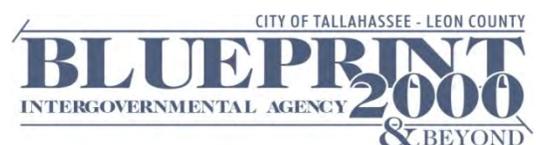


# LEON COUNTY SALES TAX COMMITTEE

FINAL RECOMMENDATIONS REGARDING THE  
CONTINUATION OF THE LOCAL  
GOVERNMENT INFRASTRUCTURE SURTAX



# LEON COUNTY SALES TAX COMMITTEE

## FINAL RECOMMENDATIONS REGARDING THE CONTINUATION OF THE LOCAL GOVERNMENT INFRASTRUCTURE SURTAX

### Introduction

On September 13, 2011, the Leon County Board of County Commissioners adopted the enacting resolution to establish the Leon County Sales Tax Committee (Committee) (Attachment #1). The existing one-cent infrastructure sales tax, levied for a 15-year period, expires on December 31, 2019. This revenue source generates approximately \$37.8 million annually and has been vital to developing many of the significant infrastructure projects throughout Leon County, such as Capital Circle and Cascades Park. Pursuant to an existing interlocal agreement, the County and City created the Blueprint 2000 Intergovernmental Agency (BP2000) to oversee the implementation of a specific project list, which utilized 80% of the proceeds; the balance (20%) is divided equally between the County and the City. The BP2000 Intergovernmental Agency consists of the entire County and City Commissions.

The County and City Commissions and community partners appointed 18 citizens to serve on this Committee. The enacting resolution states that the Committee “shall make final recommendations to the Board of County Commissioners and the City Commission in the form of a written report, workshop, or other means that shall include: (1) recommendations as to the timing of the infrastructure sales tax referendum, if any; and (2) a review that contains advisory feedback on the projects considered by the committee.” Both the County and City Commissions agreed to convene the Committee to address the continuation of the infrastructure tax beyond December 2019. The County and the City developed a list of projects for the Committee’s consideration, and recommended that the Committee consider allocating a portion of the sales tax proceeds for economic development purposes.

This document serves as the Leon County Sales Tax Committee’s final report and contains the following sections:

- A. The Leon County Sales Tax Committee
- B. Public Participation
- C. Length of the Infrastructure Surtax
- D. Allocation of the Infrastructure Surtax
  - 1. County and City Percentage Allocation
  - 2. Infrastructure Projects Allocation
  - 3. Economic Development Allocation
- E. Additional Funding Options
- F. Referendum Date
- G. Conclusion
- H. Appendix

## A. The Leon County Sales Tax Committee

On September 13, 2011, the Leon County Board of County Commissioners adopted the enacting resolution (Resolution No. 11-58) to establish the Leon County Sales Tax Committee. The Committee is a group of 18 citizens appointed by the Leon County Board of County Commissioners and City of Tallahassee Commissioners representing a broad cross section of our community and includes representatives from the Greater Tallahassee Chamber of Commerce, Capital City Chamber of Commerce, Blueprint 2000 Citizen Advisory Committee, and the Economic and Environmental Consensus Committee. Pursuant to the resolution, the committee was to meet for a period of one year from the date of the resolution, which could be extended by the Board if additional time was requested. The Committee did request additional time to ensure a thorough and complete evaluation of all infrastructure and economic development projects. The Board granted the Committee's request and the Committee' completed its charge on January 30, 2014.

As with many Commission appointed boards, the members of this Committee were volunteers who dedicated their personal time over the past two years. The Committee was subject to Florida Sunshine Laws and comprised of the following representatives:

- Steve Evans, Chairman
- Curtis Richardson, Vice Chair
- Bill Berlow
- Laurie Hartsfield
- Christic Henry
- Terence Hinson
- Henree Martin
- Will Messer
- Ed Murray
- Dan Newman
- Tom O'Steen
- Bill Peebles
- Kim Rivers
- Todd Sperry
- Lamar Taylor
- Glenda Thornton
- Bill Tucker
- Kim Williams

The Committee held its first meeting in January 2012 and spent the first year gathering information on the Florida Statutes governing the local infrastructure sales tax, past sales tax projects, understanding the BP2000 governance structure, reviewing the Comprehensive Plan and Community Profile, and hearing County, City, BP2000, and public input on proposed projects. The Committee received testimonies from citizens, civic organizations, home-owner associations, consultants, Florida State University, Florida A&M University, and Tallahassee Community College. Throughout this process, a series of projects were identified and placed on the list for the Committee's consideration. During the second year, the Committee engaged in a thorough evaluation process of all the projects brought forth for its consideration. Attachment #2 contains the summary minutes from the Committee's meetings.

## B. Public Participation

The Committee was committed to engaging the public during this process and reserved the first portion of each meeting to allow the community time to voice their comments, recommendations, or preferred projects for consideration. According to the enacting resolution, the Committee was required to host one open house to receive public input on the process. The Committee hosted its first open house on April 26, 2012 followed by a second one on November 15, 2012 to give the public the opportunity to provide their input and recommendations on the future projects for Committee consideration. Invitations were extended to Florida State University, Florida A&M University, Tallahassee Community College, Capital City Chamber, the Greater Tallahassee Chamber, all residents and neighborhood associations.

In addition, a website was maintained throughout the process in order to keep the public up to date on the Committee's progress. The website posted the Committee's meeting times and locations, agenda items, summary minutes, and project descriptions. The website also listed the names of the Committee members and a list of frequently asked questions. Please see <http://cms.leoncountyfl.gov/Home/LeonCountySalesTaxCommittee> for more information.

### C. Length of the Infrastructure Surtax and Revenue Forecast

The Committee recommends that the sales tax be continued for a period of twenty years. A twenty year sales tax is estimated to provide \$756 million in revenue or \$37.8 million annually. All revenue and expenditures are in current dollars; as revenues increase it is also anticipated that expenditure costs will also increase.

### D. Allocation of Infrastructure Surtax

The Committee recommends that the allocation of the infrastructure surtax be divided amongst the County, City, and BP2000. Consistent with the current sales tax extension, it is recommended that the County and City receive 20% (10% each) of the sales tax proceeds and that the remaining 80% should be allocated to BP2000. However, the Committee recommends that 68% of the BP2000 proceeds be dedicated to funding infrastructure needs and the remaining 12% for economic development.

This section reviews the Committee's recommendations as they pertain to the County/City revenue split, economic development, and infrastructure projects.

#### *D1. County and City Percentage Allocation*

The Committee unanimously agreed to recommend that 20% of the sales tax proceeds be allocated to the County and City (10% each) to use at their discretion on infrastructure projects including but not limited to transportation, stormwater, water quality, and recreation needs. This recommendation is consistent with the current allocation of infrastructure sales tax proceeds.

#### *D2. Infrastructure Projects*

Consistent with BP2000, the Committee agreed that the final recommended infrastructure projects must be holistic and have multiple benefits to the community. This approach to infrastructure planning results in projects that not only address transportation or flooding problems but also protect our natural resources and create amenities for the community to enjoy.

Prior to the start of the evaluation process, the Committee held a retreat to develop project themes and action statements which would be utilized to evaluate the list of projects. After considering the vision statements of the County, the City, the Comprehensive Plan, and BP2000, the Committee developed the following themes and action statements. These themes and action statements served as a guide throughout the Committee's project evaluation process.

**Regional Mobility/Transportation:** Projects that create an integrated regional multimodal network that considers air, mass transit, automobile, bike, and pedestrian transportation modes. This holistic transportation network provides the most options for moving people and goods economically, effectively, and safely while protecting the environment, promoting economic development, and maintaining a high quality of life with sustainable development patterns.

**Sense of Community:** Projects that create special urban places which foster a sense of community and inspire a creative class that builds relationships to solve local problems with local solutions in an inclusive environment.

**Water Quality:** Projects that protect our natural environment through sensitive land acquisitions and by providing the appropriate infrastructure.

**Connectivity:** Projects that link current amenities, neighborhoods, and/or multi-modal nodes through sidewalks, multi-use paths, bike lanes, transit, and roadway improvements.

**Economic Vitality:** Projects that encourage quality development/ redevelopment within our community that will promote the creation of new employment opportunities, sustain and enhance economic vitality, and promote the quality of life in our community.

**Parks/Ecotourism:** Projects that promote public recreation and eco-tourism while protecting and preserving the community's environment and natural resources.

**Vertical Infrastructure:** Projects that are fixed capital assets associated with the construction, reconstruction, or improved public facility with a life expectancy of five years or more in accordance with Florida Statute.

**Gateways:** Projects that develop distinct community entryways that showcase the character and beauty of Tallahassee and foster a unique sense of place.

The evaluation process began with a list of 73 projects and ended with 25 Tier I (first priority) and four Tier II (second priority) projects. Attachment #3 displays the recommended projects by theme. The final list of Tier I and Tier II represent the Committee's first and second priority projects. Tier III represents projects that are not recommended for sales tax funding. Table #1 on page 5 lists the Committee's final project recommendations. Listed in Appendix A is a detailed description of each project. In addition, attachment #4 chronologically lists the actions that the Committee took on each project.

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**Table #1: Recommended Infrastructure Projects**

Project #	Project Name	Totals
<b>TIER I Projects</b>		
1	Capital Circle Southwest	\$ 70,000,000
2	Westside Student Corridor Gateway	\$ 8,936,800
3,5	Airport Gateway: Springhill Road and Lake Bradford	\$ 58,698,138
4	Southside Gateway Enrichment	\$ 29,700,000
6	North Monroe Gateway	\$ 9,400,000
7	Build Bike Route System	\$ 15,000,000
8	County/City Independent Sidewalk Projects	\$ 50,000,000
9 & 37	Implement Greenways Master Plan	\$ 10,000,000
10	Northwest Connector Corridor	\$ 53,184,800
14	Market District Activity Center Connectivity	\$ 9,400,000
15	Midtown Placemaking	\$ 22,000,000
17	College Avenue Placemaking	\$ 7,000,000
19	Florida A&M Entry Points	\$ 1,500,000
22	Monroe-Adams Corridor Placemaking	\$ 7,000,000
23	Orange/Meridian Placemaking	\$ 4,100,000
24	Beautification and Improvements to the Fairgrounds	\$ 12,000,000
26	Northeast Connector Corridor	\$ 36,300,000
27	Orange Avenue Widening from Adams Street to Springhill Road	\$ 33,100,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	\$ 47,300,000
29	StarMetro	\$ 7,550,000
46A	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): County @ 59%	\$ 12,000,000
46B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): City @ 41%	\$ 8,000,000
47	Desoto Winter Encampment	\$ 500,000
48	Northeast Park	\$ 10,000,000
49	Water Quality and Stormwater Funding: Projects 30, 36, & 38-45	\$ 85,000,000
<b>Tier 1 Subtotal</b>		<b>\$ 607,669,738</b>
<b>TIER II Projects</b>		
9 & 37	Implement Greenways Master Plan	\$ 10,000,000
11	Lake Lafayette and St. Marks Regional Linear Park	\$ 13,616,640
2	Westside Student Corridor Gateway	\$ 21,000,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase II)	\$ 30,690,000
<b>Tier 2 Subtotal</b>		<b>\$ 75,306,640</b>

### *D3. Economic Development*

During the February 1, 2013 Sales Tax Committee Retreat, the Committee approved the Imagine Tallahassee concept to create an action plan for economic development and tentatively agreed to allocate up to 15% for economic development. The Committee heard several proposals on economic development, but ultimately decided that it required a process separate from the infrastructure discussion. Consistent throughout the discussion was the need to develop a governance structure to serve as an advisory committee on economic development. This advisory committee was first proposed by County, City, and Economic Development Council and later recommended by Imagine Tallahassee Steering Committee.

Private funds were raised and professional consultants were hired to assist with the economic development recommendations for the Committee. The County and City approved the utilization of staff resources on February 12, 2013 and February 13, 2013, respectively. This private/public partnership then conducted a process that guided the development of recommendations for the economic development portion of the sales tax. The recommendations were presented to the Committee, which considered the proposals and made final recommendations to the County and City Commissions. The Imagine Tallahassee Steering Committee's final report can be found in Appendix B.

A 25-member Imagine Tallahassee Steering Committee (Steering Committee) was created to assist the consultants. The Steering Committee's role was to engage citizens, businesses, higher education, and governmental partners in a process that would help establish how the community envisions economic development. The Steering Committee was responsible for taking public input, creating a vision for economic development, and developing recommendations. The Steering Committee was subject to Florida Sunshine Laws and comprised of representatives from: the institutions of higher education, local government, the Greater Tallahassee Chamber, the Big Bend Minority Chamber, Capital City Chamber, Economic Development Council, the local hospitals, Leon County Schools, the Sales Tax Committee, and the Faith based and non-profit community. Imagine Tallahassee held open house events to allow the public the opportunity to provide input on the current economic climate and opportunities for economic development. The public input was used to create a vision statement and five strategic directions to guide economic development. The Steering Committee used its vision to begin developing economic development projects. On December 12, 2013, the Imagine Tallahassee Steering Committee presented its final recommendations to the Sales Tax Committee. Imagine Tallahassee recommended 10 economic development projects, which would utilize \$105,225,000 over 20 years, or 13.9% of the total estimated Sales Tax proceeds.

Additionally, the Steering Committee proposed an economic development governance structure to the Committee. Under the proposal, the BP2000 Intergovernmental Agency (IA) has final authority on use of the sales tax proceeds. Under the IA, an Economic Development Coordinating Committee would provide the IA with policy recommendations and reports on performance and accountability of the approved economic development projects. This advisory committee would provide oversight regarding the economic development projects and would include the following representatives:

- County Economic Development Director
- City Economic Development Director
- FSU Vice President of Research
- FAMU Vice President of Research
- CEO of Workforce Plus

- TCC Vice President, Economic and Workforce Development
- Executive Director, Leon County Research and Development Authority
- Executive Director, Economic Development Council

Sales Tax Committee’s Recommendations on Economic Development

The committee recommends the 12% for economic development percentage will remain constant regardless of fluctuations in revenue receipts from the sales tax.

The Committee fully endorsed the governance structure and the creation of an advisory committee in charge of project oversight and recommendations. The Committee also discussed having a citizen advisory component related to the economic development funds in an effort to truly mirror the current Blueprint 2000 process. In addition, the Committee recommends the following quality control mechanisms be put in place related to economic development to ensure the accountability necessary to preserve the credibility of the Blueprint brand (Attachment #5):

1. Require all economic development projects and participating groups to maintain (for the life of the tax) detailed records of activities and expenditures.
2. Full accounting transparency including sources and uses of funds.
3. Periodic reports detailing the relevant performance metrics of each funded project.
4. Full financial and compliance audits performed by nationally recognized independent auditing firms.
5. Allocate sufficient funding from the economic development portion to provide financial oversight and accountability.

In regards to the economic development projects, the Committee recommends the Madison Mile Convention District and the Regional Airport Growth and Development (Part 1) be fully funded at the request amount. The Committee recommends that the remaining funding be proportionally divided amongst the other projects – if these projects are deemed eligible for funding by the advisory committee and the IA. Each of the recommended economic development projects has a “champion organization” to present the project to the advisory committee. Table #2 lists the final recommendations for the economic development projects. A comparison of the Committee and the Steering Committee’s recommendations can be found in Attachment #6. A detailed description of each of project can be found beginning on page 89 in Appendix B.

**Table #2: Sales Tax Committee’s Economic Development Recommendations**

Project Name	Project Cost	Percentage
Madison Mile Convention District	\$ 20,000,000	22.05%
Regional Airport Growth & Development (Part I)	\$ 5,500,000	6.06%
Regional Airport Growth & Development (Part II)	\$ 7,771,590	8.57%
Entrepreneurial Development Fund	\$ 12,270,931	13.53%
Minority & Women Business Investment Fund	\$ 6,135,466	6.76%
Technology & Innovation Incubators	\$ 8,180,621	9.02%
Business Retention, Expansion & Attraction Fund	\$ 12,270,931	13.53%
Economic Opportunity Rapid Response Fund	\$ 6,135,466	6.76%
Quantum Leaps & Signature Festivals	\$ 4,090,310	4.50%
South Monroe / Adams Corridor Catalyst	\$ 4,172,117	4.60%
<i>Raising the Ship</i> Talent Development	\$ 4,192,568	4.62%
<b>Total:</b>	<b>\$ 90,720,000</b>	<b>100%</b>

## E. Additional Funding Options

The Committee recommends that the County and the City continue to leverage the sales tax proceeds in order to pursue additional funding options such as matching grants, conservation easements, and state and federal resources.

## F. Referendum Date

The Committee recommends the Leon County Board of County Commissioners place the referendum authorizing the continuation of the one-cent local government infrastructure surtax for 20 years on the November 2014 General Election ballot.

## G. Conclusion

The Committee recommends the following:

- Authorize the continuation of the one-cent local government infrastructure surtax for a period of 20 years
- Conduct the referendum in November 2014
- Allocate 10% each to the County and City
- Recommend \$607,669,738 Tier I, first priority projects
- Recommend \$75,306,640 as Tier II, second priority projects
- For economic development:
  - Allocate 12% (\$90,720,000) in support of Imagine Tallahassee Steering Committee recommendations; the 12% will remain constant regardless of fluctuations in revenue receipts from the sales tax.
  - Develop an advisory committee to provide the IA with policy recommendations and provide reporting on performance and accountability.
  - Incorporate the citizens advisory committee to ensure a mirroring of the existing Blueprint 2000 process.
  - Develop a series of quality control mechanisms to ensure accountability

The Committee understands that there will be a limited amount of revenue, inclusive of potential future leveraging, available to support the final implementation of the proposed Tier I and Tier II projects and that current revenue estimates do not support the entire recommended list. The Committee endorses the Tier I and Tier II project lists as priority projects to be considered for funding if the continuation of the one-cent local government infrastructure surtax is approved by the citizens of Leon County.

## H. Appendix

Appendix A	Infrastructure Project Descriptions
Appendix B	Imagine Tallahassee Steering Committee's Final Report

### Attachments:

1. Enabling Resolution
2. Leon County Sales Tax Committee's Meeting Summary Minutes
3. Infrastructure Projects by Theme
4. Chronological List of the Leon County Sales Tax Committee's Actions on Infrastructure Projects
5. Quality Control Mechanisms for Economic Development Projects
6. Comparison Chart of the Leon County Sales Tax Committee and Imagine Tallahassee Steering Committee's Recommendations

Sales Tax Recommended Project List		
Project #	Project Name	Totals
<b>TIER 1 Projects</b>		
1	Capital Circle Southwest	\$ 70,000,000
2	Westside Student Corridor Gateway	\$ 8,936,800
3,5	Airport Gateway: Springhill Road and Lake Bradford	\$ 58,698,138
4	Southside Gateway Enrichment	\$ 29,700,000
6	North Monroe Gateway	\$ 9,400,000
7	Build Bike Route System	\$ 15,000,000
8	County/City Independent Sidewalk Projects	\$ 50,000,000
9 & 37	Implement Greenways Master Plan	\$ 10,000,000
10	Northwest Connector Corridor	\$ 53,184,800
14	Market District Activity Center Connectivity	\$ 9,400,000
15	Midtown Placemaking	\$ 22,000,000
17	College Avenue Placemaking	\$ 7,000,000
19	Florida A&M Entry Points	\$ 1,500,000
22	Monroe-Adams Corridor Placemaking	\$ 7,000,000
23	Orange/Meridian Placemaking	\$ 4,100,000
24	Beautification and Improvements to the Fairgrounds	\$ 12,000,000
26	Northeast Connector Corridor	\$ 36,300,000
27	Orange Avenue Widening from Adams Street to Springhill Road	\$ 33,100,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	\$ 47,300,000
29	StarMetro	\$ 7,550,000
46A	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): County (59%)	\$ 12,000,000
46B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): City (41%)	\$ 8,000,000
47	Desoto Winter Encampment	\$ 500,000
48	Northeast Park	\$ 10,000,000
49	Water Quality and Stormwater Funding: Projects 30, 36, & 38-45	\$ 85,000,000
<b>Tier 1 Subtotal</b>		<b>\$ 607,669,738</b>
<b>TIER 2 Projects</b>		
9 & 37	Implement Greenways Master Plan	\$ 10,000,000
11	Lake Lafayette and St. Marks Regional Linear Park	\$ 13,616,640
2	Westside Student Corridor Gateway	\$ 21,000,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase II)	\$ 30,690,000
<b>Tier 2 Subtotal</b>		<b>\$ 75,306,640</b>
<b>Imagine Tallahassee/Economic Development Projects</b>		
	Madison Mile Convention District	\$ 20,000,000
	Regional Airport Growth & Development Part 1	\$ 5,500,000
	Regional Airport Growth & Development Part 2	\$ 8,578,609
	Entrepreneurial Development Fund	\$ 13,545,171
	Minority & Women Business Investment Fund	\$ 6,772,586
	Technology & Innovation Incubators	\$ 9,030,114
	Business Retention, Expansion & Attraction Fund	\$ 13,545,171
	Economic Opportunity Rapid Response Fund	\$ 6,772,586
	Quantum Leaps & Signature Festivals	\$ 4,515,057
	South Monroe / Adams Corridor Catalyst	\$ 4,605,358
	<i>Raising the Ship</i> Talent Development	\$ 4,627,934
<b>Imagine Tallahassee/Economic Development Projects Subtotal</b>		<b>\$ 97,492,586</b>

Sales Tax Recommended Project List		
Project #	Project Name	Totals
<b>Projects Placed into Project #49 (\$85 million): Water Quality &amp; Stormwater Funding</b>		
11	Lake Lafayette and St. Marks Regional Linear Park	\$ 2,200,000
30	Weems Road Flood Control	\$ 7,800,000
36	Killearn Estates Freshwater Restoration Project	\$ 10,000,000
38	Downtown Stormwater Improvements	\$ 25,000,000
39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	\$ 2,800,000
40	Woodville Water Quality	\$ 25,800,000
41	Oak Ridge Sewer Project	\$ 30,600,000
42	Centerville Trace Water Resources	\$ 5,000,000
43A&B	Alternatives to Central Sewer in Harbinwood Estates: A) Decentralized Cluster System or B) Advanced Wastewater Treatment Plant	\$ 29,300,000
44	Lake Jackson Preservation and Mobility Enhancements	\$ 29,400,000
45	Sewer Hookups Incentive Program	\$ 33,100,000
<b>Water Quality 'Bucket' Subtotal</b>		<b>\$ 198,800,000</b>
<b>Projects Not Recommended for Funding by the Sales Tax Extension</b>		
12	Pine Flats Trail	\$ 15,333,200
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	\$ 15,000,000
16	Goodwood Playground and Community Garden	\$ 200,000
18	Downtown Outdoor Pedestrian Mall	\$ 6,000,000
20	Downtown Parking Garage	\$ 25,000,000
21	Florida Center of Performing Arts and Education	\$ 30,000,000
25	Tennessee Street Beautification and Pedestrian Safety Enhancement	\$ -
31	Intersection Safety and Improvements	\$ 5,800,000
32	Tram Road	\$ 41,900,000
33	Extension of Jackson Bluff Road	\$ 26,000,000
34	Service Road (Capital Circle NW)	\$ 41,800,000
35	Phase II: Water Quality 'Bucket'	\$ 50,000,000
<b>Tier 3 Subtotal</b>		<b>\$ 257,033,200</b>
<b>Projects Not Moved Forward for Consideration</b>		
	County Infrastructure Improvements to Public Safety Facilities: Courthouse and Jail	\$ 42,000,000
	County Road Resurfacing	\$ 156,600,000
	Private Dirt Road Paving Program	\$ 52,000,000
	Goodwood Land Purchase for Community Parks and Gardens	NA
	Sports Complex	\$ 36,000,000
	StarMetro: Build Regional Transfer Station	\$ 5,000,000
	Underground Utilities	NA
	Canopy Roads Legacy Project	NA
	Meadow Ridge Drive Park	NA
	Parallel Road to Tennessee Street	NA
<b>Subtotal</b>		<b>\$ 291,600,000</b>

# SALES TAX PROJECTS

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**Project Number:** 1

**Project Name:** Capital Circle Southwest

**Committee Recommendations:**

Tier I: \$70,000,000

Tier II: \$0

**Estimated Project Cost:** \$114,421,000

**Project Cost Notes**

The Committee allocated \$70 million with the anticipation that the remaining funding will be allocated by FDOT.

The total estimated cost of this project is \$114,421,000 and includes \$53,421,000 for construction and \$61,000,000 for right of way costs (ROW). The projected cost estimated include the ROW and amenities customary to all other segments of Capital Circle. While the FDOT is seeking funding of the roadway improvements, they have indicated a need for local funding partnership for improvements beyond the typical FDOT roadway design. The \$70,000,000 project cost is the partnership amount for this project to make it 'Blueprint Quality'.

**Executive Project Summary:**

The Capital Circle SW roadway expansion project from Orange Avenue to Crawfordville Road was included in the original Tier I Blueprint 2000 projects. However, due to current sales tax funding restrictions, this project will not be able to be completed within the current sales tax authorization. This project is necessary to complete the overall transportation objectives originally envisioned with the Capital Circle enhancements in the original Blueprint 2000 program. The project includes water quality enhancements and infrastructure for multiple transportation modes, improving access in the area. The project stimulates economic development in the short term by providing jobs in construction and associated professional services, and in the long term by improving access to the Airport, Innovation Park, Tallahassee Museum, and undeveloped properties.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

This project is necessary to complete the overall transportation objectives originally envisioned with the Capital Circle enhancements in the original Blueprint 2000 program. In addition, this project is critical to the full development of the airport and surrounding commercial areas.

The Capital Circle Southwest project has been planned on a community wide basis taking into account far reaching community goals (enhanced greenways, roadways, stormwater facilities, lake protection, and the inclusion of multiple modes of transportation). Additionally, the project will enhance access to the Airport for local and regional users.

Environmental: One of the most significant features in the project area is the Bradford Brook Chain-of-Lakes, including Lake Bradford, located west and north of Capital Circle Southwest. The lakes

currently receive runoff from Capital Circle and stormwater inputs from the West Drainage Ditch. Another significant feature in the area is the Apalachicola National Forest, the largest national forest in Florida. The Capital Circle Southwest project will protect the Lake Bradford Chain-of-Lakes, Apalachicola National Forest, and existing neighborhoods through the incorporation of greenways, landscaping, alternative transportation modes, and stormwater enhancements.

**Regional Mobility:** In order to provide transportation alternatives, infrastructure planning for the Capital Circle Southwest project incorporates pedestrian and bicycle trail linkages and includes sidewalks and bike lanes to provide overall increased access to parks, neighborhoods, the Downtown area, the universities and Tallahassee Community College.

**Ecotourism/Parks:** The project includes water quality enhancements and infrastructure for multiple transportation modes, improving access in the area.

**Economic Vitality:** The project stimulates economic development in the short term by providing jobs in construction and associated professional services, and in the long term by improving access to the Airport, Innovation Park, Tallahassee Museum, and undeveloped properties.

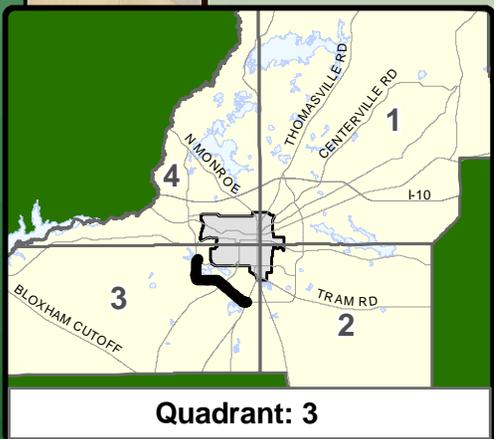
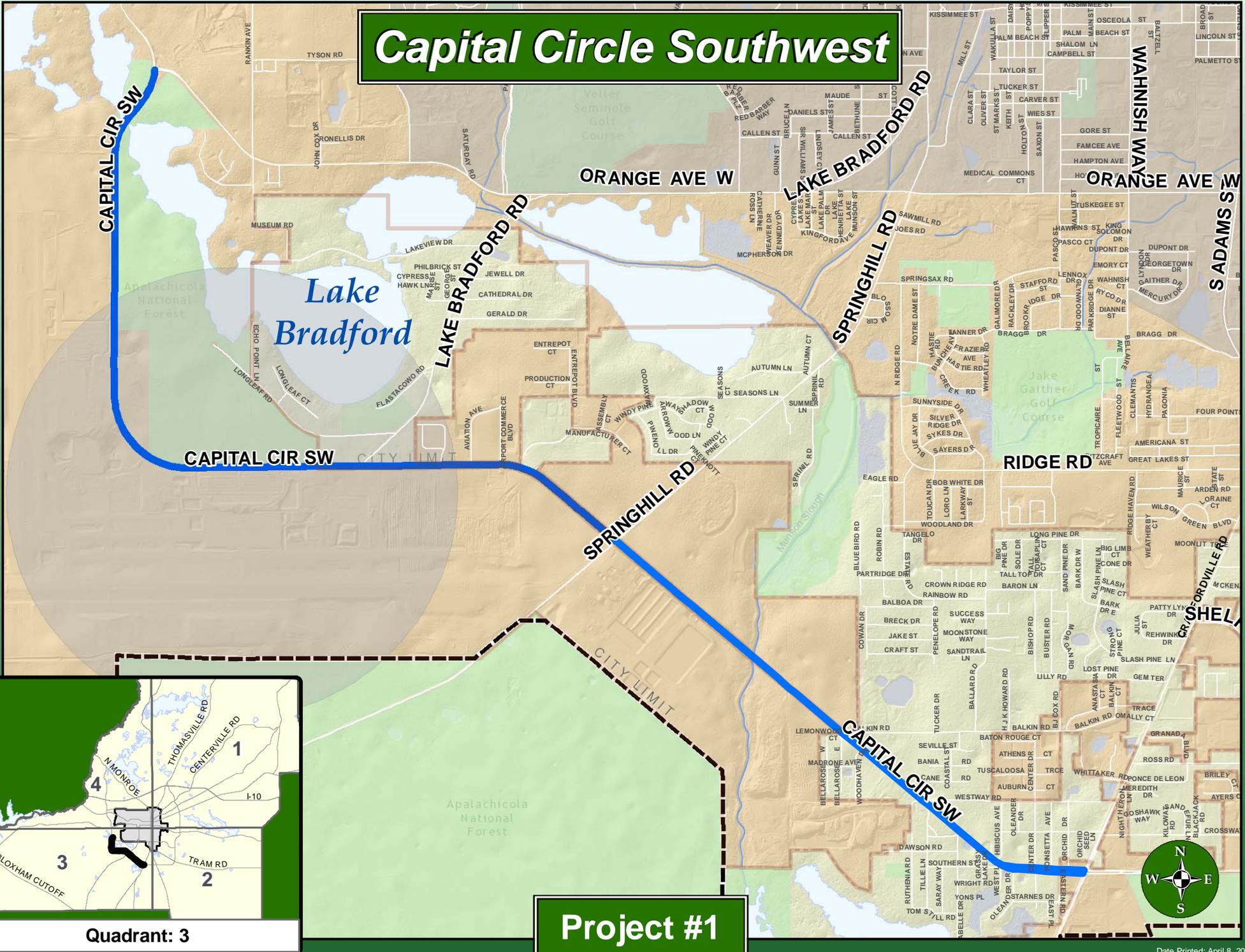
**On an Existing Master Plan or Blueprint List –** Although there is no dedicated funding for the construction of the Capital Circle Southwest project due to a decline in sales tax revenue, it was included in the original Blueprint 2000 Master Plan as a Tier 1 project.

**Leverages Other Funds –** It is likely that the Capital Circle Southwest project design and construction will be funded by a partnership between the Florida Department of Transportation and Blueprint 2000.

**Cost By Themes**



# Capital Circle Southwest



Quadrant: 3

## Project #1



Previous Project Information for:

# **Project # 1**

## **Capital Circle Southwest**

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: Catalyzing Airport Development: Complete Capital Circle Southwest (*Previously Project #13 as submitted by the City*)

Airport Gateway: Connector from Capital Circle SW to Lake Bradford (*Previously Project #1 as submitted by the BP2000*)

Complete Capital Circle Southwest (*Previously Project #13 as submitted by BP2000*)

**Program**  
**5**

# *Catalyzing Airport Development: Complete Capital Circle Southwest*

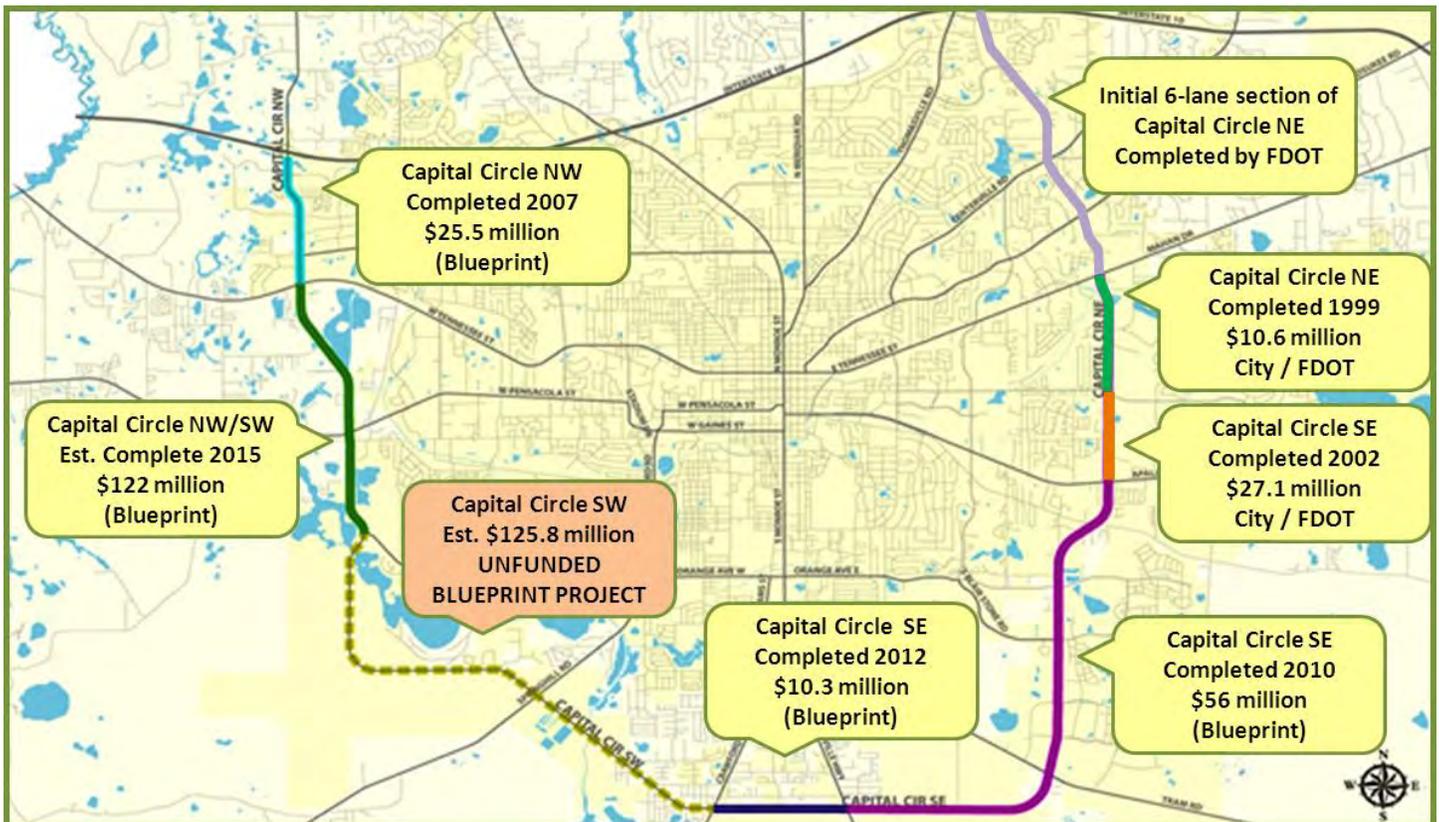
**Estimated Cost:**  
**\$125.8 million**

## WHAT IS IT?

The widening of Capital Circle from Crawfordville Highway to SR 20 was a Tier 1 Project under the current BluePrint 2000 funding list. However, due to current sales tax funding restrictions, this project will not be able to be completed within the current sales tax authorization. This project is necessary to complete the overall transportation objectives originally envisioned with the Capital Circle enhancements in the original BluePrint 2000 program. In addition, this project is critical to the full development of the airport and surrounding commercial areas.

### **Evaluation Criteria:**

Provides Regional Impact / Geographic Equity	✓	Benefits the Environment	✓
Enhances Mobility	✓	Supports Economic Development / Revitalization	✓
Supports Recreation and Quality of Life	✓	On an Existing Master Plan or Blueprint List	✓
		Leverages Other Funds	✓



*A decline in sales tax revenue means that construction will not be funded for this section by 2019. At left is a proposed cross section for Capital Circle Southwest.*

## WHY IS IT IMPORTANT?

**Benefits the Environment** – One of the most significant features in the project area is the Bradford Brook Chain of Lakes, including Lake Bradford, located west and north of Capital Circle Southwest. The lakes currently receive runoff from Capital Circle and stormwater inputs from the West Drainage Ditch. Another significant feature in the area is the Apalachicola National Forest, the largest national forest in Florida. The Capital Circle Southwest project will protect the Lake Bradford Chain-of-Lakes, Apalachicola National Forest, and existing neighborhoods through improvements to the West Ditch, restoration of the Black Swamp, and, in accord with all Blueprint projects, incorporate greenways, landscaping, alternative transportation modes and stormwater enhancements.

**Provides Regional Impact / Geographic Equity** – The Capital Circle Southwest project has been planned on a community-wide basis taking into account far reaching community goals (enhanced greenways, roadways, stormwater facilities, lake protection, and the inclusion of multiple modes of transportation). Additionally, the project will enhance access to the Airport for local and regional users.

**Enhances Mobility** – In order to provide transportation alternatives, infrastructure planning for the Capital Circle Southwest project incorporates pedestrian and bicycle trail linkages and includes sidewalks and bike lanes to provide overall increased access to parks, neighborhoods, the Downtown area, the universities and Tallahassee Community College.

**Supports Recreation and Quality of Life** – The project includes water quality enhancements and infrastructure for multiple transportation modes, improving access in the area.

**Supports Economic Development / Revitalization** – The project stimulates economic development in the short term by providing jobs in construction and associated professional services, and in the long term by improving access to the Airport, Innovation Park, Tallahassee Museum, and undeveloped properties.

**On an Existing Master Plan or Blueprint List** – Although there no dedicated funding for the construction of the Capital Circle Southwest project due to a decline in sales tax revenue, it was included in the original Blueprint 2000 Master Plan as a Tier 1 project.

**Leverages Other Funds** – It is likely that the Capital Circle Southwest project design and construction will be funded by a partnership between the Florida Department of Transportation and Blueprint 2000.



*Delivery of the first jets are expected in early 2014, which will coincide with the construction of the Honda Jet facilities. The other components of the project are still in design as Flightline seeks to identify a suitable developer to construct the improvements.*

24,000 sq ft Total Space  
18,500 sq ft Available for Lease

Storage Hangar

HondaJet Southeast  
Sales and Service

Compass Pointe Hotel

*Compass Pointe exemplifies economic development in proximity of the Tallahassee Regional Airport. It includes leasable space, a HondaJet Sales and Service center and storage hangar, and a hotel.*



# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Airport Gateway: Connector from Capital Circle SW to Lake Bradford  
(Blueprint 2000 Map 2C)

**Project Themes:**

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

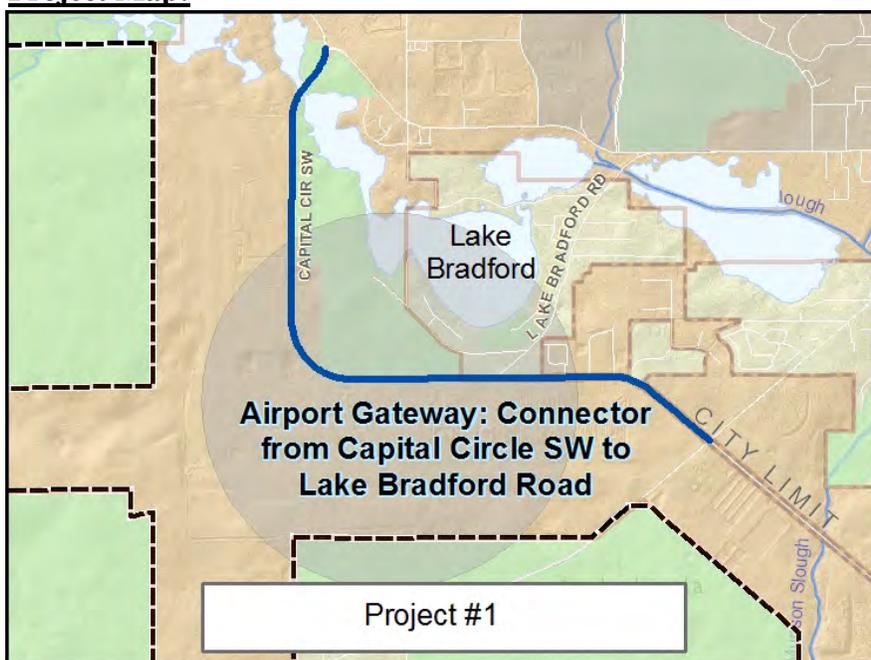
**Project Description:**

The Capital Circle SW roadway project from Orange Avenue to Springhill Road represents an expansion of the existing roadbed alignment. The roadway project consists of a four lane, controlled access, or six lane widening and includes a multiuse trail and bikeway which will eventually join the St. Marks Trail Extension. Connections to Tallahassee Regional Airport and Innovation Park will be designed encourage economic development and to meet future traffic conditions related to significant growth.

The Bradford Chain of Lakes is one of the few remaining pristine like systems in Leon County and must be preserved. The primary environmental purpose for the roadway realignment relates to the stormwater impacts to the Chain of Lakes associated with a widening of roadways. Water quality within the Cascades Chain of Lakes could be adversely affected over time by the use of septic tanks located outside the Urban Service Area west of the Cascades Chain of Lakes system. Additional study is proposed to assess the threat to water quality in the lakes and fund possible solutions.

Two greenway connections are proposed, a recreational path along Capital Circle from the City's Golden Aster Park to Munson Slough and the St. Marks Trail, and a habitat-oriented greenway comprising undeveloped floodplain east of Lake Bradford. Additionally, the project seeks to develop an attractive trail interior to Capital Circle, SW linking the Tallahassee Museum of History and Natural Science and Forest Service Lands to the City's Golden Aster Park.

**Project Map:**



# Blueprint 2000 Proposed Sales Tax Projects

**Project Name:** Complete Capital Circle Southwest (Blueprint 2000 Map 2C)

**Project Themes:**

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

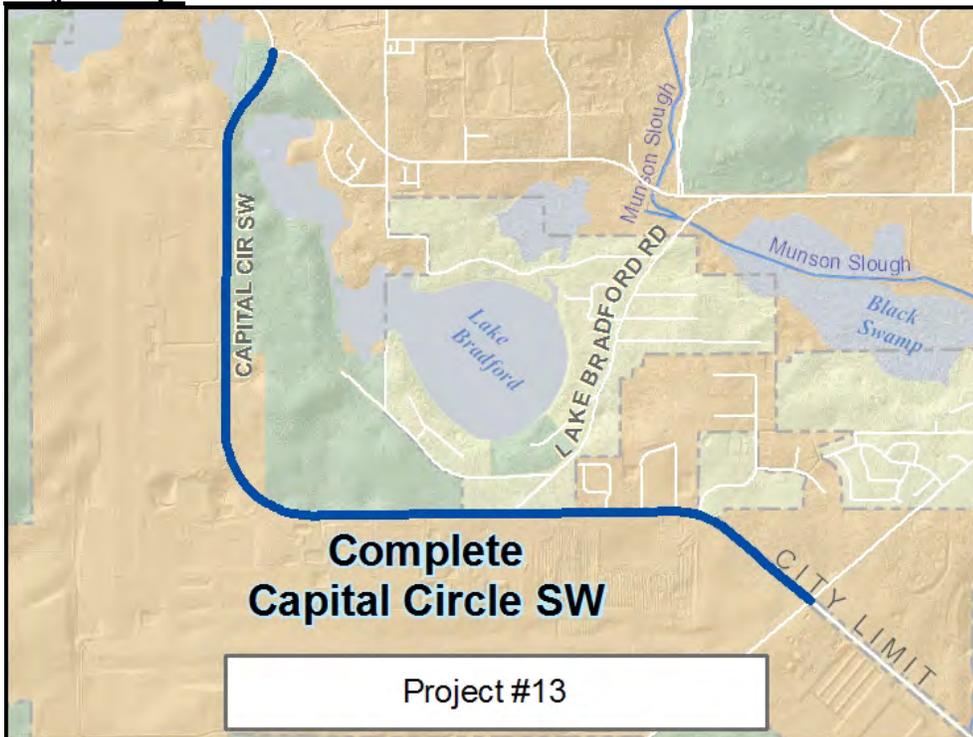
**Project Description:**

The Capital Circle SW roadway expansion project from Springhill Road to Crawfordville Highway project consists of a four lane, controlled access, or six lanes widening along the existing roadbed. The project includes a multiuse trail and bikeway which will eventually join the St. Marks Trail Extension. Connections to Tallahassee Regional Airport and Innovation Park will be designed encourage economic development and to meet future traffic conditions related to significant growth.

Water quality enhancement is to be accomplished via management of the impacts of road widening on stormwater runoff.

The Pine Flats Greenway beginning at the St. Marks Trail (north of Orange Avenue) and ending at the 8 Mile Pond Park along the watercourse (Munson Slough) is proposed as a part of this project. This greenway will link more than 10 proposed and existing trails.

**Project Map:**



# SALES TAX PROJECTS

---

**Project Number:** 2

**Project Name:** Westside Student Corridor Gateway

**Committee Recommendations:**

Tier I: \$8,936,800

Tier II: \$21,000,000

**Estimated Project Cost:** \$29,936,800

**Project Cost Notes**

Tier 1 (\$8,936,800) includes the costs for stormwater and connectivity improvements. Trail costs were obtained from the Greenways Master Plan (Project #9).

Tier 2 (\$21,000,000) includes the costs for roadway and gateway improvements. This project cost includes right of way costs for the widening of Pensacola from Capital Circle Southwest (CCSW) to Appleyard Drive.

**Executive Project Summary:**

The Westside Student Corridor Gateway project creates a southwest gateway for the community by linking the improved Capital Circle corridor to the urban core while widening Highway 20 from Capital Circle to Appleyard to four lanes. This project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. The project supports the multi-modal transportation.

The project relieves stormwater runoff in the Gum Creek/West Drainage Ditch that contributes to flooding issues in the Tallahassee Community College area and the Gum Road Target Planning Area.

