

# Sales Tax Committee Agenda

May 9, 2013

4:00 p.m.

Leon County LeRoy Collins Main Library

First Floor Program Room

200 West Park Avenue

Item #	Agenda Topic
1.	Citizens to be Heard
2.	Approval of Summary Minutes for the April 26, 2013 Meeting of the Sales Tax Committee
3.	Update on the Progress of Imagine Tallahassee <u>Community Open House Events:</u> <ul style="list-style-type: none"><li>➤ Monday, May 20, 2013 at 5:30 p.m. Bethel AME Church</li><li>➤ Tuesday, May 21, 2013 at 2:00 p.m. City of Tallahassee Commission Chambers</li></ul>
4.	Presentation on Project #28: Northeast Gateway (Welaunee Critical Area Plan Regional Infrastructure)
5.	Presentation on Project #3 and Project #5: Airport Gateway (Springhill Road and Lake Bradford Road)
6.	Continue: Committee Project Discussion to Discuss the Recommended Project List and Length of the Sales Tax <ul style="list-style-type: none"><li>➤ Consideration of Priority Levels of Tabled Projects</li><li>➤ Preliminary Consideration of Sales Tax Length of Term</li><li>➤ Continued Project Discussion</li></ul>

**Next Meeting Date:**

When: Thursday, June 13, 2013 – if necessary

Where: First Floor Program Room, Leon County LeRoy Collins Main Library

Time: 4:00 p.m.

Main Discussion Topic: Committee Project Discussion to Discuss the Recommended Project List and Length of the Sales Tax

# **Agenda Item #1**

## **Citizens to be Heard**

**Cristina Paredes - atrs center**

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**From:** Carrie Adams <cadams4@embarqmail.com>  
**To:** <SalesTaxInfo@leoncountyfl.gov>  
**Date:** 4/27/2013 4:19 AM  
**Subject:** atrs center  
**CC:** cadams4 <cadams4@embarqmail.com>

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If you include a performing arts center within the projects funded by the Blueprint 2000 tax, I will vote against extension of the BP tax.

I do not believe my interests are sufficiently represented by a PAC to support paying for one.

Thanks,

Lee Adams

**Cristina Paredes - Chairman Evans**

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**From:** Reid <hreidmoon@yahoo.com>  
**To:** "salestaxinfo@leoncountyfl.gov" <salestaxinfo@leoncountyfl.gov>  
**Date:** 5/1/2013 9:04 PM  
**Subject:** Chairman Evans

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The Pebble Creek Homeowners Association board of directors enthusiastically supports allocation of \$10 million of Blueprint 2000 sales tax dollars for the Killearn Homes Association-recommended storm water / fresh water project. We believe our waters are one of our area's most valuable natural assets, for both health and recreation.

Thank you for your support,  
H. Reid Moon  
President  
Pebble Creek Homeowners Association

**Leon County  
Sales Tax Committee  
Cover Sheet for Agenda #2  
May 9, 2013**

**To:** Members of the Leon County Sales Tax Committee

**From:** Alan Rosenzweig, Deputy County Administrator  
Jay Townsend, Assistant City Manager  
Wayne Tedder, Director, Department of P.L.A.C.E.  
Cristina Paredes, Intergovernmental Affairs and Special Projects Coordinator

**Title:** Approval of Summary Minutes for the April 26, 2013 Meeting of the Leon County Sales Tax Committee

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**Executive Summary:**

This agenda item approves the summary minutes for the April 26, 2013 Meeting of the Leon County Sales Tax Committee (Attachment #1).

**Analysis:**

Attachment #1 is the summary minutes for the Leon County Sales Tax Committee meeting held on April 26, 2013, 12:00 p.m. in the First Floor Program Room of the Main Library.

The Leon County Clerk of Courts Office maintains a voice recording of all meeting. A transcription of the meeting minutes will be provided by the Clerk's office upon request.

**Options:**

1. Approve the summary minutes for the April 26, 2013 meeting of the Leon County Sales Tax Committee.
2. Do not approve the summary minutes for the April 26, 2013 meeting of the Leon County Sales Tax Committee.
3. Committee Direction.

**Recommendation:**

Options #1

**Attachments:**

1. April 26, 2013 Summary Minutes

# **Sales Tax Committee Meeting**

## **Summary Minutes**

### **April 26, 2013**

*Absent members:* Mr. William Tucker.

**Meeting began at 12:04 pm**

#### **Agenda Item #1: Citizens to be Heard**

Mr. Rick Minor addressed the Committee, on behalf of Mayor Marks, to ask the Committee to reconsider the DeSoto Winter Encampment Project.

Mr. Bob Ippolito addressed the Committee, on behalf of the Killearn Estates Homeowners Association, in support of the Killearn Estates Freshwater Restoration Project (Project # 36).

Mr. Curtis Baynes addressed the Committee in support of the Woodville and Oakridge Sewer Projects (Projects #40 and #41).

Ms. Debbie Lightsey addressed the Committee in support of creating a Wastewater Management Entity (Project #39).

Ms. Emily Fritz addressed the Committee in support of County infrastructure needs, urging the Committee to reconsider funding County Infrastructure Improvements to Public Safety Facilities and County Road Resurfacing projects.

#### **Agenda Item #2: Presentation on Project #28: Welaunee Critical Area Plan Regional Infrastructure within the Canopy Project – Welaunee Boulevard and the Dove Pond Regional Stormwater Facility**

Mr. David Powell, on behalf of Powerhouse, Inc., and Mr. Reggie Bouthillier, on behalf of CNL, presented on Project #28.

Mr. Powell requested that the Committee direct staff to work with Powerhouse to develop the details and cost figures of the project to present at the May 9, 2013 Committee meeting. Mr. Tom Osteen disclosed that his firm has been involved with the Welaunee proposal, but that he personally hasn't been involved.

Mr. Curtis Richardson motioned to approve CNL and Powerhouse's request to present more information about Project #28 on the May 9, 2013 Sales Tax Committee. Mr. Laurie Hartsfield seconded the motion. The motion passed with Mr. Bill Pebbles in opposition.

#### **Agenda Item #3: Approval of Summary Minutes for the March 28, 2013 Meeting of the Leon County Sales Tax Committee**

Ms. Kim Rivers made a motion to approve the March 28, 2013 summary minutes. The motion was seconded by Ms. Glenda Thornton. The motion passed unanimously.

#### **Agenda Item #4: Review of Sunshine Law by the County Attorney's Office**

Mr. Dan Rigo, Assistant County Attorney, reviewed Sunshine Law and Public Records Law with the Committee. Mr. Rigo helped clarify concerns for Committee members also serving on the Imagine Tallahassee Steering Committee.

**Agenda Item #5: Update on the Progress of Imagine Tallahassee**

Mr. Curtis Richardson and Ms. Kim Rivers provided the Committee an update on Imagine Tallahassee, which held its first Steering Committee meeting on Monday, April 22, 2013. Imagine Tallahassee will hold an open house on May 20, 2013 at Bethel AME Church and on May 21, 2013 at the City Hall Commission Chambers. Imagine Tallahassee plans to bring its recommendations on economic vitality to the Sales Tax Committee in December 2013.

**Agenda Item #6: Discussion on the Infrastructure Projects List**

**Review Revenue Projections and Leveraging Dollars**

Mr. Alan Rosenzweig, Deputy County Administrator, presented to the Committee the Sales Tax revenue projections. The table presented showed that a one penny sales tax would generate \$37.8 million per year in current dollars.

Mr. Wayne Tedder, Director of P.L.A.C.E., presented to the Committee a table that identified additional funding sources and grants that Blueprint 2000 was able to leverage through its portion of the Sales Tax.

**Allocate Preliminary County/City Percentages (up to x%)**

Mr. Rosenzweig then presented four scenarios that showed the distribution amounts of the Sales Tax if the County and City were each allocated 10%, 15%, 20%, or 25%. All four scenarios assumed that up to 15% of the Sales Tax would be allocated to economic vitality projects.

After some Committee discussion, Ms. Kim Rivers motioned to allocate to the 20% of the sales tax to the County and City (10% each). The motion was seconded by Mr. Peebles. The motion passed unanimously.

**Committee Project Discussion to Determine Recommended Projects and Length of the Sales Tax**

The Committee went through its second round of project selection. The Committee decided to rank each project in priority of 1 to 3, 1 being the most important to the Committee. When the project came up, a Committee member would move that the project be ranked Priority Level 1, 2, or 3. The motion required a second. If there was no objection, the project received that ranking and the Committee moved on. If there was an objection, the Committee would discuss the project further and then vote on what Priority Level it should be. The results of this ranking and project discussion can be found in the attached table.

**Other Committee Business:**

Mr. Bill Peebles moved that the Committee reconsider the DeSoto Winter Encampment Project (previously Project # 22 before being removed on March 28, 2013). The motion was seconded by Mr. Kim Williams. The motion passed unanimously.

Ms. Henree Martin moved that the Committee reconsider the Northeast Park Project (previously Project # 55 before being removed on March 28, 2013). The motion was seconded by Ms. Laurie Hartsfield. The motion passed with Mr. Lamar Taylor, Mr. Dan Newman, Mr. Terence Hinson, and Mr. Curtis Richardson opposed.

Both projects will be considered by the Committee at its next meeting on May 9, 2013.

**Meeting adjourned at 5:41 pm.**

### Results of April 26, 2013 Sales Tax Committee Meeting Project Review

Project Number	Project Name	Priority Level	Motioned	Seconded	Objection	Vote	Notes
1	Capital Circle Southwest	<b>1</b>	Williams, Kim	Berlow, Bill	-	Passed without objection	
2	Airport Gateway: Westside Student Corridor Enhancements and Flood Relief	<b>1</b>	Williams, Kim	Martin, Henree	-	Passed without objection	
3	Airport Gateway: Springhill Road Gateway	3	Williams, Kim	Messer, Will	Richardson, Curtis	None taken. Motion amended in discussion.	Mr. Williams requested to only fund minor transportation improvements and beautification of the roadway. Ms. Martin asked Mr. Williams to amend his motion to set the project priority level at 2. Mr. Williams re-stated his motion.
		<b>2</b>	Williams, Kim	Martin, Henree	-	Passed without objection	
4	Southside Gateway Enrichment	<b>2</b>	Sperry, Todd	Martin, Henree	-	Passed without objection	
5	Lake Bradford Gateway	<b>1</b>	Messer, Will	Richardson, Curtis	-	Passed without objection	Revised the widening from Stadium to Springhill.
6	North Monroe Gateway	<b>1</b>	Messer, Will	Martin, Henree	-	Passed without objection	
7	Build Bike Route System	<b>1</b>	Murry, Ed	Berlow, Bill	Messer, Will	Passed, Mr. Messer opposed.	
8	Complete Sidewalk Network	<b>1</b>	Messer, Will	Martin, Henree	-	Passed without objection	As part of his Tier 1 motion, Mr. Messer also moved that the project funding be reduced from \$101.4 million to \$50 million, with a priority placed on safe routes to schools.
9	Implement Greenways Master Plan	1	Martin, Henree	Messer, Will	Taylor, Lamar	-	Ms. Martin re-motioned to make the project a 2.
		<b>2</b>	Martin, Henree	Peebles, Bill	-	Passed without objection	

\* Bolded Priority Level numbers are the final Priority Level for the corresponding project

### Results of April 26, 2013 Sales Tax Committee Meeting Project Review

Project Number	Project Name	Priority Level	Motioned	Seconded	Objection	Vote	Notes
10	Northwest Connector Corridor	<b>1</b>	Messer, Will	Thornton, Glenda	-	Passed without objection	
11	Lake Lafayette and St. Marks Regional Linear Park	1	Osteen, Todd	(no second)	-	-	
		<b>3</b>	Newman, Dan	Thornton, Glenda	-	Passed without objection	
12	Pine Flats Trail	<b>3</b>	Williams, Kim	Messer, Will	-	Passed without objection	
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	<b>1</b>	Henry, Christic	Peebles, Bill	-	Passed without objection	Staff revised the cost of this project from \$33.6 million to \$15 million.
14	Market District Activity Center Connectivity	<b>1</b>	Messer, Will	Martin, Henree	-	Passed without objection	
15	Midtown Placemaking	<b>1</b>	Newman, Dan	Peebles, Bill	-	Passed without objection	The Committee requested that a sidewalk to Lake Ella be included.
16	Goodwood Playground and Community Garden	<b>3</b>	Newman, Dan	Richardson, Curtis	Martin, Henree	Passed with Ms. Henry, Mr. Messer, and Ms. Thornton in objection.	
17	College Avenue Placemaking	<b>1</b>	Rivers, Kim	Taylor, Lamar	-	Passed without objection	
18	Downtown Outdoor Pedestrian Mall	<b>3</b>	Rivers, Kim	Williams, Kim	Messer, Will.	Passed without objection, see notes.	Ms. Rivers initially moved that the project be a 2. During discussion, the motion as amended to be a 3. There was no further objection and the motion carried.
19	Florida A&M Entry Points	<b>1</b>	Williams, Kim	Rivers, Kim	Martin, Henree	Passed without objection	After some discussion, Ms. Martin withdrew her objection. The City is currently enhancing Railroad Ave, between FAMU Way and Gaines St. Project cost has been reduced from \$20 million to \$16.5 million.
20	Downtown Parking Garage	<b>3</b>	Messer, Will	Peebles, Bill	-	Passed without objection	
21	Florida Center of Performing Arts and Education	<b>3</b>	Martin, Henree	Newman, Dan	Berlow, Bill	The motion failed.	
		<b>2</b>	Sperry, Todd	Peebles, Bill	Mr. Hinson	Passed with Mr. Hinson and Ms. Martin in objection	
22	Monroe-Adams Corridor Placemaking	<b>1</b>	Hinson, Terence	Thornton, Glenda	-	Passed without objection	The Committee requested that this project not include medians, but other greenspaces.

\* Bolded Priority Level numbers are the final Priority Level for the corresponding project

**Results of April 26, 2013 Sales Tax Committee Meeting Project Review**

Project Number	Project Name	Priority Level	Motioned	Seconded	Objection	Vote	Notes
23	Orange/Meridian Placemaking: Beautification of the Stormwater Pond at S. Monroe & Orange Ave.	<b>1</b>	Henry, Christic	Thornton, Glenda	-	Passed without objection	
24	Beautification and Improvements to the Fairgrounds	3	Peebles, Bill	Henry, Christic	Martin, Henree	The motion failed	
		1	Martin, Henree	Murray, Ed	Messer, Will	The motion failed	
		<b>2</b>	-	-	-	-	The project defaulted to priority level 2.
25	Tennessee Street Beautification and Pedestrian Safety Enhancement*	-	-	-	-	-	Mr. Messer moved to table the project. Mr. Peebles seconded the motion. The motion passed without objection. The Committee requested more information on this project.
26	Northeast Connector Corridor	<b>1</b>	Peebles, Bill	Hartsfield, Laurie	-	Passed without objection	
27	Orange Avenue Widening from Adams Street to Capital Circle Southwest	<b>1</b>	Richardson, Curtis	Williams, Kim	-	Passed without objection	The Committee revised this project to widen Orange Ave., from Adams St. to Springhill Rd. Project cost reduced from \$78.2 million to \$39.1 million
28	Welaunee Critical Area Plan Regional Infrastructure	<b>1</b>	Martin, Henree	Richardson, Curtis	-	Passed without objection	The Committee Requested that this project be back at the May 9th meeting with a revised cost estimated based on the April 26th presentation by Mr. David Powell and Mr. Reggie Bouthillier.
29	StarMetro	<b>1</b>	Peebles, Bill	Messer, Will	-	Passed without objection	
30	Weems Road Flood Control	<b>1</b>	Martin, Henree	Henry, Christic	Messer, Will	Passed with Ms. Hartsfield, Mr. Messer, Mr. Newman, Mr. Osteen, Mr. Peebles, , Ms. Rivers, Mr. Taylor, and Ms. Thornton in objection.	
31	Intersection Safety and Improvements	<b>3</b>	Peebles, Bill	Berlow, Bill	-	Passed without objection	
32	Tram Road	<b>3</b>	Peebles, Bill	Martin, Henree	-	Passed without objection	
33	Extension of Jackson Bluff Road	<b>3</b>	Williams, Kim	Peebles, Bill	-	Passed without objection	
34	Service Road (Capital Circle NW)	<b>3</b>	Williams, Kim	Messer, Will	-	Passed without objection	
35	Phase II: Water Quality Program	<b>3</b>	Williams, Kim	Messer, Will	-	Passed without objection	

\* Bolded Priority Level numbers are the final Priority Level for the corresponding project

