in the urban service area plus in the Woodville Rural Community...” Policies for this area allow commercial development

and residential development up to four units per acre, with an option to achieve up to eight units per acre through a Transfer of Development Units system that requires the protection of vulnerable lands outside of the designated rural community. The Comprehensive Plan also specifically identifies connection to sewer facilities designed to achieve Advanced Wastewater Treatment standards as the preferred method of wastewater treatment within the Woodville Rural Community to help minimize impacts on the groundwater.

3. Urban Fringe West of Woodville Advanced Wastewater Treatment Service

This Urban Fringe area expands west from Woodville Rural Community to include areas around Wakulla Springs Road and Crawfordville Highway. The 3,850 acre area was designated as a target sewer area by the Board of County Commissioners on April 26, 2011. Urban Fringe development is allowed at up to one unit per three acres and the Comprehensive Plan limits the use of central sewer to existing development or new conservation subdivisions. The Comprehensive Plan would need to be amended if there is a desire to allow central sewer to be used by future conventional subdivision in the Urban Fringe. The focus of this component of the project will be conversion of existing septic systems to Advanced Wastewater Treatment service.

Both the Woodville Rural Community and the adjacent Urban Fringe area are located inside the Primary Springs Protection Zone, an area designated in the Leon County Land Development Regulations based on the high potential for contaminants such as wastewater to reach the groundwater. A 2011 septic system management report by Lombardo Associates Inc., commissioned by Leon County, Wakulla County, and The City of Tallahassee, concluded that nearly all of the septic systems in this area of Leon County will need to be converted to Advanced Wastewater Treatment in order to achieve the regulatory goal for nitrates in Wakulla Springs. The report also identified Woodville and the Urban Fringe area west of Woodville as candidates for connection to City sewer or for development of a cluster treatment system than can achieve Advanced Wastewater Treatment standards.

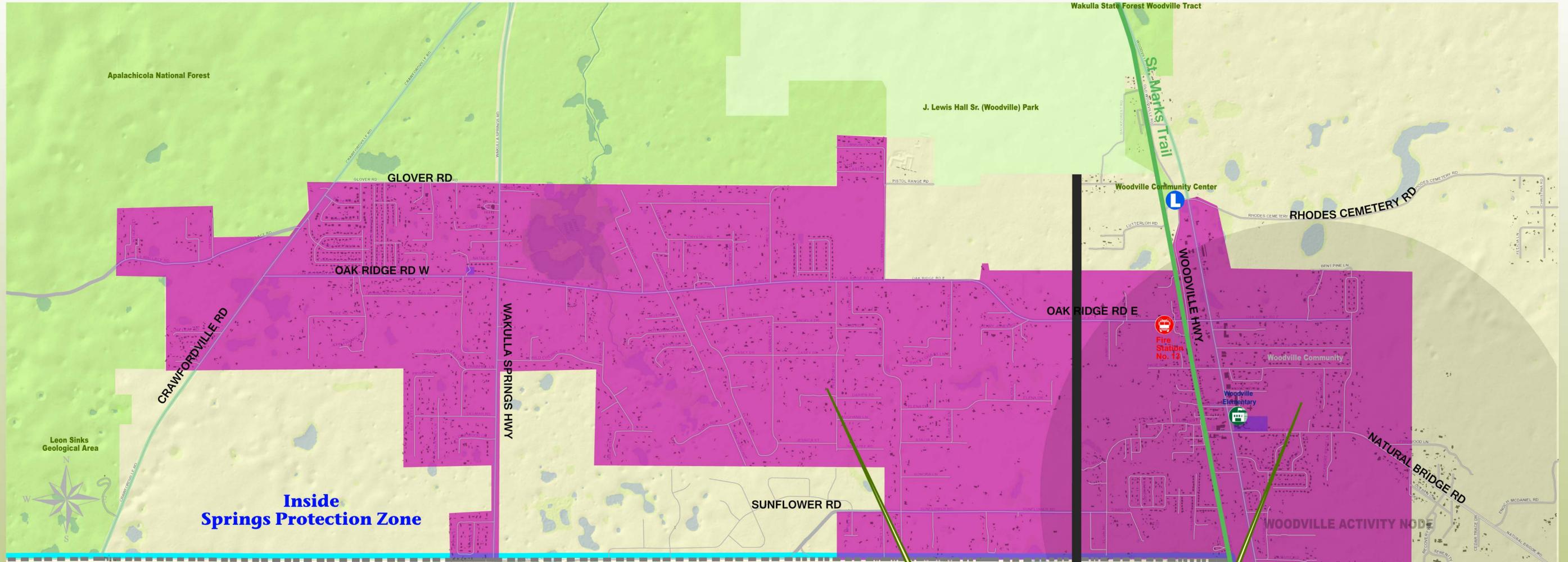
The table below provides basic information on the size and costs for the two project areas and separates the capital costs from the landowner connection costs for both areas. The capital cost includes engineering and construction to provide landowners with access to sewer. The connection cost includes the individual landowner expenses to abandon a septic system, provide plumbing from the street to the house, and pay system charges. These individual landowner expenses have not been included in the project cost.

Project Area	Acres	Existing Septic Systems	Capital Costs for Sewer	Landowner Connection Costs (\$12,000/system)	Capital+ Connection Costs
Woodville	2,600	1,274	\$24.5 million	\$15.3 million	\$39.8 million
Urban Fringe	3,850	1,671	\$33.4 million	\$20 million	\$53.4 million
Totals	6,450	2,945	\$57.9 million	\$35.3 million	\$93.2 million

The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual landowners will also be required to pay any monthly bills from the sewer provider (approximately \$65/month).

Transportation Capacity Improvements: N/A

Core Infrastructure: This project is considered a core infrastructure project due to the sewer access improvements and water quality enhancements as detailed above.