In addition, the project constructs sidewalks on Gum, Aeon Church, and Dome Level Roads creating safe and convenient mobility access for the residents of area. Another mobility enhancement aspect of this project is the implementation of the western segment of the University Greenway. The construction of the TCC/FSU/FAMU Connector Trail links all three institutions of higher learning to the facilities at Innovation Park.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input type="checkbox"/> Connectivity                                | <input checked="" type="checkbox"/> Gateways          |

**Detail Project Description**

The project proposed improvements include the following:

- Work with community partners during the update of the PD&E study for this corridor.
- Widen Pensacola Street to four lanes and construct landscape medians from Capital Circle to Appleyard. This project supports the mobility plan by providing multimodal links in a high capacity student corridor. This project widens State Road 20 from two lanes to four lanes. Currently, the two lane section of State Road 20 between Blountstown Highway and Appleyard Drive restricts traffic flow on this east-west roadway. The adopted level of service (L.O.S.) for this category of roadway is E. The current

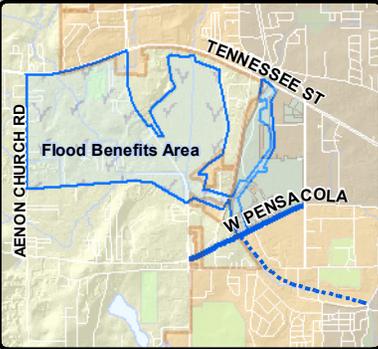
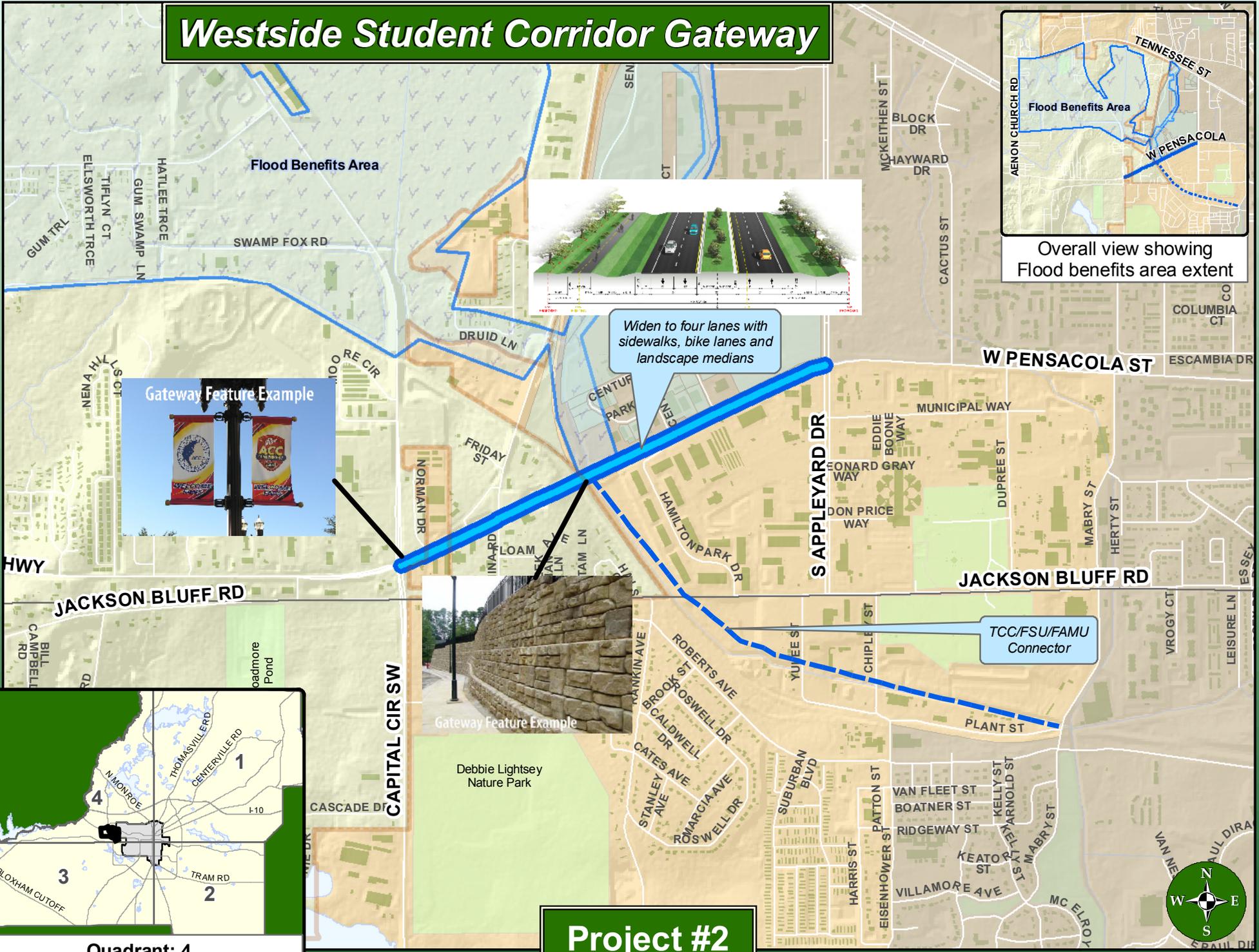
roadway is operating at L.O.S. F for eastbound traffic and L.O.S. D for westbound traffic. Widening this roadway to four lanes elevates the road into compliance with the comprehensive plan level of service.

- Construct a gateway feature by constructing a decorative bridge which will allow water flow to continue toward existing public lands downstream. The widening of State Road 20 will create a southwest gateway for the community linking the upgraded Capital Circle corridor to the urban core.
- Conduct a comprehensive stormwater study to include ecosystem enhancements for water quality and flood attenuation. A comprehensive stormwater study would include ecosystem enhancements for water quality and flood attenuation reaching to Lake Bradford, as called for by the Blueprint Citizens Advisory Committee while reviewing Capital Circle Southwest.
- Establish connectivity to Innovation Park along the University Greenway by constructing the Trail which links all three institutions of higher learning. This project supports regional mobility by constructing bike lanes, sidewalks, and enhances public transportation for students of Tallahassee Community College, Florida State University, and Florida A & M University. The project provides significant pedestrian linkages for established residential areas to the Blueprint Broadmoor Pond and Park, CCSW and all their associated interconnections.
- Construct bike lanes and sidewalks including sidewalk on Gum, Aeon Church, and Dome Level Roads.

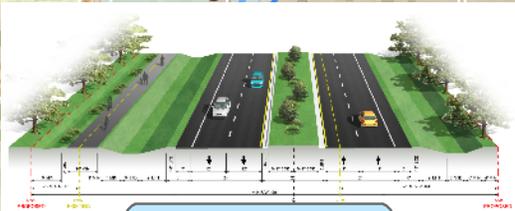
**Cost By Themes**

\$20,000,000	Regional Mobility/Transportation
	Sense of Community
\$7,000,000	Environmental/Water Quality
\$1,936,800	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
\$1,000,000	Gateways

# Westside Student Corridor Gateway



Overall view showing Flood benefits area extent



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

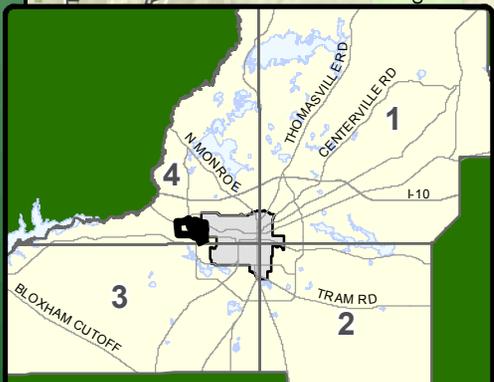


Gateway Feature Example



Gateway Feature Example

TCC/FSU/FAMU Connector



Quadrant: 4

## Project #2



Previous Project Information for:

## **Project # 2**

# **Airport Gateway: Westside Student Corridor Enhancements and Flood Relief**

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: Westside Student Corridor Enhancements and Flood Relief  
(*Previously Project #62 as submitted by the County*)

## Proposed Project for the Sales Tax Extension

### **Project #4: Westside Student Corridor Enhancements and Flood Relief**

**Estimated Project Cost:** \$29 million

#### **Project Criteria:**

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

#### **Project Description:**

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

The project proposed improvements include the following:

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

#### **Project Criteria Detail:**

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

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

## **Project #4: Westside Student Corridor Enhancements and Flood Relief**

### Page 2

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

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

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

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

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

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

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

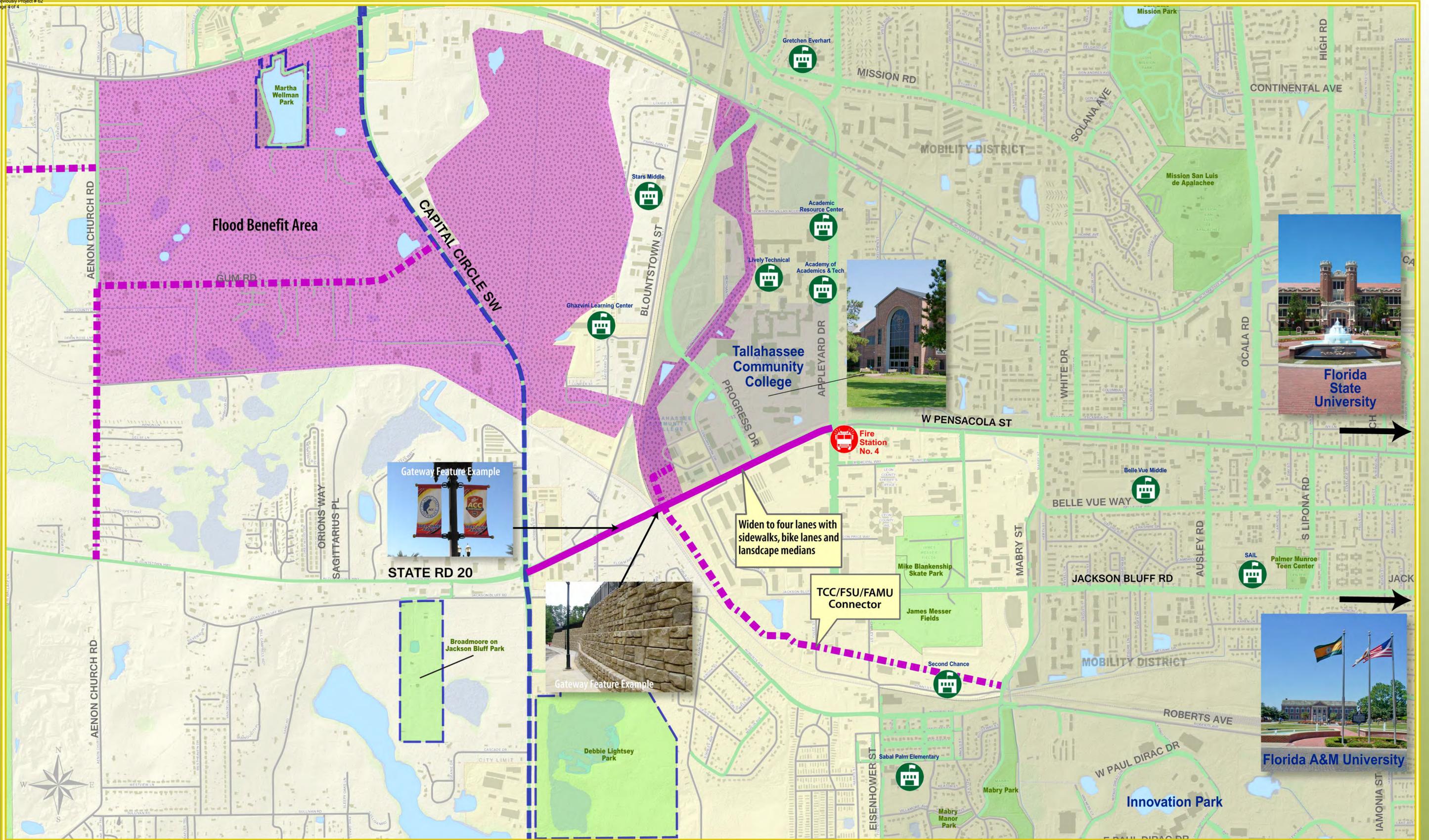
**Project #4: Westside Student Corridor Enhancements and Flood Relief**

Page 3

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

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



# Westside Student Corridor Enhancements and Flood Relief

<b>Legend</b> <ul style="list-style-type: none"> <li> Existing Sidewalks, Bike Routes, Park Trails</li> <li> Highway 20 Corridor</li> <li> Proposed Sidewalk/Trail Improvements</li> <li> Flood Benefit Area</li> <li> Blueprint 2000 Projects</li> <li> Parks</li> </ul>		<b>Westside Student Corridor Enhancements and Flood Relief Project Criteria:</b> <ul style="list-style-type: none"> <li> Comprehensive Plan</li> <li> Regional Mobility</li> <li> Greenway Master Plan</li> <li> Connectivity</li> <li> Complements BP2000 Project</li> <li> Water Quality Enhancements and Green Infrastructure</li> <li> Stormwater/Sewer Capacity Improvements</li> <li> Transportation Capacity Improvements</li> <li> Core Infrastructure</li> </ul>	

This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

# SALES TAX PROJECTS

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**Project Number:** 3/5

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

**Committee Recommendations:**

Tier I: \$58,698,138

Tier II: \$0

**Estimated Project Cost:** \$58,698,138

**Project Cost Notes**

Springhill Road (Beautification and Transportation Improvements) \$21,426,400

Lake Bradford Gateway \$37,271,738

Combined project totals: \$58,698,138

**Executive Project Summary:**

This project creates a holistic Airport Gateway project by combining Project #3 (Springhill Road) and Project #5 (Lake Bradford Road). This project spans from Stadium/Gaines Street to Capital Circle Southwest. The improvements will create a unique, urban gateway to Tallahassee from the Airport.

The Springhill Road section of the proposed project begins the Orange Avenue intersection and extends down to Capital Circle Southwest (Project #1). The improvements to this portion of the project would include transportation improvements and right of way acquisition and beautification.

The Lake Bradford component of the project would extend from Gaines St. to the Orange Avenue intersection. The improvements to this portion of the project would include roundabouts, gateway streetscaping, and roadway reconstruction.

**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**

The Springhill Road section of the proposed project begins the Orange Avenue intersection and extends down to Capital Circle Southwest (Project #1). The improvements to this portion of the project would include transportation improvements and right of way acquisition and beautification. Springhill Road improvements include:

- 130' right of way
- 10' sidewalk on one side and 5' on other
- Bike lanes on both sides
- 2 lanes (4 lane option with 22' median)
- Enhanced landscape

The Lake Bradford component of the project would extend from Gaines St. to the Orange Avenue intersection. The improvements to this portion of the project would include roundabouts, gateway streetscaping, and roadway reconstruction. Lake Bradford Road improvements include:

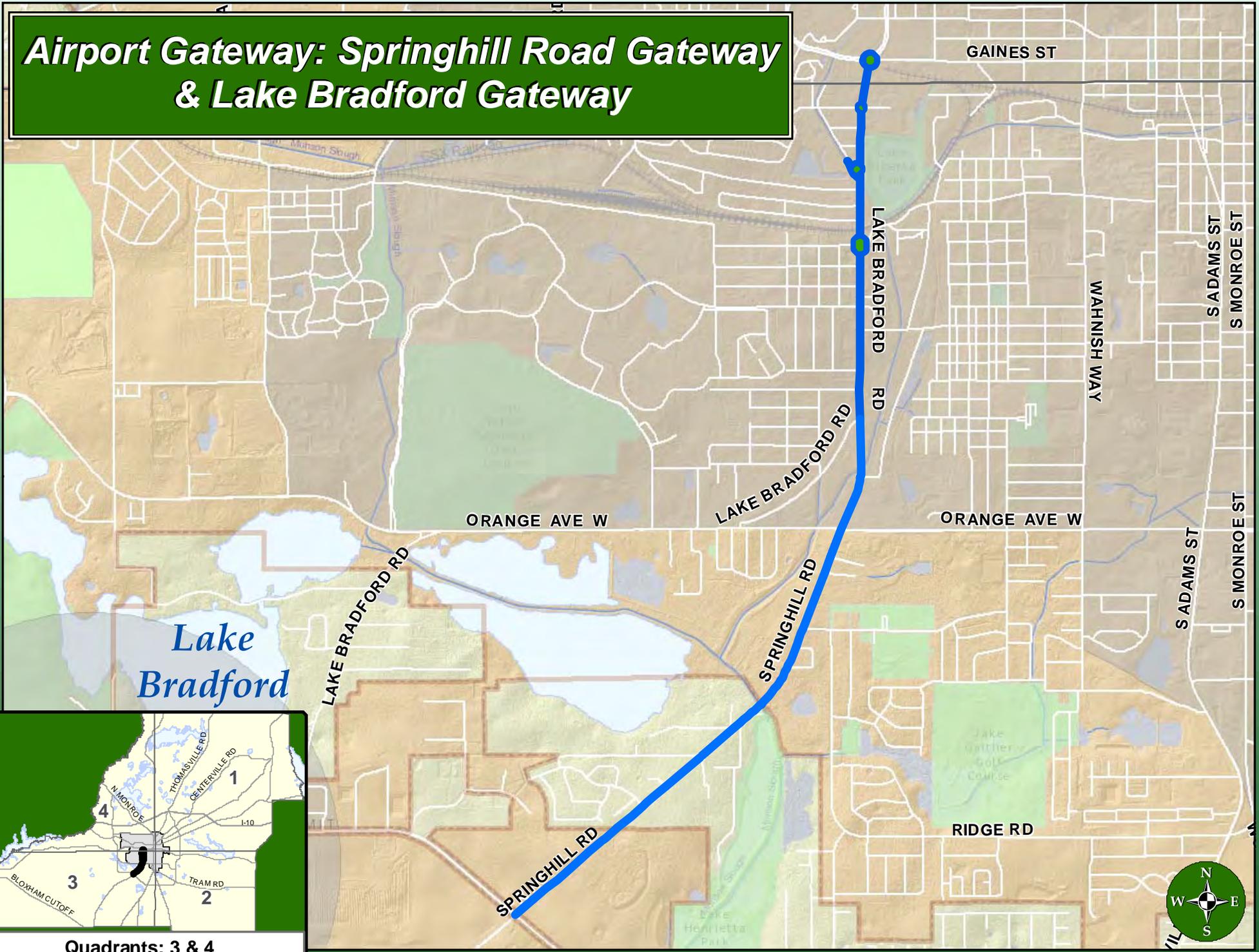
- Roundabouts at key locations
- Roadway reconstruction

- Gateway streetscaping
- Bike lanes and wider sidewalks
- Enhanced landscaping and lighting

**Cost By Themes**

\$57,698,138	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
\$1,000,000	Gateways

# Airport Gateway: Springhill Road Gateway & Lake Bradford Gateway



Quadrants: 3 & 4



Previous Project Information for:

## **Project #3**

# **Airport Gateway: Springhill Road Gateway**

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: Springhill Road to Indianhead Acres: Right of Way, Construction, Stormwater Improvements, Greenway and Trail Developments (*Previously Project #11 as submitted by BP2000*)

## **Project #5**

# **Lake Bradford Gateway**

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: Building the Core: Lake Bradford Gateway (*Previously Project #18 as submitted by the City*)

Florida State University – Lake Bradford Gateway Extension to Orange Avenue. (*Previously Project #71 as submitted by FSU*)

# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Springhill Road to Indianhead Acres: Right of Way, Construction, Stormwater Improvements; Greenway and Trail Developments (Blueprint 2000 Map 2C)

**Project Themes:**

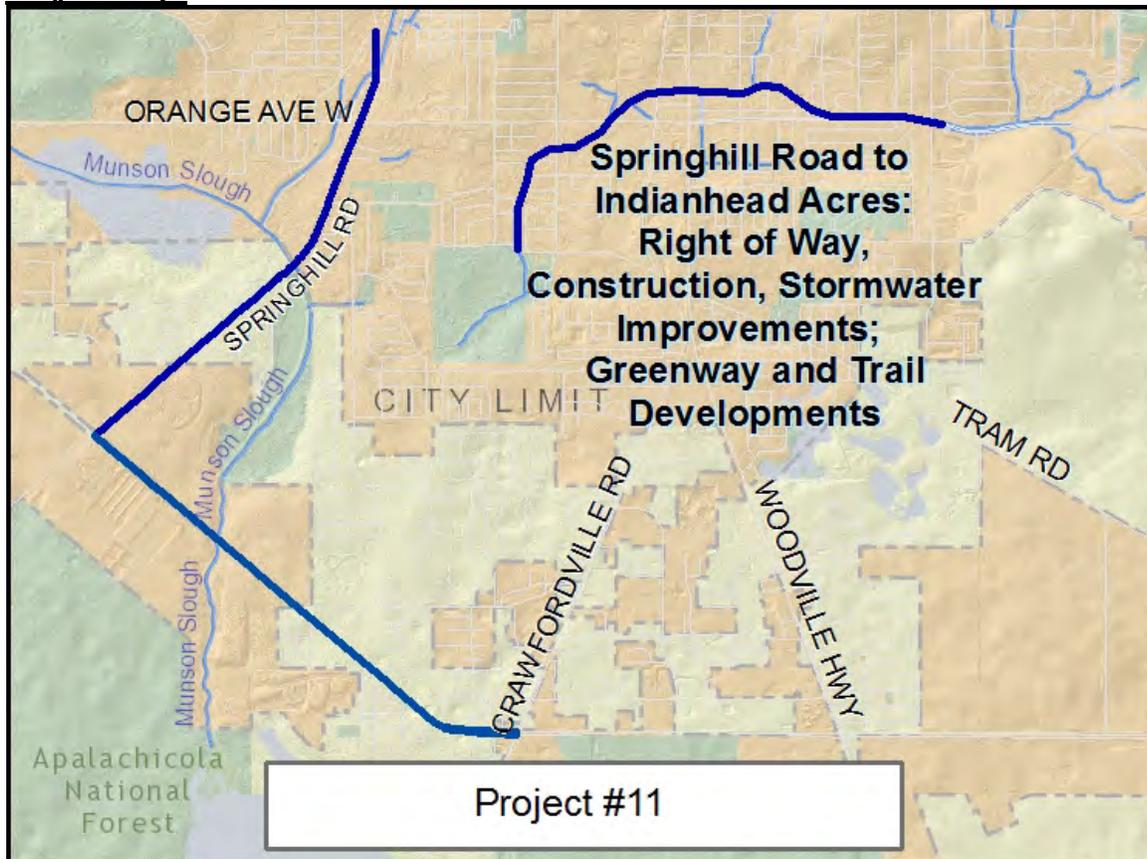
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community                          | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input checked="" type="checkbox"/>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

**Project Description:**

This project proposes to widen Springhill Road to four lanes, provide roadway beautification, sidewalks, bike lanes, and screening of lands adjacent to roadway. Springhill Road is envisioned as a “gateway” road into the downtown area from the Airport.

Water quality enhancement is to be accomplished via improved management of Munson Slough and the impacts to stormwater through roadway widening. Additionally, this project includes acquisition of active, developed properties in the surrounding floodplain areas. A joint stormwater treatment pond is proposed along the East Branch (Indianhead, Paul Russell, and Pine Ridge) to control flooding and improve water quality.

**Project Map:**



Previous Project Information for:

# **Project #5**

## **Lake Bradford Gateway**

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:        Building the Core: Lake Bradford Gateway (*Previously Project #18*)

Florida State University – Lake Bradford Gateway Extension to Orange Avenue. (*Previously Project #71*)

**Program**  
**1c**

# Building the Core: Lake Bradford Gateway

**Estimated Cost:**  
**\$37 million**

## WHAT IS IT?

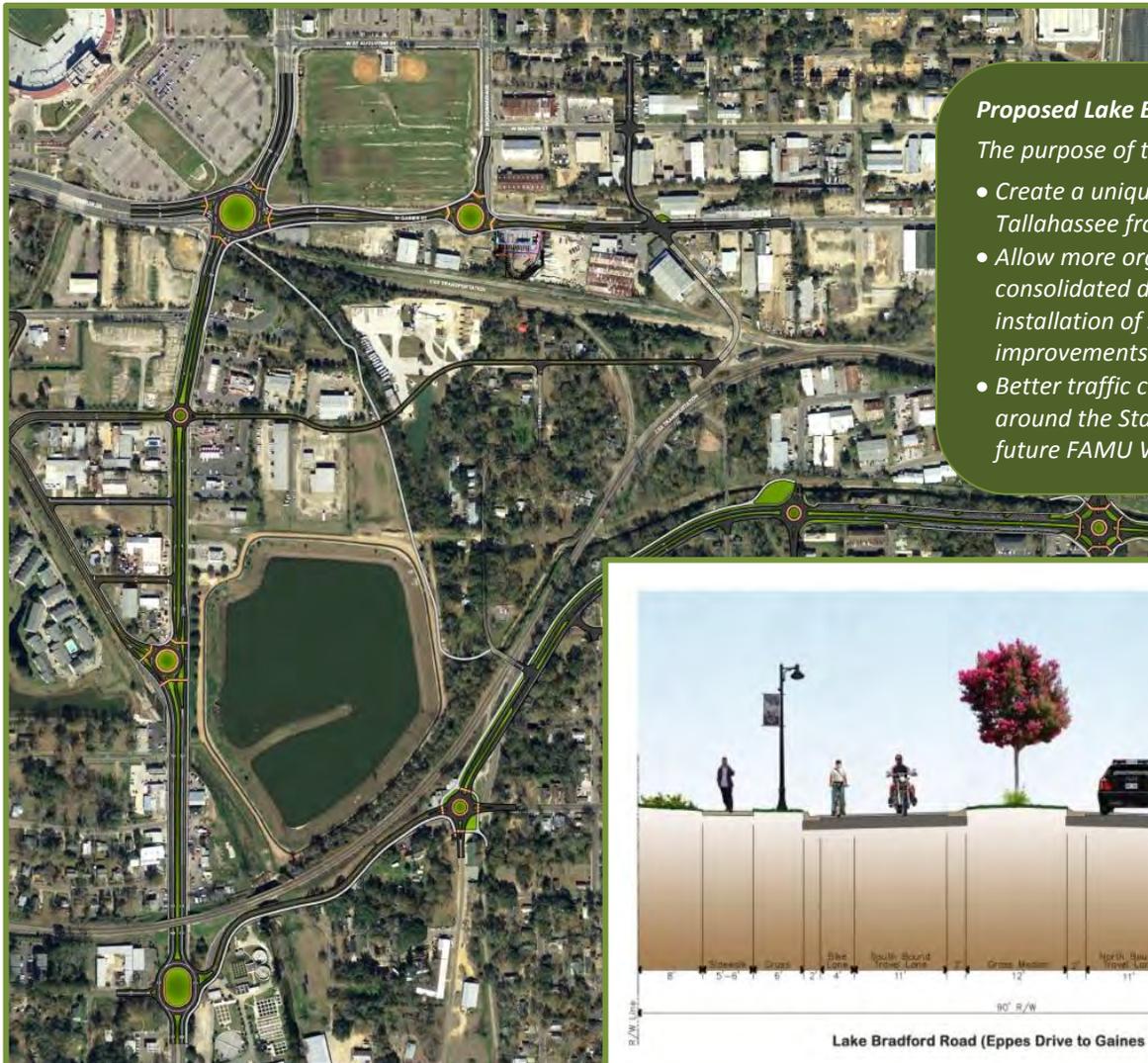
Combining it with other projects within this special district area of the overall Mobility District could create the opportunity for additional redevelopment of the southwestern quadrant of the urban core. This would be a continuation of the redevelopment spurred by the first two phases of the Gaines Street improvements. At present, three major projects, Gaines Street, Lake Bradford Gateway and FAMU Way, are converging in this area. With few additional improvements to the existing concepts, we can set the stage for redevelopment of the area. The project elements include:

- Roundabout at Gaines Street / Stadium
- Roundabout at Gamble
- Landscaping
- Eppes Drive and Hendry Street Connections
- Major stormwater conveyance system from the Stadium to the north end of Lake Elberta

### 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 ✓



### *Proposed Lake Bradford Investments*

*The purpose of the Gateway is to:*

- Create a unique urban gateway to Tallahassee from the Airport
- Allow more organized and consolidated development with installation of stormwater improvements
- Better traffic circulation in and around the Stadium, FSU and the future FAMU Way



## WHY IS IT IMPORTANT?

**Benefits the Environment** – By increasing access to the St. Marks Trail, a major recreational and commuter bike facility, and by providing safer, more convenient bicycle and pedestrian access to FSU, FAMU, Downtown and Gaines Street, this project would encourage increased use of alternative transportation modes, which results in reduction in fossil fuel use and increased air quality.

**Provides Regional Impact / Geographic Equity** – Since this corridor is the main entrance to town from the airport, the entire region stands to benefit from creating a positive first impression on visitors. The mobility and aesthetic enhancements also would benefit the neighborhoods and blighted properties in the area.

**Enhances Mobility** – The project would include bike lanes, rebuilt sidewalks, landscaping, roundabouts and signage, which would increase the safety and access for all modes. It would also allow easier movement of north/south traffic at the intersection of Gaines.

**Supports Recreation and Quality of Life** – Enhancements along this area would support access to the Lake Elberta Park as well as connections to the St. Marks Trail. Landscaping, lighting and transportation investments would increase the mobility and safety for residents, students, and business patrons in the area.

**Supports Economic Development / Revitalization** – This project would enhance private investments near the area, such as Collegetown just north, and support further high quality urban redevelopment by creating an aesthetically pleasing and safe pedestrian, bicycle and vehicular infrastructure in walking distance to FSU, FAMU, and Gaines Street.

**On an Existing Master Plan or Blueprint List** – This has been an identified Gateway project for the City for nearly ten years.

**Leverages Other Funds** – The City has earmarked approximately 3 million dollars for gateway enhancements in this area.



*A roundabout at Stadium, Lake Bradford and Gaines would provide greater traffic efficiency, shorter crossing distances for pedestrians and cyclists, and create a monumental gateway entrance to the Stadium and Gaines St into Downtown.*



*A ground level view of how Lake Bradford Road south of Stadium would appear. The more attractive corridor could facilitate redevelopment.*



# Proposed Sales Tax Projects by the Community

**Project Name:** Florida State University – Lake Bradford Gateway Extension to Orange Avenue  
(Project #71)

**Project Themes:**

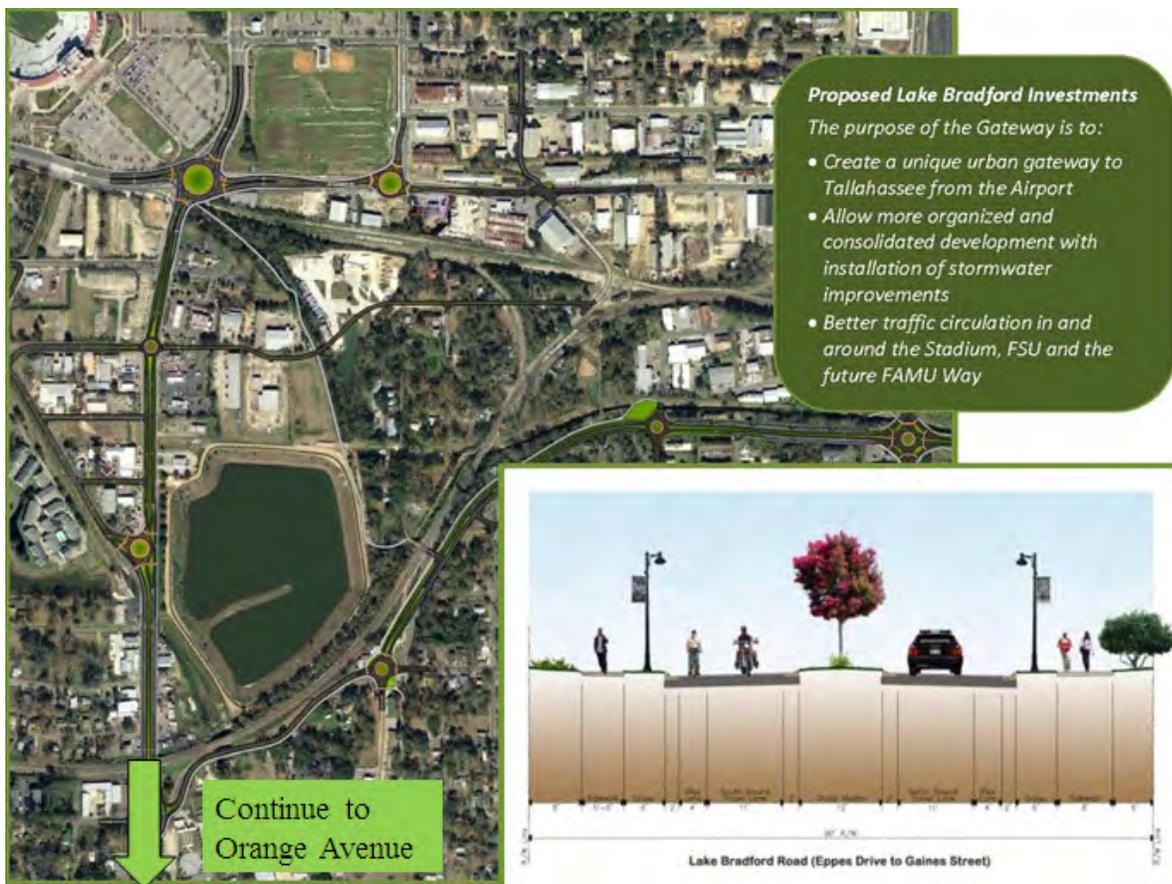
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community                          | <input type="checkbox"/> Ecotourism/Parks             |
| <input type="checkbox"/>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

**Project Description:**

On March 14, 2013, the Florida State University presented several projects for the consideration of the Sales Tax Committee. This project is for the extension of Lake Bradford Gateway Extension to Orange Avenue. The project description for this project was developed using the materials by FSU during their presentation to the Committee.

The University is requesting that the Lake Bradford Gateway project be extended to Orange Avenue. By extending this gateway to Orange Avenue, it would provide an entrance to the downtown core and the Main Campus. This would provide for enhanced signage, landscaping, and similar improvements along this gateway corridor.

**Project Map:**



# SALES TAX PROJECTS

---

**Project Number:** 4  
**Project Name:** Southside Gateway Enrichment

**Committee Recommendations:**

Tier I: \$29,700,000  
Tier II: \$0

**Estimated Project Cost:** \$29,700,000

**Project Cost Notes**

The primary expense for this project is associated with the transportation improvements, with the balance directed to landscaping along Crawfordville Highway and sidewalks along Shelfer Road.

This project cost includes right of way costs:  
\$18,500,000 for Woodville Highway upgrade to 4-lane roadway  
\$10,600,000 for Crawfordville/Woodville Highway Gateway feature

**Executive Project Summary:**

The Southside Gateway Enrichment project enhances regional mobility, increases the viability of this southern commercial gateway corridor, and supports the goal of economic revitalization to the southside of Tallahassee.

This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. The project enhances transportation capacity by widening Woodville Highway (from Capital Circle to Gaile Avenue) to four lanes. The project includes widening the medians for landscaping, pedestrian refuge, and safe turning movements, and increases opportunities for public transit. In addition, the interconnection of Woodville and Crawfordville Highways, via a looped roadway, enhances the operation of the corridors and provides a large greenspace to establish a gateway into the southside of Tallahassee. The project replaces a grey landscape of asphalt and concrete along Crawfordville Highway with landscaped medians and roadsides and adds greenspace for stormwater ponds improvements.

Finally, the project promotes multimodal connectivity by building bike connections along Ross Road, linking Woodville and Crawfordville Highways, and constructing sidewalks along the eastside of Shelfer Road in order link the high density residential to the surrounding multimodal connections.

**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"/> Environmental/Water Quality                 | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

**Detail Project Description**

This project proposed improvements include the following:

- Establish a “gateway” feature entering the southside of the County (Woodville/Crawfordville Highways). This project is consistent with the regional mobility plan by providing additional capacity and linkage to complete a major corridor connector from downtown to the south.
- Widen Woodville Highway to four lanes between the improved Capital Circle and Gaile Avenue; The

Southside Gateway Enrichment project enhances the roadway capacity by widening Woodville Highway between Capital Circle and Gaile Avenue to four lanes. This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. By increasing the capacity it will help decrease the evacuation times from the coastal areas. To date the Capital Regional Transportation Authority has spent approximately \$2.1 million to complete the Woodville Highway preliminary design and engineering study. Final Design, permitting and right of way acquisition work will need to be completed before construction can begin on this transportation corridor.

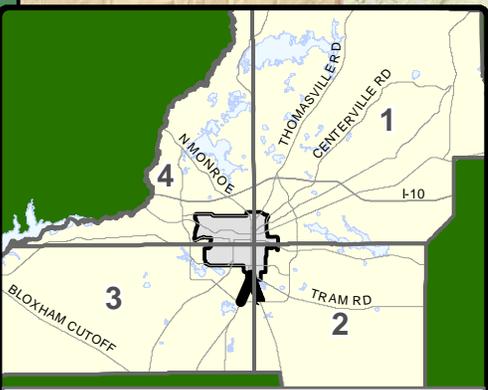
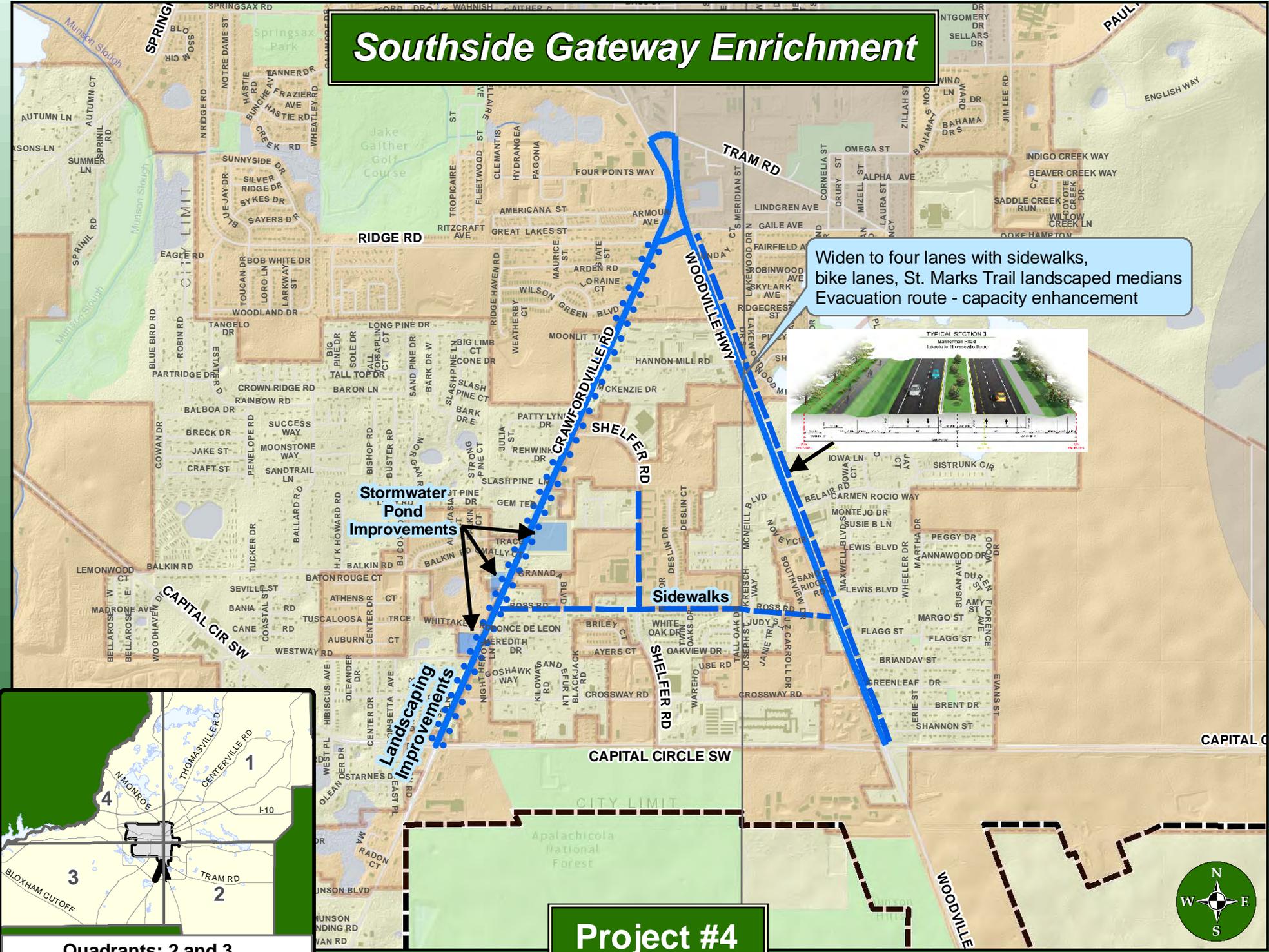
- Construct sidewalks, bike lanes, and wide medians for landscaping, pedestrian refuge and adds sidewalk on eastside of Shelfer Road between Ross and Crawfordville Highway to link high density residential to area amenities. The Southside Gateway Enrichment project promotes multimodal connectivity, enhanced roadway capacity, landscaping, and possible gateway features advancing redevelopment potential of the surrounding area of the southside of Tallahassee.
- Reconstruct Crawfordville and Woodville Highways between Gaile Avenue and Tram Road to create an extended roundabout and greenspace for enhanced connectivity between these two main north south routes.
- Reconstruct a portion of the St. Marks Trail. The St. Marks Trail will be preserved and its usage enhanced with increased connectivity to existing sidewalk and trail networks.
- Provide greenspace allowing for water infiltration and stormwater ponds. This project replaces a grey landscape of asphalt and concrete with landscaped medians and roadsides. Additional greenspace for water infiltration and stormwater ponds enhances the livability of roadway segment. The new stormwater treatment facilities will improve the water quality leaving the roadway corridors.
- Landscape the stormwater ponds and roadway along Crawfordville Highway.
- Establish bike connections on Ross Road to connect Woodville and Crawfordville Highways.

**Cost By Themes**

\$18,500,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$600,000	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
\$10,600,000	Gateways

# Southside Gateway Enrichment

Widen to four lanes with sidewalks, bike lanes, St. Marks Trail landscaped medians  
Evacuation route - capacity enhancement



Quadrants: 2 and 3

Project #4



Previous Project Information for:

# **Project #4**

## **Southside Gateway Enrichment**

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: Southside Gateway Enrichment (*Previously Project #61 as submitted by the County*)

## Proposed Project for the Sales Tax Extension

**Project #6: Southside Gateway Enrichment**

**Estimated Project Cost:** \$29.7 million

### **Project Criteria:**

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

### **Project Description:**

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

This project proposed improvements include the following:

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

### **Project Criteria Detail:**

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

## **Project #6: Southside Gateway Enrichment**

### **Page 2**

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

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

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

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

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

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

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

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

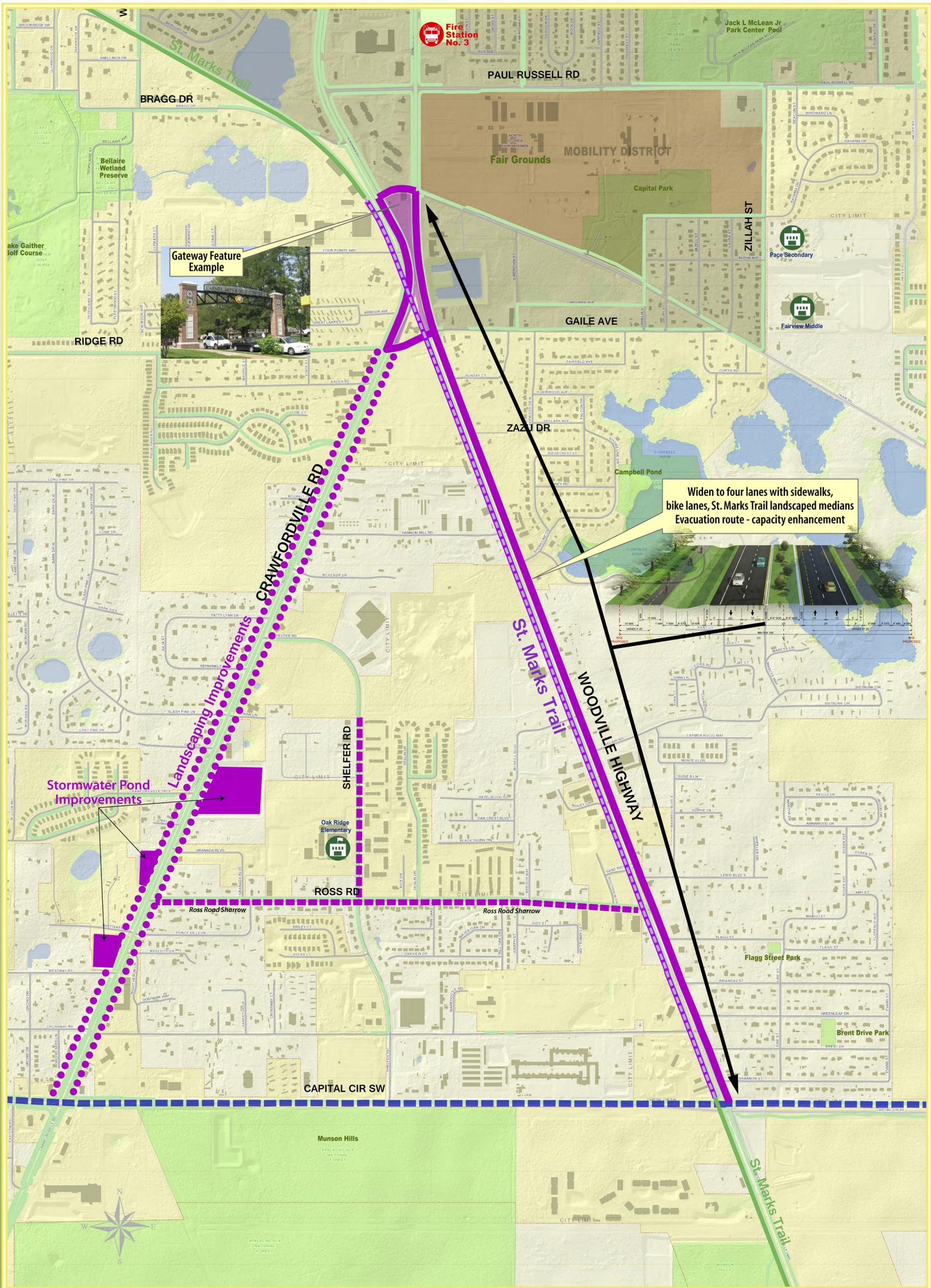
**Project #6: Southside Gateway Enrichment**

Page 3

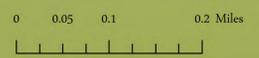
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Transportation Capacity Improvements: The Southside Gateway Enrichment project enhances the roadway capacity by widening Woodville Highway between Capital Circle and Gaile Avenue to four lanes. This roadway also has a significant regional impact as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

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



# Southside Gateway Enrichment



## Legend

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

## Southside Gateway Enrichment Project Criteria:

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



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

# SALES TAX PROJECTS

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**Project Number:** 6

**Project Name:** North Monroe Gateway

**Committee Recommendations:**

Tier I: \$9,400,000

Tier II: \$0

**Estimated Project Cost:** \$9,400,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

Many visitors, residents, and former residents, including those coming to FSU football games, enter Tallahassee via North Monroe Street. However, currently the very automobile-oriented right-of-way and empty or underutilized properties along the corridor, such as the Tallahassee Mall, do not present an attractive nor thriving first impression. Some private reinvestment has occurred on its own, but public investment in the corridor by way of landscaping, medians, and other enhancements, combined with opportunities for private businesses, such as facade enhancement programs, could improve this significant entrance into the City and catalyze further redevelopment of the properties. This project has been spearheaded by the Knight Creative Communities Initiative's "Gateway Tallahassee" citizen group.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

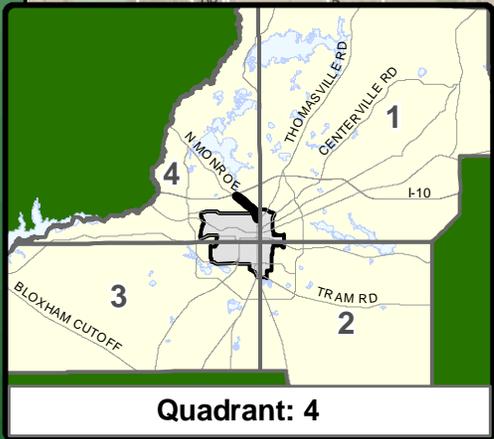
**Detail Project Description**

The Monroe Gateway begins just off Interstate 10 and is used by residents and visitors to the Tallahassee region. Gateway enhancements, including signage, art, crosswalks and other pedestrian safety enhancements, will create a more walkable corridor and provide a more welcoming experience for all who use the area. The project will improve aesthetics, with the potential to promote reinvestment and improve the quality of life for residents and daily commuters. The North Monroe Gateway Project can transform the city's most heavily traveled entryway into a welcoming entrance that clearly identifies and brands Tallahassee. A portion of the gateway (John Knox to Tharpe Street) is in the Monroe Street Access Management and Lake Ella Implementation Study Area for the Capital Region Transportation Planning Agency. Monroe Street is a state highway, so leveraging of funding could be available through state and federal programs. The Gateway would also complement the Midtown Sense of Place Project, which proposes landscaping along Monroe Street from Tharpe Street to the Thomasville Road intersection.