**Results of April 26, 2013 Sales Tax Committee Meeting Project Review**

<b>Project Number</b>	<b>Project Name</b>	<b>Priority Level</b>	<b>Motioned</b>	<b>Seconded</b>	<b>Objection</b>	<b>Vote</b>	<b>Notes</b>
36	Killearn Estates Freshwater Restoration Project	<b>1</b>	Messer, Will	Williams, Kim	-	Passed without objection	
37	Lake Lafayette Basin Improvements and Floodplain Protection and Eastgate Neighborhood Park/Greenspace	<b>1</b>	Richardson, Curtis	Henry, Christic	-	Passed without objection	The Committee reduced the scope of this project to a trail and possible park area. Project cost reduced from \$36.3 million to \$2 million.
38	Downtown Stormwater Improvements	<b>1</b>	Newman, Dan	Thornton, Glenda	-	Passed without objection	
39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	<b>1</b>	Sperry, Todd	Richardson, Curtis	Messer, Will	Passed with Mr. Messer, Mr. Newman, and Mr. Osteen in objection.	The Committee agreed to only fund Part 1 of this project (Wastewater Management Plan and Execution Study). Project cost reduced from \$67 million to \$2.8 million.
40	Woodville Water Quality	<b>1</b>	Martin, Henree	Richardson, Curtis	-	Passed without objection	Ms. Martin moved to allocate \$75 million for the Blueprint to use on water quality improvement projects. Projects #40-45 have been merged into a single project to address water quality issues throughout Leon County.
41	Oak Ridge Sewer Project	-	-	-	-	-	See Project #40 notes
42	Centerville Trace Water Resources	-	-	-	-	-	See Project #40 notes

\* Bolded Priority Level numbers are the final Priority Level for the corresponding project

**Results of April 26, 2013 Sales Tax Committee Meeting Project Review**

<b>Project Number</b>	<b>Project Name</b>	<b>Priority Level</b>	<b>Motioned</b>	<b>Seconded</b>	<b>Objection</b>	<b>Vote</b>	<b>Notes</b>
43A	Alternatives to Central Sewer in Harbinwood Estates: Decentralized Cluster System	-	-	-	-	-	See Project #40 notes
43B	Alternatives to Central Sewer in Harbinwood Estates: Advanced Wastewater Treatment Plant	-	-	-	-	-	See Project #40 notes
44	Lake Jackson Preservation and Mobility Enhancements	-	-	-	-	-	See Project #40 notes
45	Sewer Hookups Incentive Program	-	-	-	-	-	See Project #40 notes
46A	Operating Costs for Parks Built with Blueprint 2000 Funds: <u>County Portion</u>	3	Peebles, Bill	(no second)	-	-	
		<b>1</b>	Rivers, Kim	Richardson, Curtis	Peebles, Bill	Passed with Mr. Newman and Mr. Peebles in objection.	Ms. Rivers moved both Projects #46a and #46b at once.
46B	Operating Costs for Parks Built with Blueprint 2000 Funds: <u>City Portion</u>	-	-	-	-	-	See Project #46a notes

\* Bolded Priority Level numbers are the final Priority Level for the corresponding project

# Project Information

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**SUBJECT TO CHANGE: 4/26/13 Sales Tax Committee Project List by Priority**

Project #	Project Name	Priority Level	Geographic Location	Project Total
1	Capital Circle Southwest	1	3	114,421,000
2	Gateway: Westside Student Corridor Enhancements and Flood Relief (Widening of Penscola Street)	1	4	29,700,000
5	Lake Bradford Gateway	1	3,4	37,271,738
6	North Monroe Gateway	1	4	5,000,000
7	Build Bike Route System	1	1,2,3,4	15,000,000
8	Complete Sidewalk Network	1	1,2,3,4	50,000,000
10	Northwest Connector Corridor: Widening of Tharpe Street	1	4	53,600,000
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	1	3	15,000,000
14	Market District Activity Center Connectivity	1	1	9,400,000
15	Midtown Placemaking	1	1,4	22,000,000
17	College Avenue Placemaking	1	4	7,000,000
19	Florida A&M Entry Points	1	3,4	16,500,000
22	Monroe-Adams Corridor Placemaking	1	3	7,000,000
23	Orange/Meridian Placemaking	1	3	4,100,000
26	Northeast Connector Corridor: Widening of Bannerman Road	1	4	36,300,000
27	Orange Avenue Widening from Adams Street to <b>Springhill Road</b>	1	3	39,100,000
28	Welaunee Critical Area Plan Regional Infrastructure within the Canopy Project - Welaunee Boulevard and the Dove Pond Regional Stormwater Facility	1	1	TBD
29	StarMetro	1	1,2,3,4	12,250,000
30	Weems Road Flood Control	1	1	7,800,000
36	Killearn Estates Freshwater Restoration Project	1	1	10,000,000
37	Lake Lafayette Basin Improvements and Floodplain Protection and Eastgate Neighborhood Park/Greenspace	1	1	2,000,000
38	Downtown Stormwater Improvements	1	3,4	25,000,000
39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	1	1,2,3,4	2,800,000
46A&B	Operating Costs for Parks Built with Blueprint 2000 Funds: <u>County and City</u>	1	1,2,3,4	27,014,300
	Water Quality Program: Projects 40-45	1	1,2,3,4	75,000,000
<b>Priority 1 Subtotal</b>				<b>623,257,038</b>
3	Airport Gateway: Springhill Road Gateway (Beautification and Minor Transportation Improvements to Springhill Road)	2	1,2,3,4	TBD
4	Southside Gateway Enrichment: Widening of Woodville Highway	2	2,3	29,700,000
9	Implement Greenways Master Plan	2	1,2,3,4	18,497,000
21	Florida Center of Performing Arts and Education	2	4	30,000,000
24	Beautification and Improvements to the Fairgrounds	2	2,3	12,000,000
<b>Priority 2 Subtotal</b>				<b>90,197,000</b>
11	Lake Lafayette and St. Marks Regional Linear Park	3	1,2	20,800,000
12	Pine Flats Trail	3	3	21,200,000
16	Goodwood Playground and Community Garden	3	1	200,000
18	Downtown Outdoor Pedestrian Mall	3	4	6,000,000
20	Downtown Parking Garage	3	4	25,000,000
31	Intersection Safety and Improvements	3	1,2,3,4	5,800,000
32	Tram Road	3	2,3	41,900,000
33	Extension of Jackson Bluff Road	3	3,4	26,000,000
34	Service Road (Capital Circle NW)	3	4	41,800,000
35	Phase II: Water Quality Program	3	1,2,3,4	50,000,000
<b>Priority 3 Subtotal</b>				<b>238,700,000</b>
25	Tennessee Street Beautification and Pedestrian Safety Enhancement	<b>Tabled</b>	4	TBD
47	Desoto Winter Encampment	<b>Tabled</b>		250,000
48	Northeast Park	<b>Tabled</b>		13,130,000
<b>Tabled Items Subtotal</b>				<b>13,380,000</b>
<b>Grand Total</b>				<b>\$ 965,534,038</b>

SUBJECT TO CHANGE

**SUBJECT TO CHANGE: 4/26/13 Sales Tax Committee Project List by Priority**

Project #	Project Name	Priority Level	Geographic Location	Project Total
<b>Projects Merged into the Water Quality 'Bucket'</b>				
40	Woodville Water Quality		2	-
41	Oak Ridge Sewer Project		2,3	-
42	Centerville Trace Water Resources		1	-
43A	Alternatives to Central Sewer in Harbinwood Estates: Decentralized Cluster System		4	-
43B	Alternatives to Central Sewer in Harbinwood Estates: Advanced Wastewater Treatment Plant		4	-
44	Lake Jackson Preservation and Mobility Enhancements		4	-
45	Sewer Hookups Incentive Program		1,2,3,4	-

**SUBJECT TO CHANGE**

## Sales Tax Revenue Projections

The revenue projections presented below are based on one penny of sales tax dollars generating \$37.8 million per year.

**Annual Sales Tax Collections    \$    37,800,000**

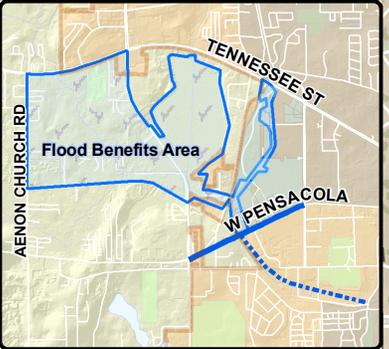
	YEARS						
	1	15	20	25	30	35	40
<b>10%</b>	\$ 3,780,000	\$ 56,700,000	\$ 75,600,000	\$ 94,500,000	\$ 113,400,000	\$ 132,300,000	\$ 151,200,000
<b>15%</b>	\$ 5,670,000	\$ 85,050,000	\$ 113,400,000	\$ 141,750,000	\$ 170,100,000	\$ 198,450,000	\$ 226,800,000
<b>18%</b>	\$ 6,804,000	\$ 102,060,000	\$ 136,080,000	\$ 170,100,000	\$ 204,120,000	\$ 238,140,000	\$ 272,160,000
<b>20%</b>	\$ 7,560,000	\$ 113,400,000	\$ 151,200,000	\$ 189,000,000	\$ 226,800,000	\$ 264,600,000	\$ 302,400,000
<b>22%</b>	\$ 8,316,000	\$ 124,740,000	\$ 166,320,000	\$ 207,900,000	\$ 249,480,000	\$ 291,060,000	\$ 332,640,000
<b>25%</b>	\$ 9,450,000	\$ 141,750,000	\$ 189,000,000	\$ 236,250,000	\$ 283,500,000	\$ 330,750,000	\$ 378,000,000
<b>30%</b>	\$ 11,340,000	\$ 170,100,000	\$ 226,800,000	\$ 283,500,000	\$ 340,200,000	\$ 396,900,000	\$ 453,600,000
<b>35%</b>	\$ 13,230,000	\$ 198,450,000	\$ 264,600,000	\$ 330,750,000	\$ 396,900,000	\$ 463,050,000	\$ 529,200,000
<b>40%</b>	\$ 15,120,000	\$ 226,800,000	\$ 302,400,000	\$ 378,000,000	\$ 453,600,000	\$ 529,200,000	\$ 604,800,000
<b>45%</b>	\$ 17,010,000	\$ 255,150,000	\$ 340,200,000	\$ 425,250,000	\$ 510,300,000	\$ 595,350,000	\$ 680,400,000
<b>50%</b>	\$ 18,900,000	\$ 283,500,000	\$ 378,000,000	\$ 472,500,000	\$ 567,000,000	\$ 661,500,000	\$ 756,000,000
<b>55%</b>	\$ 20,790,000	\$ 311,850,000	\$ 415,800,000	\$ 519,750,000	\$ 623,700,000	\$ 727,650,000	\$ 831,600,000
<b>60%</b>	\$ 22,680,000	\$ 340,200,000	\$ 453,600,000	\$ 567,000,000	\$ 680,400,000	\$ 793,800,000	\$ 907,200,000
<b>65%</b>	\$ 24,570,000	\$ 368,550,000	\$ 491,400,000	\$ 614,250,000	\$ 737,100,000	\$ 859,950,000	\$ 982,800,000
<b>70%</b>	\$ 26,460,000	\$ 396,900,000	\$ 529,200,000	\$ 661,500,000	\$ 793,800,000	\$ 926,100,000	\$ 1,058,400,000
<b>75%</b>	\$ 28,350,000	\$ 425,250,000	\$ 567,000,000	\$ 708,750,000	\$ 850,500,000	\$ 992,250,000	\$ 1,134,000,000
<b>78%</b>	\$ 29,484,000	\$ 442,260,000	\$ 589,680,000	\$ 737,100,000	\$ 884,520,000	\$ 1,031,940,000	\$ 1,179,360,000
<b>80%</b>	\$ 30,240,000	\$ 453,600,000	\$ 604,800,000	\$ 756,000,000	\$ 907,200,000	\$ 1,058,400,000	\$ 1,209,600,000
<b>82%</b>	\$ 30,996,000	\$ 464,940,000	\$ 619,920,000	\$ 774,900,000	\$ 929,880,000	\$ 1,084,860,000	\$ 1,239,840,000
<b>85%</b>	\$ 32,130,000	\$ 481,950,000	\$ 642,600,000	\$ 803,250,000	\$ 963,900,000	\$ 1,124,550,000	\$ 1,285,200,000
<b>90%</b>	\$ 34,020,000	\$ 510,300,000	\$ 680,400,000	\$ 850,500,000	\$ 1,020,600,000	\$ 1,190,700,000	\$ 1,360,800,000
<b>100%</b>	\$ 37,800,000	\$ 567,000,000	\$ 756,000,000	\$ 945,000,000	\$ 1,134,000,000	\$ 1,323,000,000	\$ 1,512,000,000

# **Project 2:**

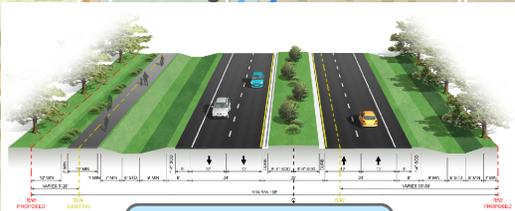
***Westside Student Corridor  
Enhancements and Floor Relief  
(Pensacola Street Widening)***

## **Revised Map**

# Airport Gateway: Westside Student Corridor Enhancements and Flood Relief



Overall view showing Flood benefits area extent



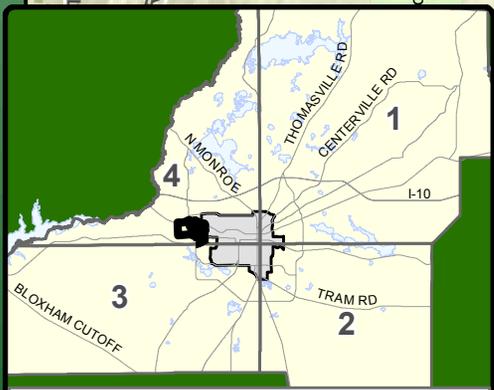
Widen to four lanes with sidewalks, bike lanes and landscape medians



Gateway Feature Example



Gateway Feature Example



Quadrant: 4

## Project #2

TCC/FSU/FAMU Connector



# **Project 3/5:**

***Airport Gateway: Springhill Road  
and Lake Bradford Road***

# **Revised Project Description and Cost**

# SALES TAX PROJECTS

**Project Number:** Revised #3  
**Project Name:** Airport Gateway: Springhill Road and Lake Bradford Road  
**Total Project Cost:** \$58,698,138

## Total Project Cost Notes

Combined project totals: \$58,698,138  
Springhill Road (Beautification and Transportation Improvements) \$21,426,400  
Lake Bradford Gateway \$37,271,738

## Executive Project Summary

This project combines the Springhill Road and Lake Bradford projects into one gateway project from Stadium/Gaines Street to Capital Circle Southwest. The improvements will create a unique, urban gateway to Tallahassee from the Airport.