Woodville Water Quality

Urban Fringe
Future Land Use

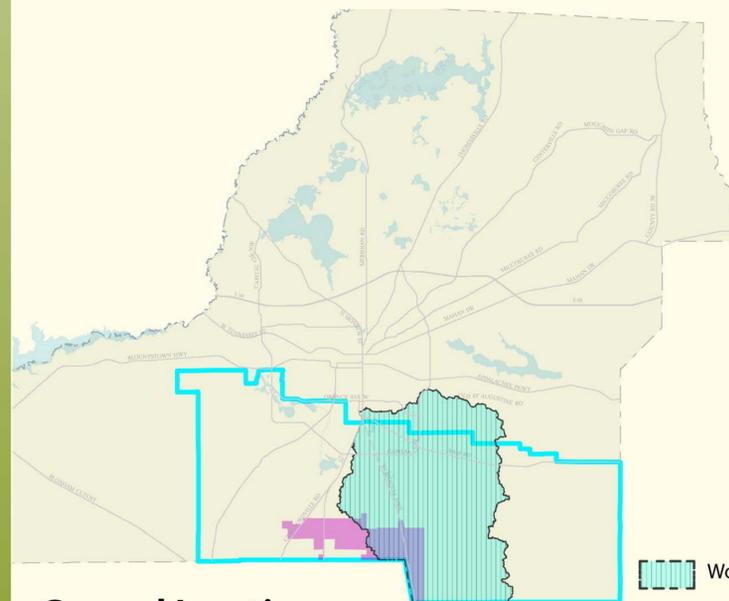
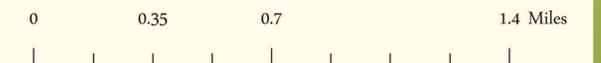
Woodville Rural
Community
Future Land Use

Legend

- Woodville Sewer
- St. Marks Trail
- Springs Protection
- Existing Sidewalks, Bike Routes
- Park Trails
- Parks
- Waterbodies

Woodville Water Quality Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |



General Location

Woodville Recharge Basin



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Leon County Board of County Commissioners

Cover Sheet for Agenda #2

February 12, 2013

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator 

Title: Ratification of Board Actions Taken at the January 29, 2013 “Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process”

County Administrator Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review and Approval:	Tony Park, P.E., Public Works and Community Development Director Wayne Tedder, Planning, Land Management, and Community Enhancement Director David McDevitt, Development Support and Environmental Management Director
Lead Staff/ Project Team:	Katherine G. Burke, P.E., Engineering Services Director Theresa Heiker, P.E., Stormwater Management Coordinator John Kraynak, P.E., Environmental Services Director Alex Mahon, Environmental Manager Brian Wiebler, Principal Planner, Comprehensive Planning Team Laura Youmans, Assistant County Attorney Kim Dressel, Senior Assistant to the County Administrator

Fiscal Impact:

This item does have a financial impact. Staff recommends providing \$50,000 in funding in the FY 2013/14 budget for the Leon County Health Department to complete an inventory of all septic systems within Leon County.

Staff Recommendation:

Option #1: Ratify the Board actions taken at the January 29, 2013 “Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process.”

Title: Ratification of Board Actions Taken at the January 29, 2013 “Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process”

February 12, 2013

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Report and Discussion

Background:

On January 29, 2013, the Board held a workshop to discuss a Phase 1 feasibility report, prepared by Lombardo Associates, Inc. (LAI), to identify wastewater treatment options to reduce nitrate load to Wakulla Springs from septic systems, where central sewer is not available, as well as associated management options. Related issues were also discussed during the workshop, including: the proposed Woodville Water Quality sales tax extension project, which would decrease the amount of nitrate reaching Wakulla Springs from septic systems; Florida Department of Environmental Protection’s Upper Wakulla River and Wakulla Springs Basin Management Action Plan process that is currently underway and, once finalized, will become binding upon the responsible parties; proposed amendments to the Comprehensive Plan and Code of Laws; the Wakulla Springs Alliance petition; and recommendations from the Science Advisory and Water Resources committees, as well as the Wakulla Springs Alliance.

The workshop item provided relevant background information regarding: the Cody Scarp; nitrate concentrations; the City’s Advanced Wastewater Treatment Project; the Leon County Aquifer Vulnerability Assessment (LAVA) and Primary Springs Protection Zone (PSPZ); actions the County has taken to limit the amount of nitrate reaching Wakulla Springs from the Leon County area; a previously-considered draft nitrogen-reducing systems ordinance; and HB 1263, which pre-empts Leon County’s ability to phase-in the replacement of failing traditional septic systems with nitrogen-reducing systems as part of an inspection program. A copy of LAI’s report and additional analysis regard the report were also included in the workshop item.

A portion of the discussion during the workshop centered upon central sewer not being the only method by which nitrogen-reducing wastewater treatment may be achieved; that decentralized wastewater treatment systems, such as cluster systems and other technologies, are viable options for certain areas; and the link between land use planning and wastewater treatment and disposal.

Title: Ratification of Board Actions Taken at the January 29, 2013 “Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process”

February 12, 2013

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Analysis:

The Board provided the following directions to staff during the workshop:

1. Direct staff to continue to pursue proposed sales tax extension project #10, Woodville Water Quality.
2. Direct staff to bring back a proposed amendment of the Code of Laws to establish an Advanced Wastewater Treatment nitrogen standard for new construction within the PSPZ, with means for managing those systems not on central sewer.
3. Direct staff to remain actively engaged in the BMAP process for the Upper Wakulla River and support further sampling to identify sources’ relative nitrate loads, particularly from Inflow north of the Cody Scarp and at the state line, the scope of which will be established as part of the BMAP process.
4. Direct staff to include \$50,000 in funding in the FY 2013/14 budget for the Leon County Health Department to complete an inventory of all septic systems within Leon County, in coordination with TLC-GIS.
5. Direct staff to take no action at this time to institute a county-wide level 4 or 5 RME or Wastewater/Nutrient Management Utility.
6. Direct staff to pursue an amendment of the Code of Laws to require a county-wide 24-inch separation, between the bottom of the drainfield and wettest season water table, for the repair of failing septic systems.
7. Direct staff to initiate a Comprehensive Plan amendment in the 2014-1 cycle which maintains the goal of spring protection, but removes the technical specificity by which this can be achieved with respect to wastewater treatment.

Options:

1. Ratify the Board actions taken at the January 29, 2013 “Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process.”
2. Do not ratify the Board actions taken at the January 29, 2013 “Workshop on the Septic System Management Options Report by Lombardo Associates, Inc. and Update on the BMAP Process.”
3. Board direction.

Recommendation:

Option #1.

Attachment:

1. January 29, 2013 Workshop Item

Leon County Board of County Commissioners

Cover Sheet for Agenda #24

March 12, 2013

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator 

Title: Approval of Modification of Additional Woodville Sewer Requirements for City of Tallahassee 2030 Masterplan

County Administrator Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review:	Alan Rosenzweig, Deputy County Administrator Tony Park, P.E. Director of Public Works and Community Development
Lead Staff/ Project Team:	Kathy Burke, P.E. – Director of Engineering Services

Fiscal Impact:

This item has no direct fiscal impact to the county.