**Cost By Themes**

\$4,400,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$2,900,000	Connectivity
	Economic Vitality
\$2,100,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# North Monroe Gateway



## Project #6

Previous Project Information for:

# **Project #6**

## **North Monroe Gateway**

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: Create a Positive First Impression: Revitalize the North Monroe Gateway (*Previously Project #27 as submitted by the City*)

Program  
4e

# Create a Positive First Impression: Revitalize the North Monroe Gateway

Estimated Cost:  
\$5 million

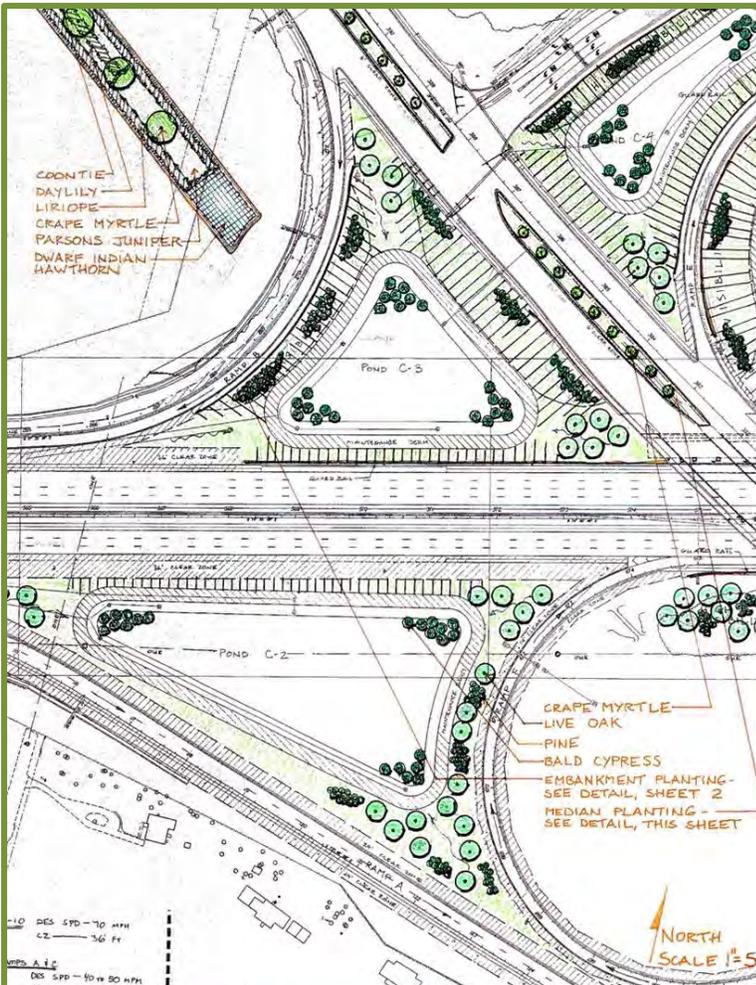
## WHAT IS IT?

Many visitors, residents, and former residents, including those coming to FSU football games, enter Tallahassee via North Monroe Street. However, currently the very automobile-oriented right-of-way and empty or underutilized properties along the corridor, such as the Tallahassee Mall, do not present an attractive nor thriving first impression. Some private reinvestment has occurred on its own, but public investment in the corridor by way of landscaping, medians, and other enhancements, combined with opportunities for private businesses, such as facade enhancement programs, could improve this significant entrance into the City and catalyze further redevelopment of the properties. This project has been spearheaded by the Knight Creative Communities Initiative's "Gateway Tallahassee" citizen group.

### 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	✓



*"Gateways Provide A First Impression for Visitors and Residents."*

*Gateway Tallahassee's mission is to transform strategic pathways into the city into remarkable points of entry that clearly identify and brand Tallahassee as a vibrant, thriving and welcoming community.*

*Above, public investment in landscaping has already been made around the redesigned I-10 intersection.*

## WHY IS IT IMPORTANT?

**Provides Regional Impact / Geographic Equity** – The Monroe Gateway is right off Interstate 10 and is used by residents and visitors to our city and the Tallahassee area.

**Enhances Mobility** – Gateway enhancements will create a more walkable corridor and provide a more welcoming experience for drivers and cyclists in the area.

**Supports Recreation and Quality of Life** – The project will improve the aesthetics of the area and the pedestrian environment, promote reinvestment, and provide other amenities that will improve the quality of life of residents in the community.

**Supports Economic Development / Revitalization** – Safe and attractive corridors are good for business and the overall community. The North Monroe Gateway Project will transform the city's most heavily traveled entryway into a welcoming entrance that clearly identifies and brands Tallahassee.

**On an Existing Master Plan or Blueprint List** – A portion of the gateway (John Knox to Tharpe Street) is in the Monroe Street Access Management and Lake Ella Implementation Study Area for the Capital Region Transportation Planning Agency.

**Leverages Other Funds** – Monroe Street is a state highway. Funding could be available through state and federal programs. The Gateway would also complement the Midtown Sense of Place Project which proposes landscaping along Monroe from Tharpe to the Thomasville Road intersection.

*At right, North Monroe Street is difficult for pedestrians and cyclists to navigate. It also has many places, such as medians, which could be improved significantly by investing in landscaping.*

*Below, examples of possible Gateway elements.*



*In 2012, the Gateway Tallahassee group has studied the area and brought stakeholders together, coming to the following conclusions:*

- *Improvements are needed on North Monroe to **bolster safety and aesthetics.***
- *They are concerned about the effects of **declining property values and the retailers leaving Tallahassee Mall** on the business community.*
- *Tallahassee has the opportunity to **identify North Monroe as a vital gateway** into the city and use it to **brand the city** and its amenities.*
- *They realize improving North Monroe's sense of place will take a **financial infusion and cooperation** among different government agencies.*
- *An association is needed to **advocate** on behalf of North Monroe, especially to better position the area to **capitalize** on any future funding opportunities.*



# SALES TAX PROJECTS

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**Project Number:** 7

**Project Name:** Bike Route System

**Committee Recommendations:**

Tier I: \$15,000,000

Tier II:

**Estimated Project Cost:** \$15,000,000

**Project Cost Notes**

Phase 1: signage on existing roadways and trails could be implemented for an estimated cost of \$5 million.

Phase 2: identification of infrastructure improvements that could further enhance bicycle connectivity over the longer term - such as bridges, midblock crossings and off-road trails - with an estimated cost of \$10 million.

**Executive Project Summary:**

In coordination with local cyclists, a bicycle route system using existing roads has been identified. The first step was to design a system for the Mobility District, and then move into the whole City and County to provide a true commuting alternative. This project is closely integrated with the Greenways Master Plan in that on road facilities will provide connectivity between the various greenways and parks.

**Themes**

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

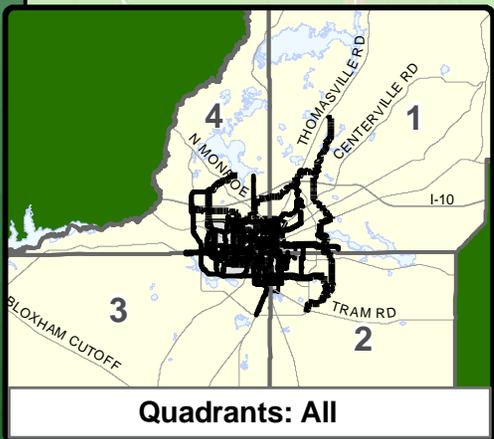
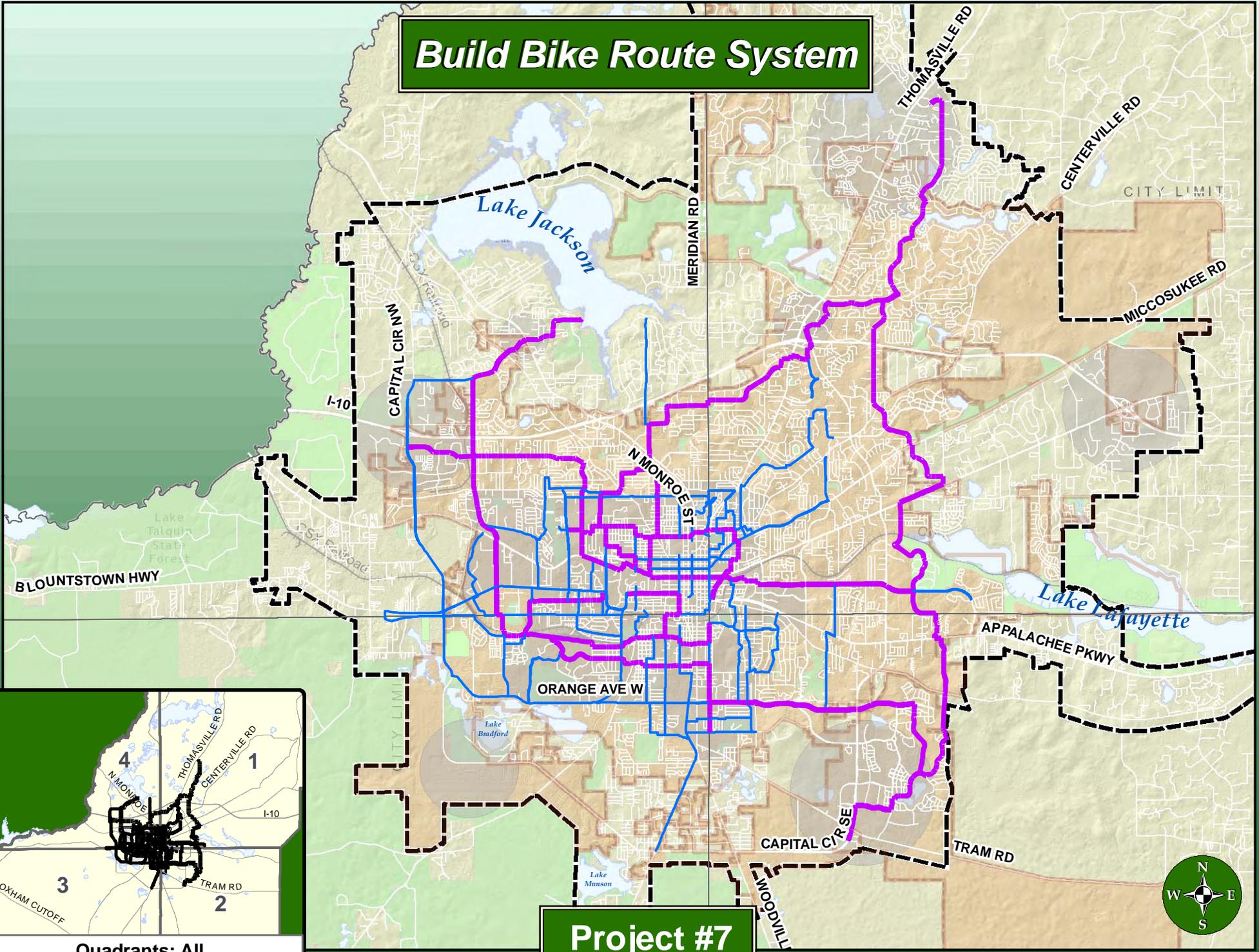
**Detail Project Description**

Routes have been planned throughout Leon County to promote both short trips within an area and longer trips traversing the County. The bicycle route network will connect various areas of the community via signed bicycle routes. The network will enhance recreational opportunities for residents and visitors by connecting trails, greenways, and transit service. Signage designating roadways as bicycle routes may also include directional information to surrounding attractions. A well developed bicycle route system also provides increased access to business and services, and is an amenity which can be attractive to many people looking to locate to the region. A safe, attractive system of bicycle facilities makes cycling more desirable as an alternative to driving, leading to less fuel usage, lower emissions, and better air quality. The proposed Bicycle Route System would implement numerous projects from the 2004 Bicycle and Pedestrian Master Plan, which were then carried into the Regional Mobility Plan and Mobility District Plan.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$15,000,000	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Build Bike Route System



## Project #7

Previous Project Information for:

# **Project #7**

## **Build Bike Route System**

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:           Connecting the Community: Build the Bike Route System  
(*Previously Project #15 as submitted by the City*)

**Program  
3b**

# Connecting the Community: Build the Bike Route System

**Estimated Cost:  
\$15 million**

## WHAT IS IT?

In coordination with local cyclists, a bicycle route system using existing roads has been identified. The first step was to design a system for the Mobility District, and then move into the whole City and County to provide a true commuting alternative. The first phase uses signage on existing roadways and trails and could be implemented for an estimated cost of \$5 million. A second phase includes identification of infrastructure improvements that could further enhance bicycle connectivity over the longer term - such as bridges, midblock crossings and off-road trails - with an estimated cost of \$10 million.

### Evaluation Criteria:

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

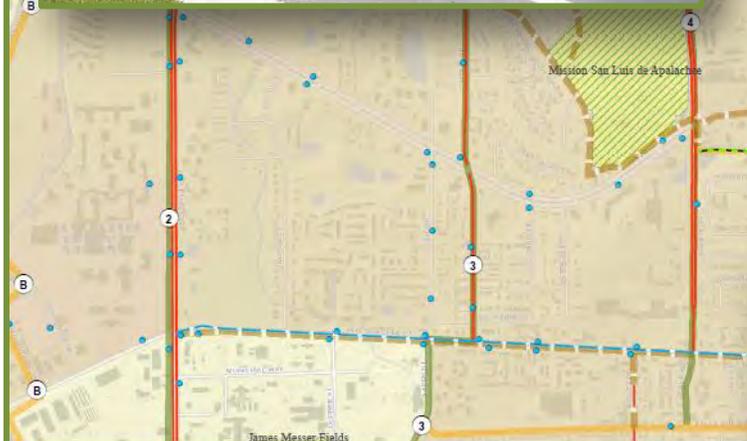
- Benefits the Environment ✓
- Supports Economic Development / Revitalization ✓
- On an Existing Master Plan or Blueprint List ✓
- Leverages Other Funds ✓



Signage, markings, and crossings are needed to designate bicycle facilities.



Each online route map can display locations of StarMetro transit stops, connecting bicycle routes, and link to StarMetro schedules for intersecting transit routes.



### Mobility District: Proposed Route #4

- |   |                                   |                   |
|---|-----------------------------------|-------------------|
| Proposed Bicycle Route                    | Existing Facilities               | StarMetro Transit |
| Proposed Route Connector                  | Bicycle Lane                      | Parks             |
| Alternative Route                         | Shared ROW                        | Mobility District |
| Funded Bicycle or Pedestrian Improvements | Shared Use Path (Paved)           |                   |
| Potential Future Connections: (Unfunded)  | Shared Use Path (Natural Surface) |                   |

On and off road routes would tie into the Greenways System.



## WHY IS IT IMPORTANT?

**Benefits the Environment** – A safe, attractive system of bicycle facilities makes cycling more desirable as an alternative to driving. Reduced use of automobiles results in less fuel usage, lower emissions, and better air quality.

**Provides Regional Impact / Geographic Equity** – The bicycle route network will serve to connect various areas of the community via signed bicycle routes. Routes are planned throughout Leon County promoting both short trips within an area and longer trips traversing the County.

**Enhances Mobility** – One of the key components of a complete multimodal transportation network is a system of designated bicycle routes. Implementation of the route network will improve mobility options for people of all ages by connecting dedicated bicycle facilities and trails to local destinations.

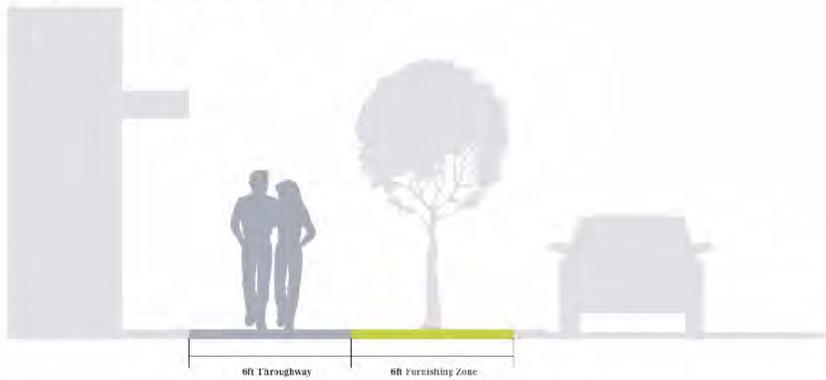
**Supports Recreation and Quality of Life** – The network will enhance recreational opportunities for residents and visitors by connecting trails, greenways, and transit service. Signage designating roadways as bicycle routes may also include directional information to surrounding attractions.

**Supports Economic Development / Revitalization** – A well developed bicycle route system provides increased access to business and services, and also is an amenity which can be attractive to many people looking to locate in Tallahassee.

**On an Existing Master Plan or Blueprint List** – The Bicycle Route System would implement numerous projects listed on the 2004 Bicycle and Pedestrian Master Plan, which were then carried into the Regional Mobility Plan and Mobility District Plan.

**Leverages Other Funds** – The City of Tallahassee is adding route signage and pavement markings whenever roads are repave for normal maintenance.

### STREET/BIKE BOULEVARD



*Treatments to create Bicycle Boulevards include raised intersections, bicycle boxes, signage, and bulb-outs.*



#### Bicycle Boulevards

Roadway	Segment
Adams Street	Governor's Mansion to Pensacola Street
Georgia Street	Copeland Street to Calhoun Street
Glenview	North Monroe Street to Thomasville Road
Woodward Avenue	Alabama Street to Brevard Street

*While most of the bike route system would consist of signage and pavement markings, some corridors are better suited to be Bicycle Boulevards.*

*Designated Bicycle Boulevards allow cars to travel on the road, but are designed to keep speeds slow and to favor movement on bicycles.*



# SALES TAX PROJECTS

---

**Project Number:** 8  
**Project Name:** County/City Independent Sidewalk Projects

**Committee Recommendations:**

Tier I: \$50,000,000  
Tier II: \$0

**Estimated Project Cost:** \$108,958,338

**Project Cost Notes**

The Committee allocated \$50 million to sidewalk projects. The total cost for the completing the sidewalk network within the City of Tallahassee and Leon County is \$108,958,338. This project's costs do not include sidewalks that are part of other proposed Sales Tax Extension projects (such as projects that include sidewalks as part of completing a road network).

However, it should be noted that \$9 million of that is for a community request for sidewalks on both sides of streets in the Ox Bottom Manor neighborhood. These streets already have sidewalks on one side of the road. Another \$2.05 million is for a community request for sidewalks along Shamrock Way in Killlearn Estates, which already has sidewalks on one side of the road.

Tier 1 funding is \$50 million.

**Executive Project Summary:**

The sidewalk network is the first tier in our multimodal system. Its role is to safely and conveniently connect individual residences to schools, shopping and recreation, as well as to the collector and arterial system where transit is provided.

**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 type="checkbox"/> Gateways                     |

**Detail Project Description**

This list includes 78 sidewalk projects from City and County priority lists, as well as those recommended to the Sales Tax Committee by members of the community. A list of each of these sidewalks is included in attachment #1.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$108,958,338	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

## Stand Alone Sidewalk Projects

Roadway	Segment	Improvement Type	Estimated Cost
Armistead Road	Thomasville Road to Woodgate Way	Bicycle Lanes/Sidewalk	\$7,417,800
Richview Road	Apalachee Parkway to Park Avenue	Bicycle Lanes/Sidewalk	\$6,698,250
Jim Lee Road	Magnolia Drive to Orange Avenue	Sidewalk	\$538,000
Springsax Road	Springhill Road to Pasco Street	Bicycle Lanes/Sidewalk	\$4,625,400
Bragg Drive	Parkridge Drive to South Adams Street	Sidewalk	\$587,000
Springsax Road	Ridge Road to Gailimore Drive	Sidewalk	\$390,000
Tanner Drive	Galimore Drive to Parkridge Drive	Sidewalk	\$318,000
Ridge Road	Springsax Road to Crawfordville Highway	Sidewalk	\$2,006,600
Woodward Avenue	St. Augustine Street to West Gaines Street	Sidewalk	\$94,600
Sixth Avenue East	Thomasville Road to North Magnolia Drive	Sidewalk	\$551,200
Sixth Avenue West	North Monroe Street to Old Bainbridge Road	Sidewalk	\$193,600
Jackson Bluff Road	Mabry Street to Hendry Street	Sidewalk	\$1,660,000
Central 10th Avenue	At Duval Street - North Monroe Street at Legion Street	Shared-use Path	\$125,000
Florida A&M University area	FAMU Way/Oakland Avenue from Martin Luther King JR Boulevard to South Monroe	Sidewalk and Intersection Improvements	\$734,000
Seventh Avenue East	Thomasville Road to Colonial Drive (North Side)	Sidewalk	\$1,200,000
Palmetto Street	Martin Luther King JR Boulevard to South Adams Street	Sidewalk	\$1,067,000
Meridian Street	Magnolia Street to Paul Russell Road	Bicycle Lanes/Sidewalk	\$2,294,788
Pasco Street	Wies Street to Orange Avenue	Sidewalk	\$294,800
Putnam Drive	South Adams Street to South Meridian Street	Sidewalk	\$502,400
East Park Avenue	South Calhoun Street to South Meridian Street	Sidewalk	\$141,200
Martin Luther King JR Boulevard	FAMU Way to Palmetto Street	Bicycle Boulevard/Sidewalk	\$5,336,500
North Duval Street	Fifth Avenue West to West Brevard Street	Sidewalk	\$383,200
Dewey Street	Rollins Street to Brevard Street	Sidewalk	\$331,600
Wies Street	Holton Street to Pasco Street	Sidewalk	\$119,400
Osceola Street	Martin Luther King JR Boulevard to South Adams Street	Sidewalk	\$203,000
South Belle Vue Way	Mabry Street to Hayden Road	Bicycle Lanes/Sidewalk	\$8,424,000
Centerville Road	Pimlico to Roberts Road	Sidewalk	\$950,000

## Stand Alone Sidewalk Projects

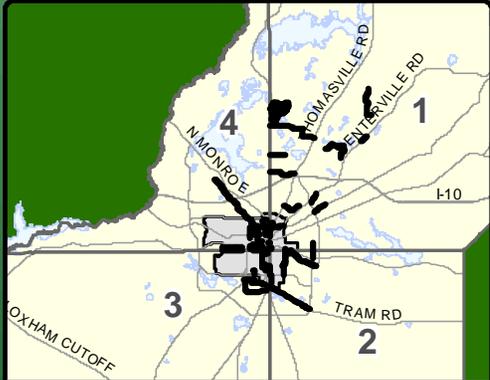
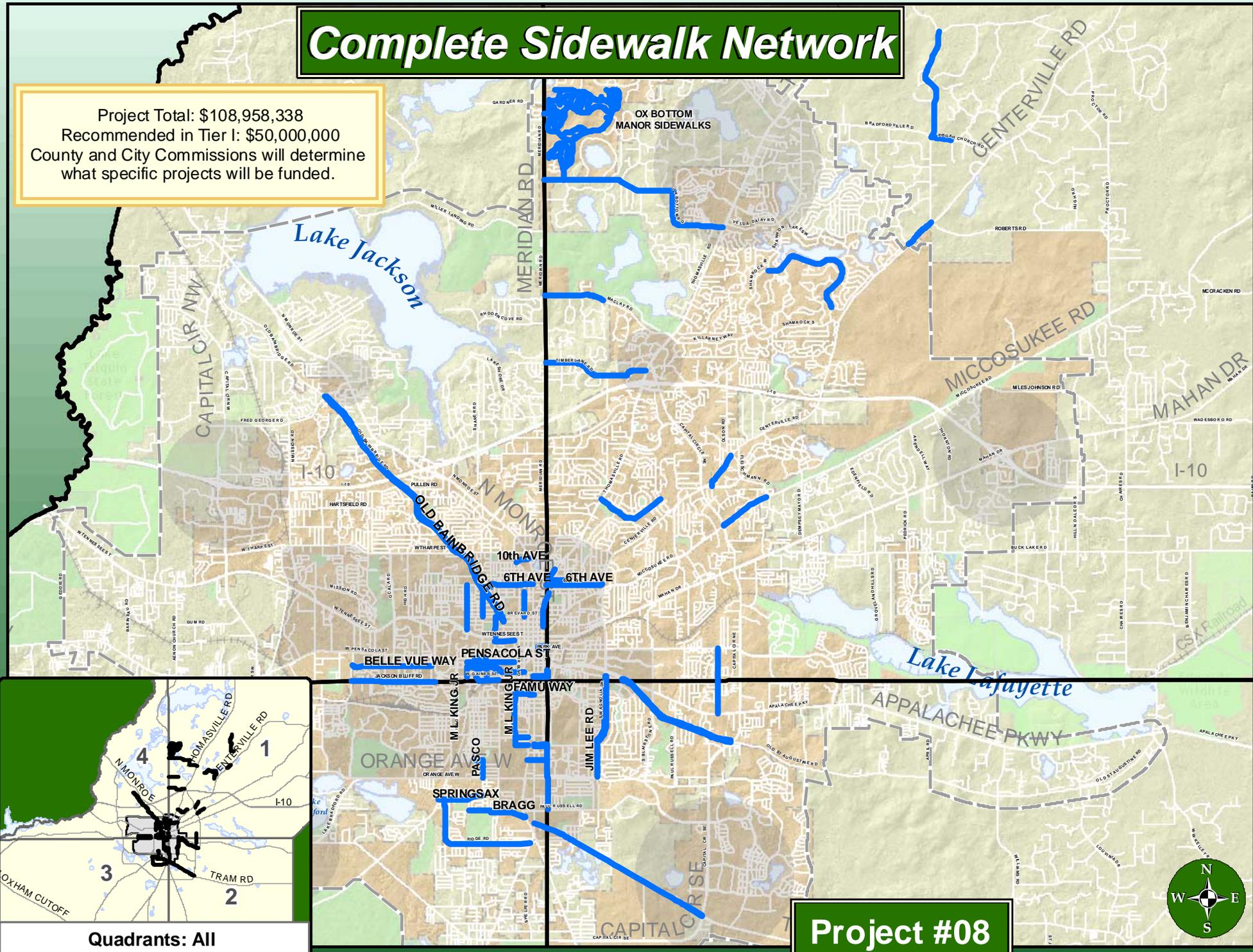
Roadway	Segment	Improvement Type	Estimated Cost
Centerville Road	Buford Boulevard to Fleischmann (East Side)	Sidewalk	\$800,000
Maclay	Meridian Road to City Limits	Sidewalk	\$1,980,000
Miccosukee Road	Capital Circle to Fleischman	Sidewalk	\$3,620,000
Ox Bottom Road	Meridian Road to Thomasville Road	Sidewalk	\$3,100,000
Timberlane Road	Meridian Road to Thomasville Road	Sidewalk	\$850,000
Tram Road	South Monroe street to Capital Circle	Sidewalk	\$2,550,000
Magnolia Drive	Lafayette to Toochin Nene (East Side)	Sidewalk	\$850,000
Magnolia Drive	Lafayette to Toochin Nene (West Side)	Sidewalk	\$850,000
Magnolia Drive	Toochin Nene to Hokolin Nene (East Side)	Sidewalk	\$500,000
Magnolia Drive	Toochin Nene to Hokolin Nene (West Side)	Sidewalk	\$500,000
Magnolia Drive	Hokolin Nene to Jim Lee Road (East Side)	Sidewalk	\$620,000
Magnolia Drive	Hokolin Nene to Jim Lee Road (West Side)	Sidewalk	\$620,000
Magnolia Drive	Monroe Street to Meridian Street (North Side)	Sidewalk	\$400,000
Magnolia Drive	Monroe Street to Meridian Street (South Side)	Sidewalk	\$400,000
Old St. Augustine	Indianhead to Blairstone (North Side)	Sidewalk	\$1,200,000
Old St. Augustine	Indianhead to Blairstone (South Side)	Sidewalk	\$1,200,000
Old St. Augustine	Blairstone to Paul Russell Road (North Side)	Sidewalk	\$800,000
Old St. Augustine	Blairstone to Paul Russell Road (South Side)	Sidewalk	\$800,000
Old St. Augustine	Paul Russell to Midyette (North Side)	Sidewalk	\$1,100,000
Old St. Augustine	Paul Russell to Midyette (South Side)	Sidewalk	\$1,100,000
Old St. Augustine	Midyette to Capital Circle (North Side)	Sidewalk	\$650,000
Old St. Augustine	Midyette to Capital Circle (South Side)	Sidewalk	\$650,000
Gadsden Street	Carolina Street to McDaniel Street (East Side)	Sidewalk	\$470,000
Gadsden Street	McDaniel street to Ingleside (East Side)	Sidewalk	\$530,000
Gadsden Street	Ingleside to East Seventh Avenue (East Side)	Sidewalk	\$390,000
Gadsden Street	East Seventh Avenue to East Ninth Avenue (East Side)	Sidewalk	\$330,000
Gaines Street	Monroe Street to Gadsden Street (North Side)	Sidewalk	\$200,000
Gaines Street	Monroe Street to Gadsden Street (South Side)	Sidewalk	\$100,000
Gaines Street	Gadsden Street to Lafayette Street (North Side)	Sidewalk	\$100,000
Gaines Street	Gadsden Street to Lafayette Street (South Side)	Sidewalk	\$100,000

## Stand Alone Sidewalk Projects

Roadway	Segment	Improvement Type	Estimated Cost
Greenville Road	Pisgah Church Road to Proctor Road (West Side)	Sidewalk	\$3,300,000
Old Bainbridge Road	Georgia Street to Brevard Street (East Side)	Sidewalk	\$225,000
Old Bainbridge Road	Georgia Street to Brevard Street (West Side)	Sidewalk	\$225,000
Old Bainbridge Road	Brevard Street to Interstate 10 (East Side)	Sidewalk	\$4,470,000
Old Bainbridge Road	Brevard Street to Interstate 10 (West Side)	Sidewalk	\$4,410,000
Old Bainbridge Road	Interstate 10 to Fred George Road (East Side)	Sidewalk	\$3,000,000
Old Bainbridge Road	Interstate 10 to Fred George Road (West Side)	Sidewalk	\$3,000,000
Pisgah Church Road	West end of existing trail to Greenville Road	Sidewalk	\$230,000
Ox Bottom Manor Sidewalks	Roadways within and surrounding the Ox Bottom Manor Neighborhood	Sidewalk on other sides of roads (Sidewalks exist on one side)	\$9,000,000
Call Street	Copeland to Martin Luther King Jr. Boulevard (South Side)	Sidewalk	\$400,000
St. Augustine Street	Woodward Avenue to South Macomb Street (North Side)	Sidewalk	\$775,000
St. Augustine Street/Madison Street	Railroad Avenue to Duval Street (South Side)	Sidewalk	\$525,000
East Pensacola Street	Woodward Avenue to FSU College of Law (North Side)	Sidewalk	\$850,000
Gay Street	Gaines Street to Jefferson Street	Sidewalk	\$240,000
Collier Street	St. Augustine Street to Madison Street	Sidewalk	\$75,000
Lorene Street	Jefferson Street to St. Augustine Street	Sidewalk	\$200,000
North Woodward Avenue	Alabama Street to Brevard Street	Sidewalk	\$675,000
North Woodward Avenue	West Tennessee Street to Brevard Street (East Side)	Sidewalk	\$275,000
North Copeland Street	Brevard Street to West Tennessee Street (East Side)	Sidewalk	\$400,000
South Copeland Street	St. Augustine Street to Madison Street	Sidewalk	\$80,000
Shamrock Way	Tralee Road to W. Shannon Lakes Drive	Sidewalk	\$2,056,000
<b>Total</b>			<b>\$108,958,338</b>

# Complete Sidewalk Network

Project Total: \$108,958,338  
 Recommended in Tier I: \$50,000,000  
 County and City Commissions will determine what specific projects will be funded.



Quadrants: All

**Project #08**



Previous Project Information for:

# **Project #8**

## **Complete Sidewalk Network**

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:        Additional Sidewalks and Mobility Improvements (*Previously Project #42 as submitted by the County*)

Connecting the Community: Complete the Sidewalk Network  
(*Previously Project #16 as submitted by the City*)

Sidewalks: Primary vs. Secondary (*Previously Project #41 as submitted by the Committee*)

Ox Bottom Manor Sidewalks (*Previously Project #58 as submitted by the Community*)

Florida State University – Pedestrian Mobility Enhancements  
(*Previously Project #69 as submitted by FSU*)

## Proposed Projects for the Sales Tax Extension

### **Project #12: Additional Sidewalks and Mobility Improvements**

**Estimated Project Cost:** \$46.9 million

#### **Project Criteria:**

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

#### **Project Description:**

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

#### **Project Criteria Detail:**

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

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

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

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

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

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

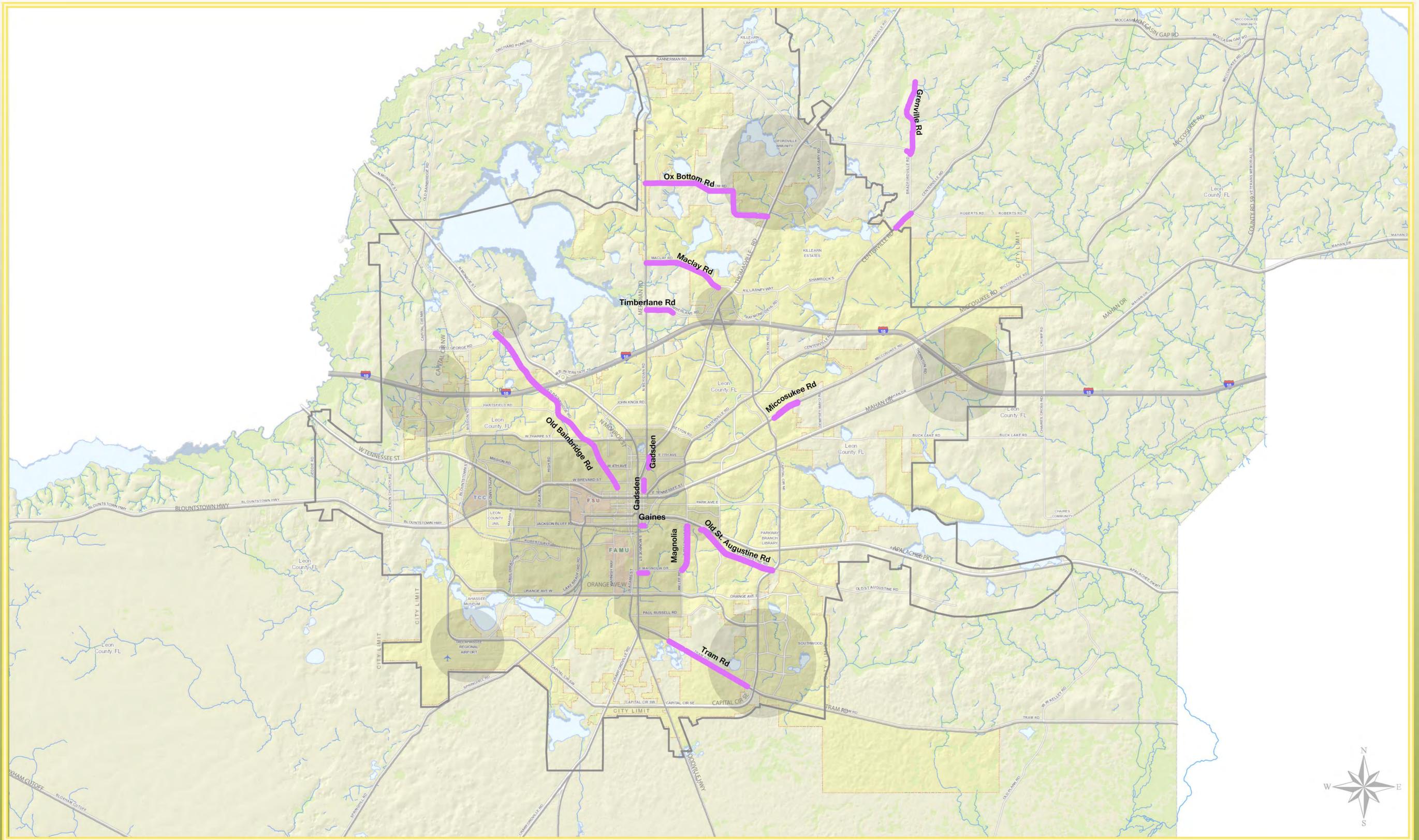
**Water Quality Enhancements and Green Infrastructure:** N/A

**Stormwater/Sewer Capacity Improvements:** N/A

**Transportation Capacity Improvements:** N/A

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

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



# Additional Sidewalks and Mobility Improvements

## Legend

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

## Sidewalks and Mobility Improvements Project Criteria:

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



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any errors resulting therefrom.

**Program**  
**3c**

# **Connecting the Community: Complete the Sidewalk Network**

**Estimated Cost:**  
**\$36.5 million**

## **WHAT IS IT?**

The sidewalk network is the first tier in our multimodal system. Its role is to safely and conveniently connect individual residences to schools, shopping and recreation, as well as to the collector and arterial system where transit is provided. The estimated cost to complete the most critical pieces of the system is \$36.5 million.

### **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 ✓

*A recently installed sidewalk on Maclay Boulevard connects commercial areas and neighborhoods as well as provides safe access to a major StarMetro stop in front of Premier Fitness.*



*A new sidewalk being built in Midtown on 5<sup>th</sup> Avenue to connect the commercial areas to Lafayette Park and neighborhoods.*

## **WHY IS IT IMPORTANT?**

***Benefits the Environment*** – A safe, attractive sidewalk system makes walking more desirable as an alternative to driving. Reduced use of automobiles results in less fuel usage, lower emissions, and better air quality.

***Provides Regional Impact / Geographic Equity*** – Sidewalk projects are planned throughout the community, connecting neighborhoods to schools, local attractions, employment centers and transit service.

***Enhances Mobility*** – A complete and interconnected sidewalk network is an integral component of the local transportation network. Sidewalks allow residents and visitors to safely access businesses, neighborhoods, schools and transit service. Sidewalks are especially important for the large number of residents who do not or cannot drive, and visitors rely on sidewalks to assist in navigating our local attractions.

***Supports Recreation and Quality of Life*** – A complete sidewalk system improves quality of life by creating a safer means of transportation, access to schools, shopping, recreation and transit stops.

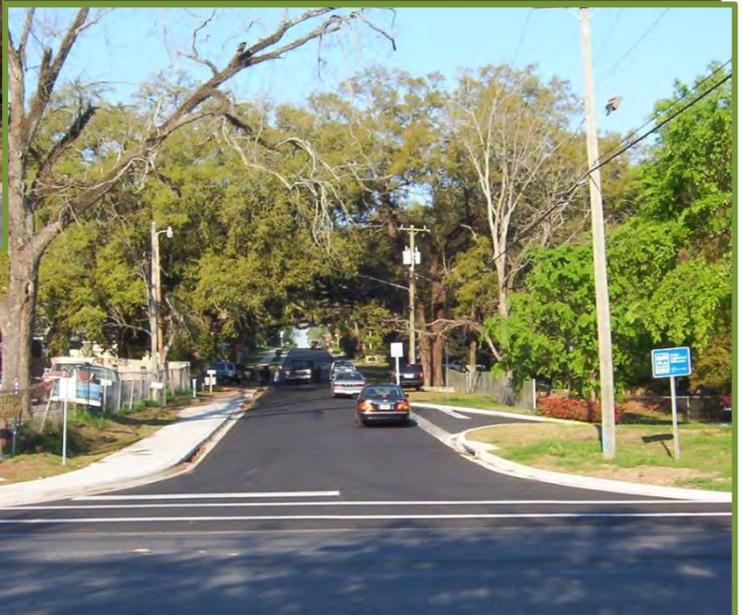
***Supports Economic Development / Revitalization*** – Certain segments will provide safe pedestrian access to businesses in commercial activity centers, such as the Market District or South Monroe Street.

***On an Existing Master Plan or Blueprint List*** – The proposed sidewalk projects are included in Prioritized List of Multimodal Projects, which was adopted by the City Commission in 2010.

***Leverages Other Funds*** – Currently, the City of Tallahassee Commission Policy 600 requires developers to construct sidewalks as part of site development. This investment in our community infrastructure will be enhanced by our local contribution to connect these facilities.



*Here you can see how the added sidewalk provides a safer walk from the Providence Neighborhood to the bus stop at McCaskill and Lake Bradford.*



*Numerous sections of sidewalk are still needed to safely connect potential StarMetro passengers to stops, and to connect neighborhoods to schools, shopping, and parks.*

## Complete the Sidewalk Network

The following projects (next page) are based on the City's Multimodal Project Prioritization List that was adopted in early 2010. The list was developed to combine various sidewalk lists into one with a unified system for ranking projects against one another.

Those projects that would resolve documented safety issues, provide access to schools, or provide access to StarMetro stops were identified as Top Tier projects and are the basis for the following proposed list. Projects shown in gray will be part of the overall network but alternative funding has been identified for them and they are therefore not included in the total cost.

Several large projects on the list are identified as part of the Pedestrian Access and Safety (PASS) Program. In some cases, adding a sidewalk is more complicated than simply building them at the edge of an existing road. Ditches, utilities, or other impediments may require addition measures.

PASS projects typically involve the reconstruction of the road to add curb and gutter, sidewalks, and bike lanes. They may include piping ditches and relocating utility poles so that the public right-of-way can then be used for sidewalks and bicycle facilities. PASS projects may also include intersection improvements.



*Pedestrian Access & Safety (PASS) Program projects often include rebuilding the road to enclose ditches, relocate utilities, add curb, gutter, sidewalks and bicycle facilities.*



## Proposed Pedestrian Enhancements

Project Location	Project Limits	Project Description	On Safe Routes to Schools List											Estimated Cost	Other Funding	Funding Source					
			Supports StarMetro Decentralization	Documented History of Accidents	1. Creates new access	2a. Access to StarMetro	2b. Access to StarMetro transfer stations	3. Direct access to StarMetro transit stop(s) mile radius	4a. Direct access to schools within quarter-mile radius	4b. Expansion/direct connection to existing Greenways or trail system	5. Within 1/4 mile of housing	6. Within 1/4 mile of transp. disadvantaged	7. Access to University and College Campuses				8. Within 1/4 mile of employment centers*	9. Access to identified placemaking Area			
Armistead Rd	Thomasville Rd to Woodgate Way	Sidewalks/ Bicycle Lanes*		X	x	x		x	x								\$7,417,800				
Richview Rd	Apalachee Pkwy to Park Ave	Sidewalks/ Bicycle Lanes*		X	x	x	x	x						x			\$6,698,250				
Jim Lee Road	Magnolia Dr to Orange Ave	Sidewalk		X		x	x		x					x			\$538,000				
Springsax Rd	Springhill Rd to Pasco St	Sidewalks/ Bicycle Lanes*		X	x	x		x	x	x							\$4,625,400				
Bragg Dr	Parkridge Dr to South Adams St	Sidewalk		X		x	x	x		x	x						\$587,800				
Tanner Dr	Galimore Dr to Parkridge Dr	Sidewalk		X		x	x		x	x							\$318,000				
Ridge Rd	Springsax Rd to Crawfordville Hwy	Sidewalk		X		x	x			x								\$2,006,600	City of Tallahassee		
Woodward Ave	St. Augustine St to West Gaines St	Sidewalk		X	X	x	x	x						x	x		\$125,800				
Sixth Ave East	Thomasville Rd to North Magnolia Dr	Sidewalk		X	X	x	x	x	x					x			\$850,600				
Sixth Ave West	North Monroe St to Old Bainbridge Rd	Sidewalk	X		X	x	x	x						x	x		\$193,600				
Jackson Bluff Road	Mabry to Lake Bradford	Sidewalk			X	x	x	x	x	x				x	x	x	\$1,660,000				
Central 10 <sup>th</sup> Avenue	@ Duval Street to North Monroe Street at Legion Street	Shared-Use Path			X	x	x		x	x				x	x			\$ 125,000	Regional Mobility Plan Tier 1 (2016 - 2020) Project #10		
FAMU area	FAMU Way/Oakland Avenue to S. Adams Pedestrian Supp. Int.: Meridian @ Van Buren Oakland @ Monroe Jennings @ Bronough Palmer @ Meridian	Sidewalks; Ped Supportive Intersections			X	x	x	x	x					x	x		\$734,000				
Seventh Ave East	Thomasville Rd to Magnolia Drive	Sidewalk		X		x	x	x	x					x	x		\$1,200,000		Regional Mobility Plan Tier 1 (2016 - 2020) Project #11		
Palmetto Street	MLK Jr. Boulevard to South Adams Street	Sidewalks			X	x	x							x	x	x	\$1,067,000		Regional Mobility Plan Tier 1 (2016 - 2020) Project #24		
Stone Valley Way	Gaines St to Railroad Ave	Sidewalk/ Bicycle Blvd			X	x	x	x	x	x				x	x	x	\$300,000				
Meridian St	Magnolia St to Paul Russell Rd	Sidewalks/ Bicycle Lanes*			X	x	x	x						x	x		\$2,294,788				
Pasco St	Wies St to Orange Ave	Sidewalk			X		x	x	x	x				x			\$294,800		Regional Mobility Plan Tier 1 (2016 - 2020) Project #25		
Putnam Dr	South Adams St to South Meridian St	Sidewalk			X	x	x							x	x	x	\$607,600				
East Park Ave	South Calhoun St to South Meridian St	Sidewalk			X		x	x	x	x				x			\$141,200				
MLK Jr. Blvd	FAMU Way to Palmetto St	Sidewalks			X	x	x		x					x	x		\$5,336,500		Regional Mobility Plan Tier 3 (2026 - 2030) Project #106		
North Duval St	Fifth Ave West to West Brevard St	Sidewalk			X		x	x	x	x				x			\$383,200				
Dewey St	Rollins St to Brevard St	Sidewalk			X		x	x		x				x	x		\$331,600				
Wies St	Holton St to Pasco St	Sidewalk			X		x	x		x				x			\$119,400		Regional Mobility Plan Tier 1 (2016 - 2020) Project #30		
Osceola St	MLK JR Blvd to South Adams St	Sidewalk			X		x	x						x	x		\$203,000				
South Belle Vue Way	Mabry Street to Hayden Road	Sidewalks/ Bicycle Lanes*			X		x	x		x				x	x	x	\$8,424,000				
<b>TOTALS</b>						* Pedestrian Access and Safety Program (PASS)													<b>\$36,434,638</b>	<b>\$10,149,300</b>	

# Proposed Sales Tax Projects by the Community

**Project Name:** Ox Bottom Manor Sidewalks (Project #58)

**Project Themes:**

- |   |   |
|---|---|
| <input 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 type="checkbox"/> Gateways                     |

**Project Description:**

This project involves the construction of sidewalks on Ox Bottom Road, previously identified in the Leon County Proposed Project #12 “Additional Sidewalks and Mobility Improvements.”

**Project Map:**



# Proposed Sales Tax Projects by the Community

**Project Name:** Florida State University – Pedestrian Mobility Enhancements (Project #69)

**Project Themes:**

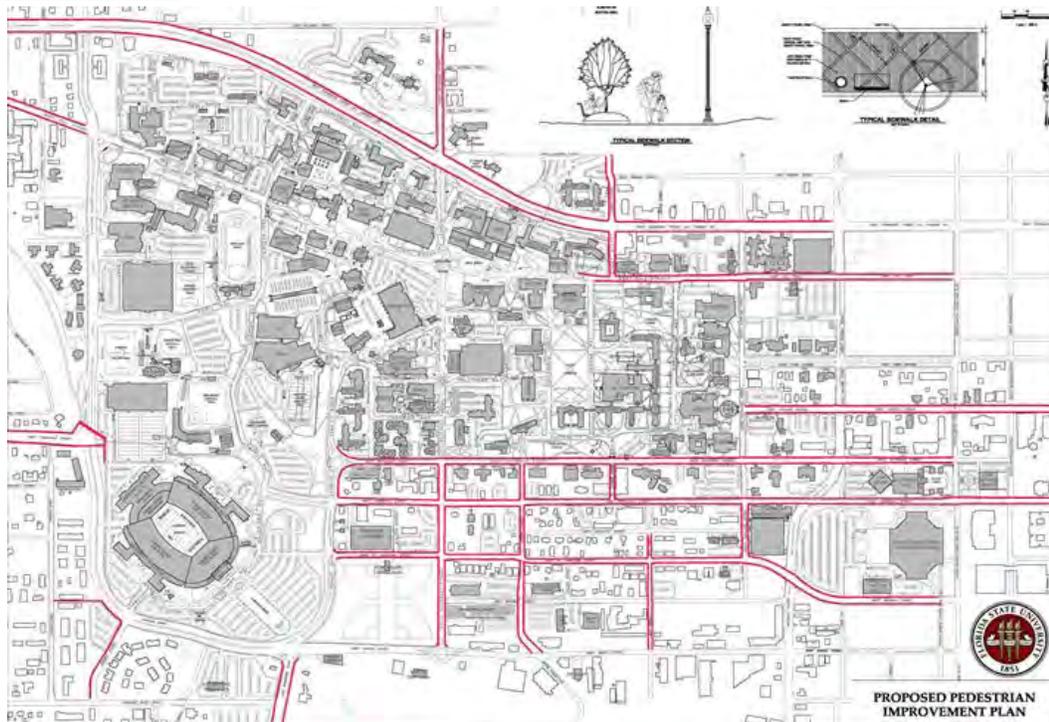
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input checked="" type="checkbox"/> Sense of Community               | <input type="checkbox"/> Ecotourism/Parks             |
| <input type="checkbox"/>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

**Project Description:**

On March 14, 2013, the Florida State University presented several projects for the consideration of the Sales Tax Committee. This project is for the construction of 16 sidewalk segments and would include landscaping, park benches, and lighting. The project description for this project was developed using the materials by FSU during their presentation to the Committee. The University is requesting funding in the amount of \$4.5 million to provide for a safer, more effective way of encouraging pedestrian movements to and around the Main Campus. The University is prepared to partner with the City, where it is able to do so, by providing easements to facilitate the development of these proposed sidewalk networks. The 16 proposed sidewalk segments are as follows:

- |   |  |
|---|--|
| 1. West Tennessee Street (Stadium Drive to Macomb Street)               | 9. Jefferson Street (Varsity Drive to Duval Street)                  |
| 2. West Call Street (Tennessee Street to Stadium Drive)                 | 10. West College Avenue (Copeland Street to Duval Street)            |
| 3. West Call Street (Dewey Street to Duval Street)                      | 11. South Woodward (Gaines Street to Jefferson Street)               |
| 4. West Pensacola Street (Ocala Road to Stadium Drive)                  | 12. Lorene Street (Gaines Street to Jefferson Street)                |
| 5. Pensacola Street (Varsity Drive to Duval Street)                     | 13. Gay Street (Gaines Street to West Lafayette/Jefferson Street)    |
| 6. Hayden Road to Stadium Drive   | 14. South Copeland Street (St. Augustine Street to Jefferson Street) |
| 7. Lake Bradford Road (Levy Street to Gaines Street)                    | 15. Dewey Street (Call Street to Virginia Street)                    |
| 8. St. Augustine Street (Varsity Drive to Martin Luther King Boulevard) | 16. North Woodward Avenue (Tennessee Street to Brevard Street)       |

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 9 & 37

**Project Name:** Implement Greenways Master Plan

**Committee Recommendations:**

Tier I: \$10,000,000

Tier II: \$10,000,000

**Estimated Project Cost:** \$19,203,400

**Project Cost Notes**

This project calls for \$19,203,400 to complete many of the remaining Greenways Master Plan projects. This project's cost does not include greenways that are part of other Sales Tax Projects.