## Themes

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input checked="" type="checkbox"/> Sense of Community               | <input type="checkbox"/> Ecotourism/Parks             |
| <input type="checkbox"/> Environmental/Water Quality                 | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

## Detail Project Description

Springhill Road improvements include:

- 130' right of way
- 10' sidewalk on one side and 5' on other
- Bike lanes on both sides
- 4 lane option with 22' median
- Enhanced landscape
- 2 Lane = \$21,426,400

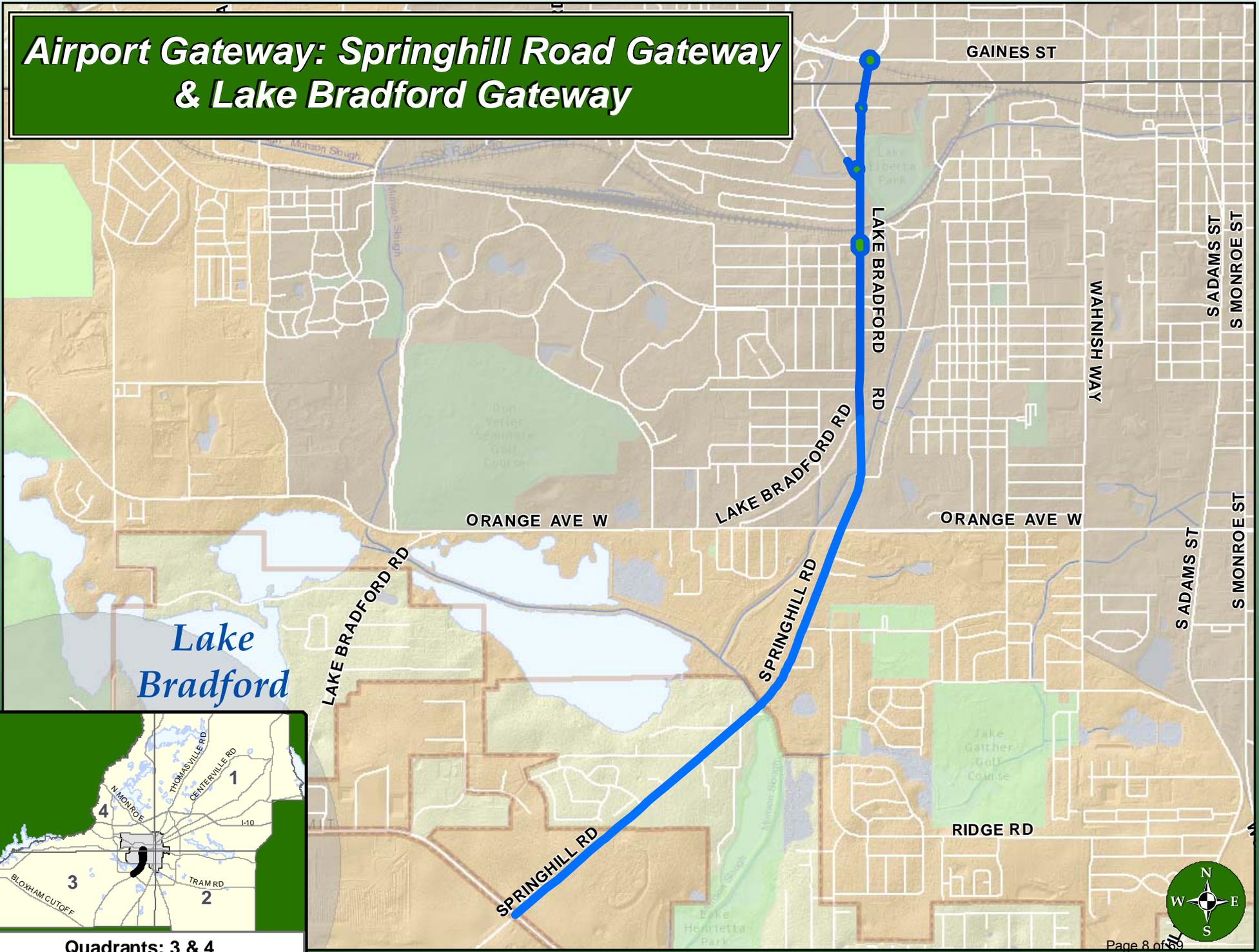
Lake Bradford Road improvements include:

- Roundabouts at key locations
- Roadway reconstruction
- Gateway streetscaping
- Bike lanes and wider sidewalks
- Enhanced landscaping and lighting

## Cost By Themes

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
\$58,698,138	Gateways

# Airport Gateway: Springhill Road Gateway & Lake Bradford Gateway

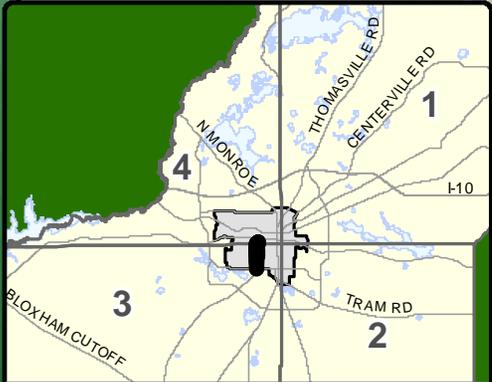
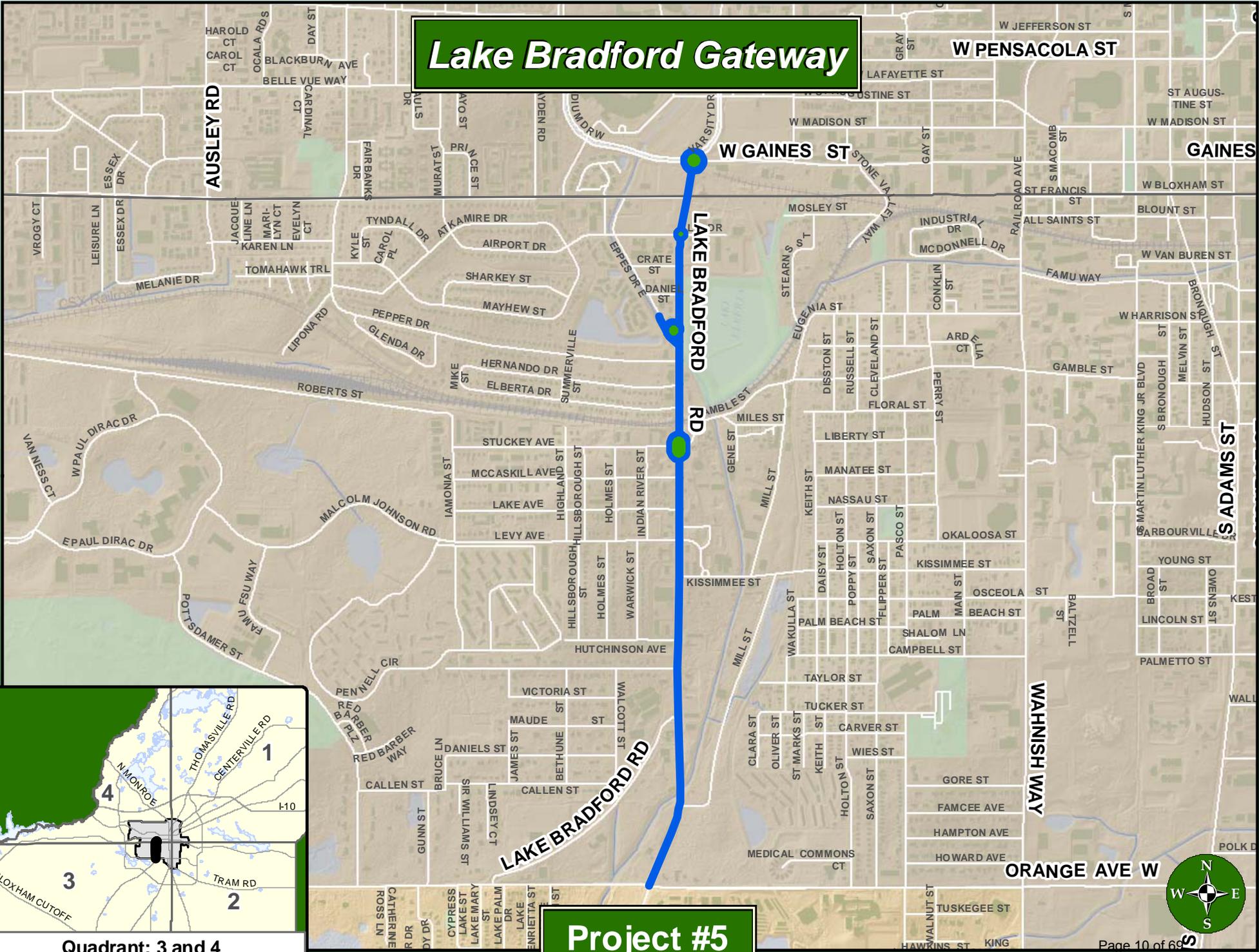


Quadrants: 3 & 4



**Project 5:**  
*Lake Bradford Gateway*  
**Revised Map**

# Lake Bradford Gateway



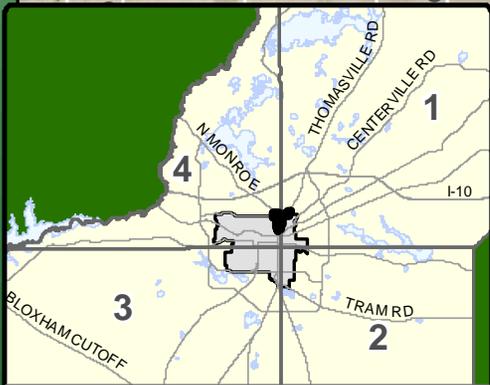
Quadrant: 3 and 4

Project #5



**Project 15:**  
*Midtown Placemaking*  
**Revised Map**

# Midtown Placemaking



Quadrants: 1 and 4

**Project #15**

# **Project 25:**

## ***Tennessee Street Beautification and Pedestrian Safety Enhancement***

# **Additional Information**

## Tennessee Street Road Safety Assessment Report Summary:

- Crash data along Tennessee Street (US 90)
- Traffic volumes
- Roadway section
- Sidewalk width
- Street lighting
- Speed limits



RSA identified 23 safety related issues and made the following suggestions categorized below as falling under the immediate, intermediate or long timeframes:

### **Immediate**

- Create pedestrian safety zones.
- Repair/replace dark LED pedestrian signals. (completed)
- Review signal system timing. (continual effort)
- Install signage to improve pedestrian safety. (completed)
- Add Speed Limit Sign Beacon and enhance conspicuity devices. (work included in FDOT's 2014 resurfacing project)
- Re-align pedestrian signal heads – this has been accomplished by the City of Tallahassee. (completed)
- Conduct speed study and consider additional guidance criteria in the MUTCD/FHWA USLIMITS2 application to evaluate reducing the speed limit to 30 mph starting at Woodward Avenue (to Monroe Avenue).

## **Intermediate**

- Enhanced Highway Lighting especially at designated pedestrian crossings and provide High Visibility Crosswalks.
- Conduct a study to determine the appropriateness and location of mid-block crossings with pedestrian median islands, signing, high emphasis markings, and pedestrian hybrid beacon or traffic control signals. The beacons or traffic signals should be interconnected with the corridor's computerized traffic control system. (work included in FDOT's 2014 resurfacing project).
- Conduct an analysis to reduce the time buses are stopping and waiting in traffic lanes.
- Conduct an analysis to identify education, enforcement and engineering safety countermeasures possibly creating a bike lane to improve the safety of all users.
- For Eastbound traffic west of Dewey Street and westbound traffic east of N. Copeland Street remove and replace pedestrian signs with more conspicuous pedestrian warning signs and beacons.
- At the Woodward intersection, tighten the radii and create a more pedestrian-friendly crossing island with the use of improved right-turn slip design.
- As appropriate at intersections, relocate the pedestrian islands and square the crossing to reduce the crossing distances and time.
- The lane widths throughout the corridor vary from 9 to 11 feet. The number of vehicles traveling in each lane appears to be equally split. As the sidewalk is adjacent to the narrower 9 foot lane, pedestrians are walking closer to the motor vehicle traffic. Reassign the lane and median widths to increase the separation between the pedestrians and the motor vehicles.

## **Long Term**

- Conduct a Comprehensive Network Analysis to determine the effects on the entire system. Consider evaluating the feasibility a 4-lane roadway.
- Provide accommodations for delivery trucks and prohibit truck from impeding traffic.
- Widen the sidewalk and/or provide a buffer from Dewey and Monroe.
- Transform selected "Goat Paths" to all-weather walkways and relocate FSU bus stops to align with the all-weather paths. (Requires FSU action).
- Upgrade existing pedestrian underpass to ADA standards and further enhance the safety and security of the underpass.



## **Road Safety Assessment Activities**

The Road Safety Assessment (RSA) process included the following activities:

- Field Reviews: Day and night on March 27 – 29, 2012
- Stakeholder Meetings on March 28 -29, 2012 with:
  - Capital Region Transportation Planning Agency
  - Mayor Pro Tempore
  - Chief of Police and Staff
  - Public Works Director and Traffic Mobility Staff
  - Leon County Fire and EMS
  - Florida State University – Police
  - Business Owners and Citizens
- Attended City Commission Meeting, March 28, 2012
- Follow-up meetings with the project owner (FDOT) March 30 (Central Office – Safety and Traffic Engineering) and April 4, 2012 (District 3).

## **RSA Team:**

The RSA team consisted of the following individuals:

- Craig Allred, Transportation Specialist (FHWA - Resource Center)
- Jonathan Harris, District Safety Program Manager (FDOT - District 3)
- Kenny Rudd, Senior Roadway CADD Designer (FDOT - District 3)
- Wesley Adams, Traffic Operations (FDOT - District 3)
- Rudolph Umbs, Senior Traffic Safety Engineer (Tindale-Oliver and Associates)

## **Project Characteristics:**

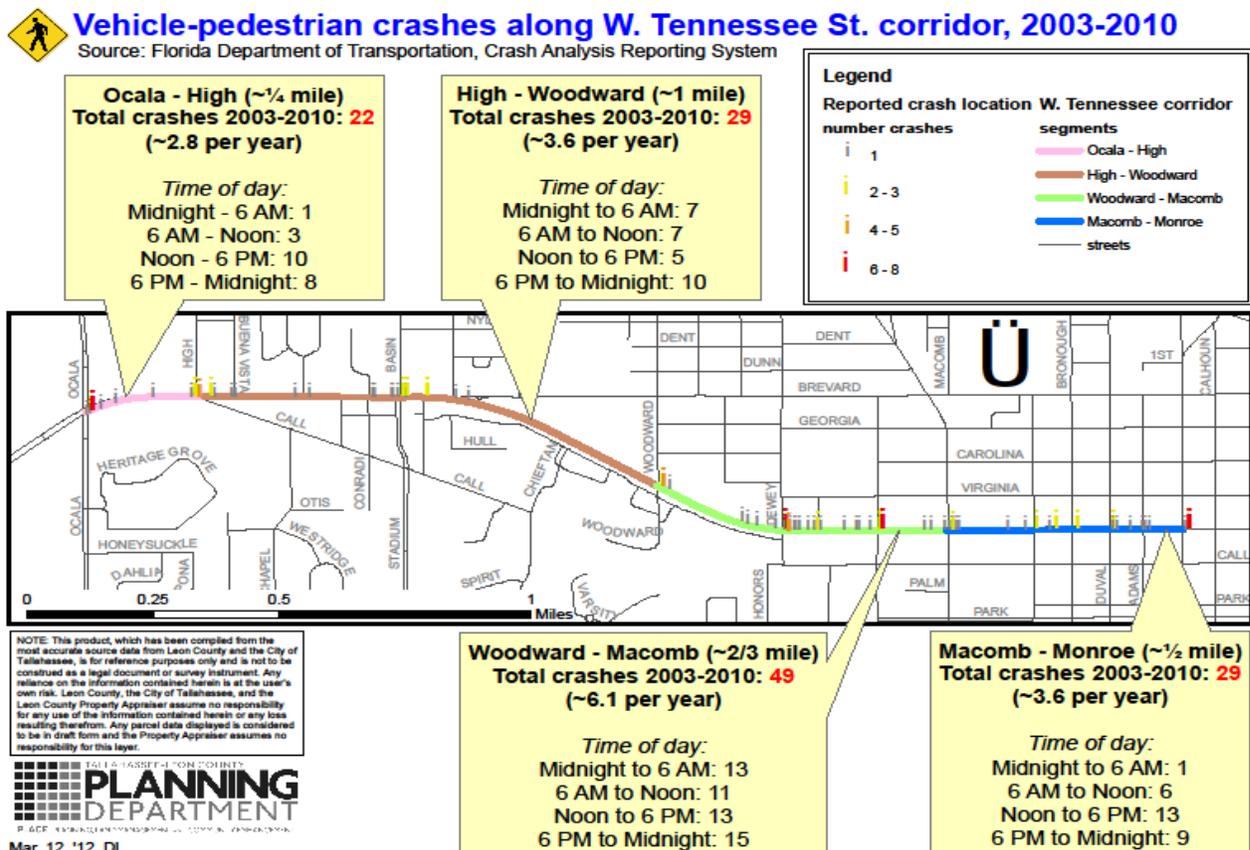
### **Background:**

This road safety assessment was requested by FDOT District 3 to review West Tennessee Street for immediate safety enhancements for pedestrians and possible long term improvements to incorporate into the upcoming 3R project to be accomplished within the study limits.

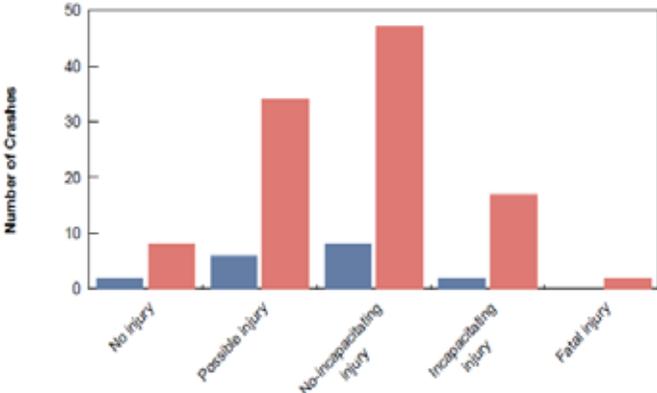
This safety assessment was intended to identify apparent operational and safety related issues related to recorded crash experience or observation of operational conditions in the field. Special emphasis was placed on pedestrian and bicycle issues.

Some suggestions presented in this report may warrant further study before a decision is made by the Department whether to include or exclude the safety suggestions within the 3R project Scope of Services based on operational considerations. Other suggested safety improvements may exceed the scope and budgetary constraints applicable to 3R projects. It is understood that the safety suggestions presented in this report will be reviewed and approved by appropriate District personnel prior to implementation.