Staff Recommendation:

Option #1: Approve the modification provided to the City of Tallahassee to amend their 2030 Sewer Masterplan, deleting the requirement to include the additional area west of the Woodville Rural Community.

Title: Approval of Modification of Additional Woodville Sewer Requirements for City of Tallahassee 2030 Masterplan
March 12, 2013
Page 2

Report and Discussion

Background:

The City of Tallahassee (City) is required by the Interlocal Agreement with the County to provide periodic updates to its Sewer Masterplan (Attachment #1). The Masterplan serves as the guide for the City's annual submittal of their proposed five-year Capital Improvement Program (CIP). The 2005 Water Sewer Agreement (WSA) provides that the County has reserved the right to identify areas to be considered with a higher priority for sewer service. The County is required to construct the collection system within the target area, and the City agrees to provide the conveyance connecting the system to the city. Further, the City agrees to operate and maintain the system once it is built. For each system to be built, there would be a separate Implementation Agreement executed.

Attachment #2 provides an extensive background regarding the County's input to the City's Sewer Masterplan and the associated proposed sewer capital projects. The specific area being addressed in this agenda item relates to the April 12, 2011 workshop when the Board approved the 2030 Master Sewer Plan Phase 2 to include the addition of the area west of the Woodville Rural Community for future sewer (Attachment #3).

Analysis:

Given the Comprehensive Plan designation of the Woodville Rural Community as a development node, combined with the plan's transfer of densities to within this node, it is desired that economic development occur in this designated rural community node. In order for the Comprehensive Plan densities to be possible, central sewer is required. Central sewer within Woodville Rural Community node remains a viable alternative.

However, considering that the densities of the Urban Fringe (areas west of the Woodville Rural Community) may not support central sewer, it may not be prudent to proceed with a central sewer option for the Woodville Urban Fringe. Onsite septic tank technologies continue to improve and it is expected that a cost-effective onsite system that meets Advanced Wastewater Treatment (AWT) standards could be developed in the relatively near future.

The Board's priority/focus has been the development of the Woodville Rural Community node as a vibrant economic center. Central sewer is a key factor to allow the crucial density to occur. This area has been designated in the City's Sewer Masterplan for decades for connection to its system. The Woodville Urban Fringe area, due to its more rural character, has not historically been included in the Masterplan, and staff recommends that the City not be required to amend its Masterplan to include this more rural area.

The removal of the request to amend the Sewer Masterplan to include the Woodville Urban Fringe area is consistent with all of the Board's actions to date. The Sales Tax Project #10 had three components, flood study, Woodville Rural Node Sewer, Woodville Urban Fringe Sewer. The project description is consistent with the approach being recommended in this agenda item to remove the urban fringe area from the City's 2030 Sewer Masterplan: provide central sewer to the Rural Community node and allow other AWT alternatives to be considered for the urban fringe area.

Title: Approval of Modification of Additional Woodville Sewer Requirements for City of Tallahassee 2030 Masterplan
March 12, 2013
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Options:

1. Approve the modification provided to the City of Tallahassee to amend their 2030 Sewer Masterplan deleting the requirement to include the additional area west of the Woodville Rural Community.
2. Do not approve the modification provided to the City of Tallahassee to amend their 2030 Sewer Masterplan to delete the requirement to include the additional area west of the Woodville Rural Community.
3. Board direction.

Recommendation:

Option #1.

Attachments:

1. Interlocal Agreement
2. Sewer Master Plan Historical Background
3. Woodville Rural Community and Woodville Urban Fringe Map

VSL/TP/KB/djw

Proposed Projects for the Sales Tax Extension

Project #11: Northeast Park

Estimated Project Cost: \$13.13 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northeast Park is 100-acre parcel located at the corner of Proctor Road and Thomasville Road. Currently, the northeast area of the County is the only geographically area that is not served by a community park. During the May 22, 2012, the Board of County Commission purchased the park land. While specific elements of the project will be determined by the community's needs and input, it is anticipated that the activity-based facilities will be limited to approximately 55 acres within the tract and will include the following:

- Little League fields
- Multi-purpose fields
- Junior/Senior Major fields
- Concession/restroom facilities
- Adequate parking, lighting, irrigation, scoreboards, bleachers, sidewalks
- A maintenance building
- Playground
- Natural trails and trail head
- Necessary stormwater facilities

The remaining approximate 45 acres of the park will be set aside as a passive park and will include trails for hiking and biking.

This project also includes the realignment and paving of Proctor Road within the confines of the park property. Additionally, a north-bound turn lane would need to be added on Thomasville Road to facilitate traffic flow into the park.

Project Criteria Detail:

Comprehensive Plan: This project supports the Goal, Objectives and Policies within the Parks and Recreation element of the Comprehensive Plan. In particular, two are listed below:

- Parks and Recreation Element Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County.
- Parks and Recreation Policy 1.1.4: In the acquisition and development of future park facilities, priority shall be given to the preservation of natural vegetation and land features, consistent with the functional purpose of the individual park. As a minimum, a system-wide average of 50% of the natural features will remain undeveloped except for inclusion of passive recreational facilities, such as trail systems, ancillary parking, and picnicking facilities. This system-wide policy is based on the recognition that some types of facilities (such as golf course and ball fields), due to their design requirements and functions, will require greater disturbance of natural features than would other types of park facilities. This standard shall be based on all lands included in the level of service system provided in Policy 1.1.1 [R] above, not on the land holdings of an individual government.
- Parks and Recreation Element Policy 1.1.5: Design and construction of all future activity based parks and any future redesign of existing activity based parks will include equipped children's playground areas whenever feasible.

Regional Mobility Plan: N/A

Greenway Master Plan: This project will also provide for passive recreation over the remaining approximate 40 acres including trails for hiking and biking.