In addition, the Committee moved \$500,000 for Lake Lafayette Basin Improvements/ Floodplain Protection and Eastgate Neighborhood Park/ Greenspace (Project #37) into this project.

**Executive Project Summary:**

The Greenways Master Plan goal is two-fold; first, to protect sensitive lands within Leon County, and second, to provide recreational access to these lands. The Master Plan already provides some of the most beautiful and treasured recreational opportunities in the area, and is already a tourism destination for some. In fact, the City is starting to have the nickname "Trailhassee." This project completes many of the remaining Greenways Master Plan projects and interconnects them via the Bike Route system for a comprehensive Countywide system.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

The greenways included in this project are outlined in Attachment #1.

On September 26, 2013, the Committee moved Project #37 (Lake Lafayette Basin Improvements/ Floodplain Protection and Eastgate Neighborhood Park/ Greenspace) out of the Project #49 (Water Quality/Stormwater Funding) list of projects and into Project #9 (Implement Greenways Master Plan).

The Project #37 greenway system improvements will provide bicycle and pedestrian linkages between Timberlane Ravine and Goose Pond, extending to Tom Brown Park via Weems Pond at Mahan Drive and Capital Circle, NE. An additional greenway element is proposed to provide an alternative route from Tom Brown Park via Goose Pond to Maclay State Gardens. The development of trail crossings will be required.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$19,203,400	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

**Revised Costs for Greenway Master Plan Projects**

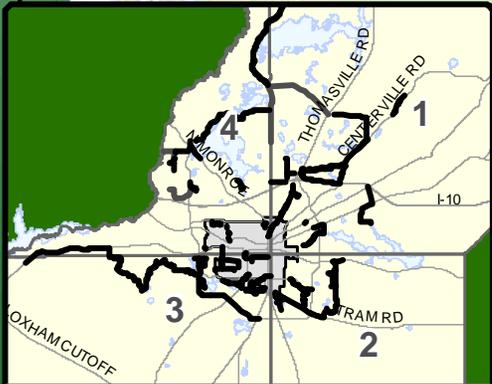
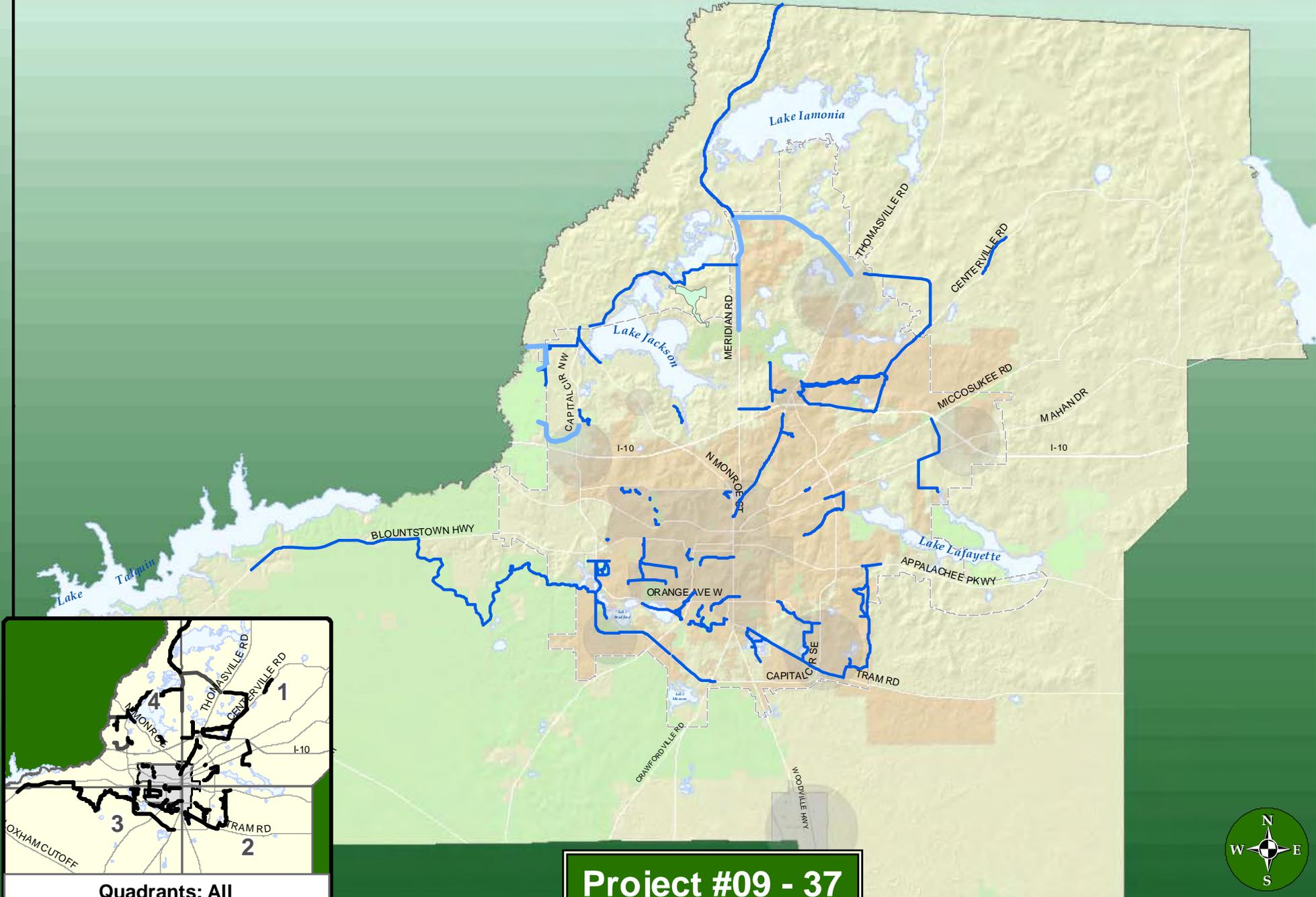
<b>GREENWAY PROJECT</b>	<b>EST. COST</b>
Dr. Charles Billings Greenway	\$730,800
Southwood Greenway	\$1,080,200
Buck Lake Greenway	\$1,797,600
Centerville Greenway	\$1,484,400
I-10 Greenway	\$1,528,800
Killearn Greenway	\$417,000
St. Marks Connector Trail	\$442,800
San Luis Greenway	\$553,800
Lake Ella Connector Trail	\$169,200
Tram Road Greenway	\$997,200
Bradford Brook Chain of Lakes Greenway	\$1,201,200
Fern Trail	\$126,720
Goose Pond Trail	\$568,080
Campbell Pond Greenway	\$1,774,800
Black Swamp Greenway	\$223,200
Southwest Sector Greenway	\$994,800
Meridian Greenway	\$1,612,800
Phipps Greenway	\$756,000
Ft. Braden Greenway	\$660,000
Thomasville Road Greenway	\$979,200
FAMU Greenway	\$604,800
Eastgate Neighborhood Park/Greenspace (Project #37)	\$500,000
<b>TOTAL</b>	<b>\$19,203,400</b>

<b>Greenways Included in Other Sales Tax Projects</b>	<b>EST. COST</b>
Capital Circle SW Greenway - Project #1	\$2,155,200
University Greenway - Project #2	\$1,936,800
Northwest Greenway - Project #10	\$1,154,000
Lafayette Greenway - Project #11	\$10,316,640
Pine Flats Greenway - Project #12	\$4,933,200
Timberlane Greenway - Project 14	\$484,800
Bannerman Trail - Project #26	\$1,777,200
Lake Jackson Greenway (Okeeheepkee Trail) - Project #44	\$109,200
<b>TOTAL</b>	<b>\$22,867,040</b>

Total Cost to implement the 2013 Tallahassee-Leon County Greenway Master Plan

**\$42,070,440**

# Implement Greenways Master Plan



Quadrants: All

Project #09 - 37



Previous Project Information for:

## **Project #9**

# **Implement Greenways Master Plan**

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: Connecting the Community: Implement the Greenways Master Plan (*Previously Project #17 as submitted by the City*)

Greenway Connections Timberlane Ravine to Klapp-Phipps Overstreet Park (*Previously Project #4 as submitted by BP2000*)

Meridian Road Greenway (*Previously Project #53 as submitted by the Community*)

## **Project #37**

# **Lake Lafayette Basin Improvements and Floodplain Protection and Eastgate Neighborhood Park/Greenspace**

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: Lake Lafayette Basin Improvements and Floodplain Protection (*Previously Project #5 as submitted by BP2000*)

Eastgate Neighborhood Park/Green Space (*Previously Project #21 as submitted by the Community*)

**Program**  
**3a**

# ***Connecting the Community: Implement the Greenways Master Plan***

**Estimated Cost:**  
***\$16.5 million***

## **WHAT IS IT?**

The Greenways Master Plan goal is two-fold; first, to protect sensitive lands within Leon County, and second, to provide recreational access to these lands. The Master Plan already provides some of the most beautiful and treasured recreational opportunities in the area, and is already a tourism destination for some. In fact, the City is starting to have the nickname “Trailhassee.” This project completes the remaining Greenways projects and interconnects them via the Bike Route system for a complete Countywide system.

### **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 ✓



*Our Greenways Master Plan seeks to protect sensitive lands within Leon County & to provide recreational access to these lands.*

## WHY IS IT IMPORTANT?

**Benefits the Environment** – Implementation of the Greenways Master Plan would benefit the environment by enhancing and protecting our community’s natural resources.

**Provides Regional Impact / Geographic Equity** – The proposed greenways system extends throughout all areas of our community and all Leon County citizens benefit from having locally accessible recreational opportunities.

**Enhances Mobility** – A well-connected system of greenways and trails provides mobility options for meeting personal transportation needs and recreational interests. As part of the multimodal transportation network, greenways and trails serve an important function beyond recreation as the trails surrounding Florida State University and the Downtown area demonstrate. Off-road facilities provide choices for residents, visitors and their families as they travel throughout Leon County.

**Supports Recreation and Quality of Life** – Planned greenways projects enhance quality of life through conservation and enhancement of the local environment and provision of outdoor recreational opportunities.

**Supports Economic Development / Revitalization** – Expansion of the greenways network promotes economic development opportunities for the local economy as residents from the Big Bend region visit Leon County to experience “Trailhassee” and the natural attractions created by the Greenways system.

**On an Existing Master Plan or Blueprint List** – The first Tallahassee-Leon County Greenways Master Plan was adopted by the Commissions in 2004. Several projects are included in the Regional Mobility Plan as well as the Mobility District Plan.

**Leverages Other Funds** – The Greenways system provides access to properties purchased under the Florida Forever Program, which is a state funded program to buy environmentally sensitive lands. The Florida Forever Program has not been funded by the State in recent years due to budget constraints. However, numerous parcels have been purchased in the past and would benefit from access provided by new Greenways.



*The Bicycle Route System Plan is overlaid onto the Greenways System Plan to provide countywide parks & greenways connectivity.*

### Proposed Dr. Charles Billings Greenway Trail - Improvements

## Implement the Greenways Master Plan

The following projects are included in the 2012 Greenways Master Plan update. The Master Plan is a Countywide document, therefore both City and County Greenways are shown.

Greenway Project	Miles	Improvements	Estimate
<b>Projects</b>			
Dr. Charles Billings Greenway	2	Designation of bike routes, paved trail, signage, and three trail crossings	\$525,000
Southwood Greenway	6	Paved trail, signage, and three trail crossings	\$1,506,000
Buck Lake Greenway	4	Paved trail, signage, and three trail crossings	\$1,006,000
Welaunee Arch Greenway	10	Crushed rock trail and signage	\$1,000,000
Centerville Greenway	3.5	Crushed rock trail and signage	\$350,000
I-10 Greenway	2	Paved trail, signage, and three trail crossings	\$756,000
Killearn – Maclay Greenway (Killearney Way)	3	Paved trail and signage	\$750,000
St. Marks Connector Greenway (Gamble to Lake Bradford/Gaines)	0.3	Paved trail, trailhead, and signage	\$100,000
San Luis Greenway	0.3	Designation of several existing streets as bike routes, crushed rock trail, signage, and a pedestrian bridge	\$75,000
Midtown – Lake Ella Connector Trail	0.2	Paved trail, trail crossing, and signage	\$75,000
Tram Road Greenway	2.5	Paved trail, trail crossing, and signage	\$630,000
Bradford Brook Chain of Lakes Greenway	13.5	Crushed rock trail, two trailheads, signage	\$1,400,000
Lake Jackson North Greenway	6.3	Paved trail, signage	\$1,575,000
Fern Trail	1.6	Existing trail (non-paved), signage, boardwalk under CapCirNE adjacent to CSX RR line, crossing at Weems Rd.	\$100,000
Goose Pond Trail (Thomasville Road to Apalachee Parkway)	1.7	Paved trail, signage, and two trail crossings	\$430,000
Karst Ponds Greenway	3	Crushed rock trail, signage, land acquisition	\$1,500,000
Red Hills – Cody Scarp Scenic Byway	100	Designation of bike routes, signage	\$100,000
Colin English Greenway	5	Paved trail, signage	\$1,250,000
Meridian Greenway	13.6	Paved trail, signage	\$3,400,000
	<b>122</b>		<b>\$16,528,000</b>
<b>Greenway included in Capital Circle SW Proposed Sales Tax Extension Project</b>			
Capital Circle SW Greenway	8	Paved trail, signage, and two trail crossings	
<b>Greenways included in Leon County Proposed Sales Tax Extension Projects</b>			
NE Connector Corridor Greenway (Deer Lake to Bull Headley Park)	1	Paved trail and signage	
NE Connector Corridor Greenway (Summerbrooke to Bannerman)	1	Paved trail and signage. May also require some land acquisition.	
NE Connector Corridor Greenway (Bannerman)	4.8	Paved trail, trail crossing, and signage	
Lake Jackson Enhancement Greenway	0.3	Crushed rock trail, trailhead, and signage	
Northwest Connector Corridor Greenway (Ochlockonee Valley Greenway)	5.5	Paved trail, trail crossing, and signage	
Westside Student Corridor Greenway (Education Quadrant Greenways)	1	Designation of several existing streets as bike routes, paved trail, signage	
Pine Flats Trail/Lake Munson Greenway (tie-in to Capital Cascade Greenway)	11.6	Crushed rock trail, six trail crossings, signage	
Apalachee - Lafayette Greenway/Lake Lafayette - St. Marks Linear Regional Park	3.5	3.5 mi. crushed rock trail, 1.4 mi. boardwalk, signage	
Market District Activity Center Connector Greenway (Timberlane Greenway)	2	Paved trail and signage – also requires trail easements	

# Proposed Dr. Charles Billings Greenway Land Acquisition for Flood Control, Greenways and Parks



Significant public investment has already been made in the Greenways System through land acquisitions from both local funds, and the Florida Forever Program.

# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Greenway Connections Timberlane Ravine to Klapp-Phipps Overstreet Park  
(Blueprint 2000 Map 5A)

**Project Themes:**

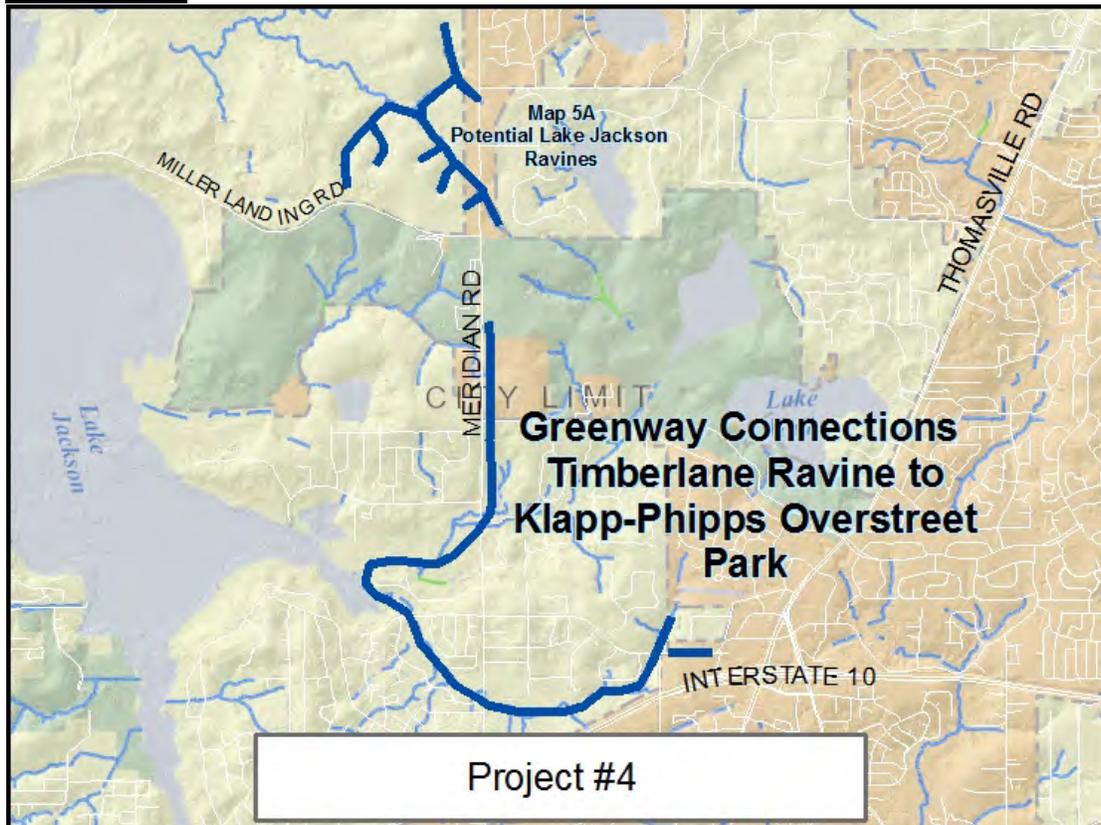
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community                          | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input type="checkbox"/>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

**Project Description:**

The primary feature of this project is the extension of the regional greenway system which will provide functional bicycle and pedestrian linkages between Bannerman Road and the Timberlane Ravine. Acquisitions of additional ravine systems, greenways and open space associated with Lake Jackson are also proposed, which would enhance the lake's economic and recreational value. Trail crossings will be necessary and should maintain the character of the canopy road. Greenway connections in the area of Meridian Road shall use existing easements, dedications, and public-owned rights-of-way to the greatest extent feasible. However, new public access easements for critical greenway connections may be acquired.

This project also includes bicycle and pedestrian access to the open space portion of the Okeeheepkee Prairie site from North Monroe and the proposed Lake Jackson Greenway which will connect the Prairie to the Lake Jackson Mounds State Park.

**Project Map:**



## Proposed Sales Tax Projects by the Community

**Project Name:** Meridian Road Greenway (Project #53)

**Project Themes:**

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

**Project Description:**

The proposed Meridian Greenway would be a shared use path for bicyclists, hikers, and other non-motorized users. The Greenway is intended to connect the Timberlane Greenway on its southern terminus north to Elinor Klapp-Phipps Park, Alfred B. Maclay Gardens State Park, the planned Orchard Pond Greenway, and continue to the Georgia state line.

This greenway trail will connect many residential areas to these greenways which are currently not accessible except by automobiles and other vehicles. It will run parallel to Meridian Road, which is a protected canopy road in Leon County and cannot be widened. The Northeast Connector Corridor project, proposed by the County, contains a segment of this larger proposed greenway trail.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 10

**Project Name:** Northwest Connector Corridor

**Committee Recommendations:**

Tier I: \$53,184,800

Tier II: \$0

**Estimated Project Cost:** \$53,184,800

**Project Cost Notes**

The estimated \$50 million for Tharpe Street construction includes floodplain management and right of way costs.

Trail costs associated with this project are identified in the Greenways Master Plan.

**Executive Project Summary:**

Tharpe Street, a Significant Benefits project, is an existing two lane non-descript roadway and is the key east/west corridor between Tennessee Street and Interstate 10 and has been identified as a significant benefits project. The existing roadway is frequently congested and does not safely support any other modes of transportation except the car. Creating a means of multimodal transportation is crucial for this corridor as it is not only used by commercial and industrial businesses but it also serves a high student population.

To date the County has spent approximately \$2.77 million and 5 ½ years to complete the PD&E Study and developed 60% Design Plans for Tharpe Street improvements from Capital Circle to Ocala Road. The planning will be updated, then the remaining design work, permitting, and right of way acquisition will need to be completed before construction can begin on this transportation corridor. The enhancements to the road network are vital to support the full potential for economic activity in this commercial corridor.

In addition, the two streams crossed by Tharpe Street overwhelm the drainage culverts during heavy storms, flooding the adjacent private property. The roadway project also addresses the flooding issues along Tharpe Street and improves stormwater treatment. The pedestrian and bike connections will then extend north along Capital Circle NW to the Talquin State Forest and the new Fred George Greenway, a Blueprint 2000 project, greatly improving access to the County parks on Tower Road and Stoneler Road as well. Finally, the project develops the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

The Northwest Connector Corridor project proposed improvements include the following:

- Widen Tharpe Street to four lanes from Ocala Road to Capital Circle Northwest with landscaped medians, sidewalks and bike lane. This project supports the Capital Regional Transportation Planning Agency's long range plan of facilitating east west modal movements, enhancing the vibrancy of the

western portion of Tallahassee, and promoting multimodal transportation and regional connectivity.

- Construct landscape medians east from Ocala Road to Monroe Street.
- Provide enhancements for public transportation.
- Stormwater upgrades will address flooding issues for commercial property at the two major stream crossings, and provide water quality treatment to improve conditions for downstream parks and greenways. The western stream flows into Gum Swamp, a County-sponsored wetland restoration effort. The eastern stream joins the stream from San Luis Park to become the West Drainage Ditch, becoming the major water feature for the University Greenway downstream.
- Interconnect existing amenities such as Mission San Luis and address connectivity gaps to proposed Park Place Recreational Area, Fred George Park, Stoneler Park and Tower Road Landing. This project provides connectivity between the amenities located on Capital Circle and several within the central core of the city therefore enabling connections to Lake Ella, Martha Wellman Park and the proposed regional activity center of Hopkins Crossing and Park Place. The addition of the multi-use trail south of San Luis Mission Park to Mission San Luis will provide connectivity for high density residential neighborhood to the existing and proposed pedestrian/bike network.

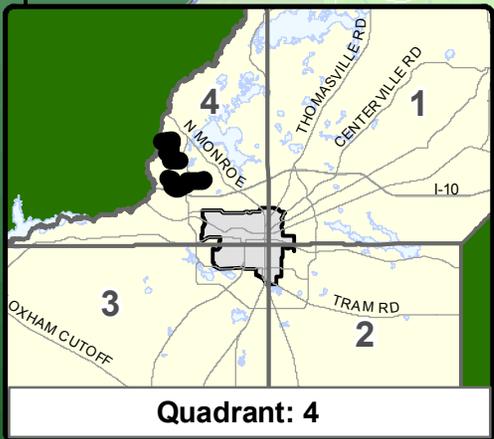
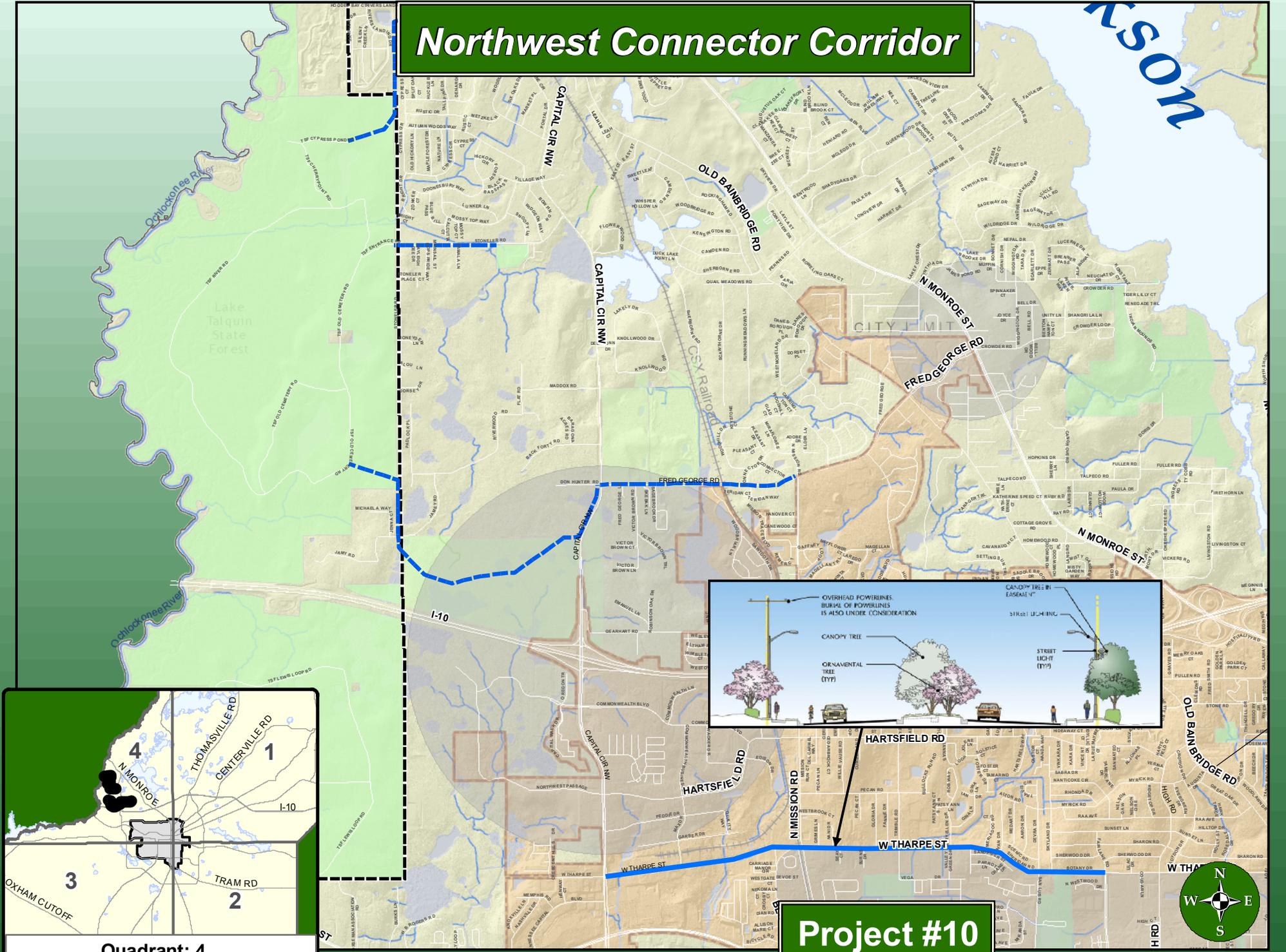
This project adds almost eight miles of additional trail and sidewalk connectivity between Ocala Road and Mission San Luis northwest through the Park Place PUD to the Talquin State Forest and the Fred George Park, and east again toward the Lake Jackson Library. This connectivity will allow regional travel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

- Develop the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.
- Construct sidewalks along Fred George Road to connect the Fred George Greenway with the renovated Huntington Oaks Plaza and Lake Jackson Branch Library.

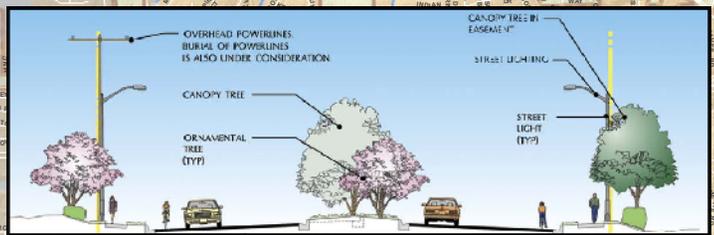
**Cost By Themes**

\$50,000,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$2,784,800	Connectivity
	Economic Vitality
\$400,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Northwest Connector Corridor



Quadrant: 4



Project #10



Previous Project Information for:

# **Project #10**

## **Northwest Connector Corridor**

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: Northwest Connector Corridor (*Previously Project #56 as submitted by the County*)

## Proposed Projects for the Sales Tax Extension

### **Project #3: Northwest Connector Corridor**

**Estimated Project Cost:** \$56.9 million

#### **Project Criteria:**

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

#### **Project Description:**

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

The Northwest Connector Corridor project proposed improvements include the following:

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

## **Project #3: Northwest Connector Corridor**

Page 2

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### **Project Criteria Detail:**

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

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

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

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

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

### **Project #3: Northwest Connector Corridor**

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

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

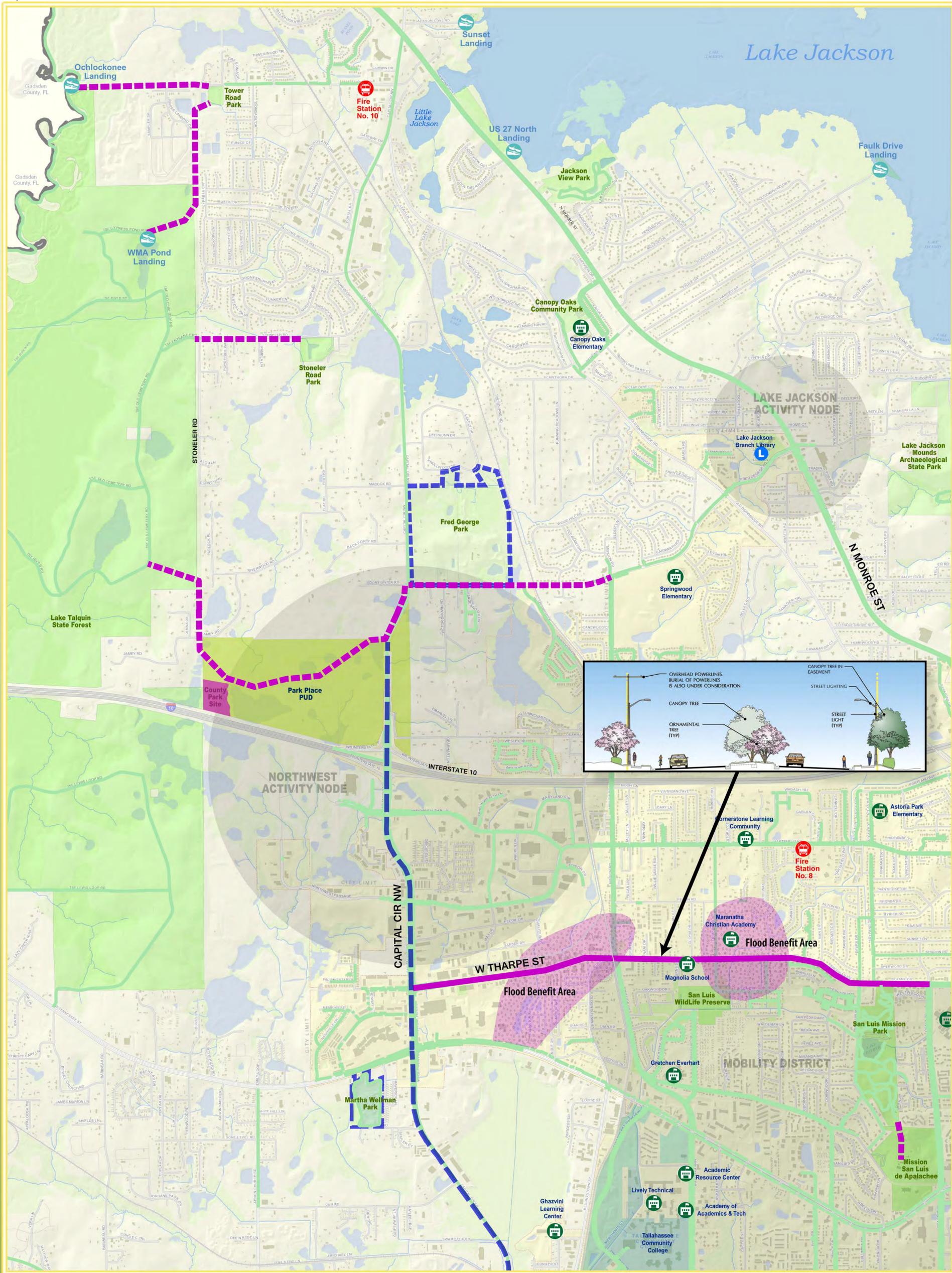
Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 projects: Martha Wellman Park, Fred George Greenway, and Capital Circle trail system.

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

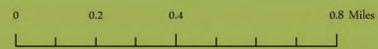
Stormwater/Sewer Capacity Improvements: The This project will provide stormwater upgrades to address flooding experienced by the commercial property at the two major stream crossings.

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

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



# Northwest Connector Corridor



## Legend

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

## Northwest Connector Corridor Project Criteria

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



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# SALES TAX PROJECTS

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**Project Number:** 11

**Project Name:** Lake Lafayette & St. Marks Regional Linear Park

**Committee Recommendations:**

Tier I: Water Quality Bucket\*

Tier II: \$13,616,640

**Estimated Project Cost:** \$15,816,640

**Project Cost Notes**

The Committee recommended that \$13,616,640 be placed into Tier 2 for connectivity and recreation amenities.

\*In addition, the Committee recommended that the stormwater aspect of this project (\$2,200,000) be placed into Project #49: Water Quality and Stormwater Funding.

The trail expenses are based on the Greenways Master Plan.

**Executive Project Summary:**

This project provides connectivity by linking the public recreation lands that encompass more than 7,200 acres east of Capital Circle SE with trails and board walks, many of which are identified in the Greenway Master Plan.

Additional recreational facilities will be constructed at Tom Brown Park and the St. Marks Headwaters. Ecosystem restoration will be achieved through stream restoration, stormwater retrofit, and exotic/invasive plant management on the public lands. Critical floodwater analysis of the St. Marks River and Lafayette Basin system will assist residents as well as protect the proposed facilities. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park as well as incorporate ecosystem restoration through the removal of invasive and exotic vegetation.

The project also funds the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County from the federal government. Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space.

Finally, this project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins which as the potential to provide flood insurance relief to property owners east of Chaires Crossroad.

**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 checked="" type="checkbox"/> Environmental/Water Quality | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

The proposed improvements for this project include the following:

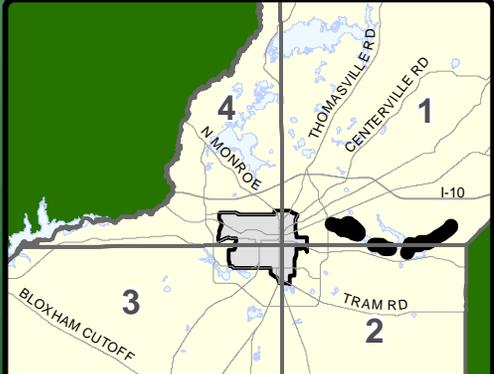
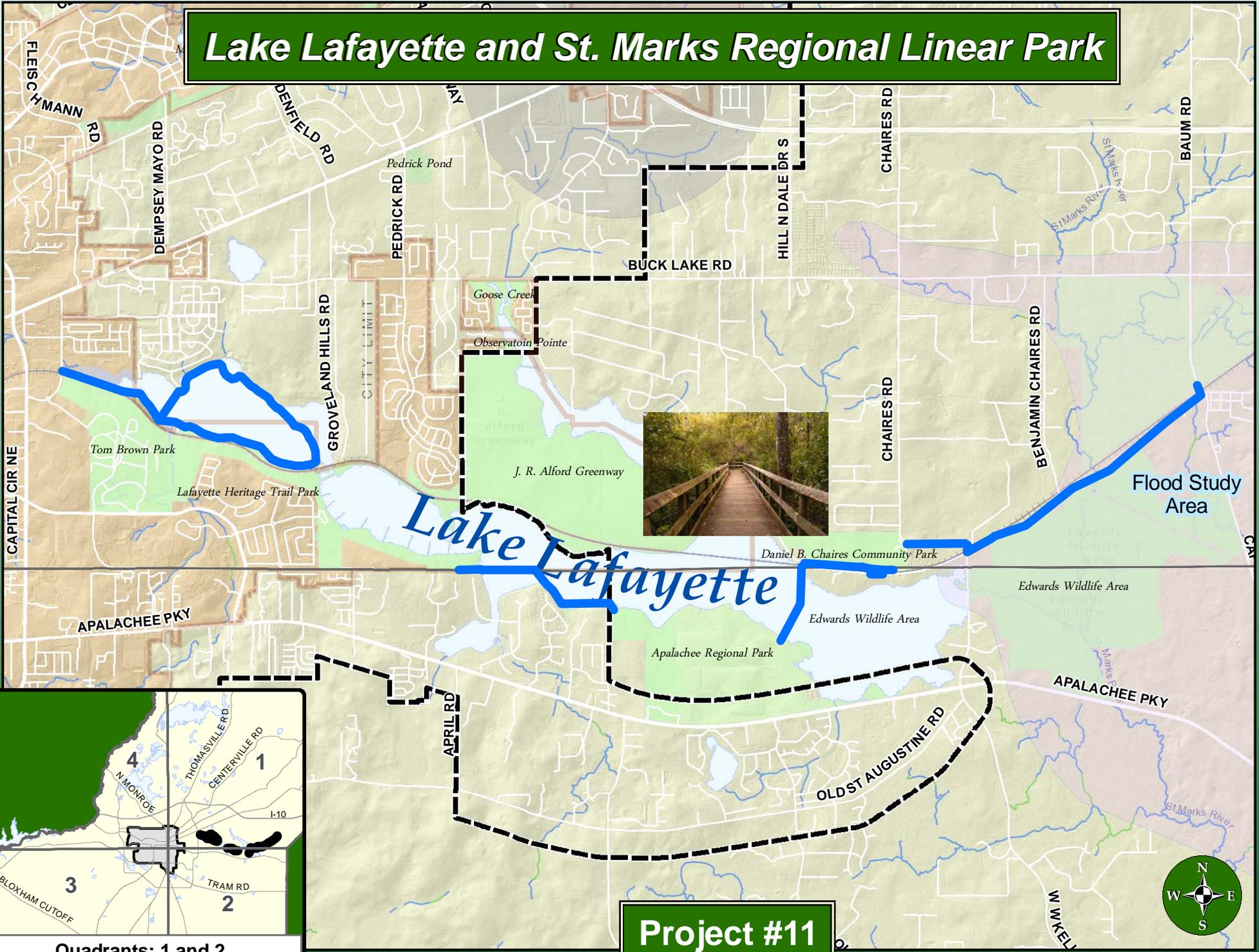
- Providing off-road trails from Upper Lake Lafayette to St. Marks Headwaters.

- Adding stormwater treatment facilities in Tom Brown Park.
- Construction of boardwalk across the lake from the Apalachee Regional Park will provide access to Lower Lake Lafayette wetlands. This project provides critical connectivity by linking Upper Lake Lafayette east to the St. Marks Headwater with trails and board walks. The construction of a boardwalk spanning the lake from the Apalachee Regional Park north to the Road to the Lake and ends at the Lake landing provides unprecedented access to the unique Lower Lake Lafayette wetlands.
- Construction of Goose Creek Trailhead and link to Nusbickel site;
- Trailhead enhancements in the St. Marks Headwaters include parking, canoe launching and educational features. This project significantly advances the implementation of the Lake Lafayette Greenway and the St. Marks Greenways identified in the Master Plan.
- Construction of additional ball field at Tom Brown Park.
- Analysis of floodwaters generated in the St. Marks and Lafayette basins to protect proposed improvements. This project conducts critical analysis of the floodwaters generated in the St. Marks and Lafayette basins to protect the residents in this area, and properly place the proposed amenities. The study also has the potential to provide flood insurance relief to property owners east of Chaires Crossroad.
- Ecosystem restoration by linking City, County, State, and Federal property and removing exotic and invasive vegetation during the construction of the trail network.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$2,200,000	Environmental/Water Quality
\$10,316,640	Connectivity
	Economic Vitality
\$3,300,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Lake Lafayette and St. Marks Regional Linear Park



Quadrants: 1 and 2

Project #11



Previous Project Information for:

# **Project #11**

## **Lake Lafayette and St. Marks Regional Linear 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: Lake Lafayette and St. Marks Linear Regional Park (*Previously Project #52 as submitted by the County*)

Phase II – Eastern Leon County Groundwater and Floodplain Protection (*Previously Project #8 as submitted by BP2000*)

## Proposed Project for the Sales Tax Extension

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

**Estimated Project Cost: \$18.3 million**

### **Project Criteria:**

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

### **Project Description:**

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

The proposed improvements for this project include the following:

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

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

Page 2

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### **Project Detail Criteria:**

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

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

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

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

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

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

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

Page 3

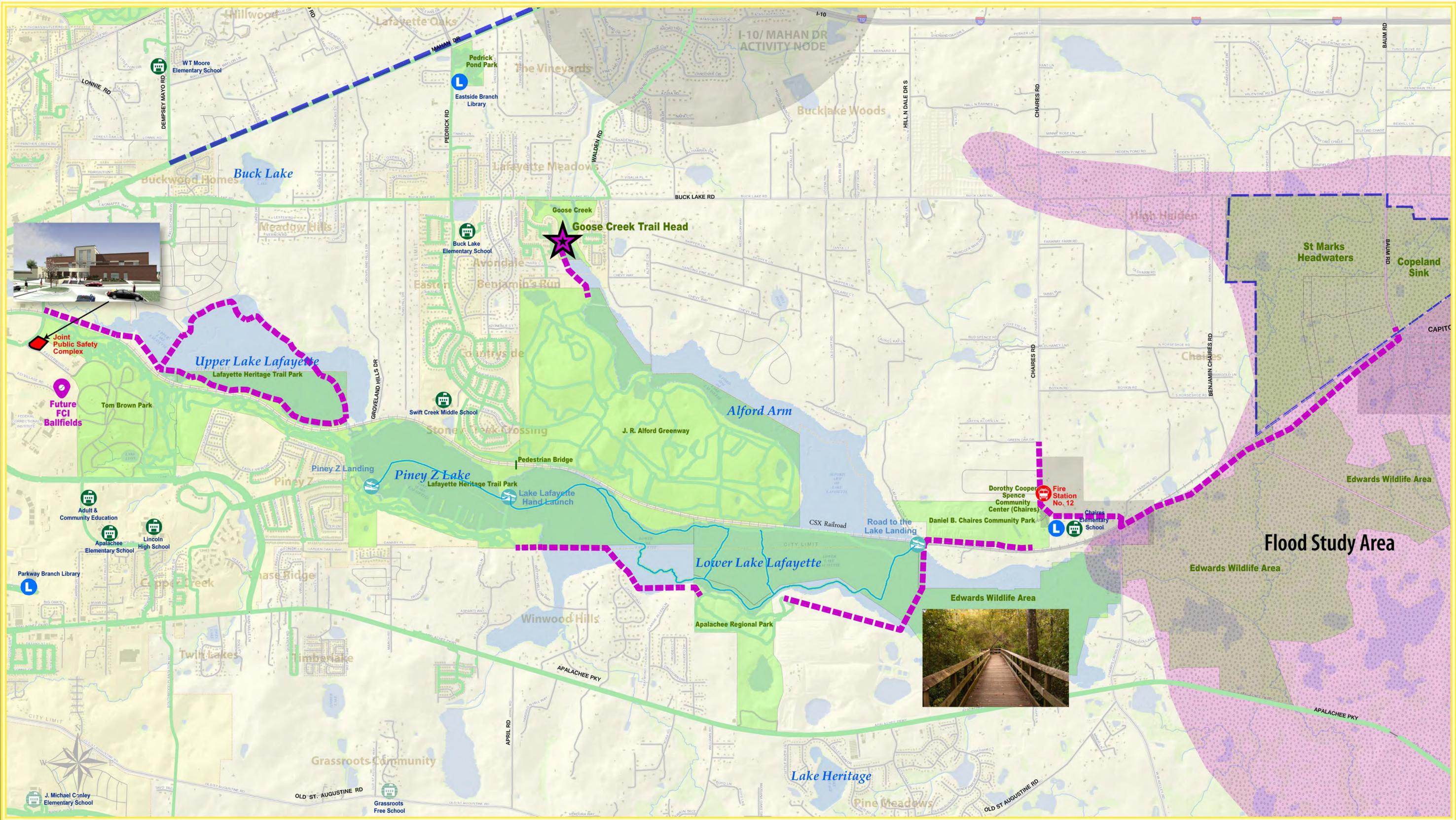
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*Water Quality Enhancements and Green Infrastructure:* This project by linking City, County, State, and Federal property. Invasive and exotic vegetation will be removed during the construction of the trail network. Stormwater treatment will be pursued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

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

*Transportation Capacity Improvements:* N/A

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



# Lake Lafayette and St. Marks Regional Linear Park

- Legend**
- Existing Sidewalks, Bike Routes, Park Trails
  - Proposed Trails
  - Flood Study Area
  - Blueprint 2000 Projects
  - Parks
  - Canoe Trails
- Lake Lafayette and St. Marks Linear Regional Park Project Criteria:**
- Comprehensive Plan
  - Regional Mobility
  - Greenway Master Plan
  - Connectivity
  - Complements BP2000 Project
  - Water Quality Enhancements & Green Infrastructure
  - Stormwater/Sewer Capacity Improvements
  - Transportation Capacity Improvements
  - Core Infrastructure



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# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Phase II-Eastern Leon County Groundwater and Floodplain Protection (Blueprint 2000 Map 7)

**Project Themes:**

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

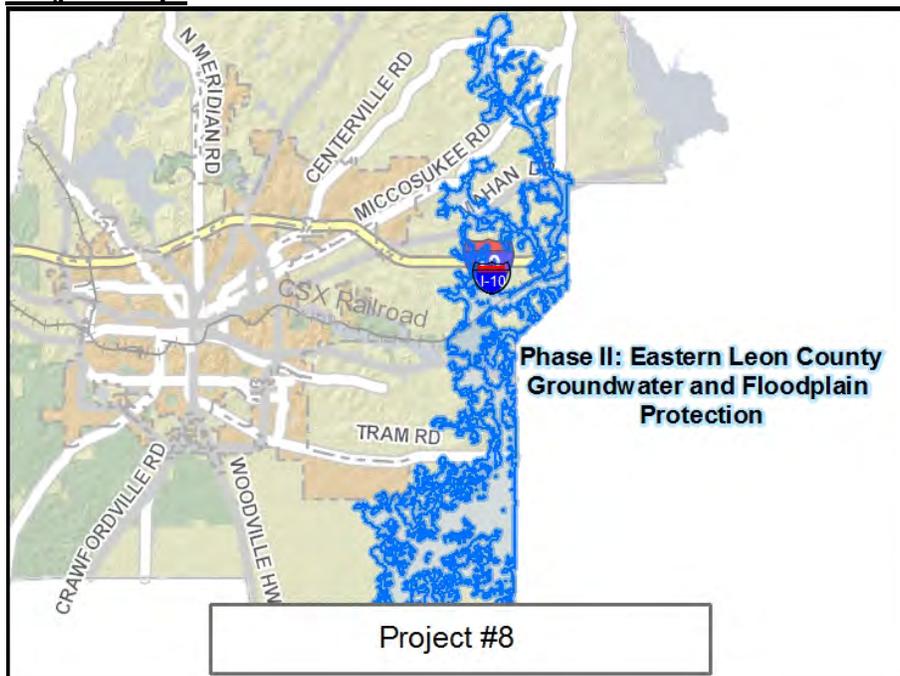
**Project Description:**

The primary benefit of this project is the continuation of efforts for groundwater protection and the preservation of extensive floodplains and wetlands east of the Interstate 10/Mahan Drive interchange. Addressing the need to protect groundwater now will avoid future flooding problems associated with new development in the area, and will preserve the quality of the headwaters of the St. Marks Rivers as well as the community's drinking water. Only passive storage and biological treatment of stormwater are proposed in this project.