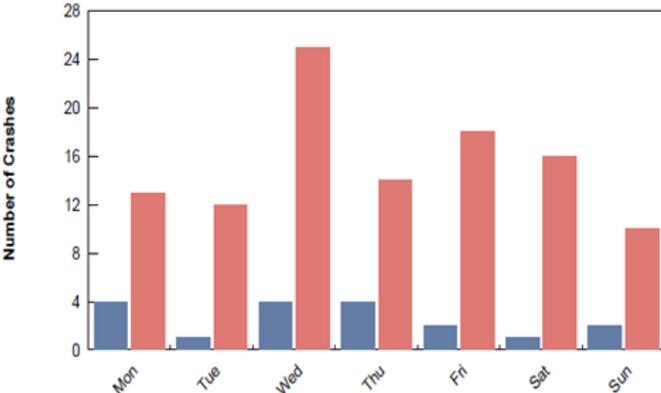
Traffic and Crash data utilized for this assessment was provided by District 3. A total of 126 “long form” pedestrian and bicycle crashes have been reported in the period from 2003 to 2010 including 2 deaths, 114 injuries and 10 PDO crashes.



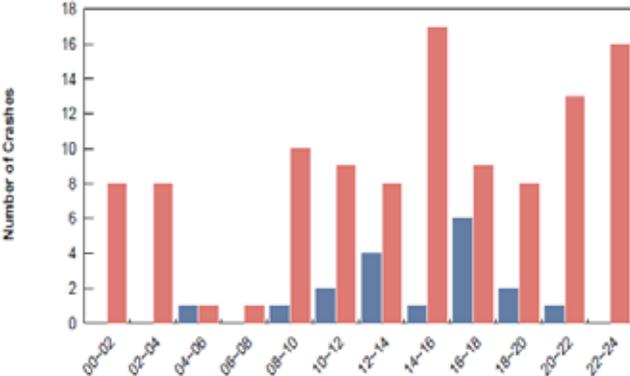
Distribution of Crashes by Severity & Type



Distribution of Crashes by Day of Week & Type



Distribution of Crashes by Hour & Type



## Roadway Attributes:

- Existing Typical Section:
  - Six-lane divided with mix of painted and raised medians
  - Fourteen signalized intersection are control by an adaptive computer control system
  - Dual left turn lanes and/or right turn auxiliary lanes at some intersections



- Lane width: 9 to 11 feet
- Sidewalks: Continuous 4 to 5 ft. wide
- Length: 2.25 miles
- Posted Speed Limit:
  - 35 MPH Ocala Road to Dewey Street
  - 30 MPH Dewey Street to Monroe Street
- Service Function: urban principal arterial
- Adjacent Land Use: commercial and university
- Alignment: tangent sections
- Terrain: mostly flat with some rolling hills
- Lighting: Utility Pole mounted

- Traffic Volumes:
  - Ocala Road to Stadium Road 51,000 AADT
  - Stadium Road to Dewey Street: 39,000 AADT
  - Dewey Street to Monroe Street: 32,000 AADT



### Planning Factors:

Tennessee Street is part of the much larger “Moving Tallahassee: Cars Optional” plan by the City of Tallahassee to create a master transportation plan for the entire Multimodal Transportation District (MMTD), which encompasses Downtown, Florida State University, Florida A&M University, Tallahassee Community College, and the Frenchtown and Midtown neighborhoods. Due to the close proximity of jobs, schools, shopping, and parks in this area, the goal of the MMTD is to provide citizens an opportunity to live their daily lives with various choices in how to commute, whether it be to walk, bike, take transit, or drive. Because population and related transportation demands will continue to rise, and because road building is so expensive, investing in other modes of transportation is necessary to maintain Tallahassee’s quality of life.

## **Enforcement:**

During discussions with City of Tallahassee and FSU police, both indicated they would increase motorist and pedestrian selective enforcement activities if pedestrian infrastructure safety countermeasures were made, such as mid-block pedestrian crossing, “No Turn on Red” and “Yield to Pedestrian” signs at the intersections, speed feedback signs, and/or more conspicuous Speed Limit signs.

## **Contributing Safety Factors**

The corridor contains a number of factors that affect the safety of all users.

- The right of way and access control are limited due to the presence of businesses and the Florida State University campus along the corridor.
- The high number of through and right and left turning motor vehicle traffic at intersections and driveways create conflicts with pedestrians and bicyclists. These conflicts may limit pedestrian and bicycle mobility along the corridor and contribute to crashes.
- Significant mid-block crossing activity exists in the corridor. At some locations, the pedestrians are crossing to a raised median and at other locations, pedestrians must cross the entire 6-lanes with only a painted median or no median at all.
- The highway lighting illuminates the roadway but does not always illuminate the pedestrians and bicyclists.

## **On-going Safety Initiatives:**

The safety partners and stakeholders have an enthusiastic and cooperative spirit, resulting in excellent and proactive on-going safety activities and countermeasures.

- Transit Programs
  - StarMetro and FSU
  - Night Nole – Buses and Cabs
- Enforcement and Education Programs
  - Lanes Closure
  - Working with Bars – Control and Exiting
  - Education programs by FSU to change the safety culture
  - Student Orientation include pedestrian safety
  - Educating and then ticketing

- Data Driven Approaches to Crime and Traffic Safety (DDACTS)
- Engineering Measures
  - Adaptive and Coordinated Traffic Signal System
  - Back Plates with Retroreflective Border
  - Leading Pedestrian Internal
  - Pedestrian Countdown
  - Feedback and Audible Pedestrian Buttons
  - Heavy Pedestrian Traffic Overhead Signing and Beacons
  - Pedestrian Underpass
  - Signing – No Turn On Red
  - Highway Lighting
  - Raised Median from Woodward to Dewey

## **Issues and Suggestions**

### **Location: Corridor-wide**

- Issue #1: Pedestrians, bicyclists, and motorists are in conflict with pedestrians crossing mid-block and drivers fail to yield to pedestrians walking along sidewalks and in crosswalks.
  - Suggestion: Create a pedestrian safety zone with additional signings and beacons; implement education, selective enforcement, and increased (double) fines.

- Timeframe:  
Intermediate



- Issue #2: LED's are not working in some pedestrian signals
  - Suggestion: Replace dark LED's
  - Time frame: Short-term
- Issue #3: Insure optimization of the signal timing at each intersection and along the corridor to enhance traffic and pedestrian safety and reduce response times.
  - Suggestion: Review signal system timing
  - Time frame: Short-term
- Issue #4: Drivers are not yielding to pedestrian in crosswalks at unsignalized intersections
  - Suggestion: Install "Yield to Pedestrian" Signing (MUTCD R10-15) (Mast Arms and/or Ground Supports)
  - Time frame: Short-term



- Issue #5: Drivers are not yielding to pedestrian in crosswalks at signalized intersections.
  - Suggestion: Install “No Turn on Red: (MUTCD R10-11), Stop Here on Red” (MUTCD R10-6) and Yield to Pedestrian (MUTCD R10-15) signs at all signalized intersection
  - Time frame: Short term



Issue #6: Speed limit signs are covered by vegetation and other obstructions

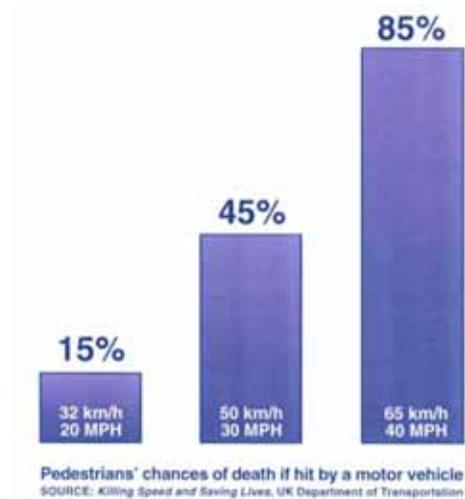
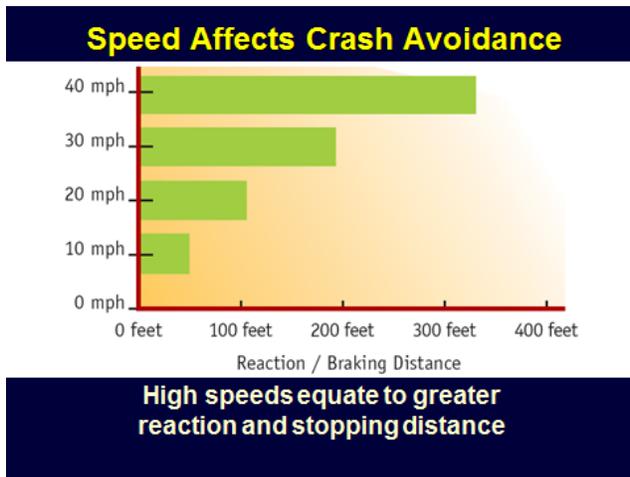
- Suggestion: Relocate speed limit signs and remove sight obstructions to increase the conspicuity for the signs. Add Reduced Speed Limit Ahead (w3-5) Signs. Add Speed Limit Sign Beacon (MUTCD 4L.04) and enhance conspicuity devices (MUTCD 2A.15)
- Time frame: Short Term



Issue #7: The 85 percentile speed is 10 percent to 40 percent higher than the Speed Limit.

	Speed Limit	EASTBOUND	WESTBOUND
Brevard St to Woodward Ave.	35 MPH	49 MPH	43 MPH
Dewey St to Copeland St	30 MPH	34 MPH	38 MPH

- Suggestion: Install Speed Feedback Signs at selected locations such as near the Alumni Center and Copeland Street. Increase the level of speed enforcement.
- Time frame: Short-term and Intermediate-term



- Issue #8: Vegetation is covering signing, across the sidewalk, and blocking the sight distance along the median.
  - Suggestion: Trim and/or relocate and install vegetation
  - Time frame: Short -term and intermediate



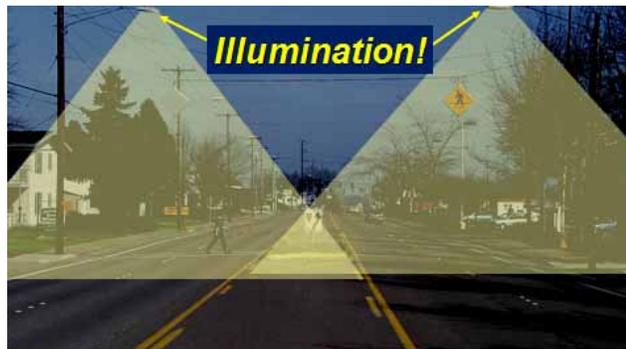
- Issue #9: Tennessee Street is part of the much larger “Moving Tallahassee Plan,” which includes building “Complete Streets” and consideration of reducing thru lanes from 6 lanes to 4 lanes from Ocala Road to Monroe Street.
  - Suggestion: Build upon the West Tennessee Street Level of Service and Preliminary Concept Plan prepared for the City of Tallahassee by Genesis Group (December 29, 2009) and conduct a Comprehensive Network Analysis to determine the effects on the entire system. Consider evaluating the feasibility a 4-lane roadway by using temporary channelizing devices. This evaluation is integral to resolving Issues #11, 12, 14, and 15 and contributory to Issues #7, 13, and 17)
  - Time frame: Intermediate and Long Term



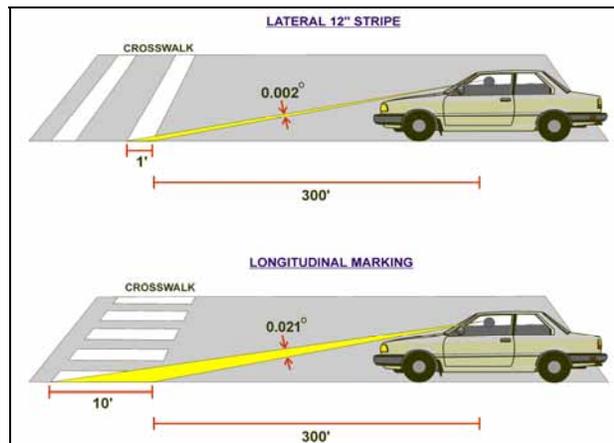
Existing Cross-Section

## Possible Cross-Section

- Issue #10: Pedestrians are crossing Tennessee Street both day and night more than half the pedestrian crashes occurred between 6 pm and 6 am.
  - Suggestions: Enhanced Highway Lighting especially at designated pedestrian crossings and provide High Visibility Crosswalks.
  - Time frame: Intermediate Term



**Lighting reduces the odds of pedestrian fatalities:  
by 42% at midblock locations  
by 54% at intersections**



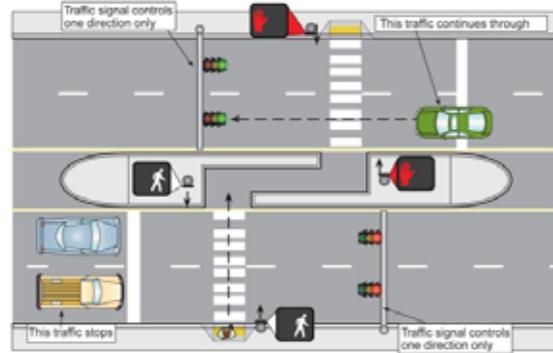
- Issue#11: Buses are stopping and waiting in the traffic lane
  - Suggestion: Conduct an analysis to determine locations, infrastructure changes, and scheduling to reduce the time buses are stopping and waiting in traffic lanes.
  - Time frame: Intermediate Term



- Issue #12: Bicyclists in conflict with motorist in the travel lane and pedestrians on the sidewalk
  - Suggestion: Conduct an analysis to identify education, enforcement and engineering safety countermeasures possibly creating a bike lane to improve the safety of all users.
  - Time frame: Intermediate term



- Issue #13: Pedestrians are crossing midblock throughout the corridor especially near Wadsworth Street near the Alumni Center and between Dewey Street and N. Copeland Street.
  - Suggestion: Conduct a study to determine the appropriateness and location of mid-block crossings with pedestrian median islands, signing, high emphasis markings, and pedestrian hybrid beacon (MUTCD 4F.01) or traffic control signals. The beacons or traffic signals should be interconnected with the corridor's computerized traffic control system
  - Time frame: Intermediate Term



**Location: Dewey Street to N. Monroe Street**

- Issue #14: Delivery trucks are stopping and unloading in the right traffic lane and parking on the sidewalk, resulting in traffic congestion and safety issues including pedestrians walking around the trucks, and vehicles and bicyclist stopping, slowing, and merging into the adjacent lanes.
  - Suggestion: Provide accommodations for delivery trucks and prohibit truck from impeding traffic.
  - Time frame: Long Term



- Issue #15: From Dewey Street to N. Monroe Street, the sidewalk is less than 5 feet wide and in many places located immediately adjacent to the traffic lanes. Also utility poles are located in the sidewalk further narrowing the effective width of the sidewalk and creating a lane departure/fixed object hazard for motor vehicles.
  - Suggestion: Widen the sidewalk and/or provide a buffer from Dewey and Monroe.
  - Time frame: Intermediate and Long term



### Location: Woodward Avenue

- Issue #16: Pedestrian signal heads not visible to pedestrians
  - Suggestion: Re-align pedestrian signal heads – this has been accomplished by the City of Tallahassee.
  - Time frame: Completed

**Location: Woodward Avenue to Dewey Street**

- Issue #17: Travelling eastbound, the characteristics of the corridor changes at Woodward Avenue approaching the FSU campus area. The speed limit is currently 35 mph from Woodward Avenue to Dewey Street. At Dewey Street the Speed Limit changes to 30 mph.
  - Suggestion: Conduct speed study and consider additional guidance criteria in the MUTCD/FHWA USLIMITS2 application to evaluate reducing the speed limit to 30 mph starting at Woodward Avenue (to Monroe Avenue).
  - Time frame: Short Term



**Location: N. Woodward Avenue to Dewey Street**

- Issue #18: Between Woodward and Dewey, informal pedestrian (goat paths) trails have been created by the pedestrians going from the sidewalk along Tennessee Street and FSU buildings, bus stops, and parking lots.
  - Suggestion: Transform selected Goat Paths to all-weather walkways and relocate FSU bus stops to align with the all-weather paths. FSU action.
  - Time frame: Intermediate and Long Term





**Location: Eastbound west of Dewey Street and westbound east of N. Copeland Street**

- Issue #19: Overhead pedestrian warning signs with flashing beacons were installed several years ago. At present, they seem to have no effect on the traffic.
  - Suggestion: Remove this signs and install more conspicuous pedestrian warning signs and beacons (MUTCD 2B.12) farther to the west and east.
  - Timeframe: Intermediate Term