Connectivity: N/A

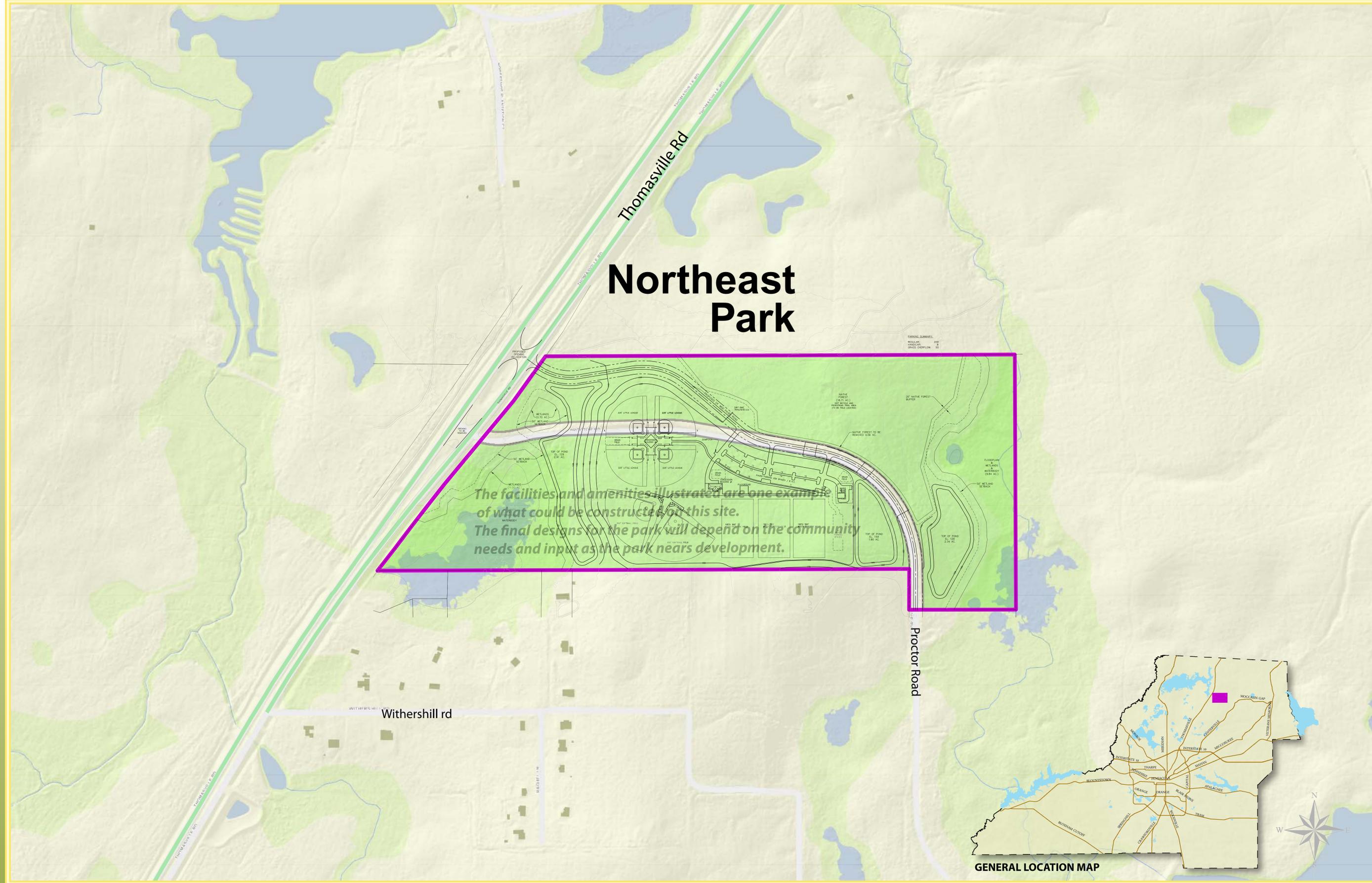
Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

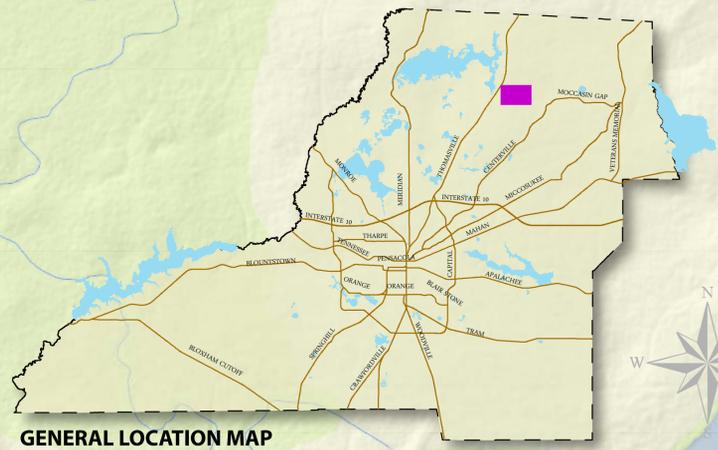
Transportation Capacity Improvements: N/A

Core Infrastructure: This project fills a significant gap in recreational facilities that currently exists in the northeast section of the County. The facilities and amenities illustrated on the map are one example of what could be constructed on Northeast Park site. The final designs for the park will depend on the community needs and input as the park nears development. Alternative illustrations are available upon request.



Northeast Park

The facilities and amenities illustrated are one example of what could be constructed on this site. The final designs for the park will depend on the community needs and input as the park nears development.



Northeast Park

- Legend**
- Proposed Project
 - Existing Sidewalks, Bike Routes
 - Parks
 - Major Lakes
- Northeast Park Project Criteria**
- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |



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Proposed Projects for the Sales Tax Extension

Project #12: Additional Sidewalks and Mobility Improvements

Estimated Project Cost: \$46.9 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for the construction of sidewalks to enhance pedestrian mobility by providing pedestrian linkages along county roadways. The sidewalks in this project are in addition to any sidewalk identified in the other projects.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Policy 1.2.8: Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.
- Objective 1.3 Connectivity and Access Management: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

Regional Mobility Plan: Sidewalks are a major component of the regional mobility plan which promotes multiple modes of transportation. Pedestrian links provides interconnectivity between residential and commercial areas thereby providing non-vehicle focused safe transportation alternatives.

Greenway Master Plan: Some sidewalk segments can provide safe connectors to the existing trail and greenway networks.

Connectivity: Constructing sidewalks may help provide safe routes to schools as well as pedestrian access to parks and other greenspace area. The proposed sidewalks also may connect neighborhoods to other local amenities such as libraries, parks, commercial areas, and other neighborhoods.

Complements Blueprint 2000 Project(s): The proposed sidewalks may complement several Blueprint 2000 Projects.