This project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins. Using the results of this analysis, targeted acquisitions of floodplain may be necessary to achieve appropriate levels of flood attenuation and water quality treatment to ensure that stormwater entering the sink complexes has been treated to eliminate and potential impacts to groundwater.

Greenways should contain and connect the greatest number of environmentally sensitive areas east of the Interstate 10/Mahan Drive interchange including those owned by the Florida Department of Environmental Protection. The development of trail heads and trail crossings for greenways is a project component. Spatial extent of greenways should be adequate to ensure buffers for habitat value and sufficient biological treatments of stormwater runoff from adjoining lands prior to discharge to water courses, ponds or sinkholes.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 14

**Project Name:** Market District Activity Center Connectivity

**Committee Recommendations:**

Tier I: \$9,400,000

Tier II: \$0

**Estimated Project Cost:** \$9,400,000

**Project Cost Notes**

This project includes elements seen both in the City and County proposed projects, as well as improvements suggested by the citizens who work and live in the District. All of these suggestions are consistent with the adopted Action Plan.

**Executive Project Summary:**

This project implements major elements of the Market District Corridor Placemaking Action Plan and includes the following objectives:

Activities, Events, & Community

- Create a visual edge for the district through gateways and branding
- Make the District a Regional Destination
- Create an aesthetically attractive district
- Support and Strengthen local business

Infrastructure & Public Amenities

- Create an interconnected district that links businesses and neighborhoods
- Reclaim or create new public spaces
- Improve traffic safety for all users

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

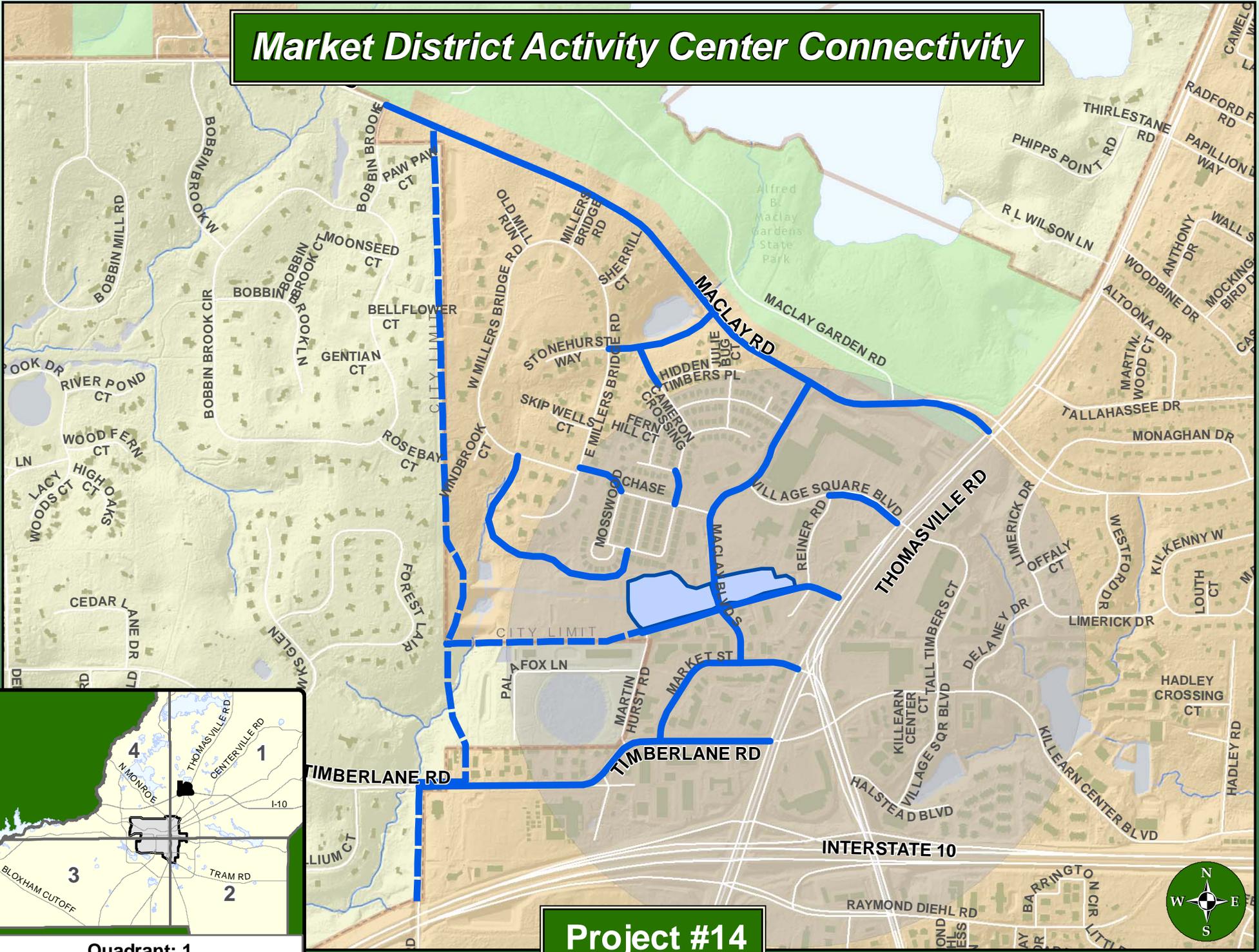
**Detail Project Description**

- Stormwater ponds would be retrofit as amenities with park facilities & parking (\$2.1 million)
- Pedestrian safety and streetscaping would be implemented along Timberlane Road, Maclay Boulevard, and Market Street. This would likely include several roundabouts at key intersections (\$4.4 million)
- Missing links of sidewalks & trails would be added to connect residential areas to parks, schools, and commercial areas. Sidewalks include along Maclay Road, on the south side of Village Square Boulevard, and on Timberlane School Road connecting to Live Oak Plantation. Trails would include a north-south multiuse connection from Timberlane Road to Maclay Gardens State Park, an eastward connection to Maclay Boulevard, and neighborhood connections. (\$2.9 million)

**Cost By Themes**

	Regional Mobility/Transportation
\$4,400,000	Sense of Community
	Environmental/Water Quality
\$2,900,000	Connectivity
	Economic Vitality
\$2,100,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Market District Activity Center Connectivity



**Project #14**



Previous Project Information for:

# **Project #14**

## **Market District Activity Center Connectivity**

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:       The Market District Activity Center Connectivity (*Previously Project #40 as submitted by the County*)

Inspiring the Creative Class: The Market District Placemaking  
(*Previously Project #40 as submitted by the City*)

## Proposed Project for the Sales Tax Extension

### **Project #8: The Market District Activity Center Connectivity**

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

#### **Project Criteria:**

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

#### **Project Description:**

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

The proposed improvements for this project include the following:

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

#### **Project Criteria Detail:**

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

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

## **Project #8: The Market District Activity Center Connectivity**

### Page 2

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

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

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

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

*Complements Blueprint 2000 Project(s):* N/A

**Project #8: *The Market District Activity Center Connectivity***

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

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

*Transportation Capacity Improvements:* N/A

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



# Market District Activity Center Connectivity

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

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



**Program**  
**4c**

# *Inspiring the Creative Class: The Market District Placemaking*

**Estimated Cost:**  
**\$6.7 million**

## WHAT IS IT?

The Market District Placemaking Plan includes the following objectives:

### Activities, Events, & Community

- Create a visual edge for the district through gateways and branding
- Make the District a Regional Destination
- Create an aesthetically attractive district
- Support and Strengthen local business

### Infrastructure & Public Amenities

- Create an interconnected district that links businesses and neighborhoods
- Reclaim or create new public spaces
- Improve traffic safety for all users
- Knit the district together across Thomasville Road

### 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 ✓



*One of the major priorities identified by the Working Group of residents and business owners was to reclaim a fenced in stormwater pond and convert it to a public open space, similar to Lake Ella.*



## WHY IS IT IMPORTANT?

**Benefits the Environment** – The proposals provide infrastructure essential for creating a walkable town center in The Market District. The Timberlane Road streetscape enhancements and redesign of vacant public lands will add considerable tree canopy, which provides stormwater retention benefits. Redevelopment and urban infill often follows such public investment. This domino effect can reduce vehicle miles traveled and preserve greenfields from development on the urban outskirts.

**Provides Regional Impact/Geographical Equity** – The Placemaking package of projects distributes investment throughout the community. In The Market District the projects primarily provide local benefits, but the greenway components will benefit all Leon County citizens with improved recreational opportunities.

**Enhances Mobility** – The Timberlane Road streetscape improvements and greenway connection enhances several modes of mobility. Pedestrian connectivity and comfort is improved with wider sidewalks, street trees, and street lighting; and, the greenway offers bicycle and pedestrian routes that avoid major automotive thoroughfares. These improvements will accommodate users of all ages.

**Supports Recreation and Quality of Life** – The streetscape enhancements and park and plaza amenities will improve the quality of life by offering new recreational activities in close proximity to several neighborhoods as well as improving area aesthetics. The greenway proposal will utilize an existing, single use utility corridor to provide paved multi-use trails to enhance recreational and commuter connections.

**Supports Economic Development/Revitalization** – As with all Placemaking Action Plans, the selected projects were vetted by local business groups. The Timberlane Road streetscape enhancements and improvements to parkland are intended to spur investment and redevelopment in The Market District. The streetscape improvements are conducive to increasing pedestrian traffic and the recreational amenities can help make the District a destination for recreational enthusiasts.

**On an Existing Master Plan or Blueprint List** – The proposed projects are included in The Market District Placemaking Action Plan. The Greenways Master Plan includes the greenway project.

**Leverages Other Funds** – The City is investing \$500,000 to begin Implementation of smaller scale projects, plus there has been discussion of a public-private partnership that could implement certain items.

*Potential greenway amenities*



Top Priority Future Projects	Estimated Cost
Parkland Reclamation	
▪ Stormwater Ponds*	\$1 million
▪ Remnant lands at Martin Hurst Road	\$200,000
▪ Greenway system components	\$2 million
Timberlane Road urban streetscape	\$3.5 million
<b>TOTAL Needed</b> <small>[potential property acquisition not included]</small>	<b>\$6.7 million</b>
<small>* Potential public-private partnership</small>	

# SALES TAX PROJECTS

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**Project Number:** 15  
**Project Name:** Midtown Placemaking

**Committee Recommendations:**

Tier I: \$22,000,000  
Tier II: \$0

**Estimated Project Cost:** \$22,000,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

This project implements major elements of the Midtown Placemaking Plan and includes the following objectives:

Activities, Events, Community

- Create a Midtown brand that will help form a visual district edge.
- Promote the arts through Murals, Music, Fashion, and Cuisine.
- Relieve parking complications and nuisances.
- Identify ways to support local business!

Infrastructure, Amenities, Urban Form

- Support urban infill and mixed use buildings for live, work and play.
- Create a walkable and bikable community.
- Reclaim or create new public spaces.
- Improve traffic safety for all users.

**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**

Intersection Improvements at 5 Points = \$3 million  
Monroe Streetscaping = \$8 million  
Thomasville Road Streetscaping (Post to Grape) = \$7 million  
Thomasville Road Streetscaping (7th to Monroe) = \$8 million

Streetscaping estimates include treatments that can be seen on the reconstructed Gaines Street, such as wider sidewalks, enhanced crosswalks, benches, lighting, landscaping, and signage.

**Cost By Themes**

	Regional Mobility/Transportation
\$22,000,000	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Midtown Placemaking



**Streetscaping**

**Intersection Reconstruction**

**Project #15**

**Quadrants: 1 and 4**

Previous Project Information for:

# **Project #15**

## **Midtown Placemaking**

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:        Inspiring the Creative Class: Midtown Placemaking (*Previously Project #25 as submitted by the City*)

**Program**  
**4a**

# Inspiring the Creative Class: Midtown Placemaking

**Estimated Cost:**  
**\$22 million**

## WHAT IS IT?

The Midtown Placemaking Plan includes the following objectives:

### Activities, Events, Community

- Create a Midtown brand that will help form a visual district edge.
- Promote the arts through Murals, Music, Fashion, and Cuisine.
- Relieve parking complications and nuisances.
- Identify ways to support local business!

### Infrastructure, Amenities, Urban Form

- Support urban infill and mixed use buildings for live, work and play.
- Create a walkable and bikable community.
- Reclaim or create new public spaces.
- Improve traffic safety for all users.

### 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 ✓



*Medians, landscaping, and wider sidewalks on both Monroe and Thomasville Roads to soften the edges and make them more inviting for people walking and biking is a top priority for Midtown.*



## **WHY IS IT IMPORTANT?**

**Benefits the Environment** – The proposals will effectively reduce vehicle miles traveled. An improved pedestrian environment supports urban infill on underutilized properties in the area. Urban infill can preserve greenfields from development on the urban outskirts. The streetscape enhancements include extensive tree plantings, the canopies of which provide stormwater retention benefits.

**Provides Regional Impact/Geographical Equity** – The Placemaking package of projects distributes investment throughout the community. In Midtown, the projects primarily provide local, district-specific benefits through streetscape beautification and improved pedestrian facilities, although the intersection improvements at 5 Points will also have community-wide benefits for commuters. The aesthetic improvements to each corridor define a gateway to downtown that all residents and visitors experience.

**Enhances Mobility** – The three proposed Midtown projects advance the multi-modal policy direction of the local Comprehensive Plan. The streetscape enhancements will improve pedestrian mobility by limiting conflicts between pedestrians and automobiles while improving pedestrian comfort in our subtropical environment with shade trees. As with all new construction, these improvements will accommodate pedestrians of all ages.

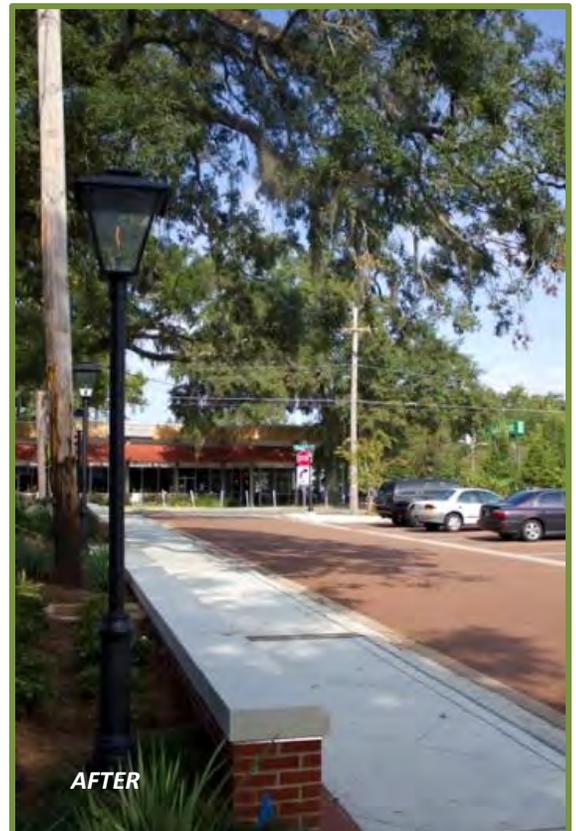
**Supports Recreation and Quality of Life** – The streetscape enhancements on both segments will have economic benefits for area retailers by making it safe for clients to walk by. Enhancements will expand areas for safe pedestrian activity and improving area aesthetics on two major thoroughfares.

**Supports Economic Development/Revitalization** – The existing vacant buildings surrounding 5 Points speak volumes, and the landscape along the Monroe Street and Thomasville Road corridor is barren. The proposed projects will correct both conditions. Reconfiguring the intersection should improve automobile and pedestrian accessibility to the surrounding properties. And, as is the case on Gaines Street, streetscape projects promote reinvestment and increased pedestrian traffic for area retailers.

**On an Existing Master Plan or Blueprint List** – Yes, the three proposed Midtown infrastructure projects are included in the Midtown Placemaking Action Plan. These projects have also been incorporated into the Mobility District Master Transportation Plan.

**Leverages Other Funds** – These projects are not budgeted at this time. CRA funds are available for use on the west side of Monroe Street. Furthermore, as State maintained roadways and part of the Master Transportation Plan, the CRTPA should be a funding partner.

*The Fifth Avenue Plaza, recently completed, was the Working Group's top priority and will host street parties and vendors on a regular basis. Another top priority is to redesign the 5 Points intersection.*



Top Priority Future Projects	Estimated Cost
Intersection improvements @ 5 Points	\$3 million
Monroe Street streetscape	\$8 million
Thomasville Road streetscape	
1. Post Road to Grape Street	\$7 million
2. 7 <sup>th</sup> Avenue to Monroe Street	\$4 million
<b>TOTAL Needed</b> [potential property acquisition not included]	<b>\$22 million</b>

# SALES TAX PROJECTS

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**Project Number:** 17

**Project Name:** College Avenue Placemaking

**Committee Recommendations:**

Tier I: \$7,000,000

Tier II: \$0

**Estimated Project Cost:** \$7,000,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

Located in the heart of Downtown near Florida State University, the College Avenue Placemaking Action Plan supports investment another “destination district” in our community. The goal is to redevelop the College Park District to meet its fullest potential as a distinguishable and vibrant urban space that attracts people to live and visit, while honoring its history and prominent location between the City and the University.

**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"/> Environmental/Water Quality                 | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

This placemaking area is bound by Tennessee Street to the north, Madison Street to the south, Duval Street to the east and Copeland Street to the west.

The Action Plan was developed by FSU Urban and Regional Planning Department in coordination with key stakeholders, including the City of Tallahassee, Leon County, Florida State University, Sigma Chi Development Corporation, the Greek Alumni Association, and local property owners.

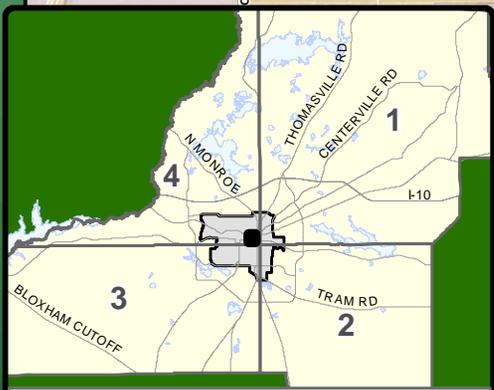
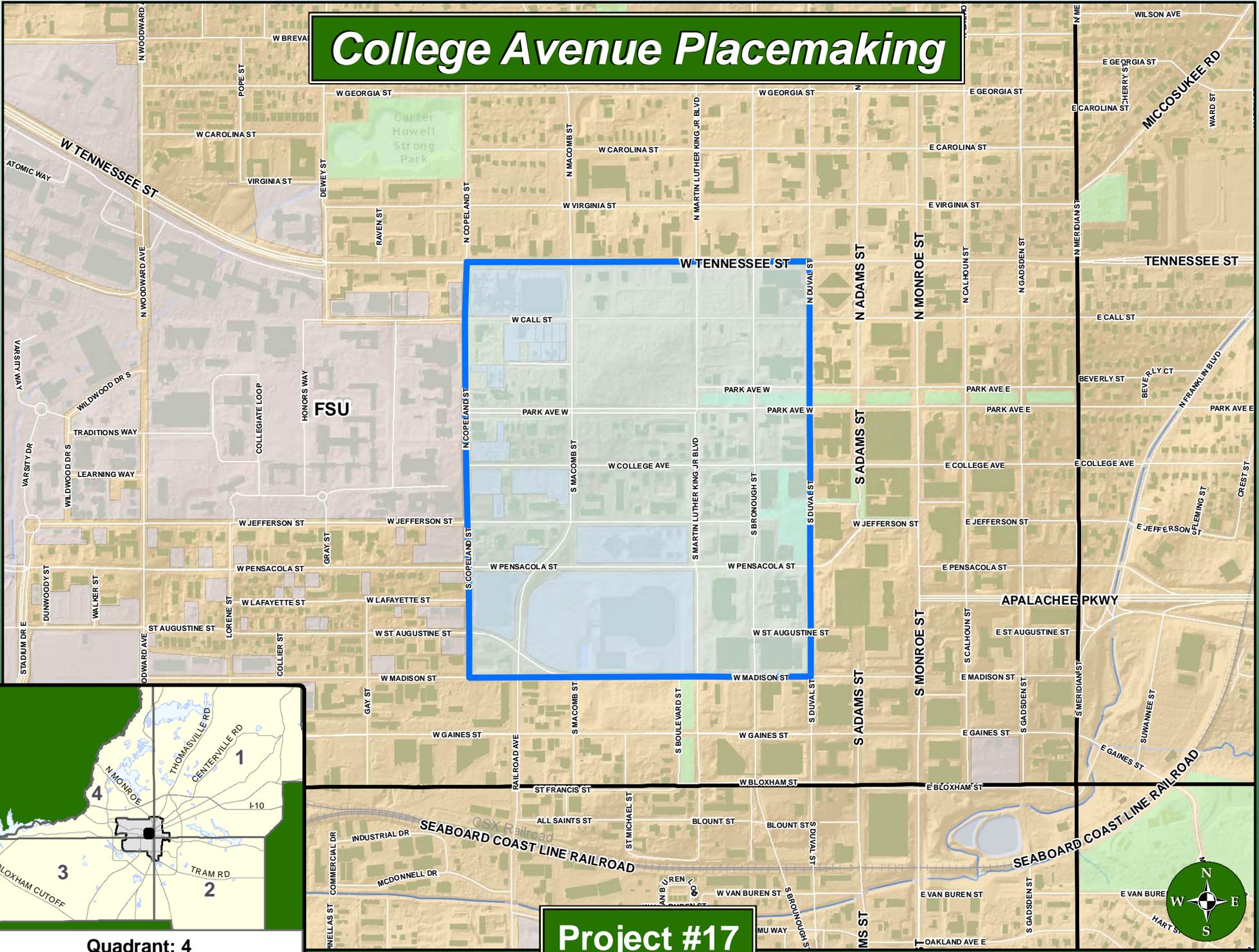
The Plan seeks to unify the interests of a broad spectrum of stakeholders ranging from private developers, the City of Tallahassee, the area’s universities, Greek organizations, its local business owners, and more. The Plan achieves this by identifying four strategies critical to the redevelopment of the College Park District: Enhance Comfort & Image, Upgrade Infrastructure, Improve Transportation Facilities, and Encourage Infill Development.

These strategies would be supported by streetscaping along College Avenue, Park Avenue, and Macomb Street; the creation of pedestrian walkways to connect the Civic Center, Main Campus, Law School and Downtown; as well as signage, intersection improvements and filling in missing sidewalk links.

**Cost By Themes**

	Regional Mobility/Transportation
\$7,000,000	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# College Avenue Placemaking



Quadrant: 4

## Project #17



**Program**  
**4d**

# *Inspiring the Creative Class: College Avenue Placemaking*

**Estimated Cost:**  
**\$7 million**

## WHAT IS IT?

Located in the heart of Downtown near Florida State University, the College Avenue Placemaking Project will support another “destination district” in our community. Already underway, the first task of this placemaking project will be a studio project to be conducted by FSU Urban and Regional Planning Department students. The placemaking area is bound by Tennessee Street to the north, Madison Street to the south, Duval Street to the east and Copeland Street to the west. Key stakeholders include the City of Tallahassee, Leon County, Florida State University, Sigma Chi Development Corporation, the Greek Alumni Association, and local property owners.

### Evaluation Criteria:

Provides Regional Impact / Geographic Equity	✓	Benefits the Environment	✓
Enhances Mobility	✓	Supports Economic Development / Revitalization	✓
Supports Recreation and Quality of Life	✓	On an Existing Master Plan or Blueprint List	✓
		Leverages Other Funds	✓



*The College Avenue study area is the subject of a Capstone Project for Master’s Degree students of the FSU Urban and Regional Planning Department.*

## WHY IS IT IMPORTANT?

**Benefits the Environment** – This placemaking project should result in a plan that will enhance and improve the area, make it more accessible and provide uses and activities to make it a destination for people to come and hopefully return often.

**Provides Regional Impact / Geographic Equity** – This placemaking project is in an area that includes FSU, the Civic Center, local businesses, and offices. Potential enhancements would impact the area and the region since area already provides uses that are utilized by the community and the region.

**Enhances Mobility** – This placemaking district is in the Multimodal Transportation District and the Downtown District. The districts promote safe and comfortable streets for pedestrians, cyclists and transit users. The districts also promote urban infill and mixed use buildings. As the Action Plan for this area unfolds, it will most likely include improvements to the streets, buildings and other infrastructure.

**Supports Recreation and Quality of Life** – Any enhancements coming out of the Action plan for the area will improve the quality of life for citizens.

**Supports Economic Development / Revitalization** – Any improvement projects coming out of the Action Plan should have economic benefits for area businesses, stakeholders and the community at large.

**Leverages Other Funds** – CRA funds could be available for potential projects in this area. This project also complements the stormwater conveyance project included under the “Complete the Downtown” Sales Tax Extension proposed program of projects.



*While the Capstone project is set to be complete in December of 2012, key features are already known. Stormwater conveyance and integration of the Civic Center are central issues for this area.*



*Underground stormwater infrastructure to convey runoff to Lake Elberta is key to supporting any redevelopment along the corridor. Another important piece is increasing pedestrian and bicycle safety along Macomb Street, an auto oriented north/south street.*



# Proposed Sales Tax Projects by the Community

**Project Name:** Florida State University and Tallahassee Downtown Improvement Authority: College Avenue Placemaking (Project #70)

**Project Themes:**

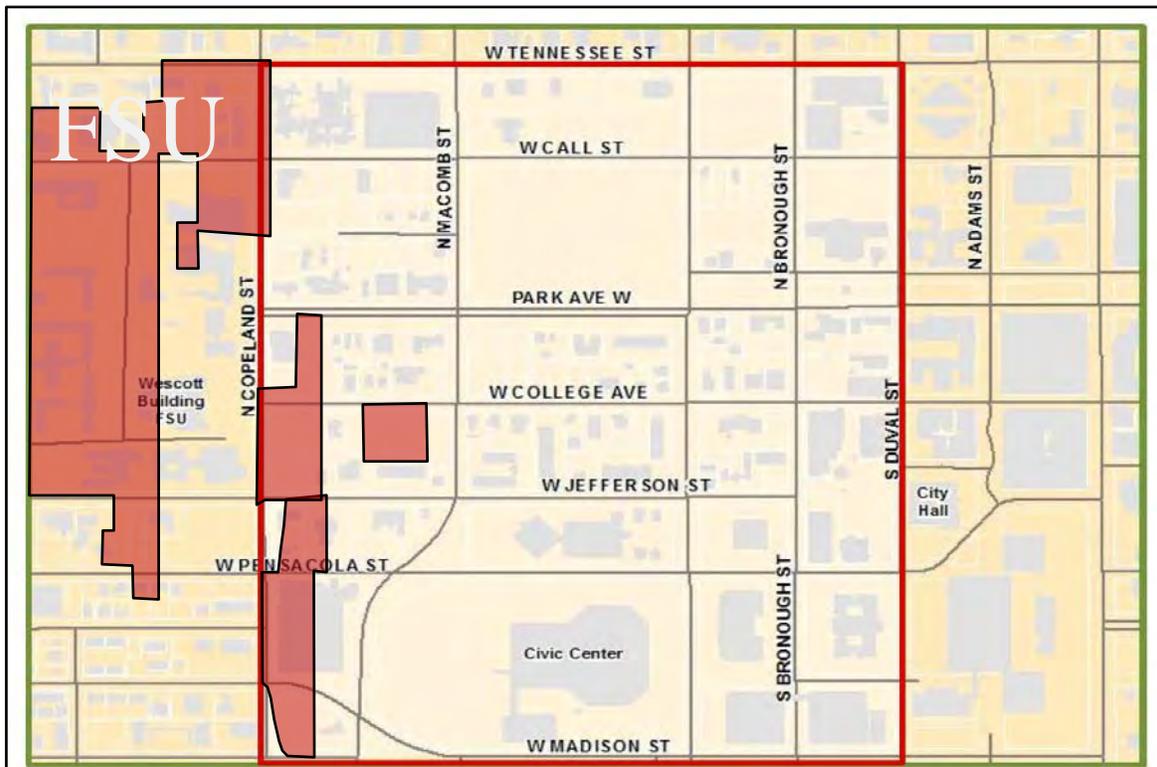
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input checked="" type="checkbox"/> Sense of Community               | <input type="checkbox"/> Ecotourism/Parks             |
| <input checked="" type="checkbox"/>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

**Project Description:**

On March 14, 2013, the Florida State University presented several projects for the consideration of the Sales Tax Committee. During the presentation, the University endorsed the City’s project 4d “College Avenue Placemaking.” The project description is derived from the handouts provided by the University to the Committee. It is the University’s opinion that the cost included in the City’s description is significantly under represented. The University recommends that this project should include funding for more than stormwater improvements on College Avenue but also include other improvements suggested in the College Park District Action Plan.

During this same meeting, the Downtown Improvement Authority (DIA) also endorsed the College Avenue placemaking project. The DIA also recommends that this project include wider sidewalks, street trees, street furniture, and other amenities. This rebuild also would include the stormwater conveyance upgrades.

**Project Map:**



# SALES TAX PROJECTS

**Project Number:** 19  
**Project Name:** Florida A & M Entry Points

**Committee Recommendations:**

Tier I: \$1,500,000  
Tier II: \$0

**Estimated Project Cost:** \$16,500,000

**Project Cost Notes**

The Committee allocated \$1.5 million for the following FAMU entry points:

1. Traffic Signal at Palmer Avenue and Adams Street (\$500K)
2. Upgrade intersection improvements at Osceola Street and Adams Street (\$500K)
3. Upgrade intersection improvements at Perry Street and Gamble Street (\$500K)

The Committee agreed not to recommend funding for FAMU Way upgrades from Monroe St. to MLK Blvd.

**Executive Project Summary:**

Improve the aesthetics of the road infrastructure and intersections accessing FAMU. Improvements should include such elements as monument signs at major entries, tree lined streets, wider sidewalks, signalized intersections with appropriate left turn signals, and pedestrian level lighting.

**Themes**

- |   |   |
|---|---|
| <input 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 checked="" type="checkbox"/> Vertical Infrastructure |
| <input type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways                |

**Detail Project Description**

Install a traffic signal with protected turning phases at the intersection of Palmer Avenue and Adams Street as this intersection. Aesthetically upgrade the intersections of Osceola/Adams Streets and Perry/Gamble Streets as these are high profile entries unto FAMU.

**Cost By Themes**

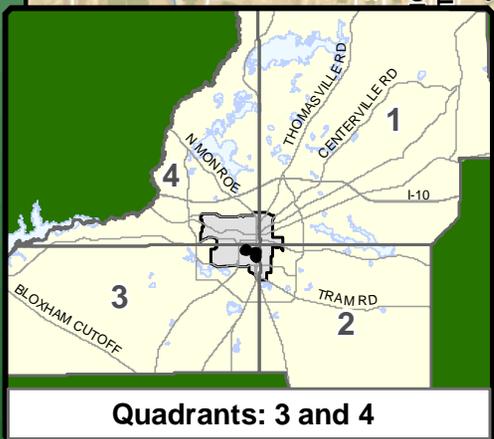
\$1,500,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Florida A & M Entry points

GAMBLE ST. & PERRY ST.  
INTERSECTION ENHANCEMENT

E. PALMER AVE. & W. PALMER AVE.  
LEFT TURN SIGNAL TO ALLOW  
ACCESS TO FLORIDA A&M  
UNIVERSITY ENTRANCE

OSCEOLA ST. & ADAMS ST.  
INTERSECTION ACCESS  
IMPROVEMENTS



## Project #19



Previous Project Information for:

# **Project #19**

## **Florida A&M Entry Points**

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: Florida A&M University – Gateways (*Previously Project #67 as submitted by FAMU*)

# Proposed Sales Tax Projects by the Community

**Project Name:** Florida A&M University - Gateways (Project #67)

**Project Themes:**

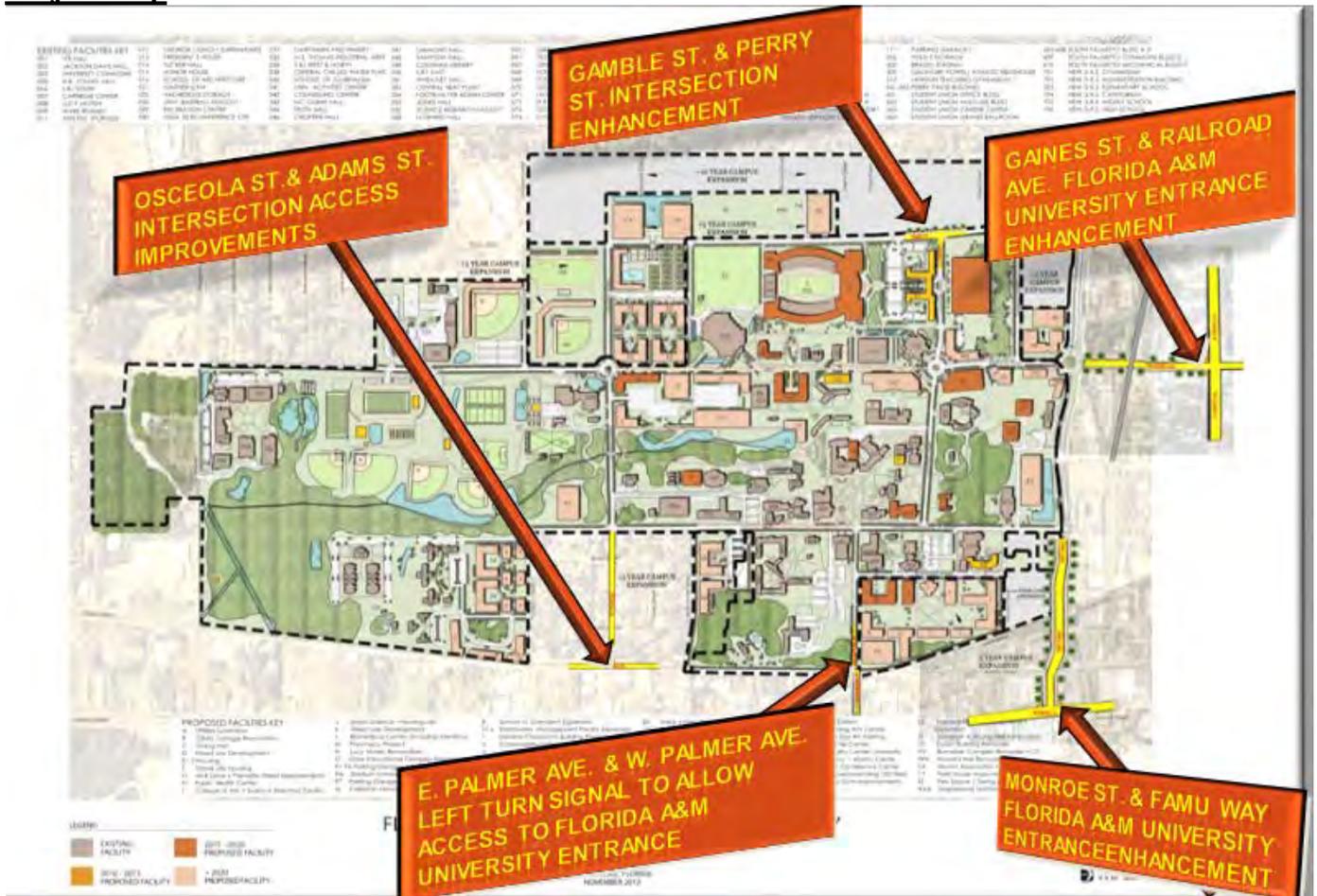
- |   |   |
|---|---|
| <input type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality       |
| <input checked="" type="checkbox"/> Sense of Community    | <input type="checkbox"/> Ecotourism/Parks                   |
| <input type="checkbox"/> Water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

**Project Description:**

On March 14, 2013, Florida A&M University presented a project for the consideration of the Sales Tax Committee. This project includes the construction of several gateways throughout Florida A&M Campus. The proposed gateways would be located at the following intersections:

- Osceola Street and Adams Street Intersection Access Improvements
- E. Palmer Ave. & W. Palmer Ave. Left Turn Signal to allow access to Florida A&M University Monroe St. & FAMU Way Florida A&M University Entrance Enhancement
- Gaines St. & Railroad Ave. Florida A&M University Entrance Enhancement
- Gamble St. & Perry St. Intersection Enhancement

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 22

**Project Name:** Monroe-Adams Corridor Placemaking

**Committee Recommendations:**

Tier I: \$7,000,000

Tier II: \$0

**Estimated Project Cost:** \$7,000,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

This project implements major elements of the Monroe-Adams Corridor Placemaking Action Plan and includes the following objectives:

**Build Place**

- Make safe, comfortable streets for pedestrians, transit users, and cyclists, and a suitable gateway to the Capital City
- Improve the appearance, comfort and safety of public streets and private property
- Encourage urban infill and mixed-use buildings.

**Promote Place**

- Inform the public of business incentives, redevelopment assistance, Codes, and Code Enforcement
- Support local business and bring in new business.

**Make Places Within**

- Implement an initial Placemaking Project (in progress, Palmer Avenue)
- Follow with similar improvements to all east-west streets in the Corridor

**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**

Monroe Street Medians (Oakland to Magnolia) = \$2 million

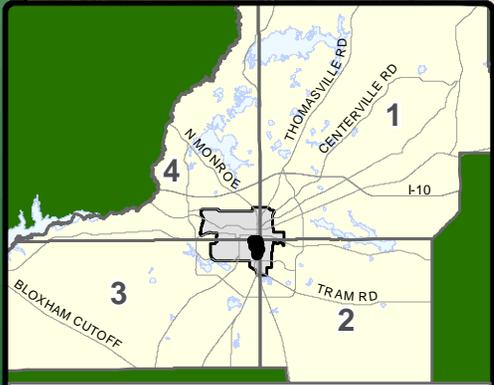
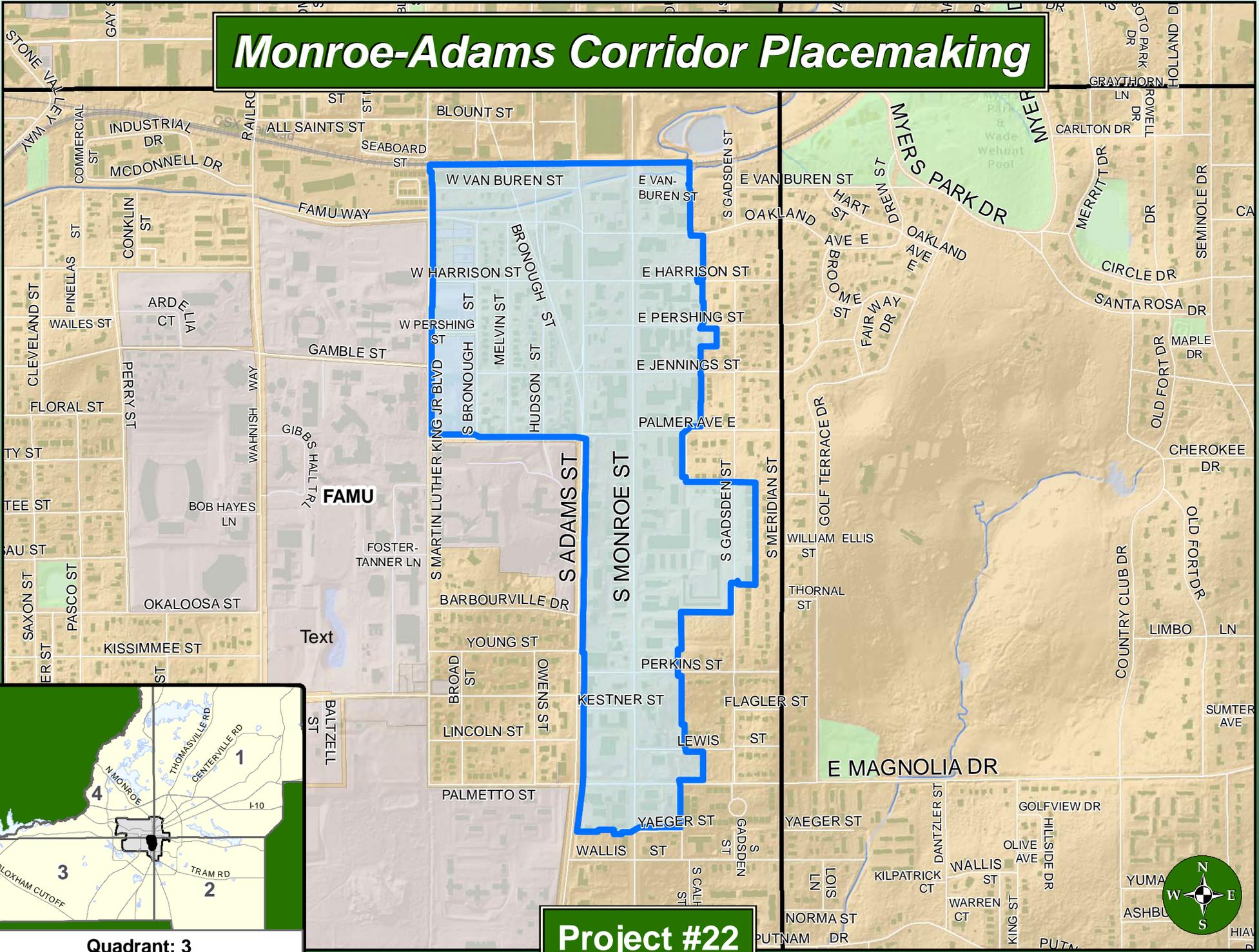
Streetscape Improvements (similar to Palmer Avenue), with sidewalks, lighting, signage, landscaping, underground utilities, and street parking (where possible)

- Harrison Street = \$1 million
- Pershing Street = \$1 million
- Jennings Street = \$1 million
- Perkins Road = \$1 million
- Kestner Street = \$1 million

**Cost By Themes**

	Regional Mobility/Transportation
\$7,000,000	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Monroe-Adams Corridor Placemaking



Quadrant: 3

Project #22

Previous Project Information for:

# **Project #22**

## **Monroe-Adams Corridor Placemaking**

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: Inspiring the Creative Class: Monroe-Adams Corridor Placemaking (*Previously Project #26 as submitted by the City*)

**Program**  
**4b**

# *Inspiring the Creative Class: Monroe-Adams Corridor Placemaking*

**Estimated Cost:**  
**\$7 million**

## WHAT IS IT?

The Monroe-Adams Corridor Placemaking Plan includes the following objectives:

### **Build Place**

- Make safe, comfortable streets for pedestrians, transit users, and cyclists, and a suitable gateway to the Capital City
- Improve the appearance, comfort and safety of public streets and private property
- Encourage urban infill and mixed-use buildings.

### **Promote Place**

- Inform the public of business incentives, redevelopment assistance, Codes, and Code Enforcement
- Support local business and bring in new business.

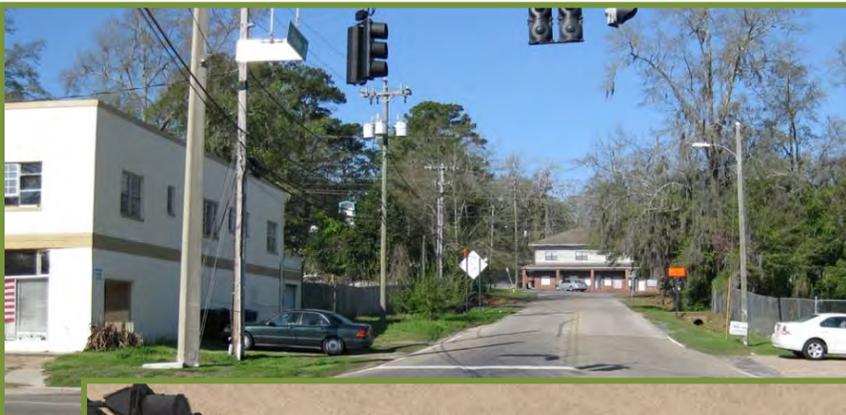
### **Make Places Within**

- Implement an initial Placemaking Project
- Follow with similar improvements to all east-west streets in the Corridor

### **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 ✓



*The initial Placemaking project selected by the Working Group and funded by the City Commission is the rebuilding of Palmer Avenue, a major connection between residents east of Monroe and the FAMU Campus. Construction begins Fall 2012.*



## WHY IS IT IMPORTANT?

**Benefits the Environment** – The proposals provide infrastructure that is essential for creating a walkable, mixed-use district. The projects add considerable tree canopy that provides stormwater retention benefits. This project also supports redevelopment and infill, which reduces vehicle miles traveled. It also can preserve greenfields from development.

**Provides Regional Impact/Geographical Equity** – The Placemaking package of projects distributes investment throughout the community. In the Monroe-Adams Corridor, the projects primarily provide local benefits through streetscape beautification, increased public parking, and improved pedestrian connectivity, but the South Monroe Street enhancements provide a gateway for all citizens and visitors to the capital city.

**Enhances Mobility** – The projects enhance mobility considerably. The cross street upgrades will increase public parking, cover open ditches and add sidewalks, and increase pedestrian comfort with shade trees and pedestrian scale lighting. The pedestrian related improvements improve access to transit stops. These improvements will comply with tenets of universal design.

**Supports Recreation and Quality of Life** – The streetscape enhancements and medians will improve the quality of life by expanding areas for safe pedestrian activity and improving area aesthetics.

**Supports Economic Development/Revitalization** – The streetscape enhancements and medians on both segments will have economic benefits for area retailers by making it safe pedestrians to venture beyond a single business establishment. The public infrastructure can spur reinvestment and development.

**On an Existing Master Plan or Blueprint List** – The proposed projects are included in the Monroe-Adams Corridor Placemaking Action Plan, and the CRTPA is conducting an access management study of the Monroe Street median concept.

**Leverages Other Funds** – CRA funds are available for use on the west side of Monroe Street, which includes each cross street upgrade. Furthermore, the CRTPA is currently conducting an access management (medians) study along Monroe Street and should be a funding partner on future implementation.



*Proposed streetscape enhancements for S. Monroe St.*

*Below is a proposal to do similar streetscaping to the five east/west streets as is being done for Palmer, as well as median installations for South Monroe.*



**HARRISON  
PERSHING  
JENNINGS**

**PERKINS  
KESTNER**

Top Priority Future Projects	Estimated Cost
Streetscape Improvements (e.g., Palmer Ave)	
▪ Harrison Street	\$1 million
▪ Pershing Street	\$1 million
▪ Jennings Street	\$1 million
▪ Perkins Road	\$1 million
▪ Kestner Street	\$1 million
Monroe Street medians (Oakland to Magnolia)	\$1.9 million
<b>TOTAL Needed</b> [potential property acquisition not included]	<b>\$7 million</b>

# SALES TAX PROJECTS

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**Project Number:** 23

**Project Name:** Orange/Meridian Placemaking

**Committee Recommendations:**

Tier I: \$4,100,000

Tier II: \$0

**Estimated Project Cost:** \$4,100,000

**Project Cost Notes**

This project cost includes right-of-way costs for stormwater improvements.