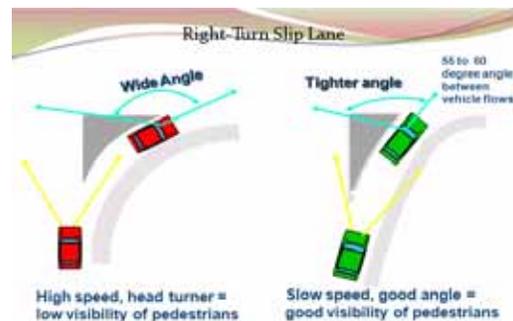
**Location: Pedestrian Underpass**

- Issue #20: While some pedestrian were using the underpass other pedestrians were crossing mid-block at street level. To increase safety and security of pedestrians, FSU has installed additional lighting, cameras, and an emergency call station. The underpass, being built before ADA requirements, is not wheelchair accessible.
  - Suggestion: Upgrade existing pedestrian underpass to ADA standards and further enhance the safety and security of the underpass.
  - Time frame: Long Term



### Location: N. Woodward Avenue

- Issue #21: The right turn lane from eastbound W. Tennessee Street to southbound N, Woodward Avenue has a large radius that encourages higher speed turns at the pedestrian crossing and entering the 20 mph roadway.
  - Suggestion: Tighten the radii and create a more pedestrian-friendly crossing island with the use of improved right-turn slip design. This design will separate the right-turning traffic, slow turning-vehicle speeds and improve safety, allow drivers to see approaching cross-street traffic more clearly, and reduce the crossing distance for pedestrians.
  - Time frame: Short to Intermediate Term



### Location: Intersections along the corridor

- Issue #22: At some intersection such as Woodward Avenue, marked crosswalks are skewed resulting in long pedestrian crossing distances and times.
  - Suggestion: Relocate the pedestrian islands and square the crossing to reduce the crossing distances and time.
  - Timeframe: Intermediate Term



**Location: Lane width along the corridor**

- Issue #23: The lane widths throughout the corridor vary from 9 to 11 feet. The number of vehicles traveling in each lane appears to be equally split. As the sidewalk is adjacent to the narrower 9 foot lane, pedestrians are walking next to the motor vehicle traffic.
  - Suggestion: Reassign the lane and median widths to increase the buffer space between the pedestrians and the motor vehicles.
  - Timeframe: Short and Intermediate Term



**Implementing Complete Street Safety Countermeasures**

**via a Multi-Disciplinary Approach**

# **Project 28:**

## ***Northeast Gateway***

***(Welaunee Critical Planning Area  
Regional Infrastructure)***

# **Revised Project Description and Cost**

# Sales Tax Projects

**Project Number:** 28 (as amended)

**Project Name:** Northeast Gateway f/k/a Welaunee Critical Planning Area Regional Infrastructure

**Total Project Cost:** \$78 million (net \$65 million with CNL's proposed cost-recovery)

**Total Project Cost Notes:** The cost of the pedestrian bridge has been revised from \$1.0 million to \$1.5 million.

## Executive Project Summary

The Northeast Gateway is an expansion of the original proposal for infrastructure within Canopy, a 505-acre planned unit development. The Northeast Gateway includes major infrastructure within the entire 7,000-acre Welaunee Critical Planning Area. This infrastructure includes region-serving roads to distribute traffic north, south, east and west from a new I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. The roads include the extension of Welaunee Boulevard from Fleischmann Road to Centerville Road and the extension of Shamrock Way from Centerville Road to U.S. 90 (Mahan Drive). The Northeast Gateway proposal also includes a new 8.4-mile-long Welaunee Greenway that would connect with the Miccosukee Canopy Road Greenway (MCRG) and cross I-10 on a proposed pedestrian / bicycle bridge, for an estimated 17-mile loop. These projects (except the Welaunee Greenway) are included in local government land use and transportation plans dating back to 1990. Except for a portion of the Welaunee Greenway, all projects will be located inside the Urban Services Area on lands planned for urban development since 1990. Blueprint Tier 1 funding is proposed for Phase I at \$47.3 million (net \$34.3 million with proposed cost-recovery from Canopy property owners). Tier 1 or Tier 2 funding is proposed for the remaining \$30.69 million.

Community benefits from the Northeast Gateway include:

- The I-10 interchange, Welaunee Boulevard and other region-serving roads will relieve congestion and potentially avoid costs for upgrades at Thomasville Road and U.S. 90.
- Welaunee Boulevard and connecting roads will relieve congestion on Miccosukee and Centerville roads, two scenic and protected canopy roads.
- The I-10 interchange and mixed-use centers throughout the 7,000-acre Welaunee Critical Planning Area will become additional magnets for economic development.
- The Welaunee Greenway, with an iconic footbridge across I-10 and connected to the Miccosukee Canopy Road Greenway, would create a 17-mile trail loop.
- Local commitments for construction of region-serving roads to support the I-10 interchange will be leveraged to attract interchange funding from other sources.

## Themes

- |                                     |                                  |                                     |                         |
|-------------------------------------|----------------------------------|-------------------------------------|-------------------------|
| <input checked="" type="checkbox"/> | Regional Mobility/Transportation | <input checked="" type="checkbox"/> | Economic Vitality       |
| <input checked="" type="checkbox"/> | Sense of Community               | <input checked="" type="checkbox"/> | Ecotourism/Parks        |
| <input type="checkbox"/>            | Water Quality                    | <input checked="" type="checkbox"/> | Vertical Infrastructure |
| <input checked="" type="checkbox"/> | Connectivity                     | <input checked="" type="checkbox"/> | Gateways                |

## Detailed Project Description

### *Background*

In 1990, the Tallahassee-Leon County Comprehensive Plan designated most of Welaunee as a critical planning area requiring an additional level of planning before the property could develop. In 1990, the City of Tallahassee entered into an Urban Services-Development Agreement with Powerhouse, Inc., the family company that owns Welaunee. In the agreement, the City and Powerhouse agreed (1) Powerhouse would annex the entire property into the City; (2) the City would provide water, wastewater and electric service as the property develops; and (3) Powerhouse would reserve and eventually dedicate right of way for the Northeast Capital Parkway (then planned from Dempsey Mayo Road through Welaunee and across I-10 to Roberts Road) and for the extension of Shamrock Way from Centerville Road to U.S. 90.

In 1996, Powerhouse agreed to sell land to Holy Comforter School for its new campus on Fleischmann Road. In 1998, Powerhouse sold 501 acres for creation of the MCRG, a 6-mile-long linear park originally planned for passive and active recreation. The land was acquired by the State of Florida with Leon County designated as greenway manager. (In addition, Powerhouse and the Davenport family granted conservation easements for nine acres along portions of Miccosukee Road to protect its scenic qualities.) The transactions included reservation of road access easements across the greenway to the extension of Shamrock Way.

In 2002, the City and County amended the Tallahassee-Leon County Comprehensive Plan to include critical area plans for 1,250 acres in the Toe and 1,092 acres in the Heel, including the MCRG. No planning was undertaken for the 4,600-acre Arch. The critical area plan included provisions for a new interchange for I-10 and Welaunee Boulevard. Land use controls advocated by Powerhouse and adopted by the City and County are intended to result in a traditional neighborhood development (TND) design pattern in the Toe and Heel.

In 2006, CNL Tallahassee I, LLC (CNL) purchased 246 acres in the Toe with an option to purchase another 259 acres of the Toe. In 2011, the City Commission approved the PUD Concept Planned Unit Development for the CNL project, named "Canopy". The Canopy Development Agreement was also signed by the parties to govern development of the project.

In 2006, the City purchased 438 acres in the Toe, including land abutting the south side of I-10. The City and Powerhouse each agreed to reserve for dedication 9 acres, on their respective lands bordering I-10, for eventual construction of the new I-10 interchange. In addition, Powerhouse renewed the right of way reservation for the Shamrock Way Extension. The City presently has pending a proposed planned unit development application for its 438 acres, which is scheduled for consideration by the City Commission later this year.

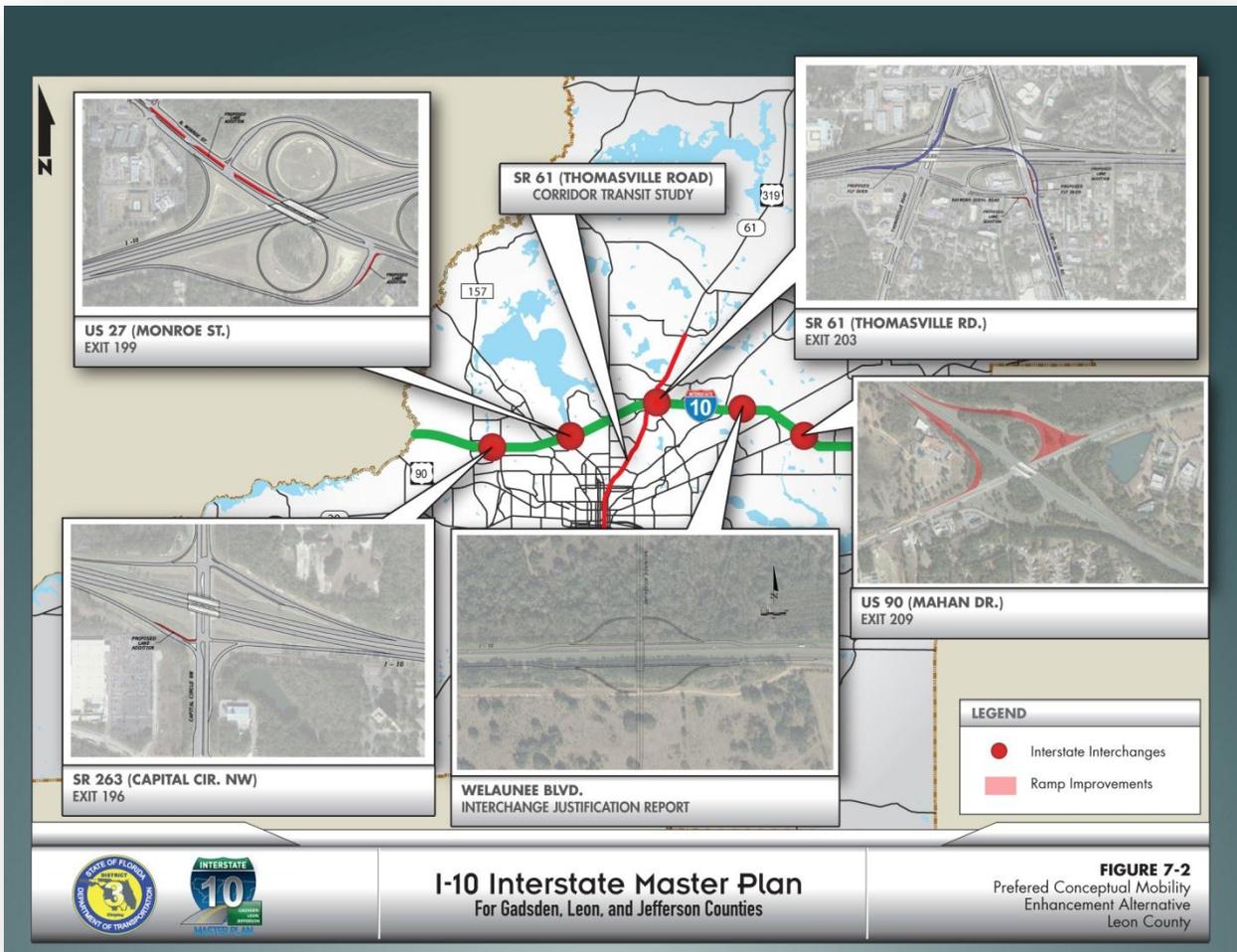
The Canopy PUD grants development approval for 1,572 residential units and 497,927 GSF of non-residential uses. The City's proposed PUD would grant development approval for 1,817 residential units and 272,441 GSF of non-residential uses. The critical area plan for the Heel grants land use approval for 2,107 residential units and 1.14 million GSF of non-residential uses. No planning has taken place for the Arch, however, the City's transportation consultants are assuming 2035 development in the Arch would total 5,200 residential units plus 1.45 million GSF of retail and office uses and 300 hotel rooms. At present, the Welaunee Critical Planning Area is expected to include 8,790 residential units for 19,074 residents (assuming 2.17 persons per household per the 2010 Census) plus 2.2 million GSF of non-residential uses in 2035. Additional development could be expected beyond 2035.

#### *New I-10 Interchange*

On Feb. 28, 2013, DOT completed an update of its I-10 Master Plan for Leon, Gadsden and Jefferson counties. The recommendations included ramp improvements for existing interchanges and taking an important step toward a new interchange at I-10 and Welaunee Boulevard in the form of preparing and submitting an Interchange Justification Report.

The City has commenced initial planning of the I-10 / Welaunee Boulevard interchange and Powerhouse, at the City's request, is participating. Powerhouse recently engaged its own planners to advise on interchange design and land use issues. Representatives of the City and Powerhouse are scheduled to begin direct discussions with DOT District 3 on May 7, 2013.

To date, transportation planning for the City indicates an I-10 interchange at Welaunee Boulevard – when connected to a region-serving road network that includes Welaunee Boulevard and the Shamrock Way extension -- would result in significant relief to traffic congestion in 2035 at the I-10 / Thomasville Road and I-10 / U.S. 90 interchanges. The anticipated reduction in congestion at existing interchanges could result in cost-avoidance by DOT through reduced expenditures for improvements to those interchanges.



### I-10 Master Plan Preferred Alternatives for Leon County (Feb. 28, 2013)

The I-10 / Welaunee Boulevard interchange is identified in the Capital Region Transportation Planning Agency (CRTPA) 2035 Regional Mobility Plan. City officials and Powerhouse believe the interchange could be financed by federal and/or state funds, provided there is a sufficient local commitment for the supporting regional road network.

#### *Welaunee Boulevard South*

The CRTPA identifies Welaunee Boulevard South on its 2035 Regional Mobility Plan. In the 2002 Welaunee Critical Area Plan, Powerhouse committed to dedicate the right of way for Welaunee Boulevard South (from Fleischmann Road to I-10), a commitment now binding CNL and the City.

The Canopy Development Agreement requires a 120-foot-wide right of way for Welaunee Boulevard South through Canopy with the right of way widening to 140 feet near the City-owned property. The road design shall be 4 through lanes with a design speed of 40 mph. Split

profile sections and variable width medians will be used to preserve vegetation and respond to topography. The developer of the Canopy project may install roundabouts as an alternative to traffic signals. No residential driveways will connect to Welaunee Boulevard South.

Projected costs (minus right of way) for a 4-lane Welaunee Boulevard within Canopy (including stormwater retention) range between \$12 million and \$14 million, average \$13.0 million. Blueprint funds would be used to front-end costs for this segment of Welaunee Boulevard. Those expenditures could be recovered as development occurs in Canopy. The framework for accomplishing reimbursement could be addressed through a development agreement or a special district with an interlocal agreement with the local governments. If implemented as CNL has proposed, the cost of this portion of Welaunee Boulevard South would be revenue-neutral to taxpayers due to cost-recovery from the ultimate Canopy property owners.

The City's proposed PUD requires a 150-foot-wide right of way for Welaunee Boulevard South, expanding to 165 feet in width near the I-10 interchange "to accommodate potential future light rail or bus rapid transit." The City's proposed PUD also provides an option for roundabouts on Welaunee Boulevard at the discretion of the eventual developer.

Estimates for Welaunee Boulevard South are 3.2 miles with costs of \$25 million to \$30 million, average \$27.5 million.

#### *Welaunee Boulevard North*

North of I-10, Welaunee Boulevard is presently listed on the CRTPA's 2035 Regional Mobility Plan. Studies over the years have considered various alignments, however, the road has not been planned or designed. Powerhouse has no present obligation to reserve right of way for eventual dedication for this road, however, Powerhouse is prepared to make such a commitment to the City in conjunction with on-going planning for the I-10 interchange, subject to agreement on alignment, access, character, design and related issues. Estimates for the length of Welaunee Boulevard North range from 3.1 to 3.4 miles with costs (minus right of way) estimated from \$22 million to \$26 million, average \$24.0 million.

Powerhouse has committed to participate in a public involvement program conducted by the City before decisions are made concerning the off-site terminus of Welaunee Boulevard North.

#### *Shamrock Way Extension*

The Shamrock Way Extension is identified in the CRTPA's 2035 Regional Mobility Plan. In 1990, Powerhouse agreed with the City to reserve for dedication the right of way to extend Shamrock Way from Centerville Road to U.S. 90. A specific alignment has not been identified. An easement across the MCRG was reserved for this road when the MCRG was created in 1998.