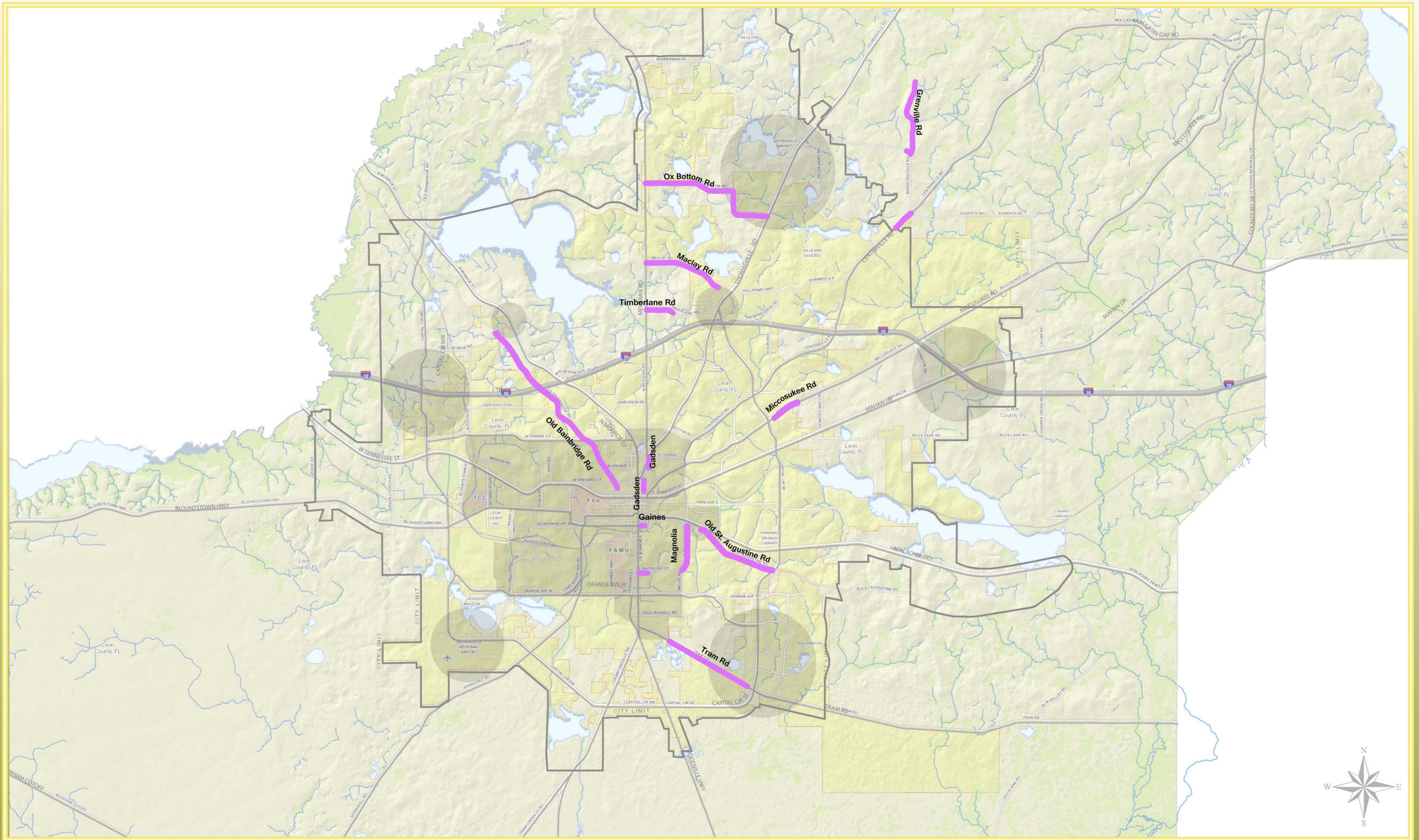
Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: As a major component of the regional mobility plan, sidewalks are considered a core infrastructure project which promotes multiple modes of transportation. Pedestrian links provide interconnectivity between residential and commercial areas thereby providing non-vehicle focused safe transportation alternatives.

Proposed Sidewalk and Mobility Improvements		
Location	Length	Cost
Centerville - Pimlico to Roberts Rd	2652 Ft. of sidewalk	950,000
Maclay - Meridian Rd to City Limits	5400 Ft. of sidewalk	1,980,000
Miccosukee - Capital Circle to Fleischman	5150 Ft. of sidewalk	1,810,000
Miccosukee - Capital Circle to Fleischman	5150 Ft. of sidewalk	1,810,000
Ox Bottom RD - Meridian Rd to Thomasville Rd	17607 Ft. of sidewalk	3,100,000
Timberlane RD - Meridian Rd to Thomasville Rd	3360 Ft. of sidewalk	850,000
Tram RD - S Monroe to Capital Circle	10003 Ft. of sidewalk	2,550,000
Magnolia - Hokolin Nene to Toochin Nene	1361 Ft. of sidewalk on east side	500,000
Magnolia -Hokolin Nene to Toochni Nene	1361 Ft. of sidewalk on west side	500,000
Magnolia - Jim Lee to Hokolin Nene	1750 Ft. of sidewalk on east side	620,000
Magnolia - Jim Lee to Hokolin Nene	1750 Ft. of sidewalk on west side	620,000
Magnolia - Meridian to Monroe	1094 Ft. of sidewalk on north side	400,000
Magnolia - Meridian to Monroe	1094 Ft. of sidewalk on south side	400,000
Magnolia - Toochin Nene to Lafayette	2413 Ft. of sidewalk on east side	850,000
Magnolia - Toochin Nene to Lafayette	2413 Ft. of sidewalk on west side	850,000
Old St. Augustine - Blair Stone to Indian Head	3476 Ft. of sidewalk on north side	1,220,000
Old St. Augustine - Blair Stone to Indian Head	3476 Ft. of sidewalk on south side	1,220,000
Old St. Augustine - Midyette to Paul Russell	2934 Ft. of sidewalk on north side	1,100,000
Old St. Augustine - Midyette to Paul Russell	2934 Ft. of sidewalk on south side	1,100,000
Old St. Augustine - Midyette to Capital Circle	1850 Ft. of sidewalk on the north side	650,000
Old St. Augustine - Midyette to Capital Circle	1850 Ft. of sidewalk on the south side	650,000
Old St. Augustine - Paul Russell to Blair Stone	2231 Ft. of sidewalk on north side	800,000
Old St. Augustine - Paul Russell to Blair Stone	2231 Ft. of sidewalk on south side	800,000
Centerville - Buford to Fleischmann	3101 Ft. of sidewalk on east side	800,000
Gadsden - Carolina St. to McDaniel	1340 Ft. of sidewalk on east side	470,000
Gadsden - Ingleside to Seventh Ave.	1107 Ft. of sidewalk on east side	390,000
Gadsden - McDaniel to Ingleside	1515 Ft. of sidewalk on east side	530,000
Gadsden - Seventh to Ninth	943 Ft. of sidewalk on east side	330,000
Gaines - Gadsden to Monroe	743 Ft. of sidewalk on north side	200,000
Gaines - Gadsden to Monroe	743 Ft. of sidewalk on south side	100,000
Gaines - Lafayette to Gadsden	385 Ft. of sidewalk on north side	100,000
Gaines - Lafayette to Gadsden	385 Ft. of sidewalk on south side	100,000
Grenville Road - Pisgah Church Rd to Proctor Rd	9150 Ft. of sidewalk on west side	3,300,000
Old Bainbridge - Brevard St. to Georgia	433 Ft. of sidewalk on east side	225,000
Old Bainbridge - Brevard St. to Georgia	433 Ft. of sidewalk on west side	225,000
Old Bainbridge - Brevard to I-10	12765 Ft. of sidewalk on east side	4,470,000
Old Bainbridge - Brevard to I-10	11575 Ft. of sidewalk on west side	4,100,000
Old Bainbridge - I-10 to Fred George	8465 Ft. of sidewalk on east side	3,000,000
Old Bainbridge - I-10 to Fred George	8465 Ft. of sidewalk on west side	3,000,000
Pisgah Church Road - west end of existing trail to Grenville Rd	560 Ft. of sidewalk on north side	230,000
Sidewalks Total		\$ 46,900,000