**Executive Project Summary:**

This Orange/Meridian Placemaking project revitalizes the commercial area from Orange Avenue north to the Town South shopping center. A StarMetro SuperStop will be constructed with covered seating and bus bays at the intersection of Orange Avenue and Meridian Road to support this high ridership area. The East Drainage Ditch improvements enhance stormwater management for new and existing development. The existing stormwater facility south of Orange Avenue will be incorporated into a park-like amenity for the area.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input checked="" type="checkbox"/> Vertical Infrastructure |
| <input type="checkbox"/> Connectivity                                | <input type="checkbox"/> Gateways                           |

**Detail Project Description**

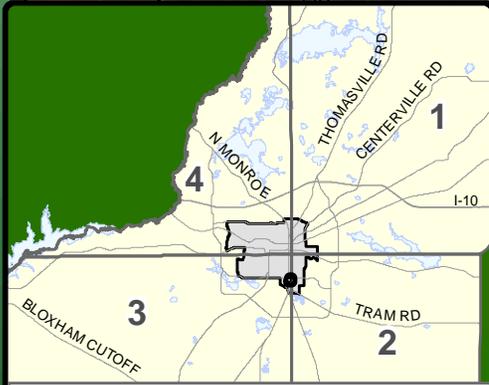
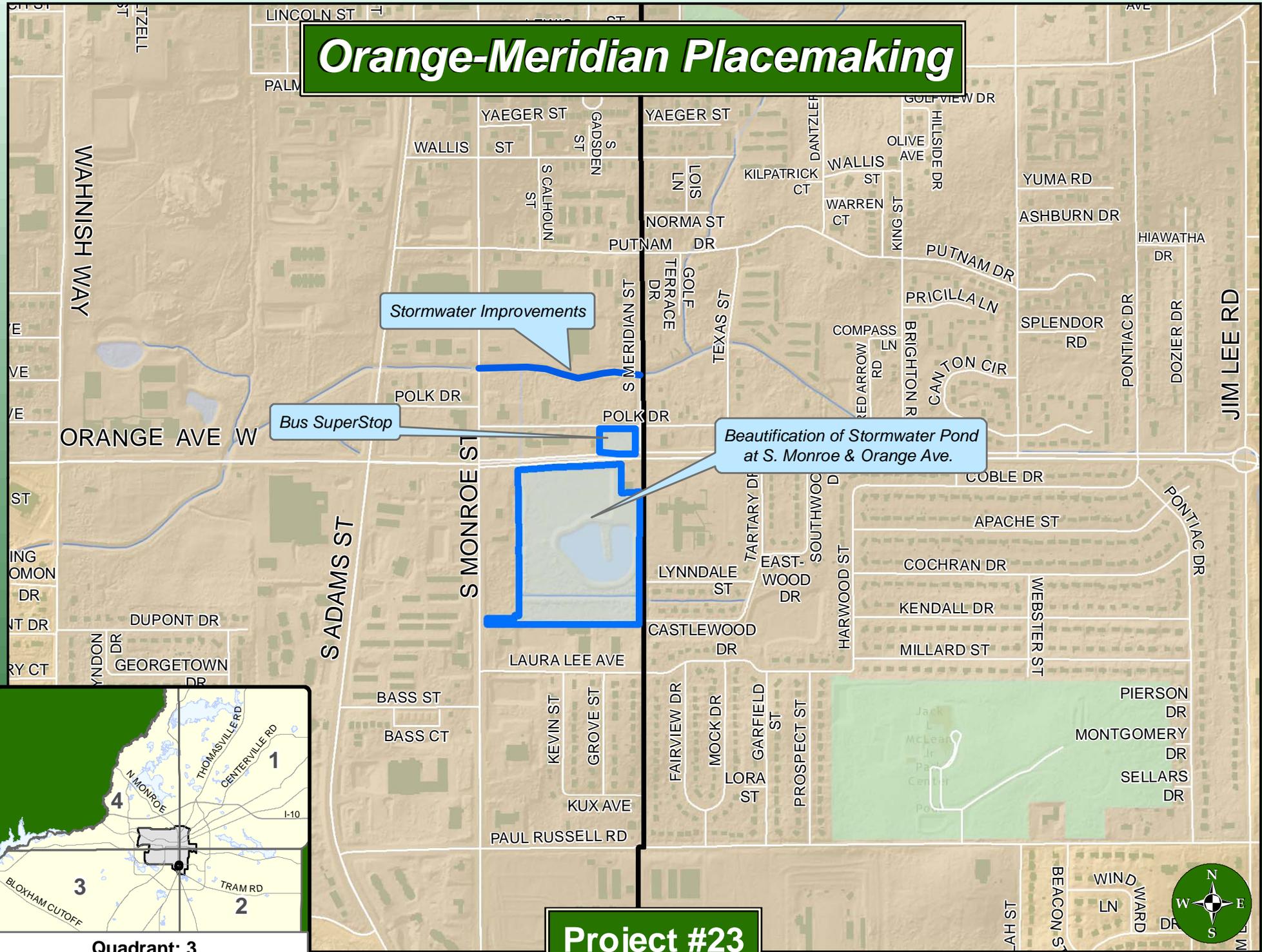
The Orange/Meridian Placemaking project proposed improvements include the following:

- SuperStop will include two bus bays each on Orange Avenue and Meridian Road. Off street parking is provided, and covered seating will extend from the roof-line of a building constructed at this location.
- Stormwater improvements along the East Drainage Ditch include treatment facilities for new development and enclosure of a portion of the ditch to improve access between the Town South shopping center and the new development. Flood level reductions will allow for new development north of Polk Drive.
- Compensating floodplain south of Orange Avenue will be incorporated into a park-like amenity with new plantings and walking trails.

**Cost By Themes**

\$1,000,000	Regional Mobility/Transportation
	Sense of Community
\$3,100,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Orange-Meridian Placemaking



Quadrant: 3

## Project #23

Previous Project Information for:

## **Project #23**

# **Orange/Meridian Placemaking**

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: Beautification of the Stormwater Pond at S. Monroe and Orange Avenue (*Previously Project #46 as submitted by the Community*)

## Proposed Sales Tax Projects by the Community

**Project Name:** Beautification of the Stormwater Pond at S. Monroe and Orange Avenue (Project #46)

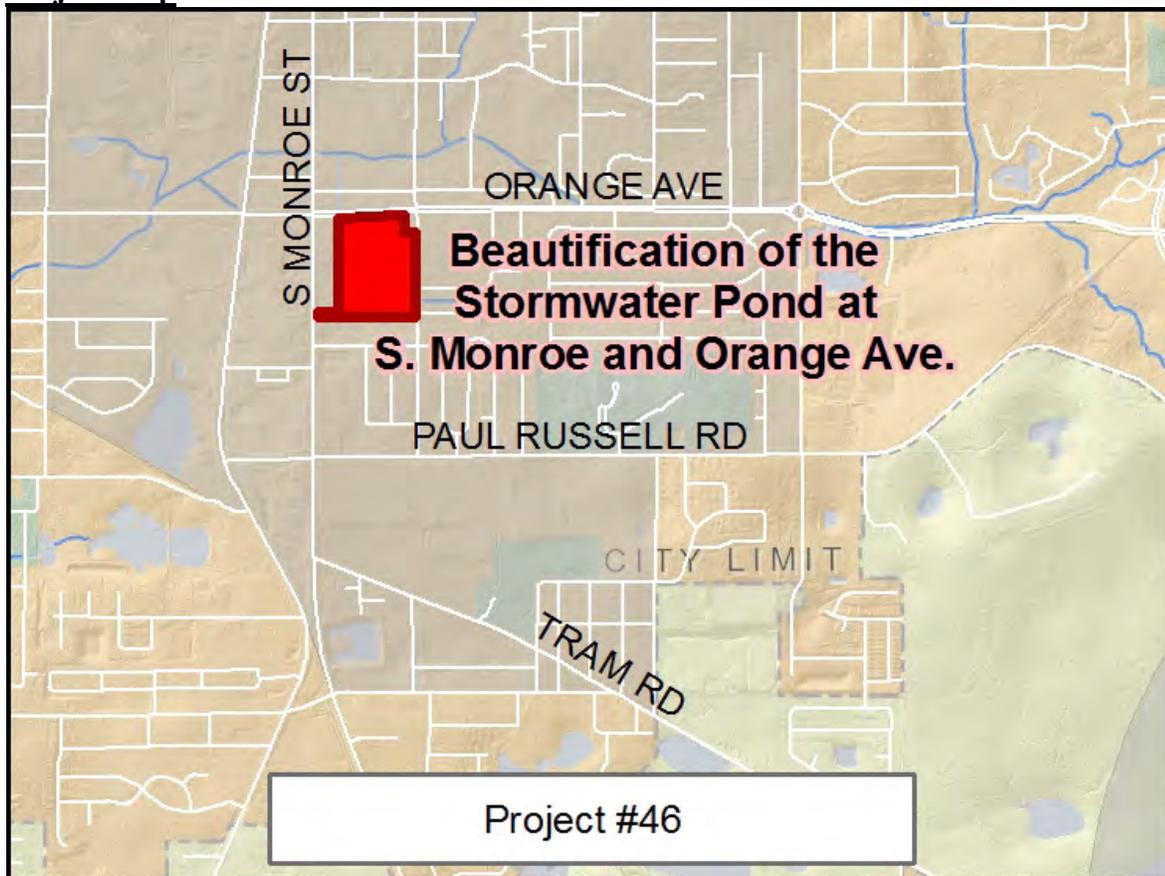
**Project Themes:**

- |   |   |
|---|---|
| <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"/> Water Quality                    | <input type="checkbox"/> Vertical Infrastructure      |
| <input type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Project Description:**

This project would enhance the appearance of the compensating floodplain created on the south side of Orange Avenue between South Monroe Street and Meridian Road. The area would continue to receive stormwater to reduce flooding in the adjacent neighborhoods, but a variety of trees, shrubs and groundcovers would be planted to provide a park-like appearance.

**Project Map:**



# SALES TAX PROJECTS

**Project Number:** 24

**Project Name:** Beautification and Improvements to the Fairgrounds

**Committee Recommendations:**

Tier I: \$12,000,000

Tier II: \$0

**Estimated Project Cost:** \$12,000,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

Currently, the Fairgrounds site is significantly underutilized in terms of uses and intensities. This project intends to provide the necessary infrastructure that will allow the Fairgrounds activities to be repositioned on the site while allowing for a mixture of land uses and intensities.

**Themes**

- |   |   |
|---|---|
| <input 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 checked="" type="checkbox"/> Vertical Infrastructure |
| <input type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways                |

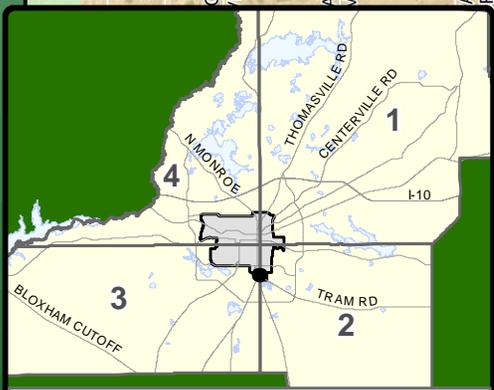
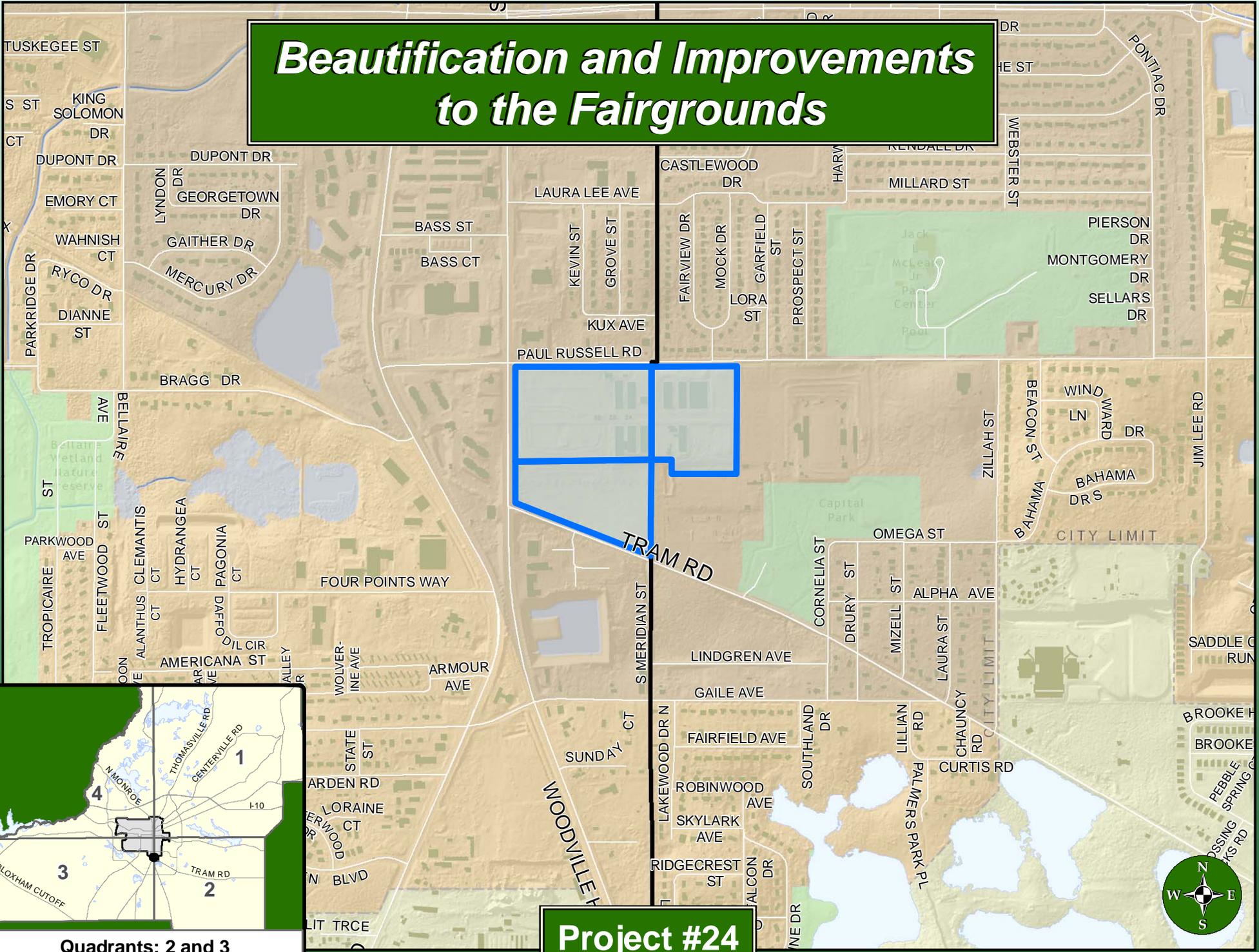
**Detail Project Description**

The project is proposed to be completed in two phases. Phase One of this project would be to reconfigure the fairgrounds on the site. Phase Two would be to incorporate the necessary infrastructure on the site that will allow for redevelopment activities to occur strategically as envisioned by the Board of County Commissioners in working with the surrounding neighborhoods. On June 18, 2013, the Board of County Commissioners directed staff to prepare a Sense of Place initiative for the Fairgrounds.

**Cost By Themes**

	Regional Mobility/Transportation
\$12,000,000	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Beautification and Improvements to the Fairgrounds



Quadrants: 2 and 3

**Project #24**



Previous Project Information for:

# **Project #24**

## **Beautification and Improvements to the Fairgrounds**

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: Beautification and Improvements to the Fairgrounds (*Previously Project #45 as submitted by the Community*)

## Proposed Sales Tax Projects by the Community

**Project Name:** Beautification and Improvements to the Fairgrounds (Project #45)

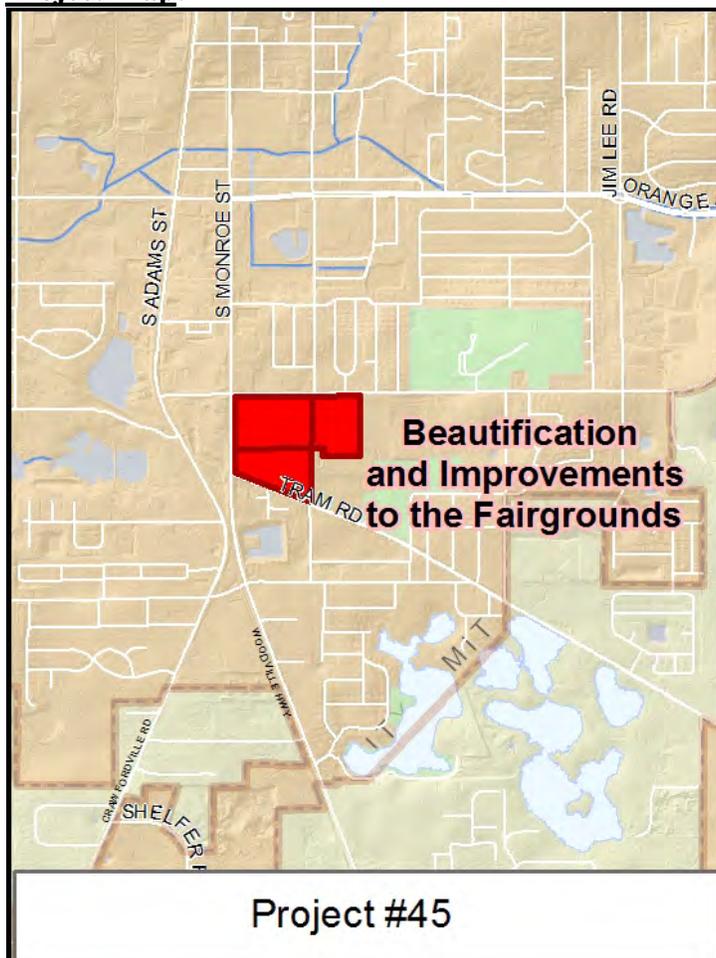
**Project Themes:**

- |   |   |
|---|---|
| <input 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"/> Water Quality                    | <input checked="" type="checkbox"/> Vertical Infrastructure |
| <input type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways                |

**Project Description:**

Currently, the Fairgrounds site is significantly underutilized in terms of uses and intensities. This project intends to provide the necessary infrastructure that will allow the Fairgrounds activities to be repositioned on the site while allowing for a mixture of land uses and intensities. Phase One of the project would be to reconfigure the fairgrounds on the site. Phase Two would be to incorporate the necessary infrastructure on the site that will allow for redevelopment activities to occur strategically as envisioned by the Board of County Commissioners in working with the surrounding neighborhoods.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 26

**Project Name:** Northeast Connector Corridor

**Committee Recommendations:**

Tier I: \$36,300,000

Tier II: \$0

**Estimated Project Cost:** \$36,300,000

**Project Cost Notes**

Trail costs are based on the Greenways Master Plan.

**Executive Project Summary:**

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

In addition, the project constructs sidewalks for Killearn Lakes Plantation as well as the northern portion of the Meridian Road Trail. This connection provides an efficient route between the Northeast to the Northwest existing pedestrian and bike networks.

**Themes**

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

**Detail Project Description**

The Northeast Connector Corridor Project proposed improvements include the following:

- Widen the roadway between Tekesta and Thomasville to four lanes. This road serves a large concentration of residents and residential communities as well as a thriving commercial activity center of retail stores, restaurants, and other neighborhood services.

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

- Construct multi-use path with sidewalk extensions to Killearn Lakes and Bull Headley boat landing at Lake Iamonia. As well as, construct multi-use paths and swales along Bannerman between Thomasville

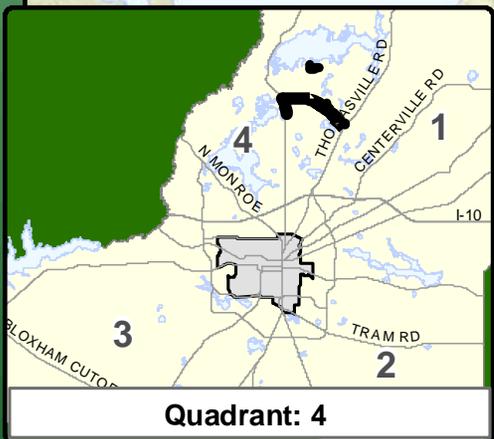
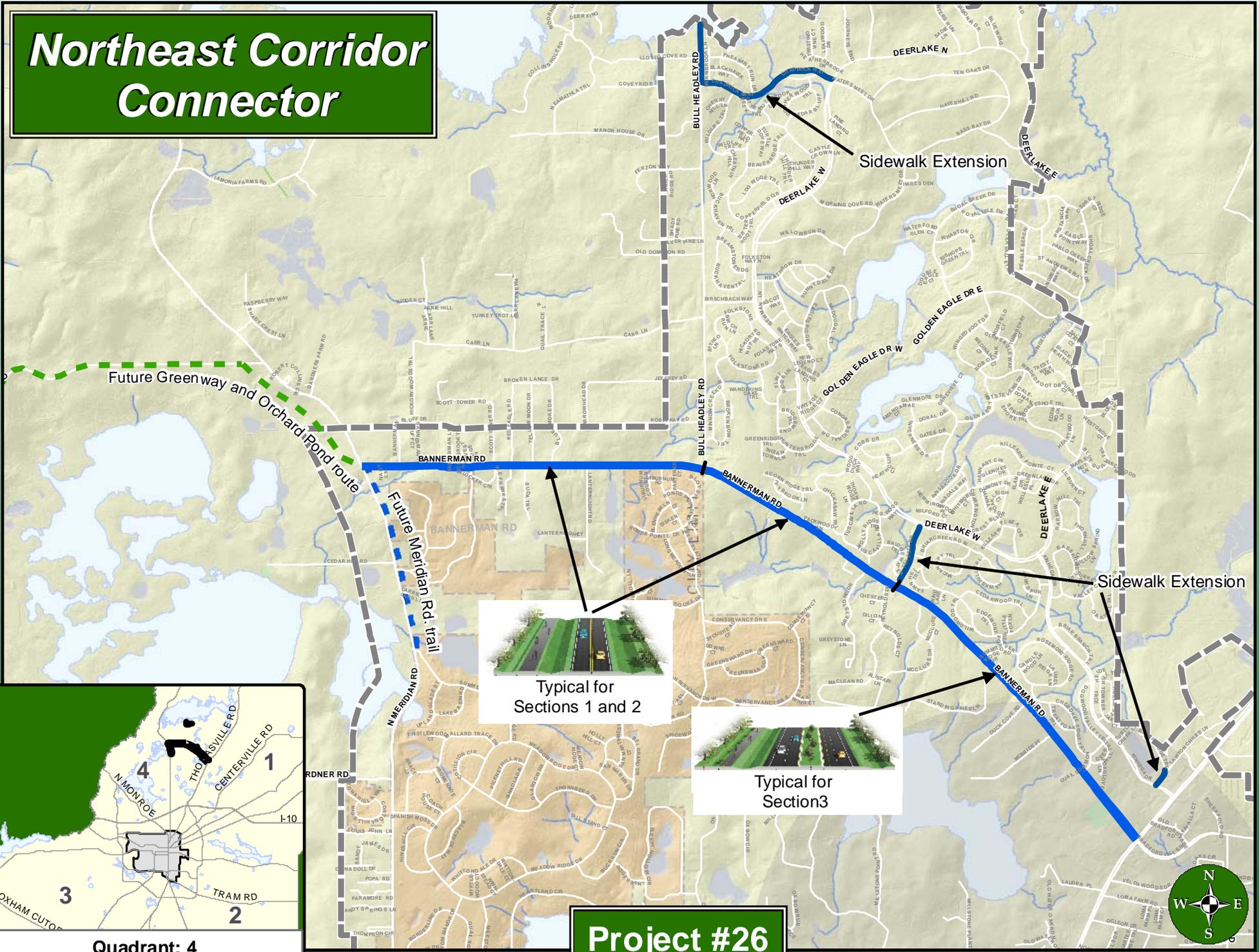
Road and Meridian Road to the Meridian Road Trail as identified in the Greenway Master Plan.

- Construct sidewalk on Beech Ridge Trail between Kinhega and Lawton Chiles Drive to complete pedestrian connectivity between the region and Chiles High School. This project will link residential and commercial areas to the Bradfordville Community Center, the Northeast Library, Chiles High School, and the Bull Headley Boat Landing for a comprehensive pedestrian and bicycle network.
- Interconnect existing internal neighborhood sidewalk network for maximum community connectivity.
- Construct Meridian Road Trail between Bannerman (and future Orchard Pond Road and bike routes) south to the Lake Overstreet property. The project provides interconnectivity for all modes from the proposed Orchard Pond toll road to the west, using the Meridian Road Trail and existing bike and sidewalk networks on Thomasville Road and Velda Dairy Road to the east. This will allow regional travel for bicycles and pedestrians and provide an efficient connection between the Northeast to the Northwest with interconnection to existing pedestrian and bike networks.
- Green Infrastructure enhancements include adding swales in the right of way to improve runoff water quality. The swales in the right of way increase water quality and preservation of the more rural character of the area.

**Cost By Themes**

\$15,800,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$700,000	Connectivity
	Economic Vitality
\$19,800,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Northeast Corridor Connector



**Project #26**



Previous Project Information for:

# **Project #26**

## **Northeast Connector Corridor**

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 Connector Corridor (*Previously Project #54 as submitted by the County*)

Ochlockonee River Basins: Stormwater Improvements,  
Groundwater Protection, and Greenway Acquisition (*Previously Project #7 as submitted by BP2000*)

# Proposed Project for the Sales Tax Extension

**Project #1:** *Northeast Connector Corridor*

**Estimated Project Cost:** \$36.2 million

## **Project Criteria:**

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

## **Project Description:**

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

The specific elements of the project include the following:

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

## **Project Criteria Detail:**

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

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

## **Project #1: Northeast Connector Corridor**

### **Page 2**

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

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

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

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

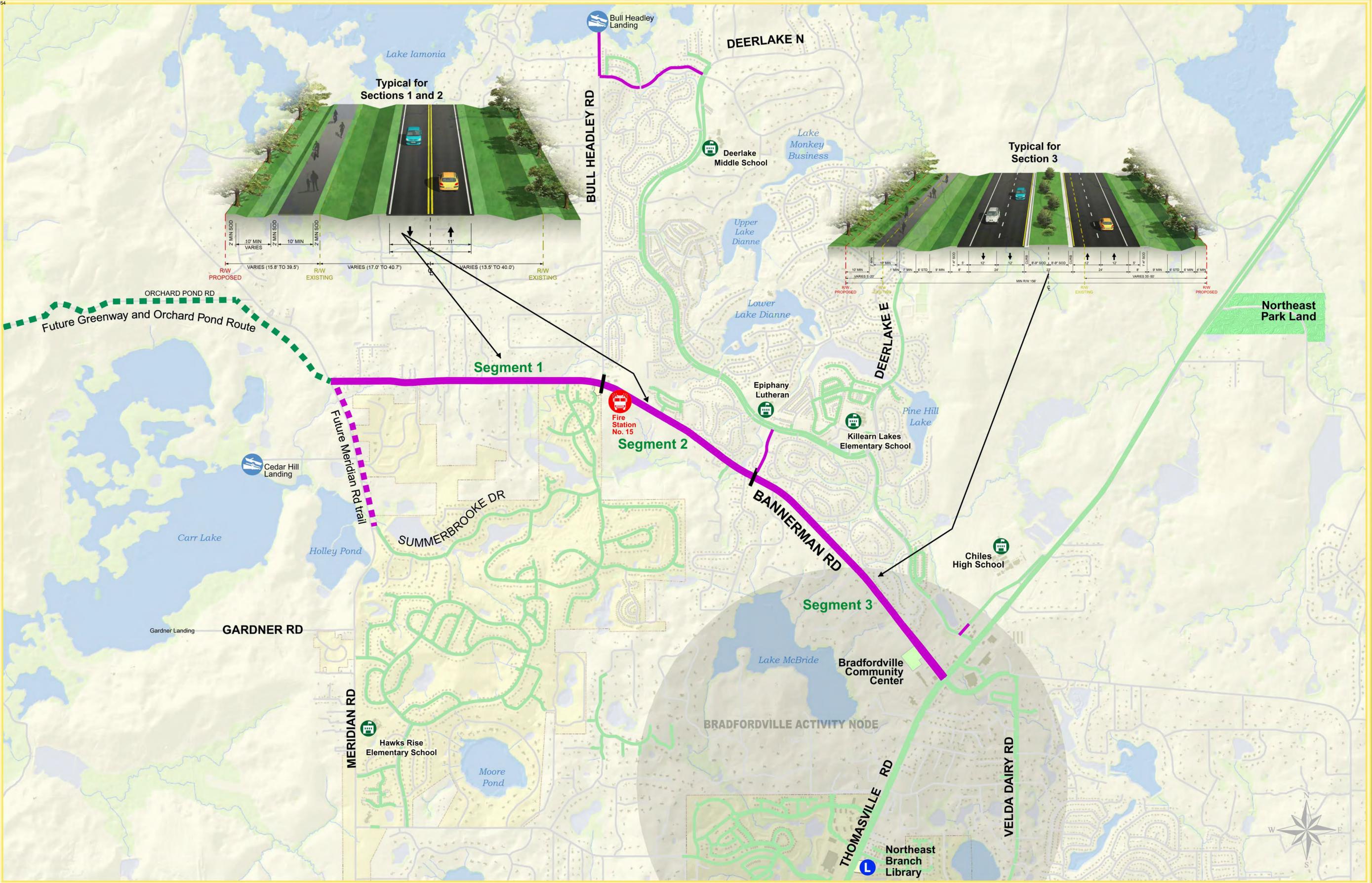
Complements Blueprint 2000 Project(s): There were not any Blueprint 2000 completed in the Northeast.

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

Stormwater/Sewer Capacity Improvements: N/A

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

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



# Northeast Connector Corridor

**Legend**

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

**Northeast Connector Corridor Project Criteria**

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



**TALLAHASSEE-LEON COUNTY**  
**PLANNING DEPARTMENT**  
PLACE - PLANNING LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.



# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Ochlockonee River Basins: Stormwater Improvements, Groundwater Protection, and Greenway Acquisition (Blueprint 2000 Map 1)

**Project Themes:**

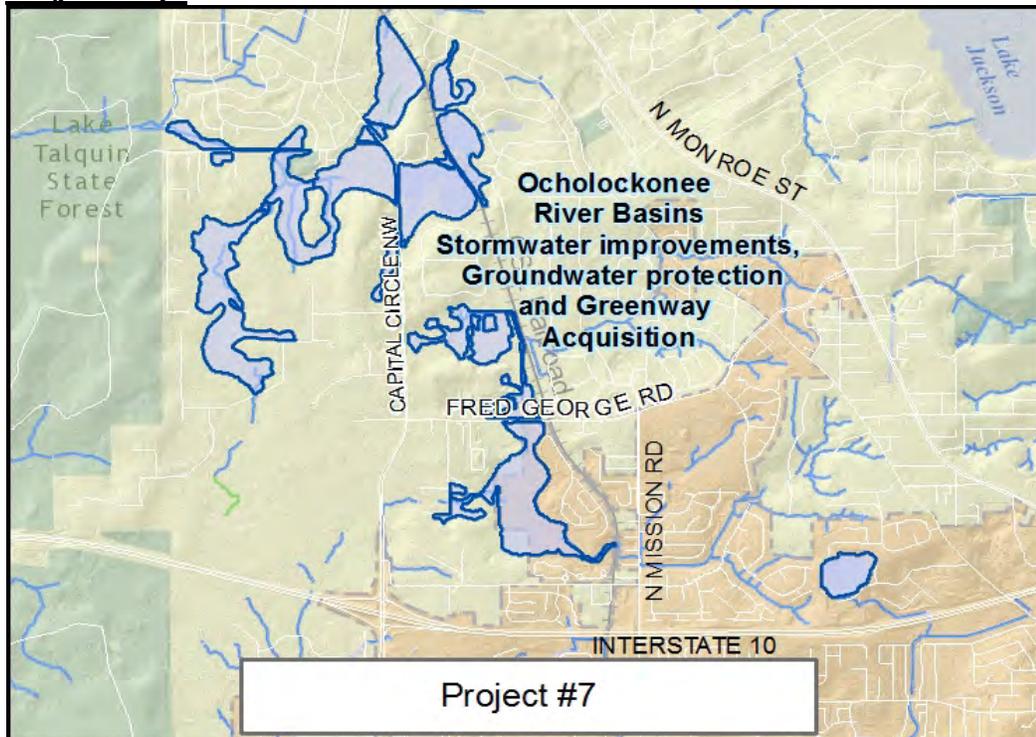
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community                          | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input checked="" type="checkbox"/>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

**Project Description:**

The primary benefits of this project are greenway connections and protection of groundwater in the northwestern portion of Leon County. Greenway connections between the City’s Northwest Park, four County Parks (Fred George Park, Stoneler Road, Tower Road, and the Tower Road Ochlockonee River Landing) the Lake Talquin State Forest, and the Phipps-Overstreet greenbelt are proposed. This project will link northwestern Leon County to north Meridian Road via Old Bainbridge Road and the existing Orchard Pond Roadway. The project includes trail construction and trail crossings at roadways.

This project will improve ground water quality by restoring the hydrology of the Fred George Sink. Additionally, there are two flood prone areas in Map 1, Stoneler Road and Riverwood Road Swamps. Acquisition and restoration of the active, developed portions of these floodplains will improve water quality and provide passive storage and biological treatment of stormwater, minimizing costs for retrofit in the future. An environmentally sensitive area of old growth forest of about 75 acres off of Old Bainbridge Road is proposed for acquisition.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 27

**Project Name:** Orange Avenue Widening from Adams St. to Springhill Rd.

**Committee Recommendations:**

Tier I: \$33,100,000

Tier II: \$0

**Estimated Project Cost:** \$33,100,000

**Project Cost Notes**

In order create a corridor with consistent widths, the full FDOT project begins widening Orange Avenue at Adams Street Intersection through Capital Circle Southwest (CCSW).

The East Segment from Adams Street to Springhill Road (1.2 miles) cost = \$39,100,000. This segment has several commercial developments which would more than likely result in higher costs to acquire right of way.

FDOT is replacing the bridge in 2014 and will rebuild the bridge over the St. Marks Historic Railroad State Trail to accommodate the street widening proposed in this project. The \$16 million originally meant to cover the bridge replacement is no longer needed and the total project costs has been updated to reflect this. Therefore, the Committee reduced the recommended funding for this project to \$33.1 million.

**Executive Project Summary:**

The original FDOT project calls for the widening of Orange Avenue to four lanes between Adams Street and Capital Circle Southwest (CCSW), including bike lanes and sidewalks.

The Sales Tax Committee elected to focus on connecting the existing 4-lane segment east of Adams Street to the proposed Airport Gateway (Project 3) at Springhill Road. A multi-use path would run the length of the corridor, enhancing access to the St. Marks Bike Trail and the Capital Cascades Trail. The 1998 PD & E study would be updated to allow community input to the new corridor design.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

**Detail Project Description**

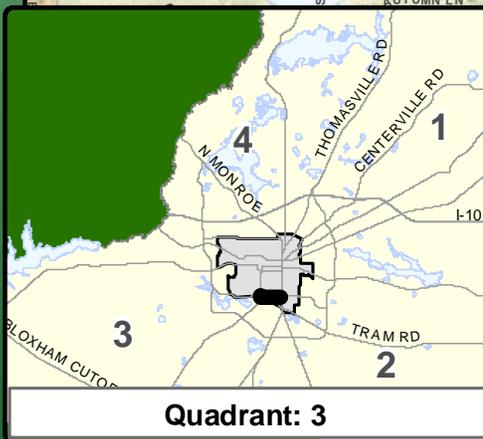
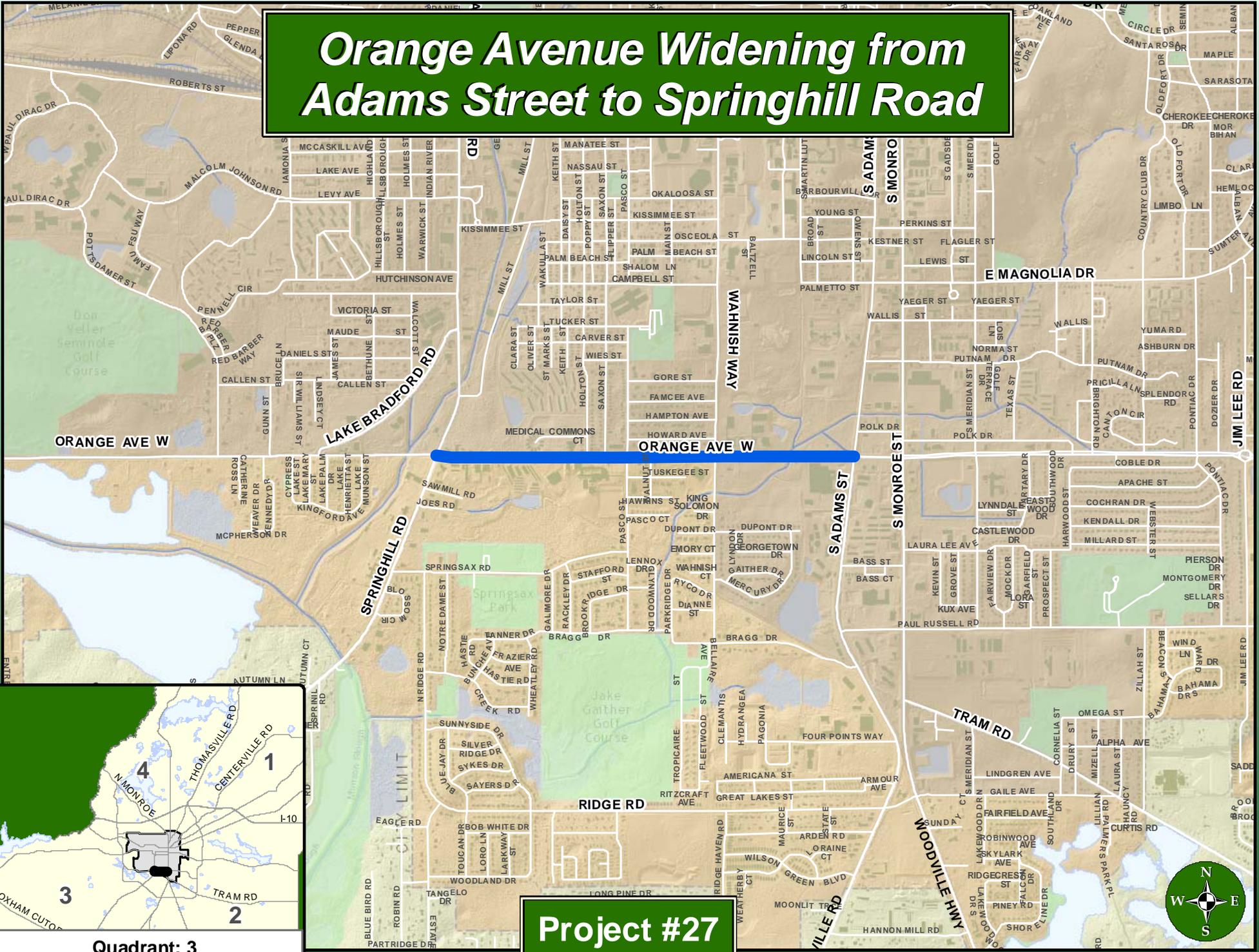
This project will create a consistent corridor from Capital Circle Southeast to the proposed Airport Gateway (Project 3). This will ease access to FAMU as well as neighborhoods and commercial areas in the southern areas of downtown.

Stormwater enhancements, greenways, landscaping and alternative transportation modes will reduce impacts from the existing roadway to the neighborhoods and the East Drainage Ditch. The multi-use trail along the corridor will enhance access to the St. Marks Trail and the Capital Cascades Trail. The project can be expected to stimulate economic development in the long-run through the access improvements.

**Cost By Themes**

\$33,100,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Orange Avenue Widening from Adams Street to Springhill Road



**Project #27**

Previous Project Information for:

# **Project #27**

## **Orange Avenue Widening from Adams Street to Capital Circle Southwest**

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: Orange Avenue Widening (*Previously Project #64 as submitted by the Community*)

# Proposed Sales Tax Projects by the Community

**Project Name:** Orange Avenue Widening (Project #64)

**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 checked="" type="checkbox"/> Water Quality                    | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

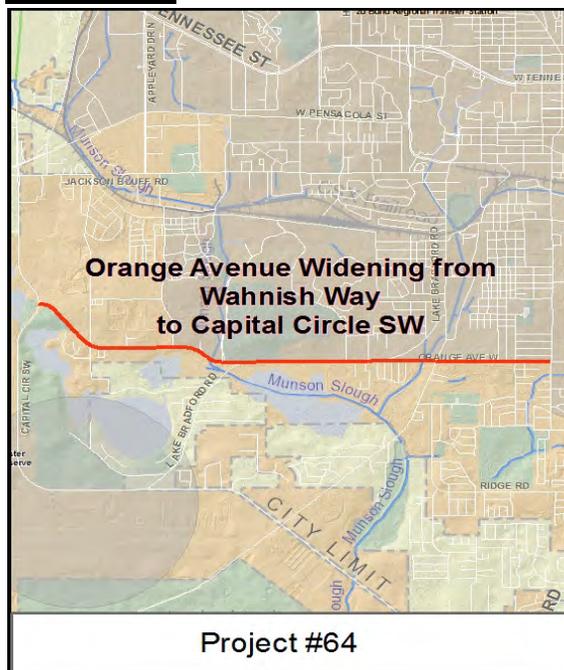
**Project Description:**

The Orange Avenue Widening project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities, and enhances the water quality of the Southside area. The corridor will connect downtown commercial areas and FAMU to Capital Circle SW and Capital Circle SE. This connection also provides an efficient route between the existing pedestrian and bike networks, from Capital Circle SW to Capital Circle SE. This project widens Orange Avenue (Capital Circle SW to Wahnish Way) to four lanes and constructs a multi-use path along the entire roadway to connect to regional amenities. The Florida Department of Transportation completed a preliminary design study in 1998, which will require updating to address current conditions and design standards. At the time, the Department reached out to area residents for their comments on the proposed corridor study. The estimated cost to update the PD&E, complete engineering and permitting, acquire right-of-way, and construct the improvements is \$78.2 million.

The specific elements of the project include the following:

- Widen the roadway between Capital Circle SW and Wahnish Way to four lanes
- Realign Lake Bradford Road West to intersect with Paul Dirac Drive
- Construct multi-use paths along Orange Avenue between Capital Circle SW and Wahnish Way, enhancing access to the St. Marks Bike Trail and the Capital Cascades Trail
- Green Infrastructure enhancements include new stormwater facilities and swales in the right-of-way to improve runoff water quality

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 28

**Project Name:** Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure

**Committee Recommendations:**

Tier I: \$47,300,000

Tier II: \$30,690,000

**Estimated Project Cost:** \$77,990,000

**Project Cost Notes**

The total estimated project cost is \$77.99 million. The Committee recommends that all developer contributions associated with this project be returned to Blueprint 2000. It is estimated that \$13 million will be contributed back to Blueprint 2000. The Committee stated that the Tier I funding was contingent on the project site landowners donating all right-of-way and the Florida Department of Transportation's commitment to build the proposed Welaunee I-10 interchange by 2024.

Tier I Costs: \$47,300,000 for road infrastructure to support a new I-10 interchange and the Welaunee Greenway.

Tier II Costs: \$30,690,000 for extending the road infrastructure and Miccosukee Canopy Road Greenway enhancements.

**Executive Project Summary:**

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 Roberts 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.

Phase I is prioritized at Tier 1 funding for \$47.3 million (net \$34.3 million with proposed cost-recovery from Canopy property owners).

Phase II is prioritized at Tier 2 funding 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 to 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 type="checkbox"/> Sense of Community                          | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input checked="" type="checkbox"/> Gateways          |

**Detail Project Description**

Tier I Project: The Committee recommended \$47.3 million (net \$34.3 million with proposed cost-recovery from developer fees) to fund the first phase of the Northeast Gateway. This phase includes 4-lane Welaunee Boulevard South from Fleischman to I-10; 4-lane Welaunee Boulevard North from I-10 to Shamrock Way; 2-lane Shamrock Way Extension from Centerville to Welaunee Boulevard North and; the Welaunee Greenway. The Welaunee Greenway, with a footbridge across I-10 to connect to the Miccosukee Canopy Road Greenway, would create a 17-mile trail loop.

Tier II Project: The Committee recommended \$30.69 million to fund the second phase of the Northeast Gateway. This phase includes the extension of a 2-lane Shamrock Way from Welaunee Boulevard to U.S. 90 (Mahn); the 4-lane Welaunee Boulevard North from Shamrock Way Extension to Roberts Road and; an additional four trailheads on the Miccosukee Greenway.

**Cost By Themes**

\$69,500,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$8,490,000	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Sales Tax Projects

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

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

**Total Project Cost:** \$77.9 million (net \$64.9 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.

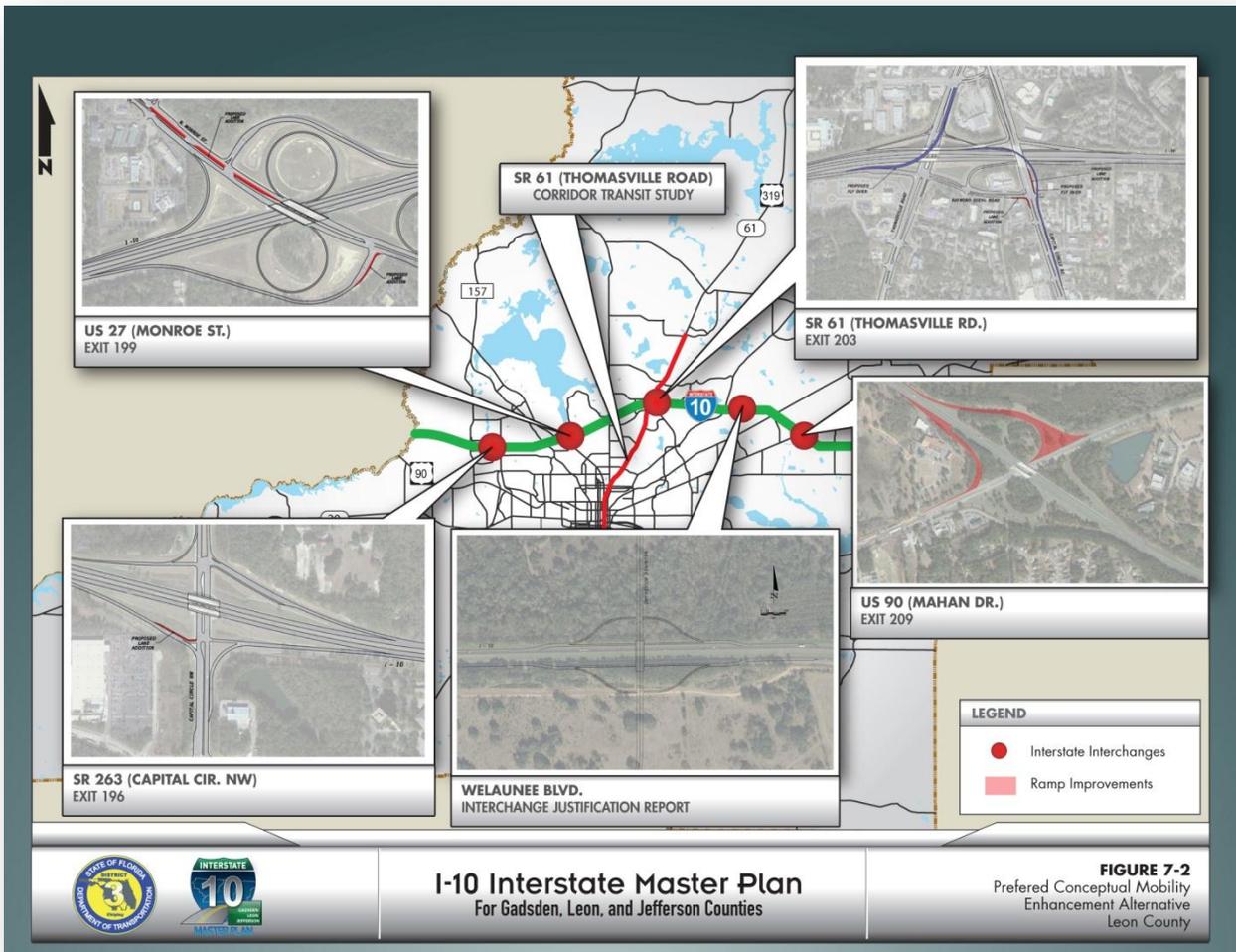
The Canopy PUD grants development approval for 1,572 residential units and 497,927 GSF of non-residential uses. The City's proposed PUD would grant development approval for 1,817 residential units and 272,441 GSF of non-residential uses. The critical area plan for the Heel grants land use approval for 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.