The current agreement between the City and Powerhouse commits Powerhouse to reserve and dedicate a right of way of 100 feet to 150 feet in width. Estimates for the length of the Shamrock Way Extension range from 3.9 to 4.3 miles with costs (minus right of way) estimated from \$17 million to \$19 million, average \$18.0 million, for a 2-lane road throughout.



### **Planners' Concept for Northeast Gateway Activity Center at I-10 / Welaunee Interchange**

#### *Phasing of Road Construction*

Due to the complexity and cost of the region-serving road network to support the interchange, Powerhouse and CNL propose that the construction of these roads be phased in coordination with interchange construction and the community's needs. The City's transportation consultants say Phase 1 roads are needed to provide minimal connectivity to justify an interchange. Phase I road construction would cost \$39.5 million with a net cost to Blueprint of \$26.5 million if CNL's cost-recovery proposal is adopted by CNL and the local governments.

**NORTHEAST GATEWAY ROAD CONSTRUCTION PHASING PLAN**

<b>Phase</b>	<b>Phase Description</b>	<b>Cost</b>	<b>Blueprint Tier</b>
<b>I</b>	<b>4-lane Welaunee Boulevard South from Fleischman to I-10; 4-lane Welaunee Boulevard North from I-10 to Shamrock; 2-lane Shamrock Way Extension from Centerville to Welaunee Boulevard North</b>	<b>\$ 39.5 million (net cost of \$26.5 million)</b>	<b>Tier 1</b>
<b>IIA</b>	<b>4-lane Welaunee Boulevard North from Shamrock Way Extension to Roberts Road</b>	<b>\$16.0 million</b>	<b>Tier 1 or 2</b>
<b>IIB</b>	<b>2-lane Shamrock Way Extension from Welaunee Boulevard to U.S. 90</b>	<b>\$14.0 million</b>	<b>Tier 1 or 2</b>

*Welaunee Greenway and I-10 Footbridge*

In 2011, Powerhouse was asked by the City and the County to consider an additional greenway at Welaunee as a complement to the MCRG. Powerhouse, the City and the County met with the Florida Department of Environmental Protection (DEP) to discuss alternative concepts. Powerhouse developed a preliminary plan for such a greenway, with 8.4 miles of trails beginning at the MCRG’s Crump Road trailhead and terminating at a bridge across I-10 to the Toe, however, the discussions ended without resolution for reasons unrelated to merit.

Powerhouse has revived its 2011 plan for the Welaunee Greenway as an integral part of the Northeast Gateway; it does not propose the greenway as an individual Blueprint project. The conceptual plan calls for 2 trailheads and an iconic footbridge across I-10. If the City’s pending PUD were modified to include a 2.1-mile-long multi-use trail on the south side of the bridge and connections to Canopy’s trail system, it would complete an estimated 17-mile trail loop.

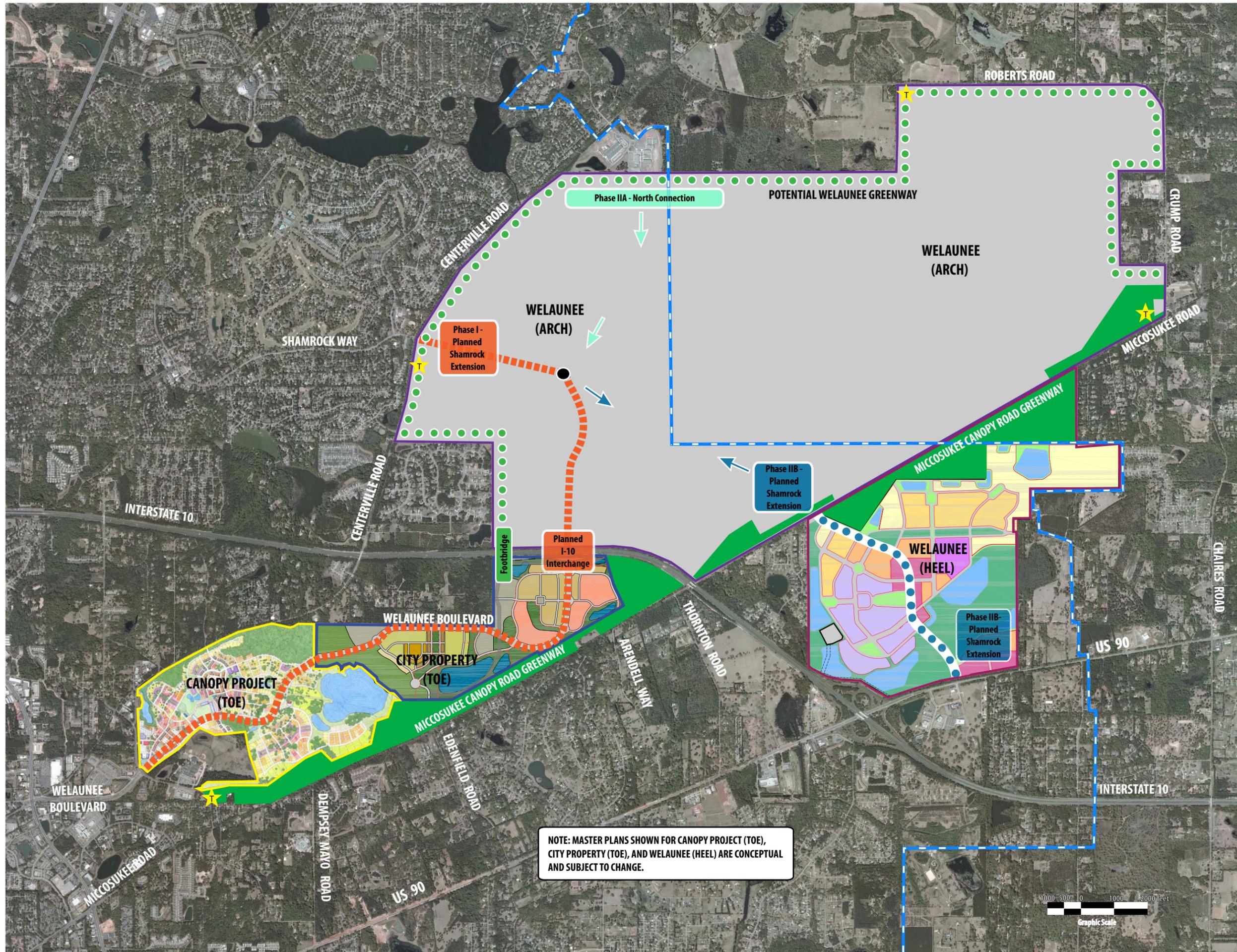
Estimated costs for the Welaunee Greenway are \$6.3 million for approximately 200 acres (not appraised), fencing, a 12-foot paved multi-use trail and 2 trailhead facilities (restrooms, potable water and an information kiosk), located at Roberts Road and Centerville Road / Shamrock Way. The I-10 footbridge is estimated at \$1.5 million, although State funding will be requested. The Welaunee Greenway is proposed for Blueprint Tier 1 funding of \$7.8 million.



### **San Diego's award-winning Vermont Street Pedestrian / Bicycle Bridge**

#### *Miccosukee Canopy Road Greenway*

Created in 1998 on land sold by Powerhouse to the State of Florida, the MCRG is a 6-mile-long, County-managed recreation area with 4 trailheads. The greenway's current Management Plan proposes additional facilities at the Fleischmann Road trailhead (restrooms, potable water and an information kiosk) and the Crump Road trailhead (restrooms, potable water, an information kiosk and improved parking). Estimated costs are \$690,000. The MCRG improvements are proposed for Blueprint Tier 1 or Tier 2 funding.



- LEGEND**
- Canopy Project Boundary
  - City Property Boundary
  - Welaunee Arch Boundary
  - Welaunee Heel Boundary
  - Miccosukee Canopy Road Greenway (State of Florida)
  - New Trailheads
  - Phase I Road Improvements
  - Shamrock Extension - Heel
  - Connecting Open Space (Canopy Project)
  - Proposed Connecting Open Space (City Property)
  - Urban Service Area Boundary
  - Potential Welaunee Greenway

# NORTHEAST GATEWAY

## LEON COUNTY, FLORIDA

Date: May 6, 2013  
 Photo Source: USGS; Date Flown: 2010  
 Other Sources:  
 Welaunee Critical Area Plan (2002)  
 Canopy PUD (2011)  
 Proposed Welaunee Toe-East PUD  
 Long Range Transportation Plan (LRTP) for  
 the Tallahassee- Leon County Region  
 FDOT I-10 Master Plan Update (2013)

NOTE: MASTER PLANS SHOWN FOR CANOPY PROJECT (TOE), CITY PROPERTY (TOE), AND WELAUNEE (HEEL) ARE CONCEPTUAL AND SUBJECT TO CHANGE.





**Proposed Sales Tax Projects  
by the Community**

**Project Name:** Welaunee Critical Area Plan Regional Infrastructure within the Canopy Project - (Project #28)

Total Project Cost - \$12,000,000 to \$14,000,000

Total Project Cost Notes: The total project cost will range between 12 to 14 million dollars and includes a 4-lane Welaunee Boulevard which includes stormwater retention. The cost does not include right-of-way since there is an existing development agreement with a commitment to dedicate. Ultimately, the total cost of this project will be reimbursed as described below.

**Project Themes:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community                          | <input type="checkbox"/> Ecotourism/Parks             |
| <input type="checkbox"/> Water Quality                               | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

**Project Description:**

**A. Introduction:**

This project supports and facilitates a regional gateway in our community which has been planned and supported since the 1990's, and is currently being implemented. Welaunee Boulevard is a significant regional transportation facility and has been planned pursuant to the Tallahassee-Leon County Comprehensive Plan to connect to a future I-10 interchange and continue north to connect to other major roadways. This proposal also includes an innovative method for reimbursing Blueprint for the construction costs sales tax funding of these projects.

**B. Background:**

The Canopy project consists of approximately 505-acres and is subject to the Welaunee Critical Area Plan which was approved in 2002 by the City of Tallahassee and Leon County as part of the Land Use Element of the Tallahassee-Leon County Comprehensive Plan. (See attached Location Map). The Canopy project is subject to a Development Agreement with the City and is an approved PUD for the following major uses: 1,572 residential units; 162,927 square feet of office and retail; and 335,000 square feet of institutional. The Welaunee Critical Area Plan was a significant planning effort undertaken by the landowner, Powerhouse, Inc., and received broad public support through a citizens' Welaunee Community Advisory Group. The Welaunee property is 6,500 acres which in its entirety roughly forms the shape of a "Boot." (See attached Location Map). The western portion of the original Welaunee landholding lies south of I-10 and is approximately 937 acres. It is referred to as the Toe and includes the Canopy project, the City's project, and portions of the Miccosukee Canopy Road Greenway, which was acquired by the State of Florida in 1996 through a negotiated sale facilitated by the Trust for Public Land. (See attached Location Map). The eastern portion of Welaunee is the "Heel," fronting on U.S.

90, consists of approximately 903 acres and is also subject to the Welaunee Critical Area Plan. The portion of Welaunee north of I-10 and west of Miccosukee Road is the “Arch” which is approximately 4,660 acres. It is designated “Planned Development” under the current Tallahassee-Leon County Comprehensive Plan.

**C. Welaunee Boulevard: A Critical Regional Roadway:**

Welaunee Boulevard is a planned regional infrastructure improvement under the Welaunee Critical Area Plan. The Critical Area Plan also provides for the connection of Welaunee Boulevard to a future I-10 interchange, which has been identified for more intensive study in the Florida Department of Transportation’s recent update of its I-10 Master Plan. Welaunee Boulevard has been planned as a major regional roadway and is part of the approved Long Range Transportation Plan. The planned portion of Welaunee Boulevard in the Toe will provide significant traffic relief to both Centerville and Miccosukee designated canopy roads, as demonstrated by transportation studies conducted by Powerhouse during the critical area planning process and approved by the City and County in 2002.

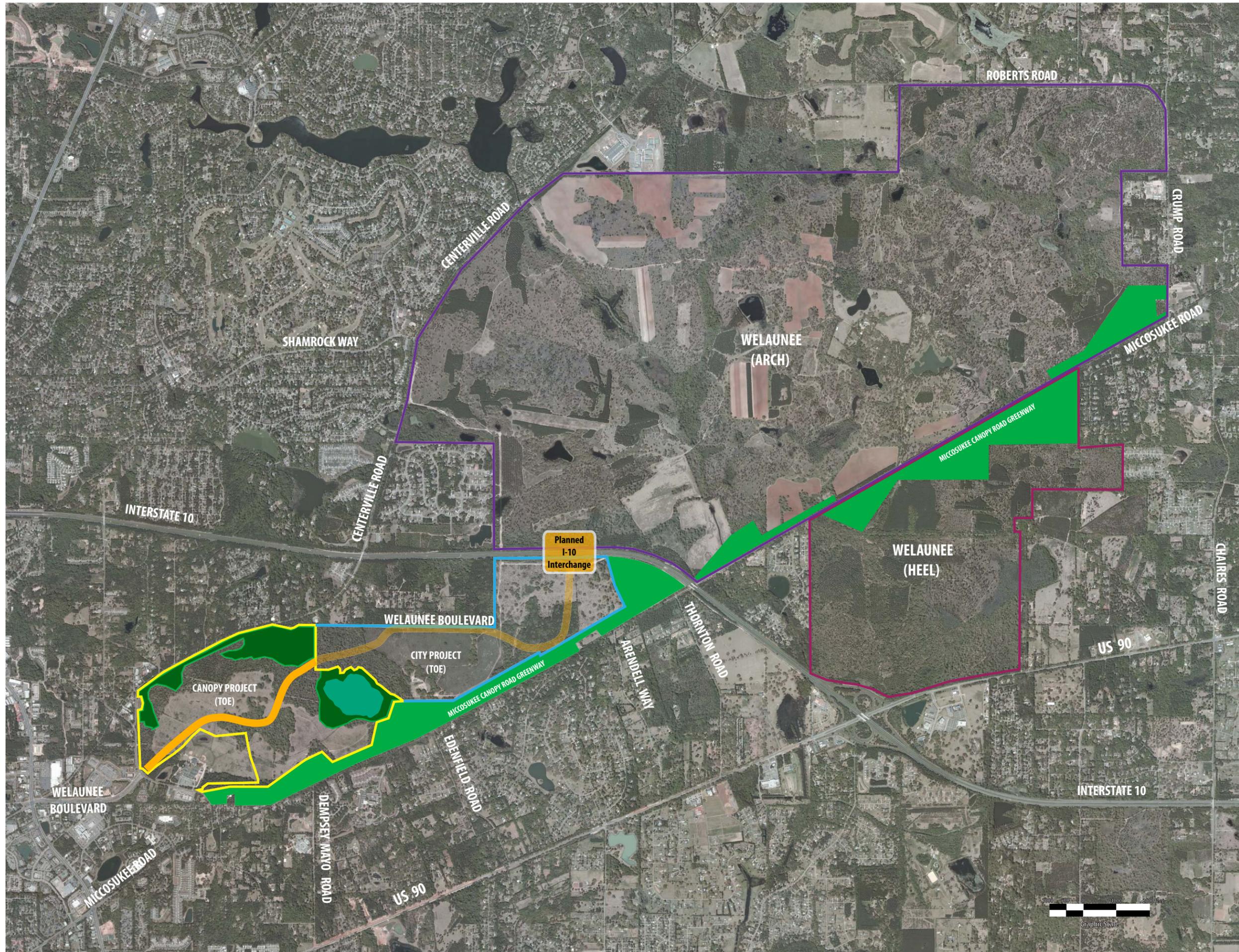
The projected costs (minus right-of-way but including stormwater) for a 4-lane Welaunee Boulevard within the Canopy project will range between 12 and 14 million dollars. The construction of Welaunee Boulevard within and beyond the Canopy project will provide significant public benefits to this region of our community and further support the objective of our Comprehensive Plan to construct an I-10 interchange in order to create this important gateway. Blueprint funds would be used to front-end the building of this 4-lane segment of Welaunee Boulevard and would be reimbursed over time as development occurs in the Canopy project. The framework for accomplishing this proposal could be addressed through a development agreement or using a special district together with a negotiated agreement between the City, special district, and property owners. The conveyance of the right-of-way within the Canopy project has already been addressed in the form of a development agreement with the City. **This project will ultimately result in no costs to the taxpayers** as a result of reimbursement of the front-end funding over time as the Canopy project is developed. This concept could be enlarged to include the planned development on the City’s adjacent property in the Toe, which was acquired from Powerhouse in 2006.

**D. Conclusion:**

In sum, this project, and the associated costs, furthers the Blueprint themes. Welaunee Boulevard supports regional mobility/transportation, connectivity, economic vitality, and gateways. This project supports and facilitates a regional gateway in our community which has been planned and supported since the 1990’s.

**Project Map:**

See attached.