Additional Sidewalks and Mobility Improvements

Legend

-  Sidewalk & Mobility Improvements
-  Mobility District/Activity Nodes
-  Urban Service Area
-  Major Lakes
-  Parks
-  City Limits

Sidewalks and Mobility Improvements Project Criteria:

- | | |
|--|---|
|  Comprehensive Plan |  Water Quality Enhancements and Green Infrastructure |
|  Regional Mobility |  Stormwater/Sewer Capacity Improvements |
|  Greenway Master Plan |  Transportation Capacity Improvements |
|  Connectivity |  Core Infrastructure |
|  Complements BP2000 Project | |



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Proposed Project for the Sales Tax Extension

Project #13: Intersection Safety and Improvements

Estimated Project Cost: \$5.8 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for the improvement of intersections throughout the County in order to maintain safe and efficient operations. Intersection improvements can also have significant impacts on the capacity of road sections as it relates to concurrency management. Occasionally, improvements can be coordinated with improvements being performed by other governmental agencies such as the Florida Department of Transportation and the City of Tallahassee.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility element of the Comprehensive Plan as listed below.

- Objective 1.5: Improve the safety and preserve the integrity of the arterial and collector street system with an effective access management and traffic signal control program and with the use of traffic operations features to maximize the capacity of the existing street system.

Regional Mobility Plan: The project includes several intersections identified in the regional mobility 'Needs Plan'.

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): This project improves intersections that may complement several Blueprint 2000 Projects.

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

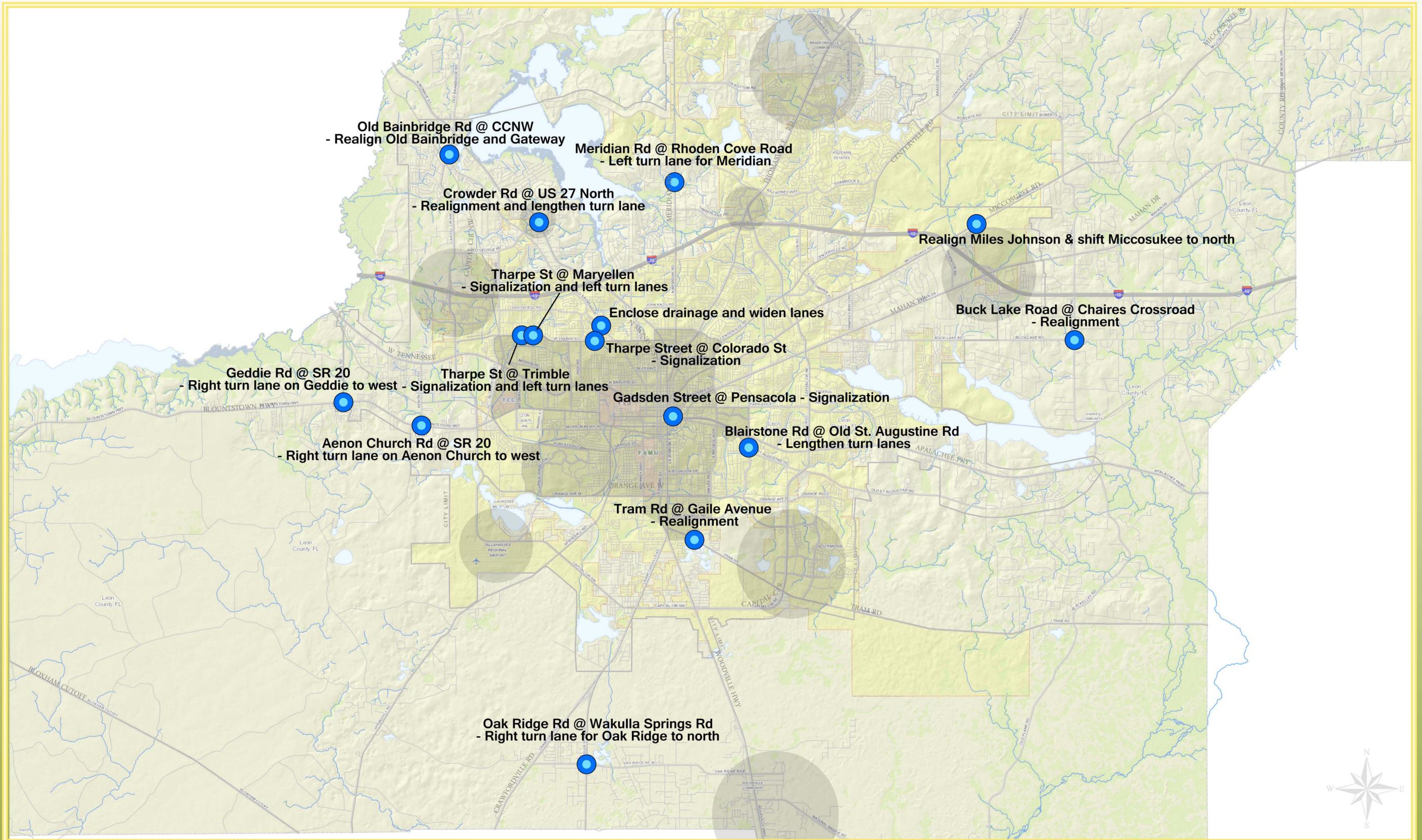
Transportation Capacity Improvements: N/A

Core Infrastructure: As major component of the regional mobility plan, intersection improvements are considered core infrastructure projects which maintain safe and efficient operations of the roadways.