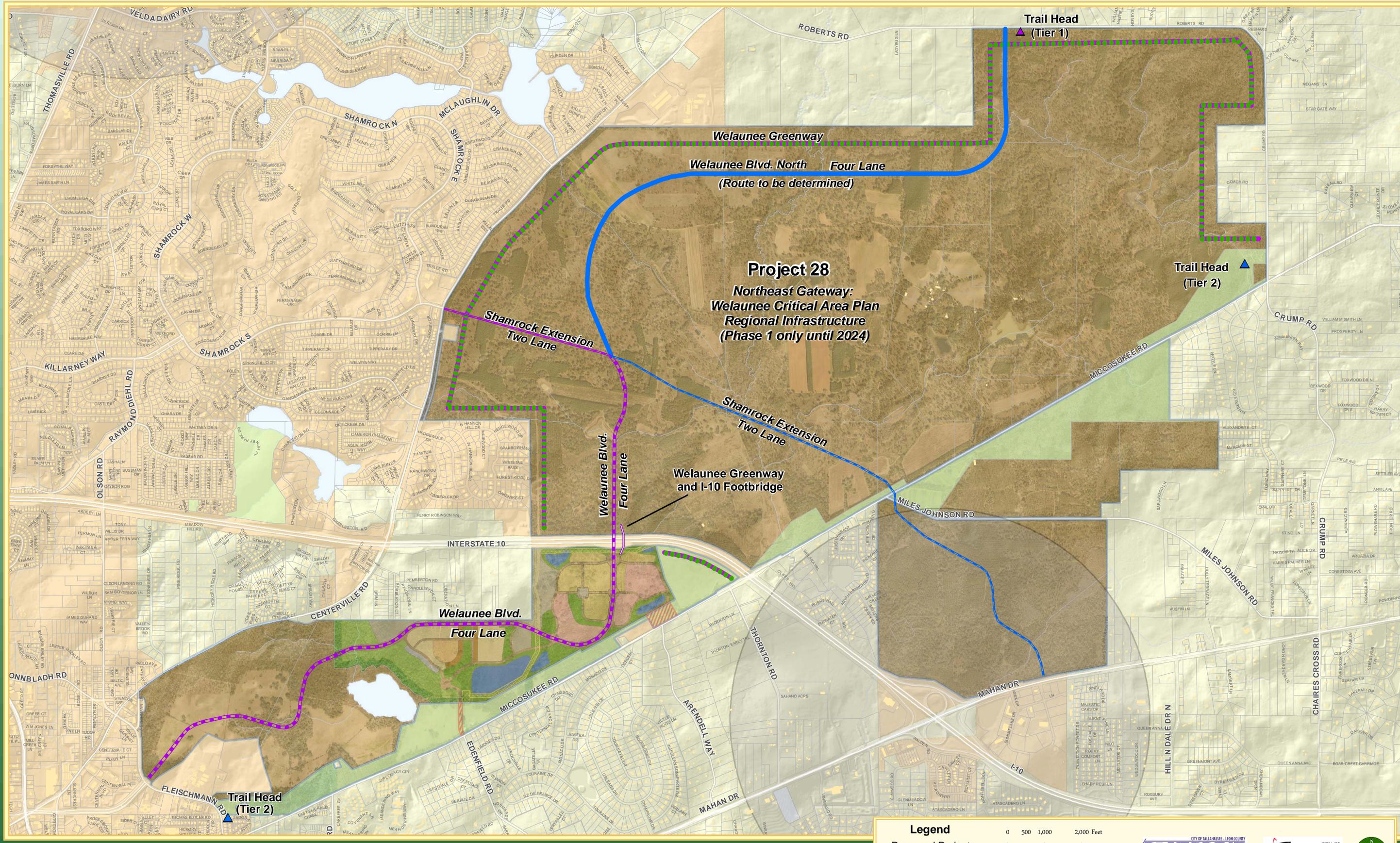


### **San Diego's award-winning Vermont Street Pedestrian / Bicycle Bridge**

#### *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.

# Welaunee



**Legend**

- Tier 1
- Tier 2
- Mobility District/Activity Nodes
- Existing Parks
- ★ Star Metro Super Stops

0 500 1,000 2,000 Feet

**CITY OF TALLAHASSEE - LEON COUNTY**  
**BLUEPRINT**  
 INTERMUNICIPAL VISIONS **2000**

**CITY OF TALLAHASSEE**

**LEON COUNTY**

**PLANNING DEPARTMENT**  
 PLACE PLANNING, LAND MANAGEMENT AND COMMUNITY ENGAGEMENT

Disclaimers:  
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TCPD DJ Jan. 15, 2014

Previous Project Information for:

**Project #28**  
**Welaunee Critical Area Plan Regional**  
**Infrastructure within the Canopy Project -**  
**Welaunee Boulevard and the Dove Pond**  
**Regional Stormwater Facility**

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: Canopy Planned Unit Development Infrastructure: Welaunee Boulevard (*Previously Project #36 as submitted by the Community*)

# Proposed Sales Tax Projects by the Community

**Project Name:** Canopy Planned Unit Development Infrastructure: Welaunee Boulevard (Project #36)

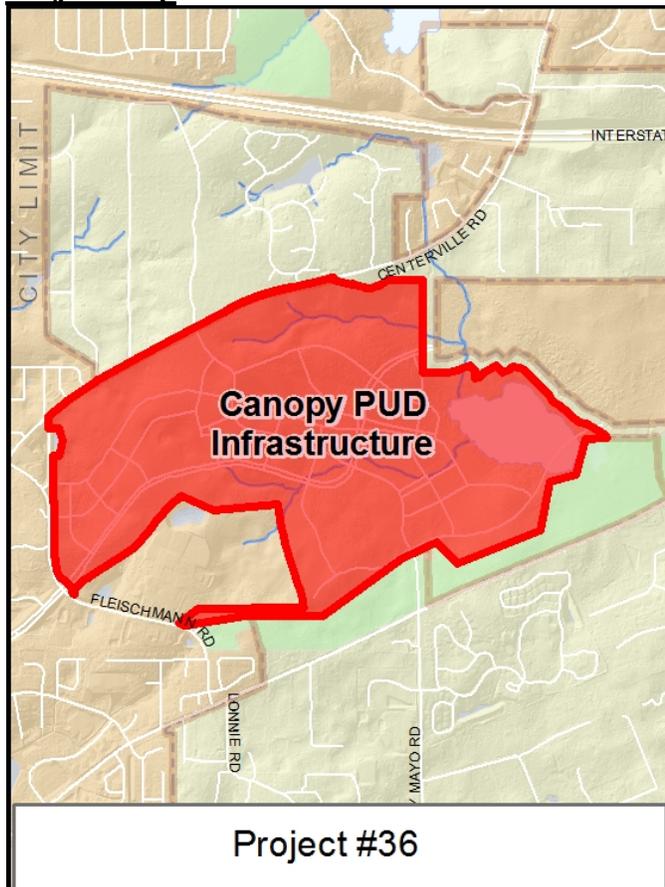
**Project Themes:**

- |  |   |
|--|---|
| <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 type="checkbox"/> Gateways                     |

**Project Description:**

The Canopy Planned Unit Development (PUD) calls for the construction of Welaunee Boulevard, from Fleischman Road to the City owned property in the vicinity of Dove Pond. This project would consist of establishing a Special Improvement District (SID) for the construction of this portion of Welaunee Boulevard. The SID would fund the improvements with proceeds from the Sales Tax Extension and subsequently assess the PUD developer an equivalent amount over time. City staff recommends further exploring this project, as it represents an innovative financing approach to privately fund roadway construction.

**Project Map:**



# SALES TAX PROJECTS

**Project Number:** 29

**Project Name:** StarMetro

**Committee Recommendations:**

Tier I: \$7,550,000

Tier II: \$0

**Estimated Project Cost:** \$12,250,000

**Project Cost Notes**

The Committee allocated \$7.55 million to provide benches, shelters, or other infrastructure at every StarMetro bus stop. The Committee agreed not recommend funding for the ADA compliance upgrades or SuperStops.

**Executive Project Summary:**

The decentralized route system is a success, with ridership projected to be up 8% on the non-campus routes in FY 13. Under the decentralized system, transfers and bus boarding spread throughout the community instead of at one location. Therefore, there is a desire to enhance the customer experience by providing an amenity (bench, shelter, or other structure) at every stop to encourage usage and provide an accessible, comfortable, and safe environment to wait for the bus.

**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"/> Environmental/Water Quality                 | <input type="checkbox"/> Vertical Infrastructure      |
| <input type="checkbox"/> Connectivity                                | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

The customer experience's on the transit system is enhanced when they are provided an accessible, comfortable, and safe waiting area for the bus. There are two components to improving the customer experience at this phase of the trip. StarMetro's first priority is universal bus stop accessibility by bringing all stops to full Americans with Disabilities Act (ADA) compliance. The second priority is enhanced customer comfort by adding bus stop amenities such as leaning rails, benches, and/or shelters. More detailed information on this project is listed in attachment #1.

**ADA Accessibility (Not Recommended for Funding)**

In an effort to promote universal accessibility and for the comfort of all transit users—including people in wheelchairs or using other mobility devices, parents with strollers, etc.— StarMetro produced an Accessibility Transition Plan as a guide for bringing all transit facilities into compliance with the Americans with Disabilities Act Accessibility Guide (ADAAG). An accessible stop will have: a boarding and alighting area that is 5'x8' perpendicular to the curb and composed of a firm, stable, slip resistant surface; a running slope no greater than 5 degrees and a cross slope no greater than 2 degrees; an adjacent sidewalk with curb cuts. Of the 917 stops in the inventory, 258 were found to be fully accessible.

**Stop Amenities (\$7.55 million Recommended for Funding)**

Bus stop amenities provide enhanced levels of comfort for customers waiting for the bus. Such amenities may include a bus shelter, bench, trash can, solar lighting, or bike racks. Placement of amenities depends on many factors; such as minimum daily boardings, transfer locations, shopping centers, public offices, destinations for seniors and persons with disabilities, and areas with safety

concerns. Based on boardings or other elements, StarMetro classifies bus stops into four categories.

Category 1: Bus Stops with 0 - 9 Boardings per day - these stops will be ADA compliant, have a trash can, and will have either a SimmieSeat or a canopy for customers to use. (569 stops upgraded)

Category 2: Bus Stops with 10 - 64 Boardings per day - these stops will be ADA compliant, have a trash can, and will have a shelter with a bench. (164 stops upgraded)

Category 3: Bus Stops with 64+ Boardings per day - these stops will be ADA compliant, have a trash can, and will have an oversized shelter with multiple benches. (47 stops upgraded)

Category 4: SuperStops - these are transfer points where three or more routes currently or potentially could intersect, creating a major transfer point in the system. These stops would be constructed with bus bays, covered walkways/seating areas, and possible other amenities such as a restroom and farebox vending machines, to facilitate the transfer between routes. (0 stops upgraded). The Committee agreed not to fund SuperStops.

**Cost By Themes**

\$7,550,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

## Stop Amenities

Bus stop amenities provide enhanced levels of comfort for customers waiting for the bus. Such amenities may include a bus shelter, bench, trash can, solar lighting, or bike racks. Placement of amenities depends on many factors; such as minimum daily boardings, transfer locations, shopping centers, public offices, destinations for seniors and persons with disabilities, and areas with safety concerns. Currently, StarMetro has four categories of stops. All stops have an octagonal pole, system signage, and a braille plate (forthcoming). Depending on the category, other amenities are added.

- Category 1 stops have fewer than 10 boardings a day and are not located at transfer points or major destinations. A bus stop pole is only provided at these stops.
- Category 2 stops have 10+ boardings a day or located at a transfer point/major destination. Benches and/or shelters are provided at these stops.
- Category 3 stops boardings greater than 65 per day and the current shelter is not large enough to meet the needs of our customers.
- Category 4 stops are major transfer points where three or more routes currently do or could intersect. Also known as ‘Super Stops’.

With a desire to take the current stop above and beyond what would be ordinarily found in a typical transit system, staff identified additional amenities that could be added to bus stops across the City in order to improve the level of comfort for passengers.

### *Category 1*

Category 1 stops would have a bench for passengers. Including installation, each bench costs approximately \$3,500.

### *Category 2*

Category 2 stops offer a higher level of protection from the elements as well as greater comfort. Each stop would contain a full shelter with side panels and a bench. Many shelters may also contain solar lighting, trash cans, and bike racks. All these facilities cost \$23,000 to purchase, construct, and install.

### *Category 3*

Category 3 stops are those are served by at least one route and have boarding in excess of 65 per day. At these stops, a standard bench would not provide enough seating capacity to meet the needs of the customers. A double or triple shelter would be installed at these locations.

### *Category 4*

The Sales Tax Committee does not recommend funding Super Stops.

**Table 2: Enhanced Infrastructure**

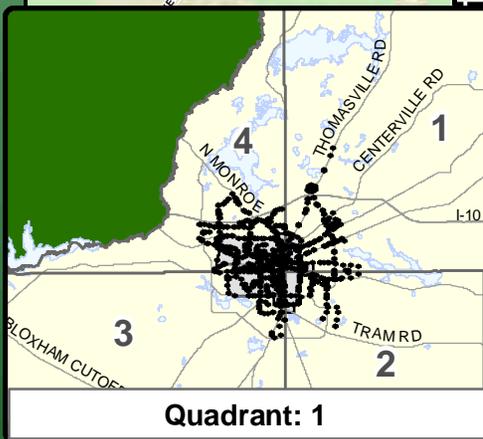
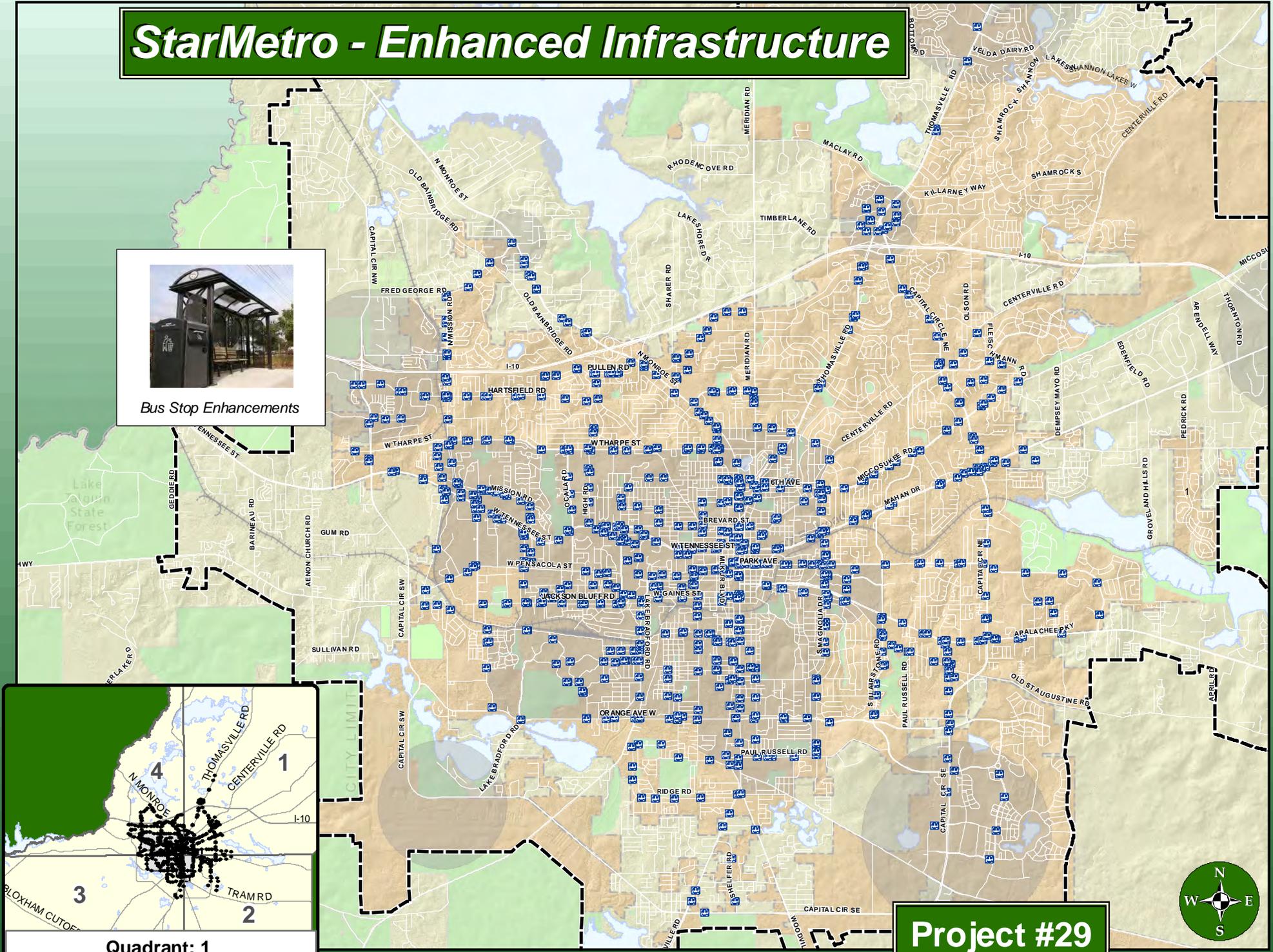
	Boardings	Amenities	Number of Stops	Capital Costs	Annual Maintenance Costs*
<b>Category 1</b>	0-9	Bench	569	\$1,992,000	\$569,000
<b>Category 2</b>	10-64	Shelter with bench	164	\$3,800,000	\$164,000
<b>Category 3</b>	65+	Large shelter with multiple benches	47	\$2,350,000	\$47,000
<b>Total Cost</b>			Additional	<b>\$8,142,000</b>	<b>\$780,000</b>

\*Assuming \$1,000 annual maintenance costs for stops with any amenity.

# StarMetro - Enhanced Infrastructure



Bus Stop Enhancements



**Project #29**



Previous Project Information for:

# Project #29

## StarMetro

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: Moving People: Redevelop C.K. Steele Plaza (*Previously Project #35 as submitted by the City*)

Moving People: Expand the Facility and Fleet (*Previously Project #34 as submitted by the City*)

Moving People: Build SuperStops (*Previously Project #33 as submitted by the City*)

StarMetro: Bus Stop Enhancements (*Previously Project #31 as submitted by the City*)

**Program**  
**2a**

# *Moving People: Redevelop C.K. Steele Plaza*

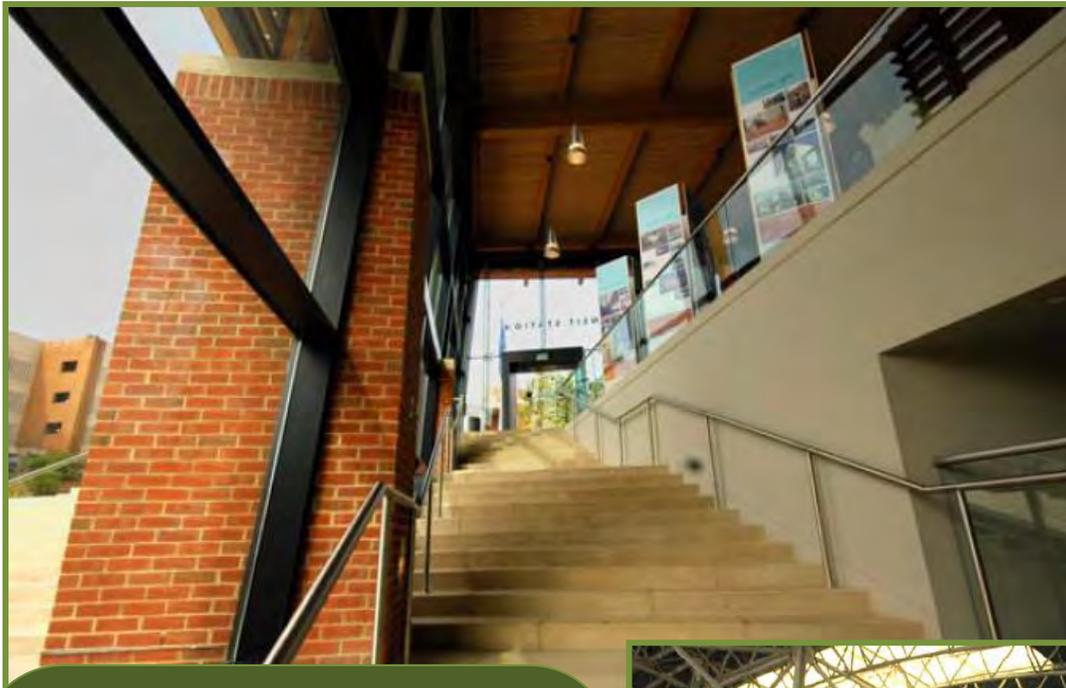
**Estimated Cost:**  
**\$25 million**

## WHAT IS IT?

C.K. Steele Plaza was completed in 1985, and while it was recently renovated, the facility is beginning to show its age. In addition, the plaza is also single-story single-use property which could be put to a much higher use in an area where multiuse projects are encouraged and foot traffic is high. Therefore, StarMetro has proposed redevelopment of the property into a multi-story/multi-use facility incorporating bus bays and other transit amenities indicative of a site important to transit operations. The site could include both commercial and office leasable space, and would be the hub of premium transit Downtown, as well as an intersecting stop for the Gaines to Midtown Trolley.

### Evaluation Criteria:

Provides Regional Impact / Geographic Equity	✓	Benefits the Environment	✓
Enhances Mobility	✓	Supports Economic Development / Revitalization	✓
Supports Recreation and Quality of Life	✓	On an Existing Master Plan or Blueprint List	✓
		Leverages Other Funds	✓



*At left is the entrance to the Downtown Transit Center in Charlottesville, Virginia*

*Below is the Charlotte Transit Center in Charlotte, North Carolina.*

*A state of the art redevelopment of C.K. Steel Plaza would be a hub for premium transit Downtown, but would also include StarMetro offices (currently located on Appleyard Drive) as well as leasable office and retail space. Relocating StarMetro offices would provide sorely needed opportunities to expand the Appleyard Maintenance Facilities.*



## WHY IS IT IMPORTANT?

**Benefits the Environment** – As a single-use facility, Steele Plaza does not encourage a variety of uses, but a redeveloped Steele Plaza would provide several walkable destinations that can reduce the number of trips people make by car.

**Provides Regional Impact / Geographic Equity** – People from all over the city currently transfer at the plaza and any improvements to the site would be enjoyed by a broad group of citizens.

**Enhances Mobility** – The inclusion of a day care and/or a grocery would vastly increase the mobility of StarMetro users because these uses would consolidate a trip that would otherwise take extra time.

**Supports Recreation and Quality of Life** – C.K. Steele Plaza is currently something of a blank space in the urban environment. Redeveloping it into an attractive, mixed-use facility would improve the vibrancy and quality of life for all residents and users of Downtown.

**Supports Economic Development / Revitalization** – Rebuilding the dated, single-use, and unattractive Steele Plaza would bring more energy and investment by directly employing more people in the leasable space, as well as by making the area more aesthetically appealing.

**On an Existing Master Plan or Blueprint List** – Redeveloping Steele Plaza has been on StarMetro's Transit Development Plan for nearly 20 years.

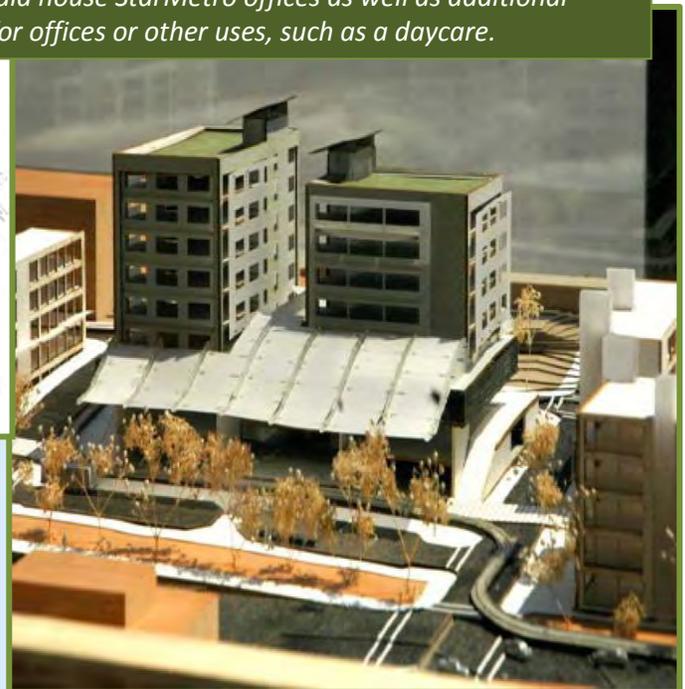
**Leverages Other Funds** – Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project, provided a local match is identified.

*Below, a three dimensional model of a potential C.K. Steele Redevelopment as it would appear from Tennessee Street.*

*Bottom is an elevation as the structure would appear from Adams St.*

*At left, an aerial rendering of the proposed redeveloped plaza.*

*On the ground floor would be the transit hub and retail space. The upper floors would house StarMetro offices as well as additional leasable space for offices or other uses, such as a daycare.*



**Program**  
**2b**

# *Moving People: Expand the Facility and Fleet*

**Estimated Cost:**  
*\$13.3 million*

## WHAT IS IT?

To make transit a viable option for people on tight schedules, service must be provided frequently and have hours of operation that allow flexible schedules. This means constantly seeking to expand the number of transit vehicles serving each route as well as extending the hours each route operates. The current administrative facility on Appleyard Drive, however, is at capacity and there is insufficient bus storage, office, garage, and parking space to increase the fleet beyond the current 70 fixed-route buses. It would cost approximately \$10,000,000 to expand the facility in order to add more vehicles. Additionally, six buses and four vans are requested to increase StarMetro's fleet. These additional vehicles and the additional operating funds would allow StarMetro to have a bus frequency of 30 minutes or better on most routes. Each bus costs approximately \$450,000 and each van costs \$150,000. The estimated capital cost for the new vehicles is \$3,300,000.

### 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 ✓



## WHY IS IT IMPORTANT?

**Benefits the Environment** – Additional bus capacity would add flexibility to the system and therefore encourage more people to use transit, reducing need for as many car trips and resulting emissions. New buses also have improved fuel economy and cleaner emissions.

**Provides Regional Impact / Geographic Equity** – The investment would increase frequencies and provide more travel options for all city residents.

**Enhances Mobility** – Travel times would be reduced as more vehicles enter service.

**Supports Recreation and Quality of Life** – An expanded fleet could provide additional service hours during nights and weekends, allowing access to more recreational sites and events.

**Supports Economic Development / Revitalization** – Additional bus capacity and higher frequencies would encourage high-density, mixed-use development near StarStops. This can already be seen in the new student housing built along the Seminole Express routes.

**Leverages Other Funds** – Increasing transit service and ridership overtime increases StarMetro's funding from FDOT and FTA. Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project provided a local match is identified.



*The existing maintenance facility at Appleyard Drive is at capacity. In order to expand the service to include more buses per hour and to offer more night and weekend routes, both facility expansion and more vehicles are needed. Provided service with shorter wait times and longer hours are key to making transit a flexible, desirable alternative to driving.*



**Program**  
**2c**

# Moving People: Build SuperStops

**Estimated Cost:**  
**\$9 million**

## WHAT IS IT?

Under the new decentralized system, transfers are no longer limited to a single point, but can occur anywhere routes intersect. Places where three or more routes intersect are ideal for SuperStops, which provide bus pull-ins, larger covered areas, restrooms and other amenities. StarMetro has planned three of these SuperStops at an estimated cost of \$9,000,000 (\$3,000,000 each). Each Super Stop fills a unique need. The Northwest stop provides a much-needed layover (restroom) point for coach operators as well as the customer amenities at a high-traffic location. The North Monroe stop safely facilitates transfers at a location where traffic patterns make transferring difficult, and the Orange Avenue stop will provide passenger comfort and a safety at a place with extraordinarily high ridership.

### Evaluation Criteria:

Provides Regional Impact / Geographic Equity	✓	Benefits the Environment	✓
Enhances Mobility	✓	Supports Economic Development / Revitalization	✓
Supports Recreation and Quality of Life	✓	On an Existing Master Plan or Blueprint List	✓
		Leverages Other Funds	✓



*Super Stops are designed to provide safe and pleasant facilities as customers wait to catch connecting routes. Each one includes such things as sheltered bus bays (top), covered walkways (bottom left) and restrooms (bottom right).*



## WHY IS IT IMPORTANT?

**Benefits the Environment** – SuperStops could promote walkable, high-density, mixed-use centers that encourage transit use over the automobile, which results in less fuel use, fewer emissions, and better air quality.

**Provides Regional Impact / Geographic Equity** – C.K. Steele Plaza in Downtown Tallahassee is currently the only place that has the amenities that would be included in a SuperStop. Satellite facilities with restrooms, covered waiting areas, and bus bays would support the new decentralized transit system.

**Enhances Mobility** – Additional route and transfer options would be available at nodes along the periphery of the city.

**Supports Recreation and Quality of Life** – SuperStops would improve quality of life by providing a comfortable waiting area with restrooms, a cashier's window, bike racks, etc.

**Supports Economic Development / Revitalization** – SuperStops could attract development around each station.

**On an Existing Master Plan or Blueprint List** – SuperStops are included in StarMetro's current Transit Development Plan.

**Leverages Other Funds** – Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project if a local match is identified. StarMetro will use its existing resources, grants, and partnerships to make sure all other stops in the system meet at least minimum standards and will seek to place shelters or other covering for at least 25% of the stops in the system.

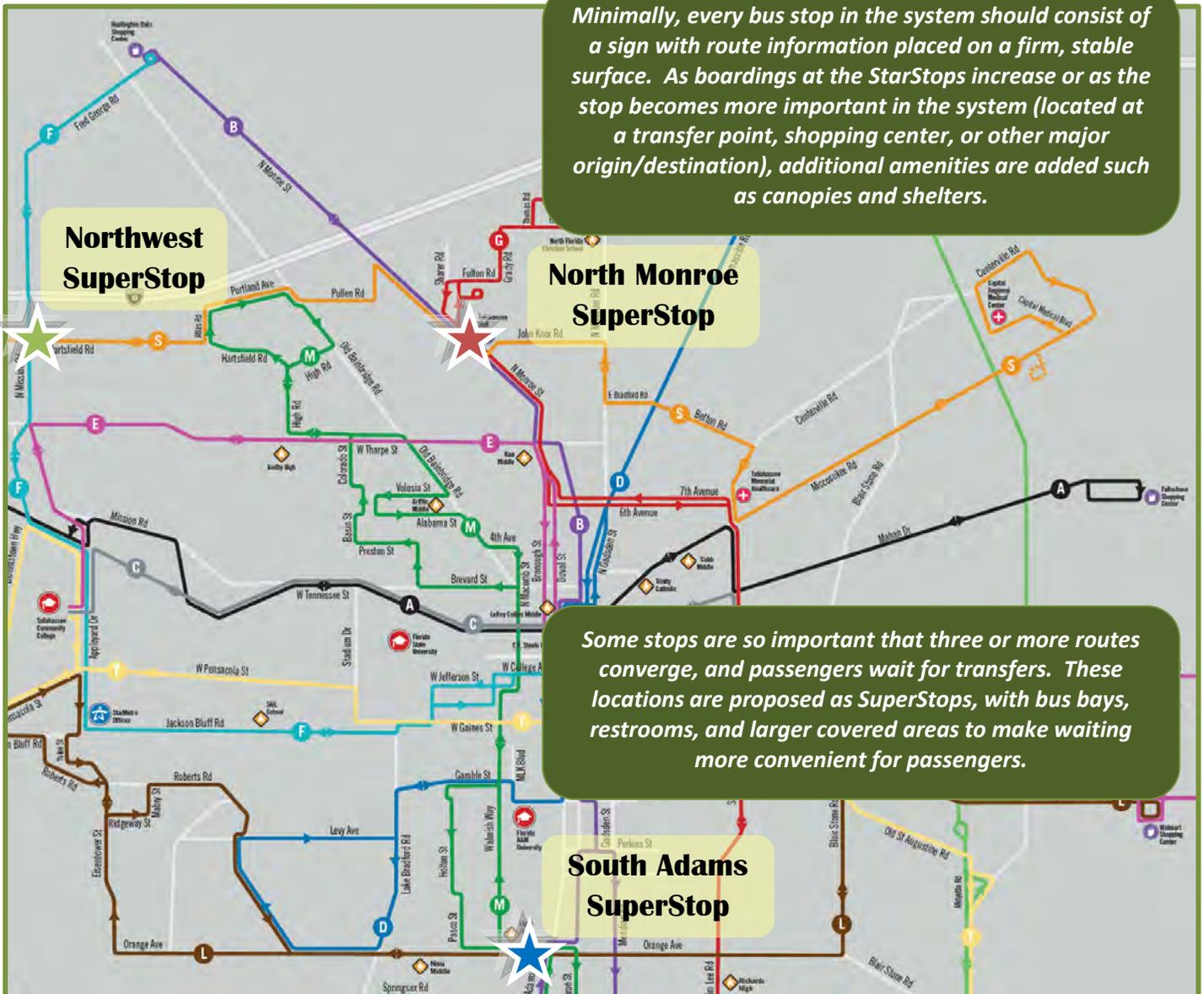
*Minimally, every bus stop in the system should consist of a sign with route information placed on a firm, stable surface. As boardings at the StarStops increase or as the stop becomes more important in the system (located at a transfer point, shopping center, or other major origin/destination), additional amenities are added such as canopies and shelters.*

**Northwest  
SuperStop**

**North Monroe  
SuperStop**

*Some stops are so important that three or more routes converge, and passengers wait for transfers. These locations are proposed as SuperStops, with bus bays, restrooms, and larger covered areas to make waiting more convenient for passengers.*

**South Adams  
SuperStop**



# Proposed Sales Tax Projects by the Community

**Project Name:** StarMetro: Bus Stop Enhancements (Project #31)

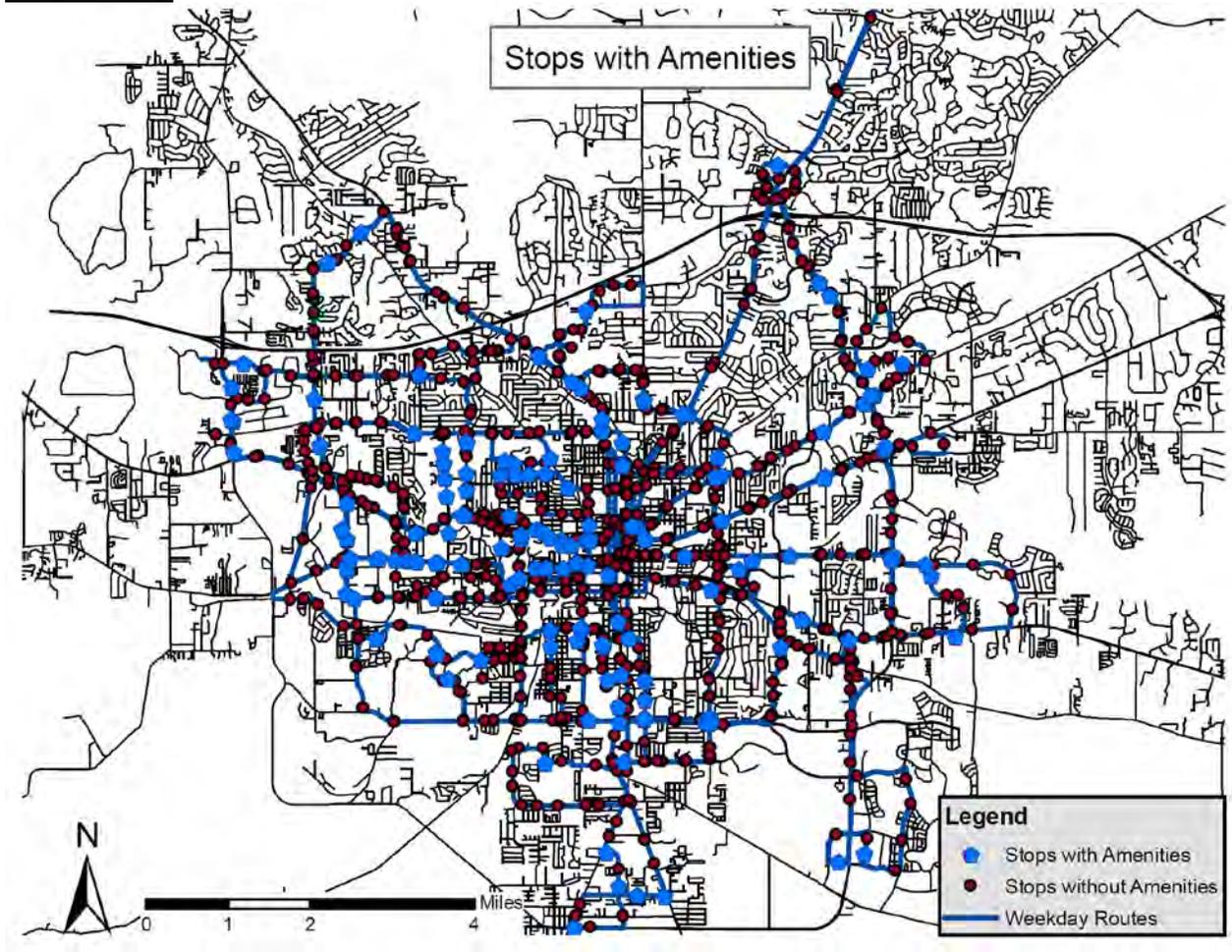
**Project Themes:**

- |  |   |
|--|---|
| <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 type="checkbox"/> Connectivity                                | <input type="checkbox"/> Gateways                     |

**Project Description:**

The City of Tallahassee is currently developing a capital plan to add more bus stop amenities throughout the system. Bus stop amenities provide enhanced levels of comfort for customers waiting for the bus. Such amenities may include a bus shelter, bench, trash can, solar lighting, or bike racks. Placement of amenities depends on many factors: such as minimum daily boardings, transfer locations, shopping centers, public offices, destinations for seniors and persons with disabilities, and areas with safety concerns. Currently, StarMetro has 917 bus stops with 202 (22% of stops) with or scheduled to have a shelter or a bench. The City recommends increasing the number of stops with a bench or a shelter to at least 50% of the system.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 46A

**Project Name:** Operating Costs for Parks Built with Blueprint 2000 Funds: County Portion

**Committee Recommendations:**

Tier I: \$12,000,000

Tier II: \$0

**Estimated Project Cost:** \$16,500,000

**Project Cost Notes**

The Committee recommended the allocation of \$20 million towards the operation and maintenance costs of parks built with Blueprint 2000 funds. The Committee directed that the funding should be proportionally allocated among the County and City. The County portion of operating costs for parks built with Sales Tax funds is 59%. The annual operating and maintenance cost for these parks is \$1.1 million.

**Executive Project Summary:**

As a result of the holistic infrastructure planning and sensitive land purchase program, Blueprint 2000 has purchased and participated in partnerships to acquire properties that are intended for park space in Leon County and the City of Tallahassee. These park spaces, and their associated operation/maintenance obligations, are turned over to the City and County at project completion. This project seeks funding for the operation of Parks built with Blueprint 2000 funds. This project description details the operating costs for the parks maintained by Leon County.

**Themes**

- |   |   |
|---|---|
| <input type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input 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**

Florida Statutes 212.055 (2) allows for a portion of the sales tax proceeds to be used for the operation and maintenance of parks and recreation programs or facilities which have been constructed with the proceeds of the sales tax throughout the duration of the sales tax levy. The statute states: "a county having a population greater than 75,000 in which the taxable value of real property is less than 60 percent of the just value of real property for ad valorem tax purposes for the tax year in which an infrastructure surtax referendum is placed before the voters, and the municipalities within such a county, may use the proceeds and interest of the surtax for operation and maintenance of parks and recreation programs and facilities established with the proceeds of the surtax throughout the duration of the surtax levy or while interest earnings accruing from the proceeds of the surtax are available for such use, whichever period is longer."

For the most recent year, the County's just value was \$23.54 billion and the taxable value was \$13.38 billion or 56.87%. Therefore, the County qualifies for sales tax proceeds to be used for the operation and maintenance of parks and recreation programs and facilities that were constructed with sales tax funds.

In Leon County, there are seven facilities open to the public which utilized sales tax funds for all or a portion of the costs to purchase or enhance the property including, Apalachee Regional Park, Jackson View, Lake Henrietta, Martha Wellman Park, Miccosukee Community Center, Woodville Community Center, and Woodville Community Park. Together, these facilities have an annual operating cost of

\$365,400 for only the sales tax funded portion. There are seven facilities that are not yet open to the public but were purchased or will utilize sales tax funds. These parks include Broadmoore Pond, Fred George Greenway, NE Community Park, Nusbickel Property, Okeeheepkee Prairie Park, Park Place PUD and the St, Marks Greenway. Together, these facilities have an estimated annual operating cost of \$700,600. The combined current and future annual operating cost of the park facilities in Leon County is estimated to be 1.1 million dollars.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
\$12,000,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# SALES TAX PROJECTS

**Project Number:** 46B

**Project Name:** Operating Costs for Parks Built with Blueprint 2000 Funds: City Portion

**Committee Recommendations:**

Tier I: \$8,000,000

Tier II: \$0

**Estimated Project Cost:** \$10,514,300

**Project Cost Notes**

The Committee recommended the allocation of \$20 million towards the operation and maintenance costs of parks built with Blueprint 2000 funds. The Committee directed that the funding should be proportionally allocated among the County and City. The City portion of operating costs for parks built with Sales Tax funds is 41%. The annual operating and maintenance cost of these parks is \$687,200.

Tier 1 funding is \$8 million.

**Executive Project Summary:**

As a result of the holistic infrastructure planning and sensitive land purchase program, Blueprint 2000 has purchased and participated in partnerships to acquire properties that are intended for park space in Leon County and the City of Tallahassee. These park spaces, and their associated operation/maintenance obligations, are turned over to the City and County at project completion. This project seeks funding for the operation and maintenance of parks built with Blueprint 2000 funds. This project description details the operating costs for the parks maintained by The City of Tallahassee.

**Themes**

- |   |   |
|---|---|
| <input type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input 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**

Florida Statutes 212.055 (2) allows for a portion of the sales tax proceeds to be used for the operation and maintenance of parks and recreation programs or facilities which have been constructed with the proceeds of the sales tax throughout the duration of the sales tax levy. The statute states: "a county having a population greater than 75,000 in which the taxable value of real property is less than 60 percent of the just value of real property for ad valorem tax purposes for the tax year in which an infrastructure surtax referendum is placed before the voters, and the municipalities within such a county, may use the proceeds and interest of the surtax for operation and maintenance of parks and recreation programs and facilities established with the proceeds of the surtax throughout the duration of the surtax levy or while interest earnings accruing from the proceeds of the surtax are available for such use, whichever period is longer."

For the most recent year, the County's just value was \$23.54 billion and the taxable value was \$13.38 billion or 56.87%. Therefore, the County qualifies for sales tax proceeds to be used for the operation and maintenance of parks and recreation programs and facilities that were constructed with sales tax funds.

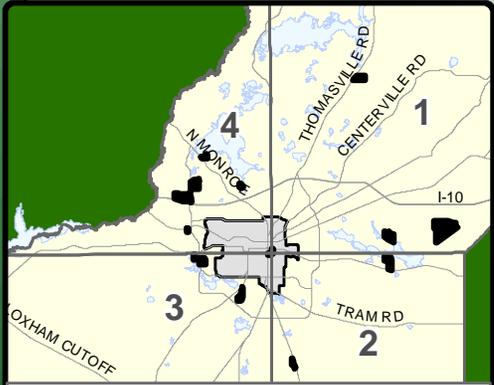
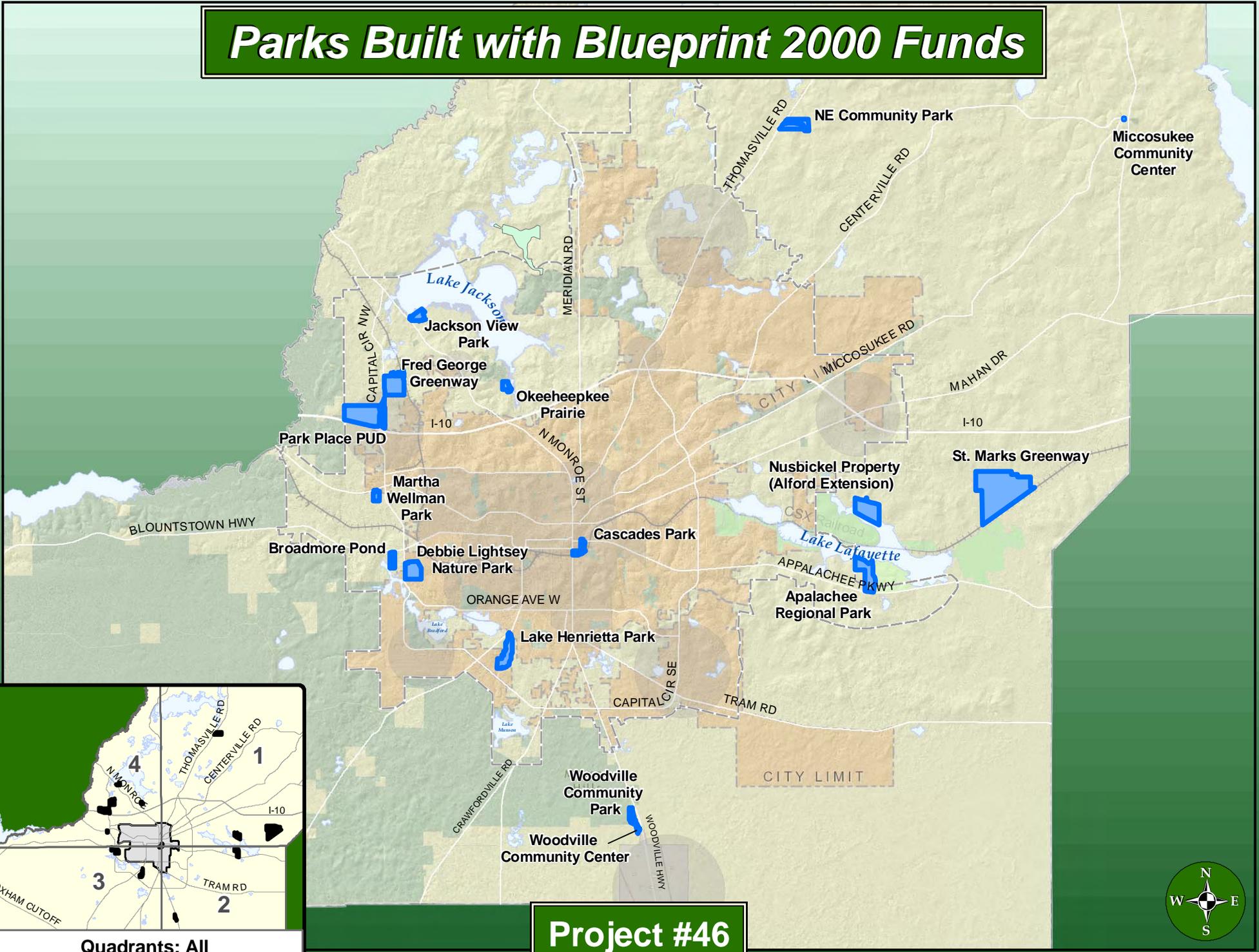
In the City of Tallahassee, there are two facilities that are not yet open to the public but were purchased with sales tax funds. These parks include Cascades Park and the Debbie Lightsey Nature Trail. The City of Tallahassee will maintain and operate Cascades Park and Debbie Lightsey Nature Trail. The annual

operating and maintenance of Cascades Park is \$687,200 plus a one time one-time, non-recurring start-up budget of \$205,600 for equipment.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
\$8,000,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Parks Built with Blueprint 2000 Funds



Quadrants: All

**Project #46**





## Proposed Sales Tax Projects by the Community

**Project Name:** Operating Costs for Parks Built with Blueprint 2000 Funds (Project #73)

**Project 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"/> Water Quality                    | <input type="checkbox"/> Vertical Infrastructure      |
| <input type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Project Description:**

Florida Statutes 212.055 (2) allows for a portion of the sales tax proceeds to be used for the operation and maintenance of parks and recreation programs or facilities which have been constructed with the proceeds of the sales tax throughout the duration of the sales tax levy. The statute states:

“a county having a population greater than 75,000 in which the taxable value of real property is less than 60 percent of the just value of real property for ad valorem tax purposes for the tax year in which an infrastructure surtax referendum is placed before the voters, and the municipalities within such a county, may use the proceeds and interest of the surtax for operation and maintenance of parks and recreation programs and facilities established with the proceeds of the surtax throughout the duration of the surtax levy or while interest earnings accruing from the proceeds of the surtax are available for such use, whichever period is longer.”

For the most recent year, the County’s just value was \$23.54 billion and the taxable value was \$13.38 billion or 56.87%. Therefore, the County qualifies for sales tax proceeds to be used for the operation and maintenance of parks and recreation programs and facilities that were constructed with sales tax funds.