**LEGEND**

-  Canopy Project Boundary
-  City Project Boundary
-  Welaunee Arch Boundary
-  Welaunee Heel Boundary
-  Micosukee Canopy Road Greenway (State of Florida)
-  Welaunee Boulevard (Canopy Project)
-  Welaunee Boulevard (City Project)
-  Proposed Connecting Open Space (Canopy Project)

**LOCATION MAP**

**LEON COUNTY, FLORIDA**

Date: April 10, 2013  
 SOURCE: USGS  
 DATE FLOWN: 2010

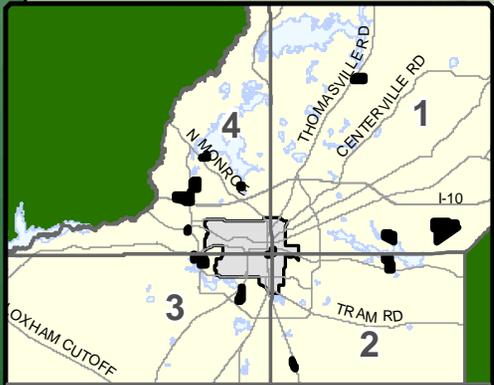
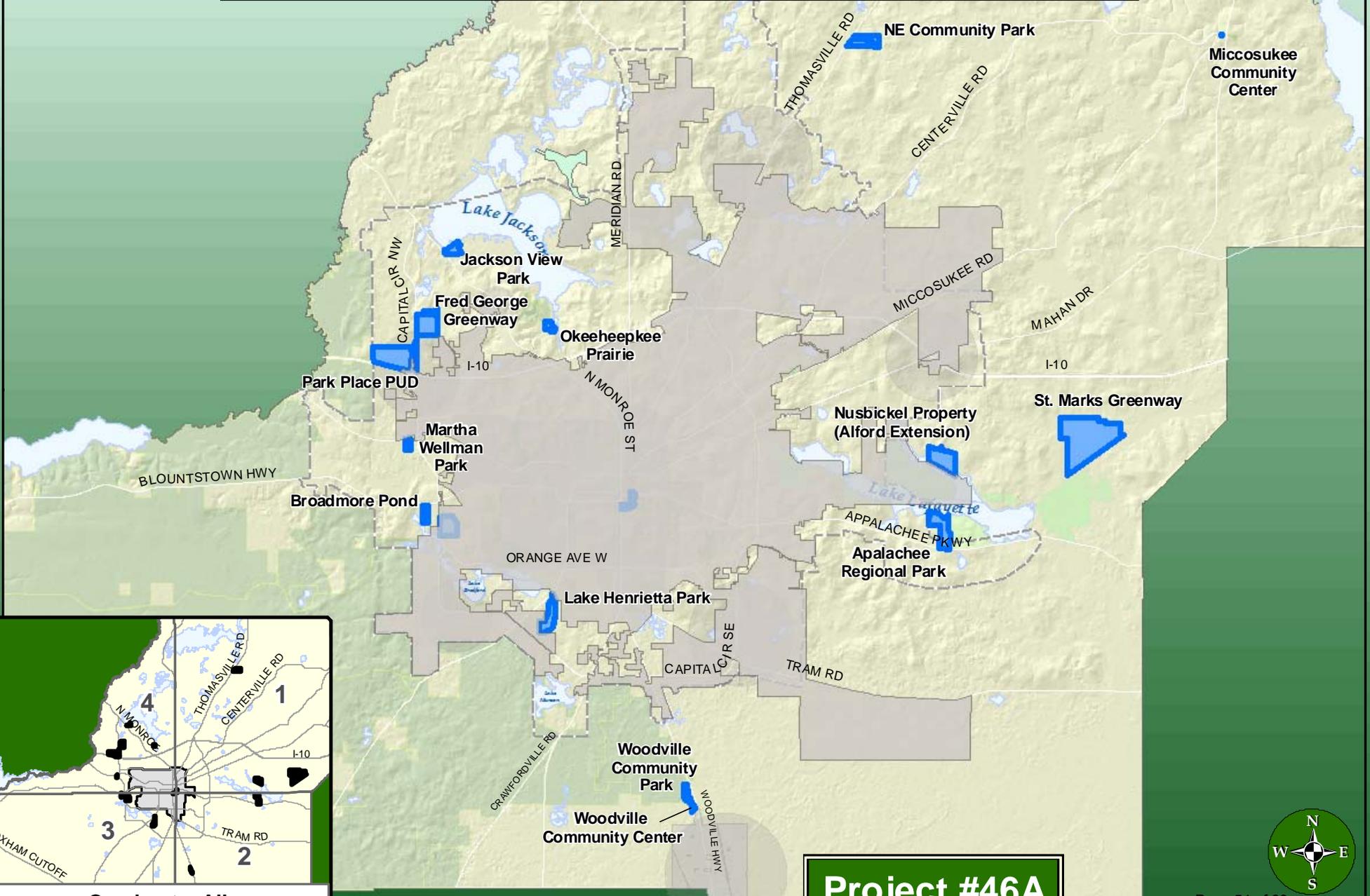


# **Project 46A&B:**

***Operating Costs for Parks Built  
with Blueprint 2000 Funds***

## **Revised Map**

# Parks Built with Blueprint 2000 Funds Leon County

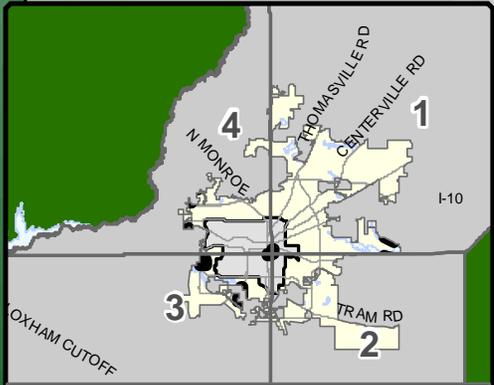
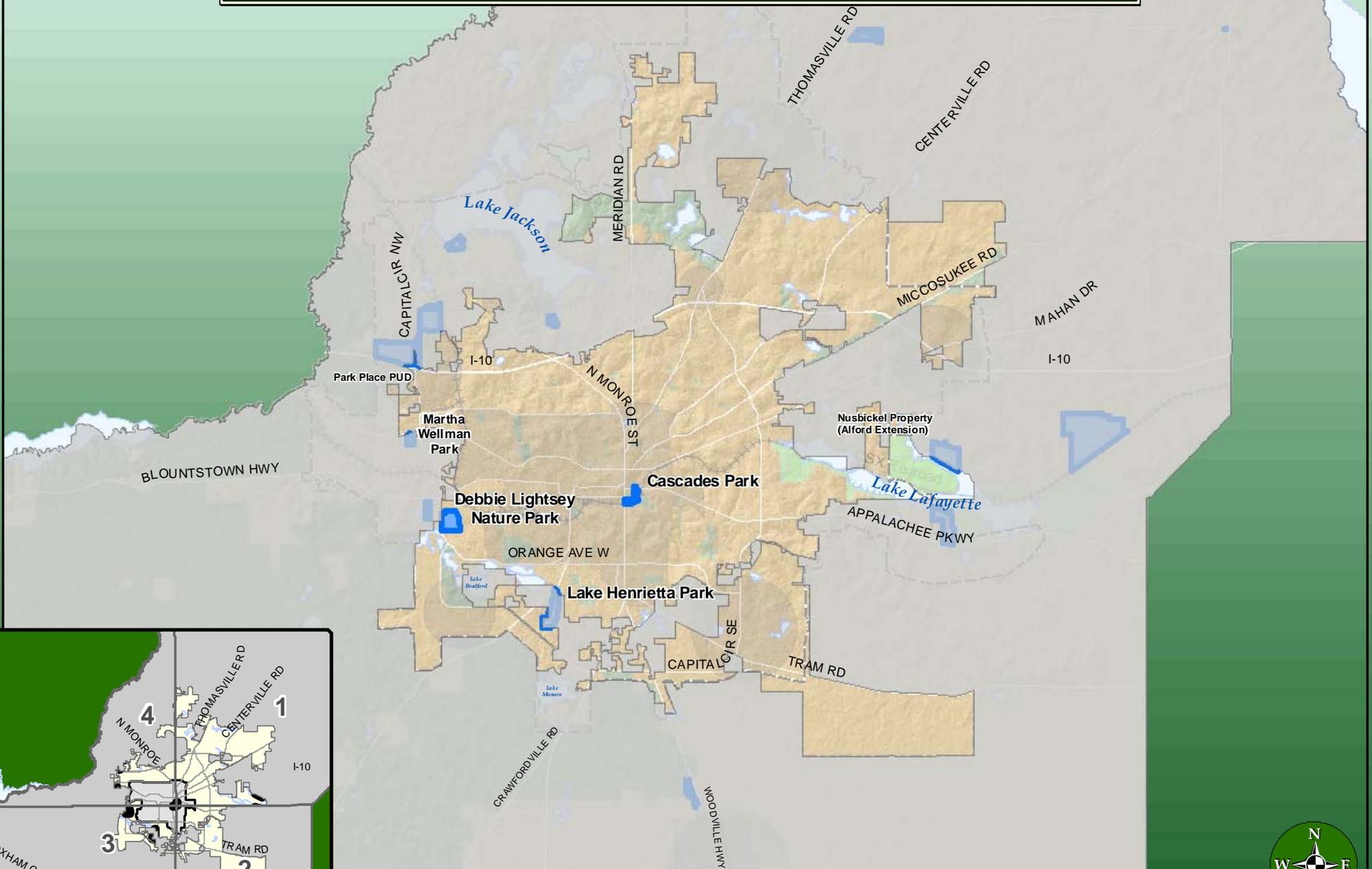


Quadrants: All

**Project #46A**



# Parks Built with Blueprint 2000 Funds City of Tallahassee



Quadrants: All

Project #46B



# **Project 47:**

***“America’s First Christmas”***

***The Desoto Winter Encampment***

## **Project Description**

# SALES TAX PROJECTS

**Project Number:** 47

**Project Name:** America's First Christmas: DeSoto Winter Encampment

**Total Project Cost:** \$250,000

**Total Project Cost Notes**

The estimated cost includes an entrance feature, sidewalks, landscaping, and crosswalks.

**Executive Project Summary**

With the development of the America's First Christmas site, Tallahassee can become a nationally promoted tourist destination for those wishing to commemorate the location of the first Christmas in the Americas.

**Themes**

- |   |   |
|---|---|
| <input type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input checked="" type="checkbox"/> Sense of Community    | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

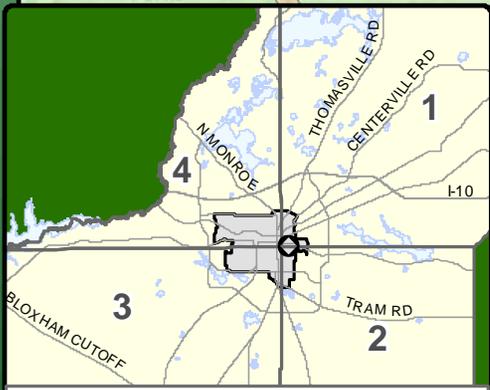
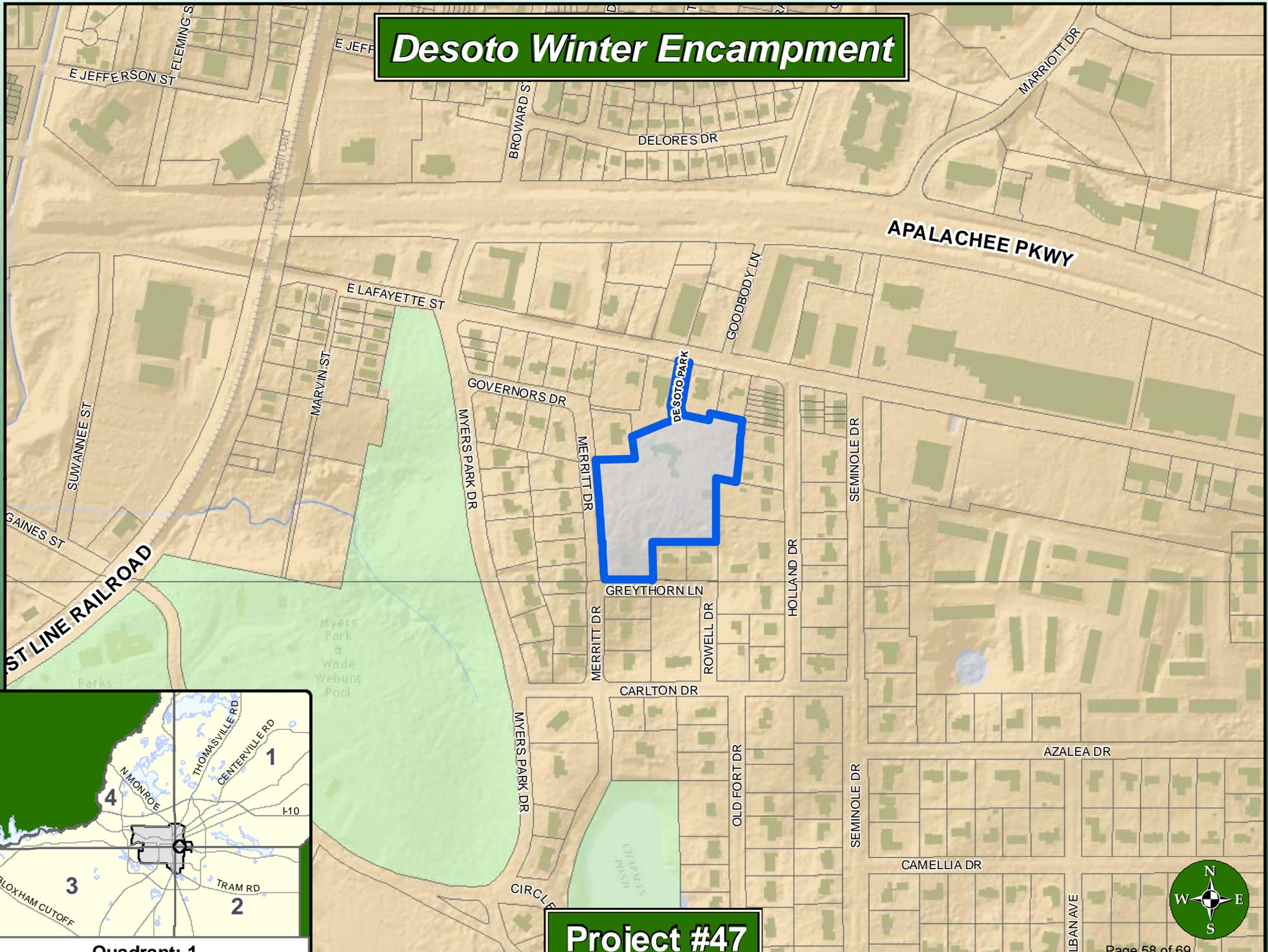
**Detail Project Description**

As the site itself is part of a state-owned park, the City and County are best suited for developing the surrounding transportation infrastructure such as additional sidewalks, widening of adjacent City/County roadways, and the overall improvement and beautification of the surrounding area. This Sales Tax proposal pertains to Goodbody Lane, a northeast to southwest road which is the preferred access point to the America's First Christmas site. The estimated cost includes an entrance feature, sidewalks, landscaping, and crosswalks.

**Cost By Themes**

	Regional Mobility/Transportation
\$250,000	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Desoto Winter Encampment



Quadrant: 1

**Project #47**



Previous Project Information for:

**Project #47**  
**“America’s First Christmas”**  
**Desoto Winter Encampment**

Note: Based on direction from the Committee at the March 28, 2013 Sales Tax Committee meeting, below is a list of previous project(s) that were merged or modified to create a holistic project for the Committee’s consideration.

Project Name: Desoto Winter Encampment (*Previously Project #22*)

**Program**  
**4g**

# Inspiring the Creative Class: "America's First Christmas" DeSoto Winter Encampment

**Estimated Cost:**  
**\$250,000**

## WHAT IS IT?

With the development of the America's First Christmas site, Tallahassee can become a nationally promoted tourist destination for those wishing to commemorate the location of the first Christmas in the Americas. The City of Tallahassee, partnering with other stakeholders, will be working with Senator Montford and the Leon County Commission to encourage the appropriation of state funds for the development of the site, the potential purchase of surrounding property, and creating sufficient ingress/egress to the site.

As the site itself is part of a state-owned park, the City and County are best suited for developing the surrounding transportation infrastructure such as additional sidewalks, widening of adjacent City/County roadways, and the overall improvement and beautification of the surrounding area. This Sales Tax proposal pertains to Goodbody Lane, a northeast to southwest road which is the preferred access point to the America's First Christmas site. The estimated cost includes an entrance feature, sidewalks, landscaping, and crosswalks.