Project #13: Intersection and Safety Improvements

Page 2

Intersection and Safety Improvements		
Location	Description	Cost
Blair Stone Road at Old St. Augustine Road	Lengthen turn lanes	400,000
Oak Ridge Road at Wakulla Springs Highway	Construct westbound turn lane with 175 feet of storage on C.R. 2204 (Oak Ridge Road)	150,000
Old Bainbridge Road at CCNW	Realign Old Bainbridge Road at CCNW with Gateway Drive to improve safety of intersection (may be a part of the Orchard Pond Toll Road project)	825,000
Old Bainbridge Road at Raa Avenue	Severe drop-offs at returns, enclose ditch north and south of Raa and improve intersection 450FT	125,000
Miles Johnson Road at Miccosukee Road	Realign Miles Johnson Road and shift Miccosukee Road to the north to improve the sight distance	400,000
Meridian Road at Rhoden Cove Road	Left turn lane for Meridian northbound	250,000
Aenon Church Road at State Road 20	Right turn lane for Aenon Church to west	1,000,000
Geddie Road at State Road 20	Right turn lane for Geddie to west	400,000
Crowder Road at US 27 North	Realign intersection at US 27 with turn lane addition and sidewalk	1,100,000
Buck Lake Road at Chaires Crossroad	Realign Buck Lake Road	250,000
Gadsden Street at Pensacola Street	Signalization (joint project with City)	150,000
Tharpe Street at Maryellen Street	Signalization and left turn lanes for Tharpe Street (joint project with City)	400,000
Tharpe Street at Trimble Road	Signalization and left turn lanes for Tharpe Street (joint project with City)	400,000
Intersection Total		\$ 5,850,000



County Intersection Safety Improvements

Legend

- Intersection Improvements
- Mobility District/ActivityNodes
- Urban Service Area
- Parks

Intersection Safety and Improvements Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #14: County Road Resurfacing

Estimated Project Cost: \$156.6 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Compliments BP2000 Project | |

Project Description:

This project is for the County's on-going road resurfacing program. Best practices indicate that the County should resurface arterial roads every 8 years (33.9 miles per year), local roads every 12 years (23.3 per year), and public access roads as needed.

The current gas tax revenues do not provide any funds towards the County's resurfacing program or intersection/safety improvements. The road resurfacing program is supported through the balance of funds remaining from the prior infrastructure sales tax. This allocation occurred in FY2008 when the County recommitted existing resources away from new projects towards the maintenance of existing infrastructure (such as resurfacing). Based on current projections, these funds will be depleted during FY2014. Beginning in FY2014, staff continues to recommend utilizing sales tax resources for the resurfacing and intersection/safety improvement program through the County's 10% share of the existing sales tax.

Project Criteria Detail:

Comprehensive Plan: This project supports the both the Capital Improvement elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- **Capital Improvement Element Policy 2a:** Priorities of Capital Improvements within a Type of Public Facility. Capital improvements within a type of public facility are to be evaluated on the following criteria and considered in the order of priority listed below. The local government shall establish the final priority of all capital improvements using the following criteria as general guidelines. Any revenue source that cannot be used for a high priority facility will be used beginning with the highest priority for which the revenue can legally be expended. Repair, remodeling, renovation, or replacement of obsolete or worn out facilities that contribute to achieving or maintaining standards for levels of service adopted in this Comprehensive Plan.

Regional Mobility Plan: This project rehabilitates the existing infrastructure network supports neighborhood and regional roadway investments by the preservation of the current roadway network.

Greenway Master Plan: N/A

Connectivity: This project will maintain county roadways and support connectivity through improved rideability of the roadways.

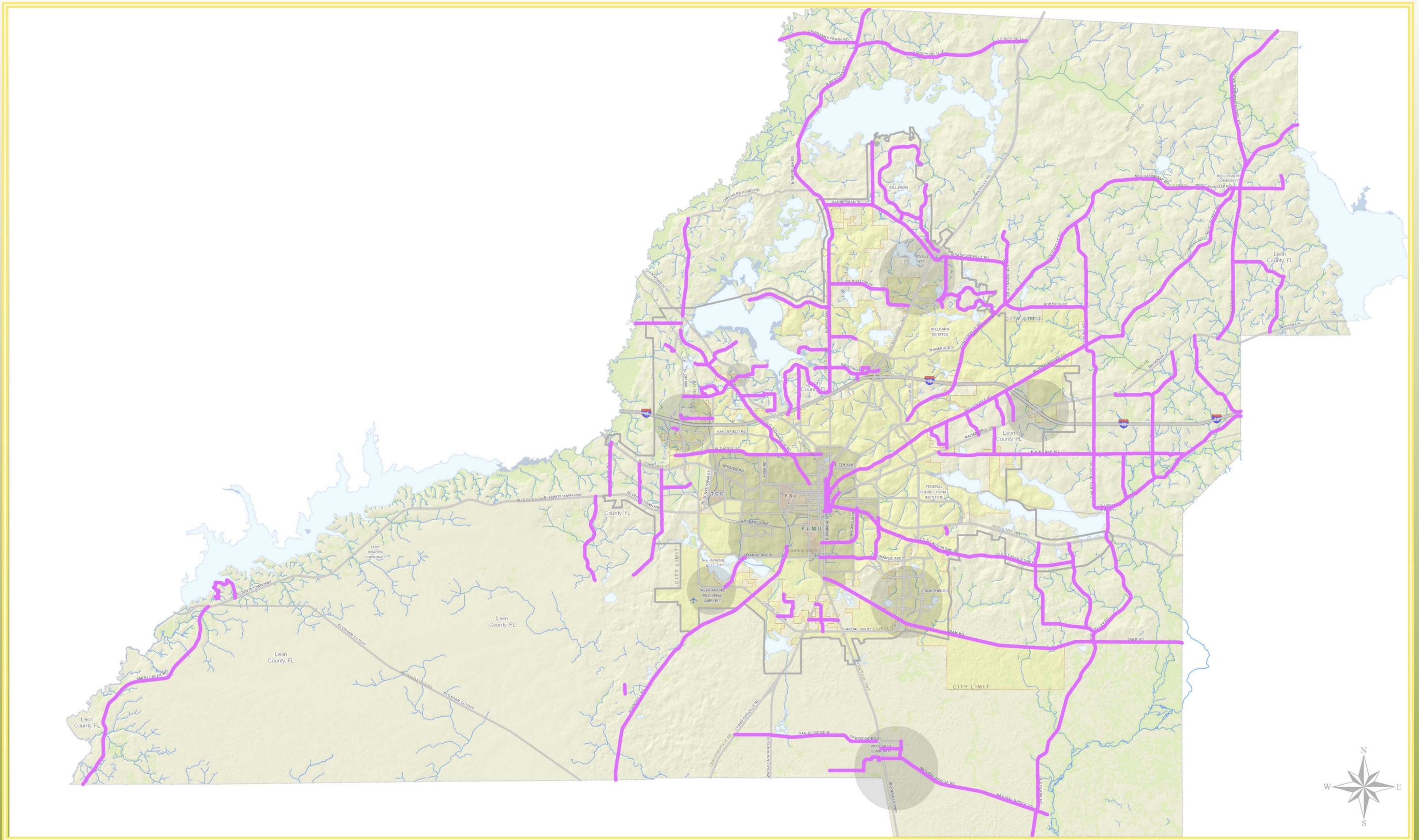
Compliments Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: This project is considered core infrastructure projects which enhance the safety and efficient operations of the roadways for all vehicles.