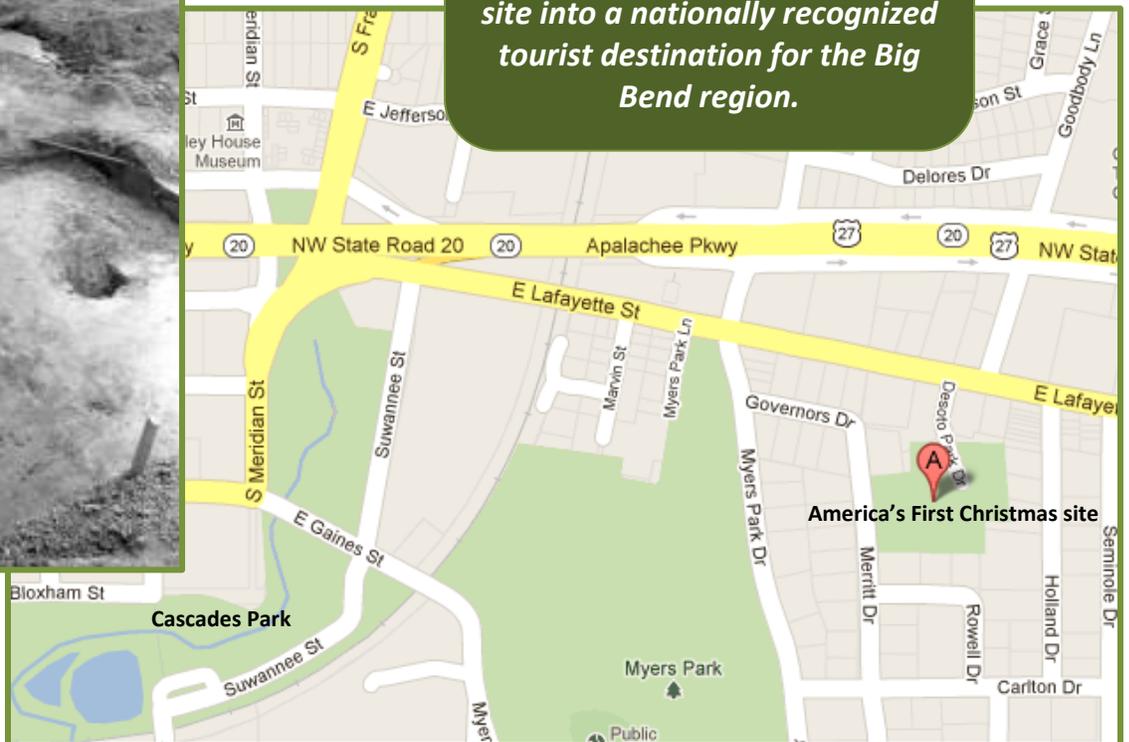
### Evaluation Criteria:

- Provides Regional Impact / Geographic Equity ✓
- Enhances Mobility ✓
- Supports Recreation and Quality of Life ✓

- Benefits the Environment
- Supports Economic Development / Revitalization ✓
- On an Existing Master Plan or Blueprint List
- Leverages Other Funds ✓



Above, Calvin Jones excavating at the DeSoto Site, circa 1987 (photo courtesy of the Florida Memory Project)



## **WHY IS IT IMPORTANT?**

***Provides Regional Impact/Geographical Equity*** – Investment in this incredibly important historical resource would lead to increased national and international recognition of Tallahassee and Leon County.

***Enhances Mobility*** – The impact of additional vehicular traffic around the site could be mitigated by enhancing sidewalks and roadways on Lafayette Street and Goodbody Lane. Additionally, businesses and residents in the area would benefit from improved infrastructural improvements along these roadways.

***Supports Recreation and Quality of Life*** – Citizens of Tallahassee and Leon County will be able to visit and enjoy an historic site of national significance. The America's First Christmas site represents a truly amazing find and has the potential to become landmark attraction for the Big Bend region.

***Supports Economic Development/Revitalization*** – Development of the America's First Christmas site would create a nationally recognized tourist destination with the potential to attract large numbers of tourists with varied interests. As such, the site could become a significant economic engine for the City of Tallahassee due to increased tourist demand for hotels, restaurants and other amenities. And with the site's proximity to Cascades Park (about ¼ mile), tourists coming to Tallahassee for the America's First Christmas attraction will likely visit Cascades Park and the businesses along Gaines Street as well.

***Leverages Other Funds*** – A commitment by the City of Tallahassee and Leon County towards this project will support efforts of the Leon County legislative delegation and the Florida Department of State in acquiring additional funding from the State. Leon County is also currently upgrading stormwater, sidewalks, and landscaping along Lafayette Street between the site and Cascade Park.



*At left, volunteers assisting with excavation of DeSoto Site, circa 1987 (photo courtesy of the Florida Memory Project)*

*At right, the Gov. John W. Martin House is a historic home located on the state-owned property of Hernando De Soto's winter campsite. The house, located at 1001 Governor's Drive, was added to the U.S. National Register of Historic Places on January 6, 1986. The house may serve a role in the commemoration of the America's First Christmas site.*



**Project 48:**

***Northeast Park***

# **Project Description**

# SALES TAX PROJECTS

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**Project Number:** 48  
**Project Name:** Northeast Park  
**Total Project Cost:** \$13.13 million  
**Total Project Cost Notes**

## Executive Project Summary

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. This project fills a significant gap in recreational facilities that currently exists in the northeast section of the County. The final designs for the park will depend on the community needs and input as the park nears development. 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. The remaining approximate 45 acres of the park will be set aside as a passive park and will include trails for hiking and biking.

## Themes

- |   |   |
|---|---|
| <input type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input checked="" type="checkbox"/> Sense of Community    | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

## Detail 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:

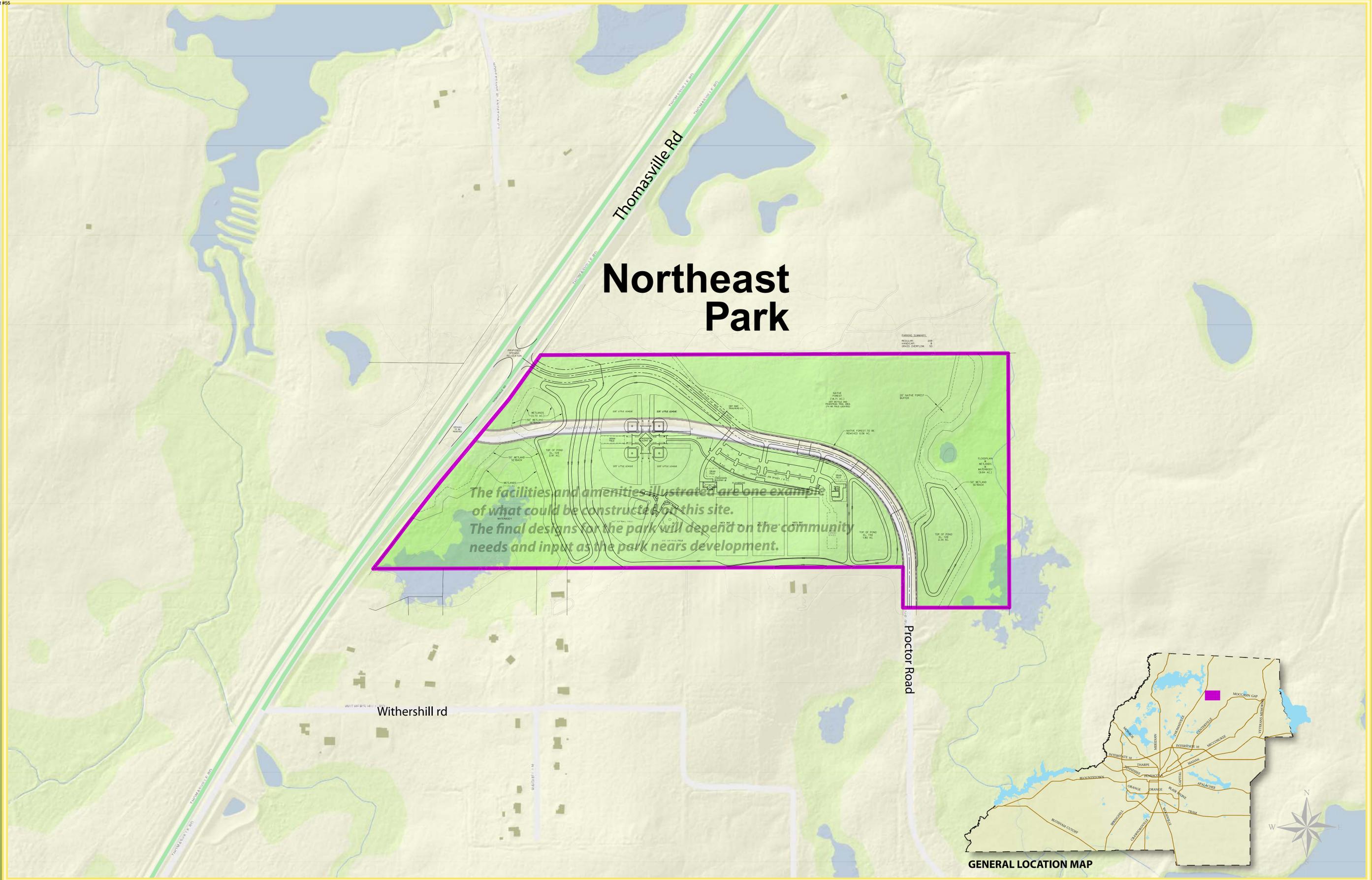
- Little League fields
- Multi-purpose fields
- Junior/Senior Major fields
- Concession/restroom facilities
- Adequate parking, lighting, irrigation, scoreboards, bleachers, sidewalks
- A maintenance building
- Playground
- Natural trails and trail head
- Necessary stormwater facilities

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.

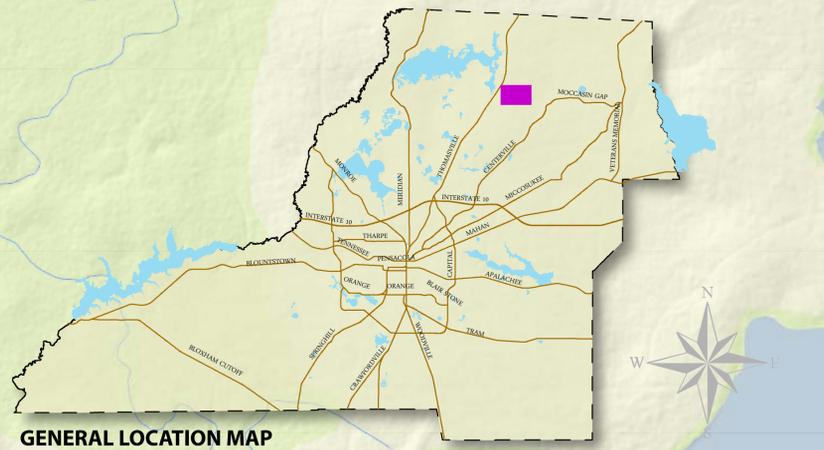
## Cost By Themes

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
\$13.13 million	Ecotourism/Parks
	Vertical Infrastructure
	Gateways



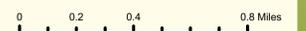
# Northeast Park

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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Previous Project Information for:

## **Project #48 Northeast Park**

Note: Based on direction from the Committee at the March 28, 2013 Sales Tax Committee meeting, below is a list of previous project(s) that were merged or modified to create a holistic project for the Committee's consideration.

Project Name: Northeast Park (*Previously Project #55*)

## Proposed Project 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.

**Project #11: Northeast Park**

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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

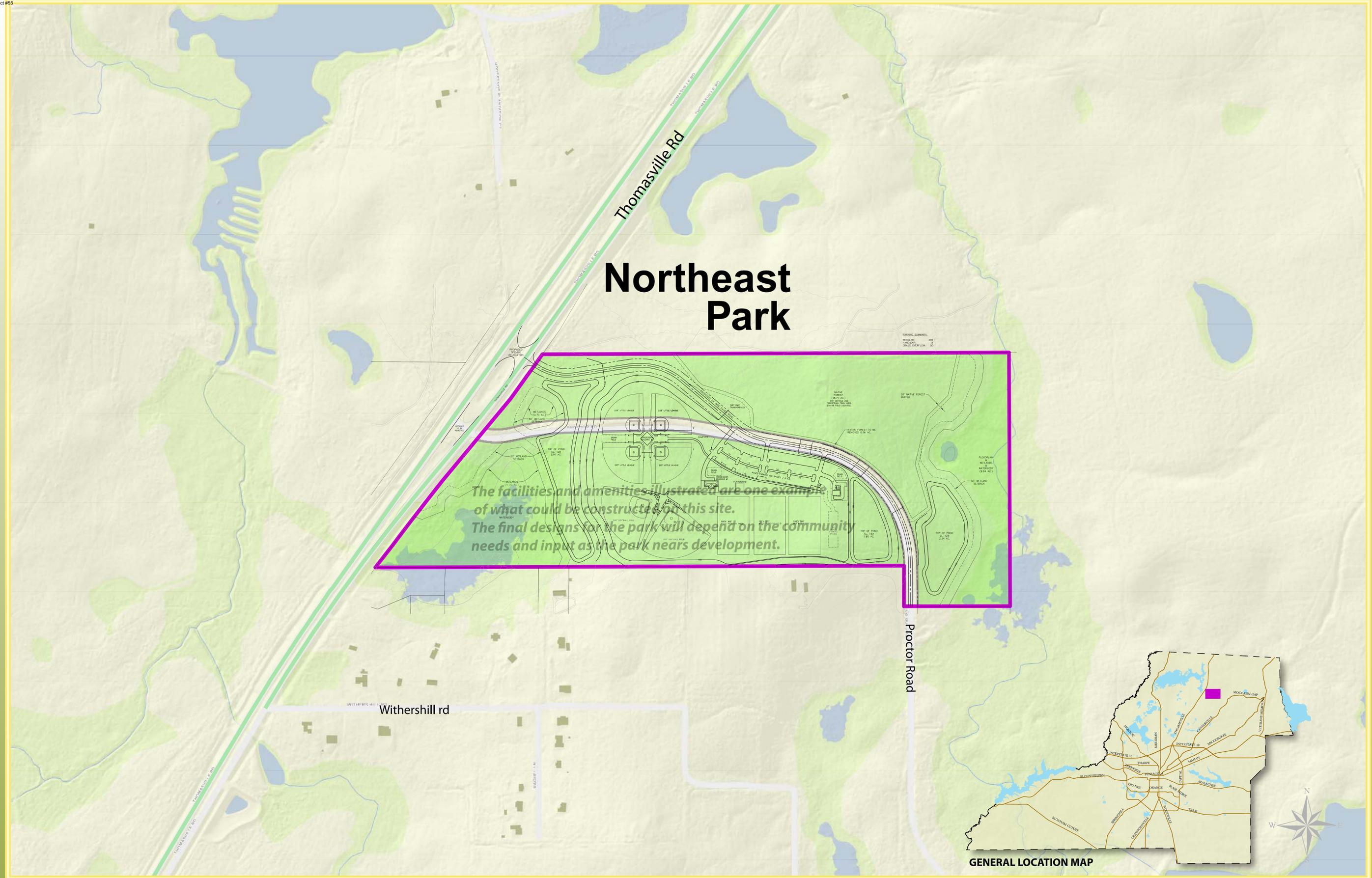
Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

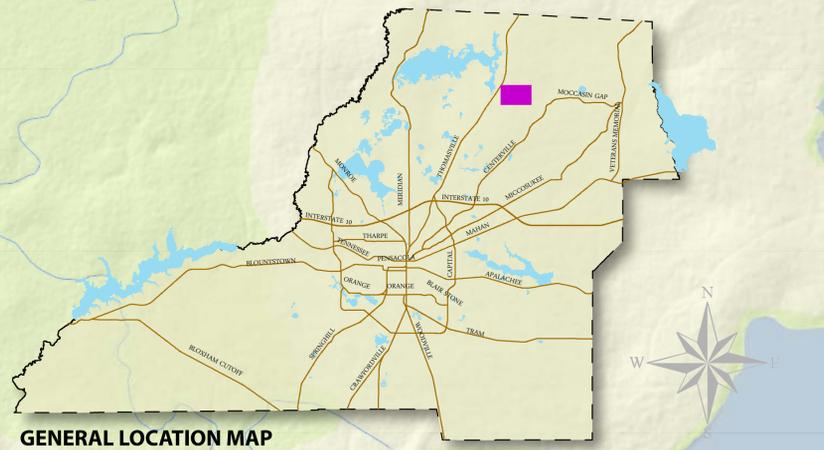
Transportation Capacity Improvements: N/A

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.



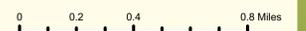
# Northeast Park

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                |
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