County Road Resurfacing

Legend

-  County Road Resurfacing
-  Mobility District/Activity Nodes
-  Urban Service Area

County Road Resurfacing Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Compliments BP2000 Project | |



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Proposed Projects for the Tax Extension

Project #15: County Facilities Infrastructure Improvements

Estimated Project Cost: \$42 million

Project Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for county facilities infrastructure improvements with a lifespan of five years or more in accordance with Florida Statutes. During the project identification process, staff identified over \$75 million of facilities improvements over the next 20 years to county buildings such as the Main Library, branch libraries, Public Works and Facilities offices, community centers, the Public Safety Complex, and other county facilities. It is important to note that County facilities and infrastructure have numerous additional needs that will need to be funded through the annual budget process. The needs included in this proposed project are court and public safety buildings which are vital core infrastructure facilities. These improvements include construction and/or maintenance performed on the exterior, mechanical, and electrical. Although not included in these preliminary estimates, future population growth will most likely require additional courtrooms and inmate pods. The County Facilities Infrastructure Improvements project meets the core infrastructure criterion and is a critical component of the long term capital improvement program.

The County Facilities Infrastructure Improvement project proposed improvements include the following:

- **Leon County Courthouse and Annex:** According to Florida Statue 29.008, Leon County is required to fund the cost of communications services, construction and/or lease, maintenance, utilities, and security of facilities for the circuit and county courts, public defenders' offices, state attorney's offices, guardian ad litem offices, and the offices of clerks of the circuit and county courts performing court related functions.

Over the next 20 years, the Leon County Courthouse and Annex will need construction and/or maintenance performed on the exterior, mechanical and electrical for a total of \$23.8 million. Although not included in these preliminary estimates, future population growth will most likely require additional courtrooms. Any improvements to the Courthouse and the Annex will be made in accordance with the Leon County Office of Resource Stewardship initiatives. This construction and maintenance is required under Florida law and is an allowable expense for the local governance infrastructure surtax as stated in FS 212.055(2)(d)(1)(c):

"For the purposes of this paragraph, the term "infrastructure" means ... c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008."

- **Leon County Jail:** According to Florida Statue 30.49, the Leon County Sheriff must submit a proposed budget for all proposed expenditures excluding the cost of construction, repair or capital improvements of county buildings. Due to the fact that Leon County jail is a county building, the County is required to maintain the facility including funding the cost of construction and/or repair.

Project #15: County Facilities Infrastructure Improvements

Page 2

Over the next 20 years, the Leon County Jail will need construction and/or maintenance performed on the exterior, mechanical, and electrical for a total of \$18.2 million. Although not included in these preliminary estimates, future population growth will most likely require additional inmate pods. Any improvements to the Courthouse and the Annex will be made in accordance with the Leon County Office of Resource Stewardship initiatives. This improvement is an allowable expense for the local governance infrastructure surtax as stated in FS 212.055(2)(d)(1)(a):

“For the purposes of this paragraph, the term “infrastructure” means: a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years and any related land acquisition, land improvement, design, and engineering costs.”

Project Criteria Detail:

Comprehensive Plan: N/A

Regional Mobility Plan: N/A

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

Green Infrastructure and Water Quality Enhancements: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: The Leon County Courthouse, Courthouse Annex, and Jail are facilities that are critical to the core function of county government. The improvements made to these facilities will be made in accordance with the Leon County Office of Resource Stewardship initiatives. As state previously, County facilities and infrastructure has numerous needs that will be funded through the annual budget process. The needs included in this proposed project are critical buildings that must be maintained according to Florida Statute.

Proposed Project for the Sales Tax Extension

Project #16: Private Dirt Road Paving Program

Estimated Project Cost: \$52 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for the paving of private dirt roads in the incorporated area of Leon County. Currently, for the majority of development activity, developers are required to build roads to County standards regardless if the road is public or private. There are exceptions for large rural tracts based on intensity and density. Staff has identified 195 miles of unpaved dirt roads. Specific criteria would need to be developed to prioritize roads, such as a minimum number of lots accessing the road.

Under the sales tax extension, the County could develop a program that provides funding towards the paving of the private roads if it met certain criteria, which may include, but not be limited to: 100% of the ROW being donated and 2/3's of the property owners to sign a petition requesting the project. Paving of existing dirt roads will require additional resurfacing dollars to preserve the investment in the new infrastructure.

Project Criteria Detail:

Comprehensive Plan: This project supports the both the Mobility and Conservation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Mobility Element Policy 1.3.4 Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.
- Conservation Element Goal 1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.

Regional Mobility Plan: Paved roadways enhance transportation mode opportunities.

Greenway Master Plan: N/A

Connectivity: Paving of dirt roads provides the increased opportunity for pedestrians and bicycles and enhances a varied sector of the population to utilize and access the overall transportation network. Further paving the roadways increases access to residential neighborhoods during inclement weather and provides an efficient means for police, fire and EMS to respond without threat of being adversely impeded by poor roadway conditions.

Complements Blueprint 2000 Project(s): N/A

Green Infrastructure and Water Quality Enhancements: Paved roadways with proper stormwater treatment improves water quality with the reduction of soil erosion to adjacent natural systems.

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: Paved roadways improve the efficiency of vehicular movements by providing an all weather driving surface.

Core Infrastructure: Dirt road improvements are considered core infrastructure projects which enhance the safety and efficient operations of the roadways and provide improved access for law enforcement and emergency vehicles.