**Project Map:**

N/A

# SALES TAX PROJECTS

**Project Number:** 47

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

**Committee Recommendations:**

Tier I: \$500,000

Tier II: \$0

**Estimated Project Cost:** \$500,000

**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                     |

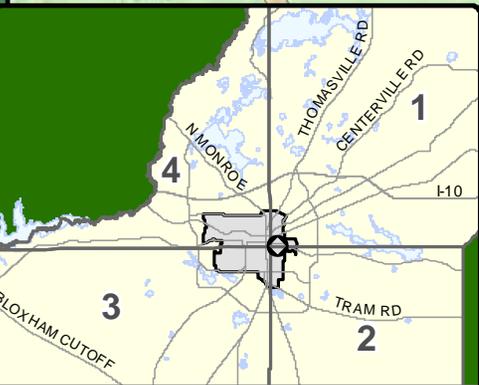
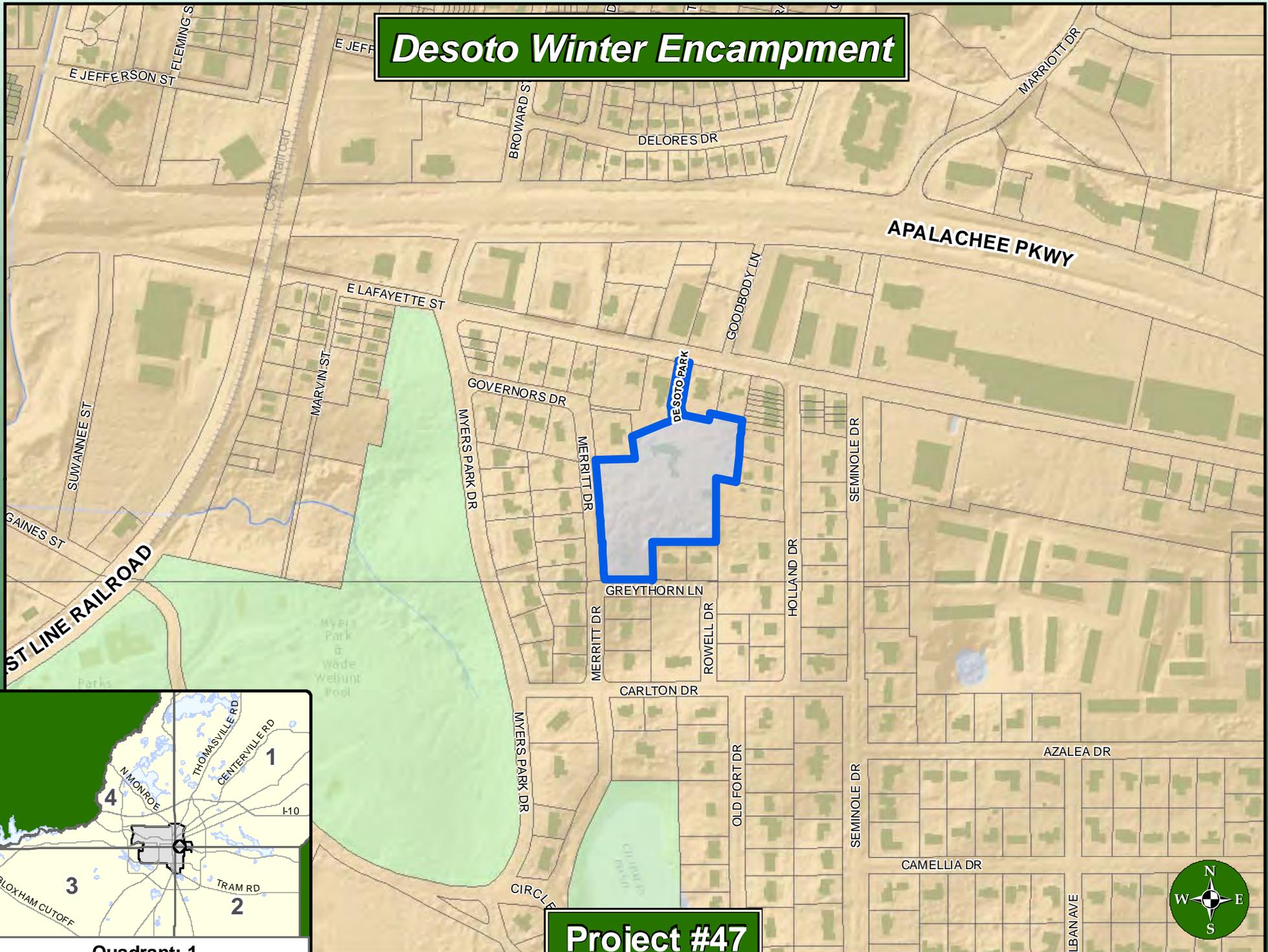
**Detail Project Description**

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
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
\$500,000	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 as submitted by the City*)

**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:

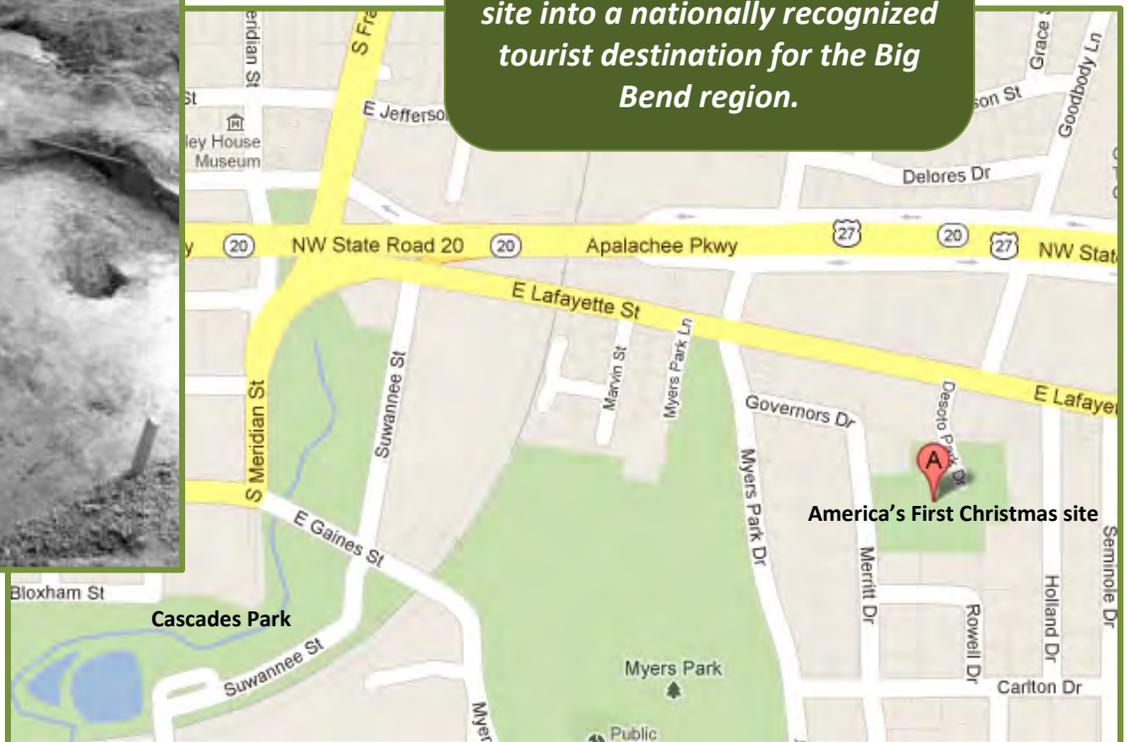
Provides Regional Impact / Geographic Equity ✓  
Enhances Mobility ✓  
Supports Recreation and Quality of Life ✓

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)

*The City, partnering with the State and County, can develop the America's First Christmas site into a nationally recognized tourist destination for the Big Bend region.*



## **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.*



# SALES TAX PROJECTS

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**Project Number:** 48

**Project Name:** Northeast Park

**Committee Recommendations:**

Tier I: \$10,000,000

Tier II: \$0

**Estimated Project Cost:** \$13,200,00

**Project Cost Notes**

The Committee recommends the allocation of \$10 million towards the development of the Northeast Park.

**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 checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality       |
| <input type="checkbox"/> Sense of Community                          | <input checked="" type="checkbox"/> Ecotourism/Parks        |
| <input type="checkbox"/> Environmental/Water Quality                 | <input checked="" 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.

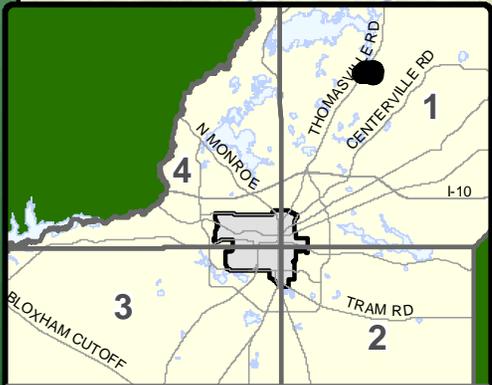
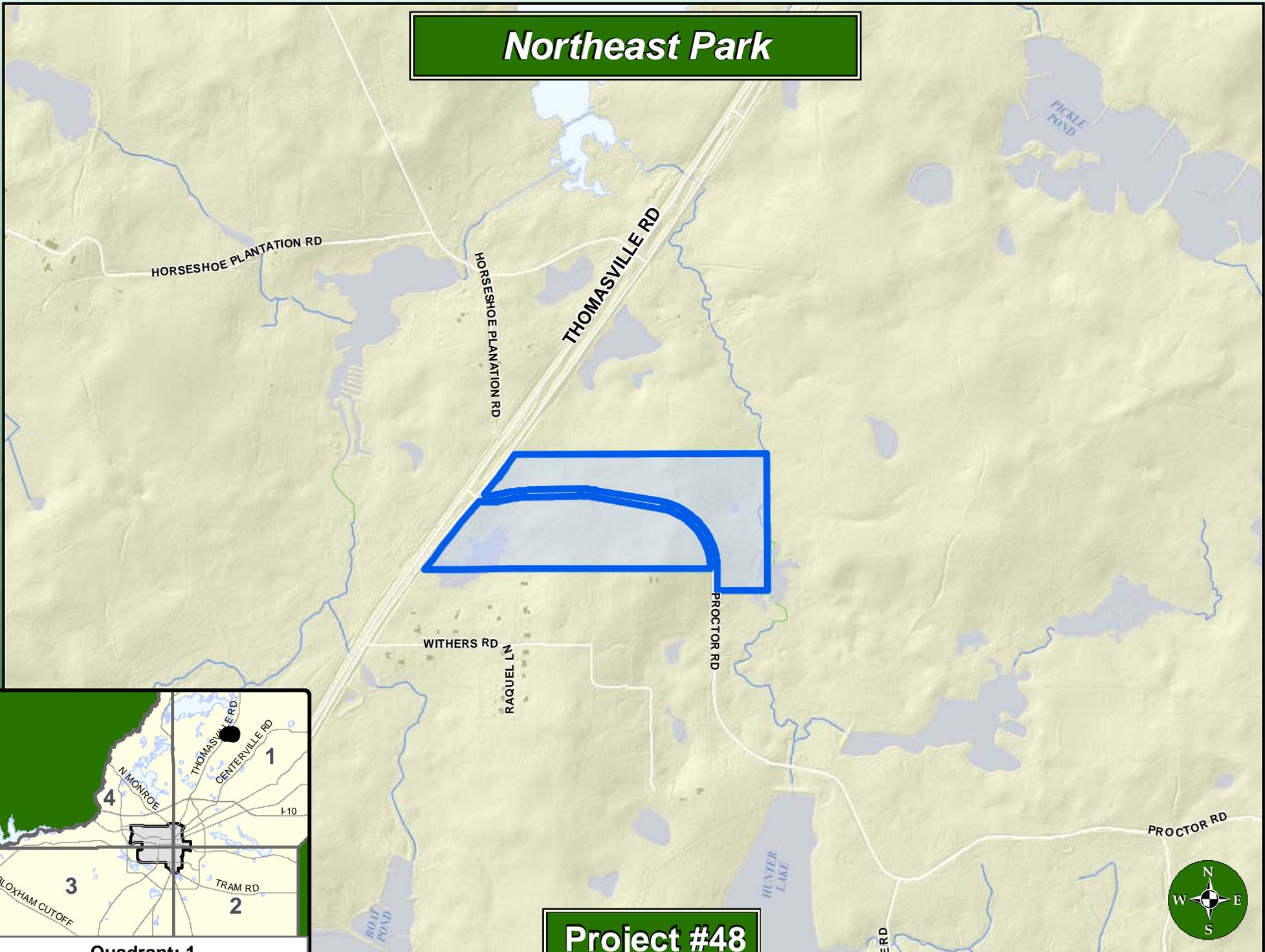
This project also includes the realignment and paving of Proctor Road within the confines of the park

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
\$11,700,000	Ecotourism/Parks
\$1,500,000	Vertical Infrastructure
	Gateways

# Northeast Park



Quadrant: 1

## Project #48



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 as submitted by the County*)

# 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**

Page 2

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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

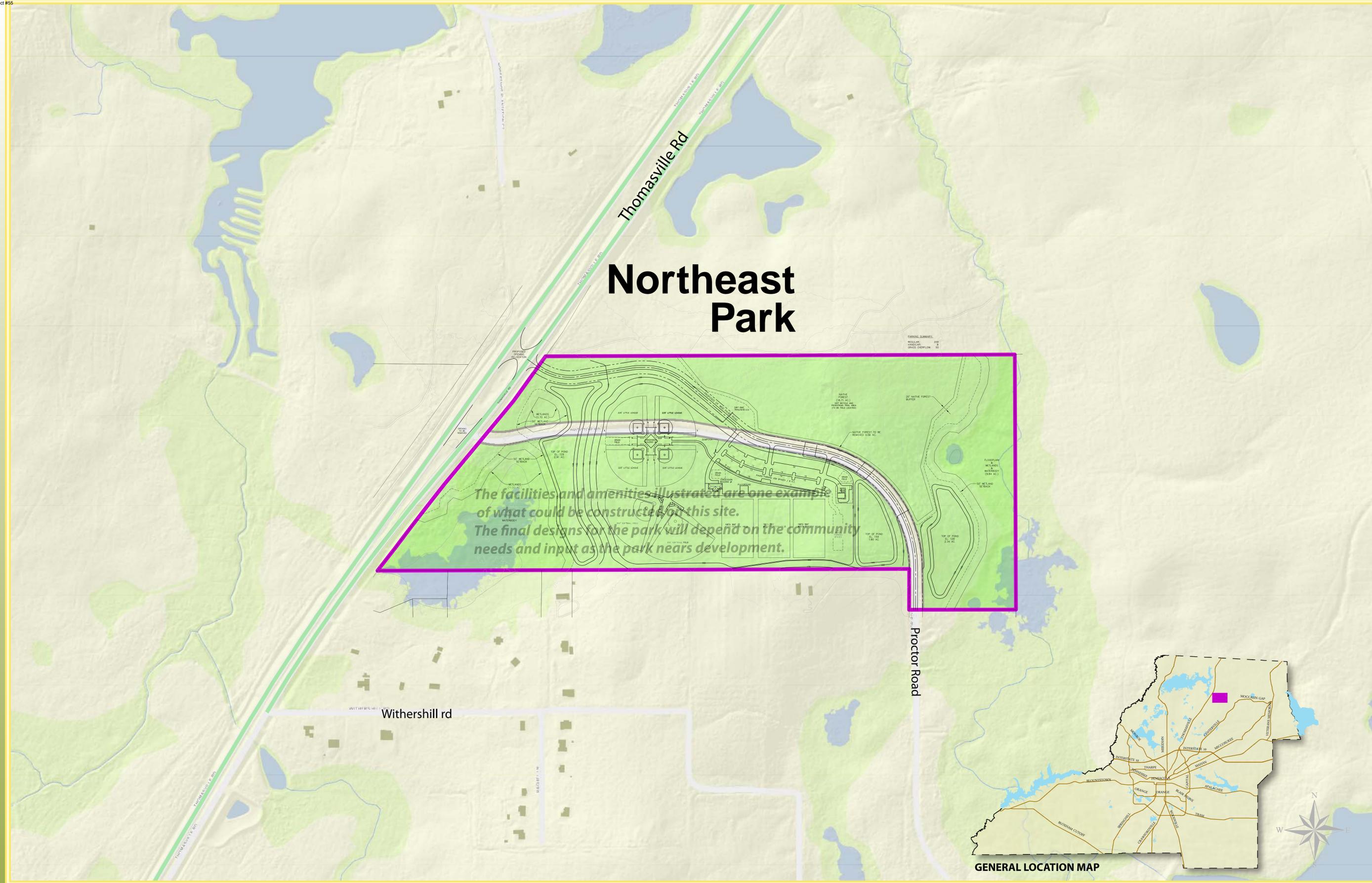
Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

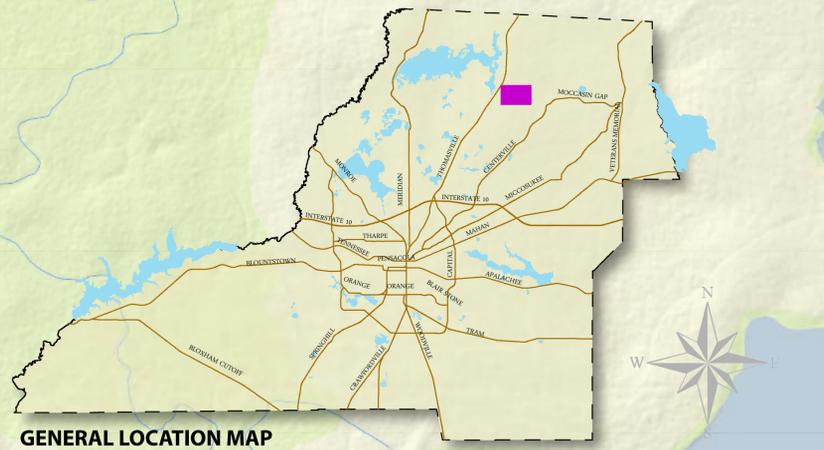
Transportation Capacity Improvements: N/A

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                |
| <input checked="" type="checkbox"/> Connectivity         | <input checked="" type="checkbox"/> Core Infrastructure                      |
| <input type="checkbox"/> Complements BP2000 Project      |  |



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

# SALES TAX PROJECTS

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**Project Number:** 49

**Project Name:** Water Quality/Stormwater Funding

**Committee Recommendations:**

Tier I: \$85,000,000

Tier II: \$0

**Estimated Project Cost:** \$201,000,000

**Project Cost Notes**

The Committee recommended that \$85 million dollars of sales tax proceeds be set aside to address water quality issues in Leon County.

**Executive Project Summary:**

On June 13, 2013, the Committee recommended that eighty-five million dollars of sales tax proceeds be set aside to address water quality issues in Leon County. Stormwater and water quality enhancements are an important role in preserving and enhancing Leon County's natural environment. This project seeks to improve water quality across the County, while respecting and improving sensitive land and bodies of water surrounding our community.

**Themes**

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

**Detail Project Description**

During the June 13, 2013 Sales Tax Committee meeting, the Committee recognized the importance of water quality and the significant impact it has on our community. The Committee decided to set aside \$85 million funding for water quality projects. The Committee recommended that consideration for funding be given to the following projects 30, 36, & 38-45. The Committee agreed to defer the final funding decision on all water quality projects to the Blueprint Intergovernmental Authority.

List of previous projects included in Project 49:

- Project 11: Lake Lafayette and St. Marks Regional Linear Park (\$2.2 million for Stormwater)
- Project 30: Weems Road Flood Control
- Project 36: Killlearn Estates Freshwater Restoration Project
- Project 38: Downtown Stormwater Improvements
- Project 39: Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area
- Project 40: Woodville Water Quality
- Project 41: Oak Ridge Sewer Project
- Project 42: Centerville Trace Water Resources
- Project 43A: Alternatives to Central Sewer in Harbinwood Estates: Decentralized Cluster System
- Project 43B: Alternatives to Central Sewer in Harbinwood Estates: Advanced Wastewater Treatment Plant
- Project 44: Lake Jackson Preservation and Mobility Enhancements
- Project 45: Sewer Hookups Incentive Program

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$201,000,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

Previous Project Information for:

## **Project #49**

# **Water Quality Program**

Note: During the June 13, 2013 Sales Tax Committee meeting, the Committee recognized the importance of water quality and the significant impact it has on our community. The Committee decided to set aside \$85 million funding for water quality projects. The Committee has recommended that the following projects be considered for funding and defer the final funding decision to the Blueprint Intergovernmental Authority.

Project Name: Lake Lafayette and St. Marks Regional Linear Park (*Project #11 as submitted by the County*)

Weems Road Flood Control (*Project #30 as submitted by BP2000*)

Killearn Estates Freshwater Restoration Project (*Project #36 as submitted by the Community*)

Downtown Stormwater Improvements (*Project #38 as submitted by the Community*)

Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (*Project #39 as submitted by the Community*)

Woodville Water Quality (*Project #40 as submitted by the County*)

Oak Ridge Sewer Project (*Project #41 as submitted by the Community*)

Centerville Trace Water Resources (*Project #42 as submitted by the County*)

Alternatives to Central Sewer in Harbinwood Estates: Decentralized Cluster System (*Project #43A*) and Advanced

Previous Project Information for:

Wastewater Treatment Plant (*Project #43B*) (*as submitted by the Community*)

Lake Jackson Preservation and Mobility Enhancements  
(*Project #44 as submitted by the County*)

Sewer Hookups Incentive Program (*Project #45 as submitted by the County*)

# SALES TAX PROJECTS

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**Project Number:** 11

**Project Name:** Lake Lafayette & St. Marks Regional Linear Park

**Committee Recommendations:**

Tier I: Water Quality Bucket\*

Tier II: \$13,616,640

**Estimated Project Cost:** \$15,816,640

**Project Cost Notes**

The Committee recommended that \$13,616,640 be placed into Tier 2 for connectivity and recreation amenities.

\*In addition, the Committee recommended that the stormwater aspect of this project (\$2,200,000) be placed into Project #49: Water Quality and Stormwater Funding.

The trail expenses are based on the Greenways Master Plan.

**Executive Project Summary:**

This project provides connectivity by linking the public recreation lands that encompass more than 7,200 acres east of Capital Circle SE with trails and board walks, many of which are identified in the Greenway Master Plan.

Additional recreational facilities will be constructed at Tom Brown Park and the St. Marks Headwaters. Ecosystem restoration will be achieved through stream restoration, stormwater retrofit, and exotic/invasive plant management on the public lands. Critical floodwater analysis of the St. Marks River and Lafayette Basin system will assist residents as well as protect the proposed facilities. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park as well as incorporate ecosystem restoration through the removal of invasive and exotic vegetation.

The project also funds the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County from the federal government. Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space.

Finally, this project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins which has the potential to provide flood insurance relief to property owners east of Chaires Crossroad.

**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 checked="" type="checkbox"/> Environmental/Water Quality | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

The proposed improvements for this project include the following:

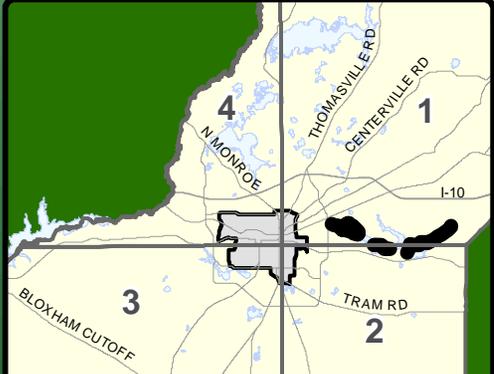
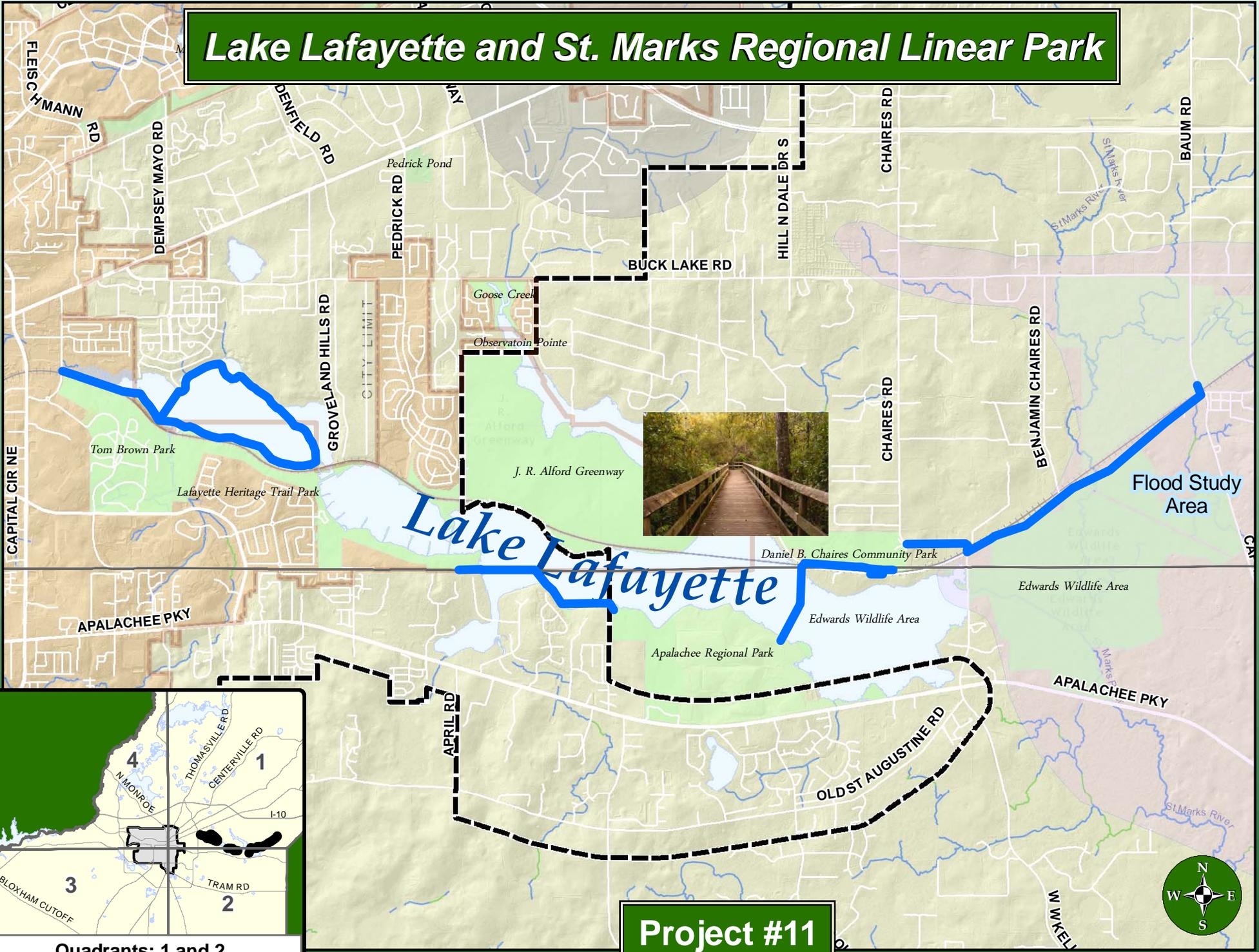
- Providing off-road trails from Upper Lake Lafayette to St. Marks Headwaters.

- Adding stormwater treatment facilities in Tom Brown Park.
- Construction of boardwalk across the lake from the Apalachee Regional Park will provide access to Lower Lake Lafayette wetlands. This project provides critical connectivity by linking Upper Lake Lafayette east to the St. Marks Headwater with trails and board walks. The construction of a boardwalk spanning the lake from the Apalachee Regional Park north to the Road to the Lake and ends at the Lake landing provides unprecedented access to the unique Lower Lake Lafayette wetlands.
- Construction of Goose Creek Trailhead and link to Nusbickel site;
- Trailhead enhancements in the St. Marks Headwaters include parking, canoe launching and educational features. This project significantly advances the implementation of the Lake Lafayette Greenway and the St. Marks Greenways identified in the Master Plan.
- Construction of additional ball field at Tom Brown Park.
- Analysis of floodwaters generated in the St. Marks and Lafayette basins to protect proposed improvements. This project conducts critical analysis of the floodwaters generated in the St. Marks and Lafayette basins to protect the residents in this area, and properly place the proposed amenities. The study also has the potential to provide flood insurance relief to property owners east of Chaires Crossroad.
- Ecosystem restoration by linking City, County, State, and Federal property and removing exotic and invasive vegetation during the construction of the trail network.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$2,200,000	Environmental/Water Quality
\$10,316,640	Connectivity
	Economic Vitality
\$3,300,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Lake Lafayette and St. Marks Regional Linear Park



Quadrants: 1 and 2

Project #11



Previous Project Information for:

# **Project #11**

## **Lake Lafayette and St. Marks Regional Linear 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: Lake Lafayette and St. Marks Linear Regional Park (*Previously Project #52 as submitted by the County*)

Phase II – Eastern Leon County Groundwater and Floodplain Protection (*Previously Project #8 as submitted by BP2000*)

## Proposed Project for the Sales Tax Extension

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

**Estimated Project Cost: \$18.3 million**

### **Project Criteria:**

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

### **Project Description:**

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

The proposed improvements for this project include the following:

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

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

Page 2

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### **Project Detail Criteria:**

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

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

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

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

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

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

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

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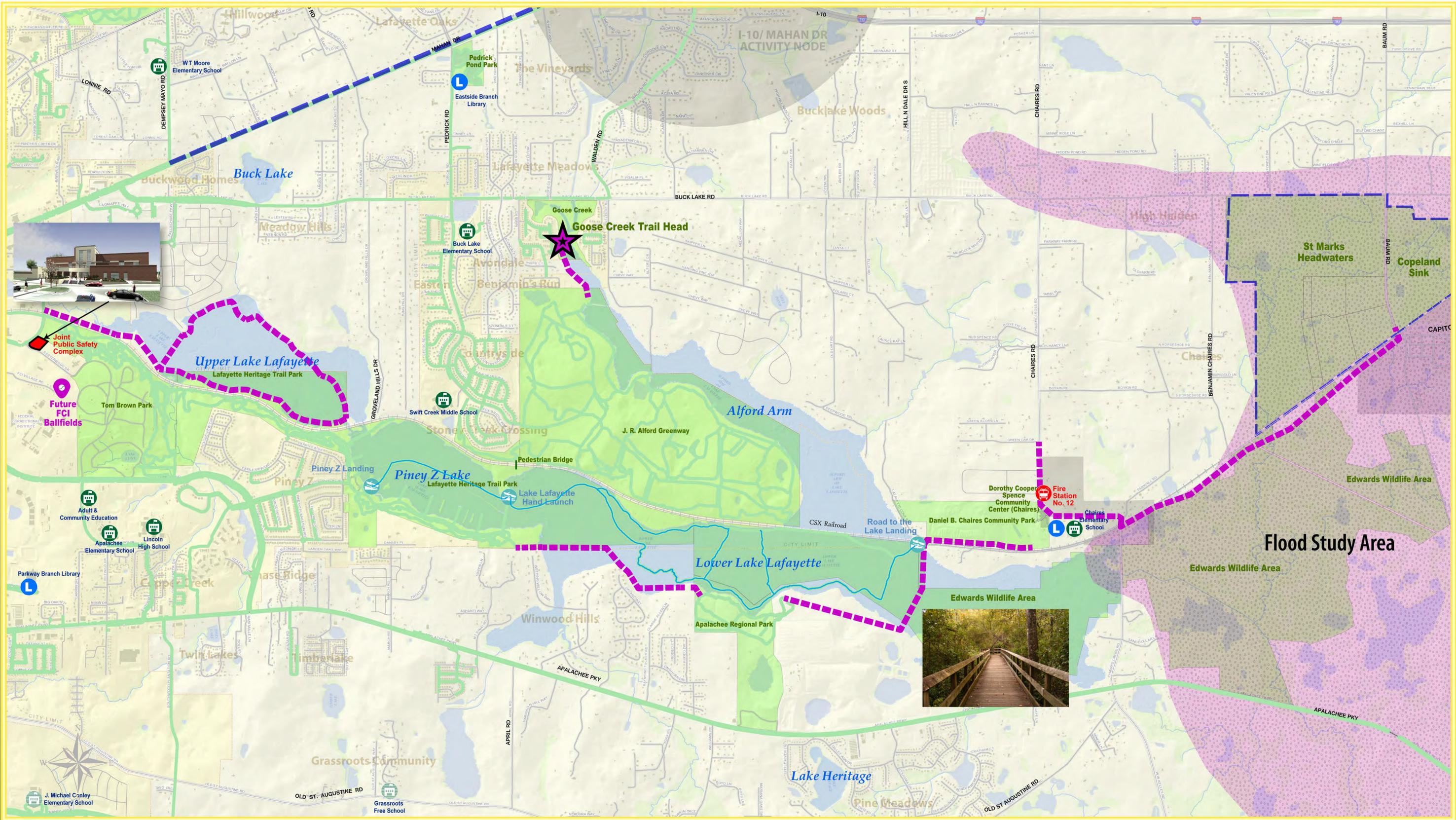
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*Water Quality Enhancements and Green Infrastructure:* This project by linking City, County, State, and Federal property. Invasive and exotic vegetation will be removed during the construction of the trail network. Stormwater treatment will be pursued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

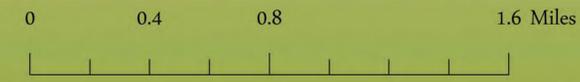
*Stormwater/Sewer Capacity Improvements:* This project conducts critical analysis of the floodwaters generated in the St. Marks and Lafayette basins to protect the residents in this area, and properly place the proposed amenities. The study also has the potential to provide flood insurance relief to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

*Transportation Capacity Improvements:* N/A

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



# Lake Lafayette and St. Marks Regional Linear Park



<b>Legend</b>		<b>Lake Lafayette and St. Marks Linear Regional Park Project Criteria:</b>	
Existing Sidewalks, Bike Routes Park Trails	Proposed Trails	Comprehensive Plan	Water Quality Enhancements & Green Infrastructure
Flood Study Area	Blueprint 2000 Projects	Regional Mobility	Stormwater/Sewer Capacity Improvements
Parks	Canoe Trails	Greenway Master Plan	Transportation Capacity Improvements
		Connectivity	Core Infrastructure
		Complements BP2000 Project	

LEON COUNTY  
FLORIDA

TALLAHASSEE-LEON COUNTY  
**PLANNING DEPARTMENT**  
PLACE - PLANNING LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

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# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Phase II-Eastern Leon County Groundwater and Floodplain Protection (Blueprint 2000 Map 7)

**Project Themes:**

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

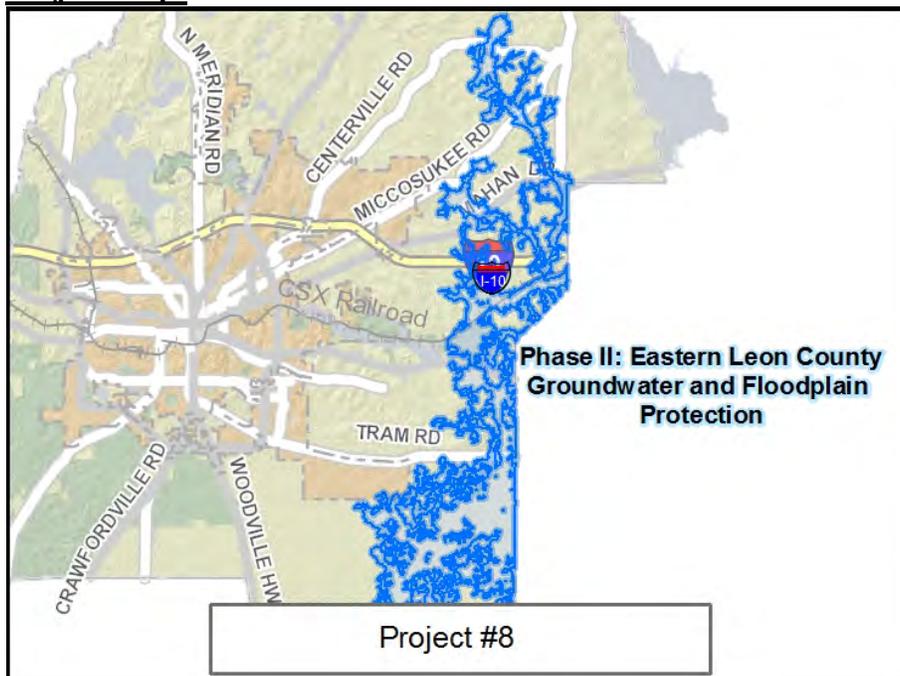
**Project Description:**

The primary benefit of this project is the continuation of efforts for groundwater protection and the preservation of extensive floodplains and wetlands east of the Interstate 10/Mahan Drive interchange. Addressing the need to protect groundwater now will avoid future flooding problems associated with new development in the area, and will preserve the quality of the headwaters of the St. Marks Rivers as well as the community's drinking water. Only passive storage and biological treatment of stormwater are proposed in this project.

This project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins. Using the results of this analysis, targeted acquisitions of floodplain may be necessary to achieve appropriate levels of flood attenuation and water quality treatment to ensure that stormwater entering the sink complexes has been treated to eliminate and potential impacts to groundwater.

Greenways should contain and connect the greatest number of environmentally sensitive areas east of the Interstate 10/Mahan Drive interchange including those owned by the Florida Department of Environmental Protection. The development of trail heads and trail crossings for greenways is a project component. Spatial extent of greenways should be adequate to ensure buffers for habitat value and sufficient biological treatments of stormwater runoff from adjoining lands prior to discharge to water courses, ponds or sinkholes.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 30

**Project Name:** Weems Road Flood Control

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$7,800,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

This project calls for the reconstruction of 0.80-miles of Weems Road from Mahan Drive to Easterwood as an urban street with curb and gutters, sidewalks, and bike lanes to meet current pedestrian and street safety standards. In addition, water quality enhancement will be accomplished through the elevation of Weems Road to prevent flooding and culvert enlargement in order to preserve and protect Lake Lafayette.

**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 checked="" type="checkbox"/> Environmental/Water Quality      | <input type="checkbox"/> Vertical Infrastructure      |
| <input checked="" type="checkbox"/> Connectivity                     | <input type="checkbox"/> Gateways                     |

**Detail Project Description**

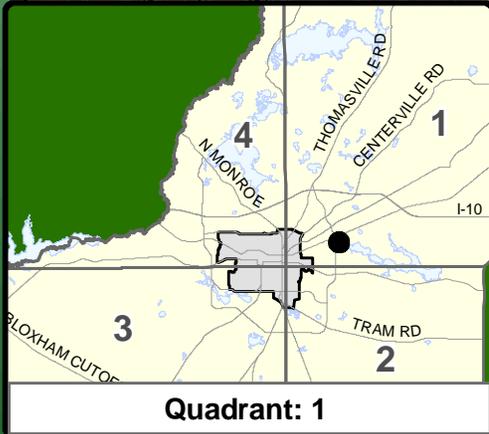
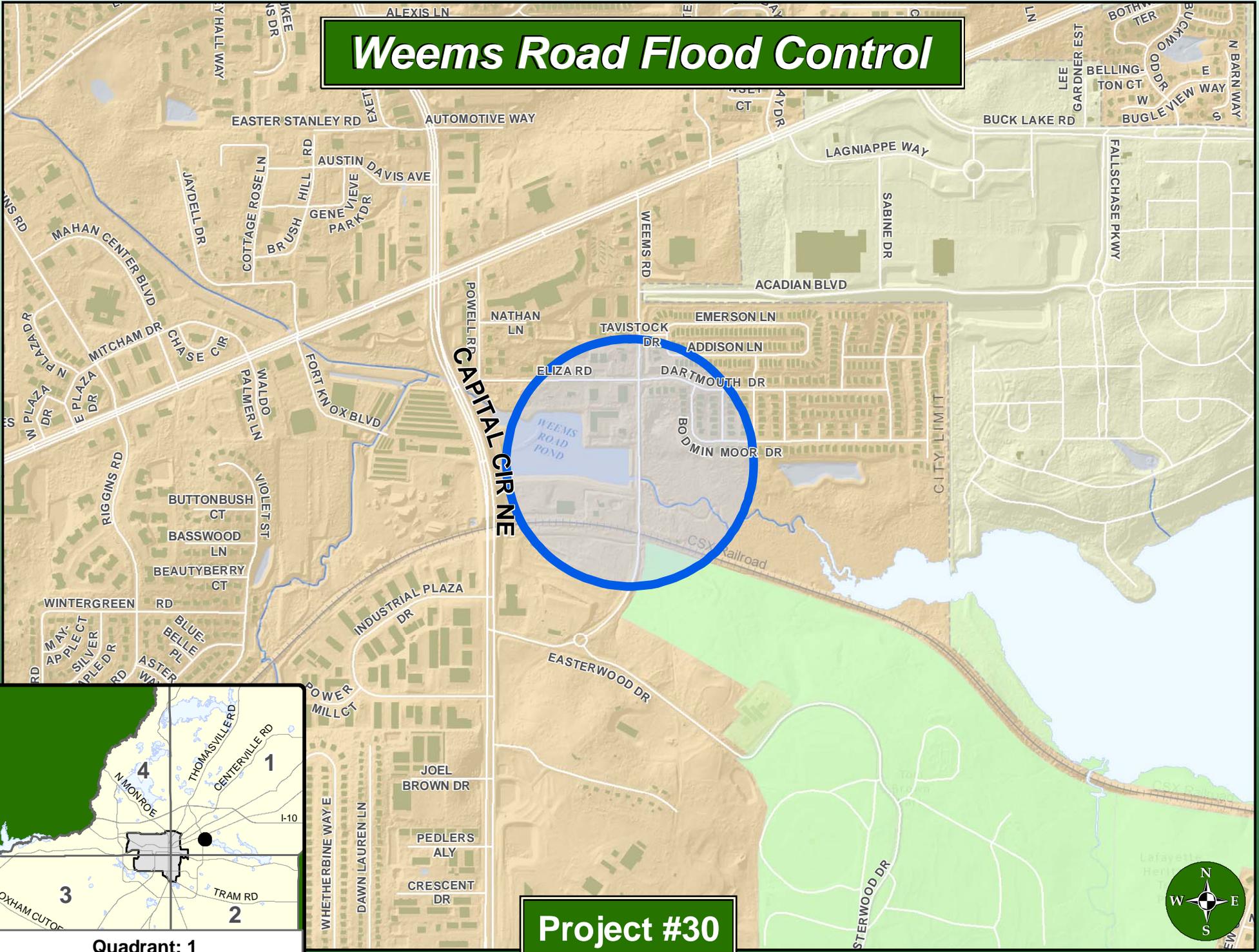
This project calls for the reconstruction of 0.80-miles of Weems Road from Mahan Drive to Easterwood as an urban street with curb and gutters, sidewalks, and bike lanes to meet current pedestrian and street safety standards. In addition, water quality enhancement will be accomplished through the elevation of Weems Road to prevent flooding and culvert enlargement in order to preserve and protect Lake Lafayette.

The sidewalks and bike lanes will allow non-motorized connections from the area's residential neighborhoods to the Commercial centers on Mahan Drive to the north and the recreational opportunities associated with Tom Brown Park to the south. As such, the enhancements will improve the multi-modal efficiency in the area including and surrounding the intersection of Weems Rd. and Mahan Drive, a state-owned road.

**Cost By Themes**

2,300,000	Regional Mobility/Transportation
	Sense of Community
2,500,000	Environmental/Water Quality
3,000,000	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Weems Road Flood Control



**Project #30**



Previous Project Information for:

# **Project #30**

## **Weems Road Flood Control**

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: Lake Lafayette Basin Stormwater Improvements and Trailhead Developments (*Previously Project #6 as submitted by BP2000*)

# Blueprint 2000

## Proposed Sales Tax Projects

**Project Name:** Lake Lafayette Basin Stormwater Improvements and Trailhead Developments  
(Blueprint 2000 Map 6)

**Project Themes:**

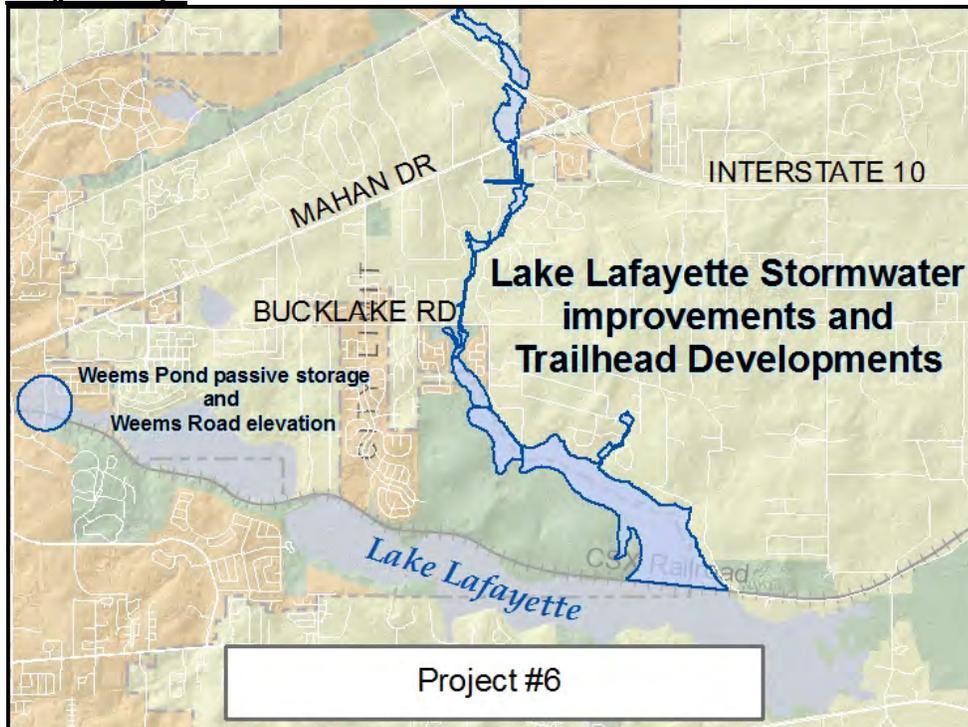
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community                          | <input checked="" type="checkbox"/> Ecotourism/Parks  |
| <input checked="" type="checkbox"/>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

**Project Description:**

The primary benefits of this project are significant additions to the regional greenway network and stormwater retrofit to enhance water quality in the Lake Lafayette Basin. The greenway system within this map will include new connections between Goose Pond Trail, Lake Lafayette Heritage Trail and Alford Arm Properties and the Miccosukee Canopy Road Greenway. The stormwater retrofit will primarily occur in Tom Brown Park.

Currently the Goose Pond Trail shared use path ends east of the Mahan Drive/Capital Circle NE intersection. The project proposes to extend the shared-use path to Dempsey Mayo Road where the current shared use path along Mahan Drive begins. This plan also proposes the extension of the Mahan Drive shared use path eastward from Vineland Drive to Walden Road. Connection north to the Miccosukee Greenway from Mahan Drive can be accomplished through a shared use path along Thornton Road. Connection south from Mahan Drive to the JR Alford Greenway can be made via Pedrick Road and Buck Lake Road to the Goose Creek County Park. Trail crossings at roadways may need either to be established or enhanced. Weems Road will need to be elevated to prevent flooding and culverts will need to be enlarged in order to preserve and protect Lake Lafayette

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 36

**Project Name:** Killlearn Estates Freshwater Restoration Project

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$10,000,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

Killlearn Homeowners Association (KHA) has requested \$10M from the Sales Tax Committee for the City of Tallahassee to restore and protect Lake Killlearn and Lake Hancock. COT has a MS4 permit from State to utilize these lakes, which are privately owned by KHA, for stormwater. The two specific issues that surround these water bodies pertain to the lakes' aesthetics and water quality. KHA is interested in resolving both issues with the requested \$10M.

**Themes**

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

**Detail Project Description**

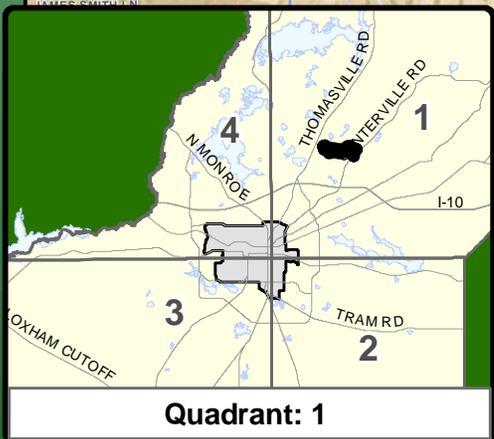
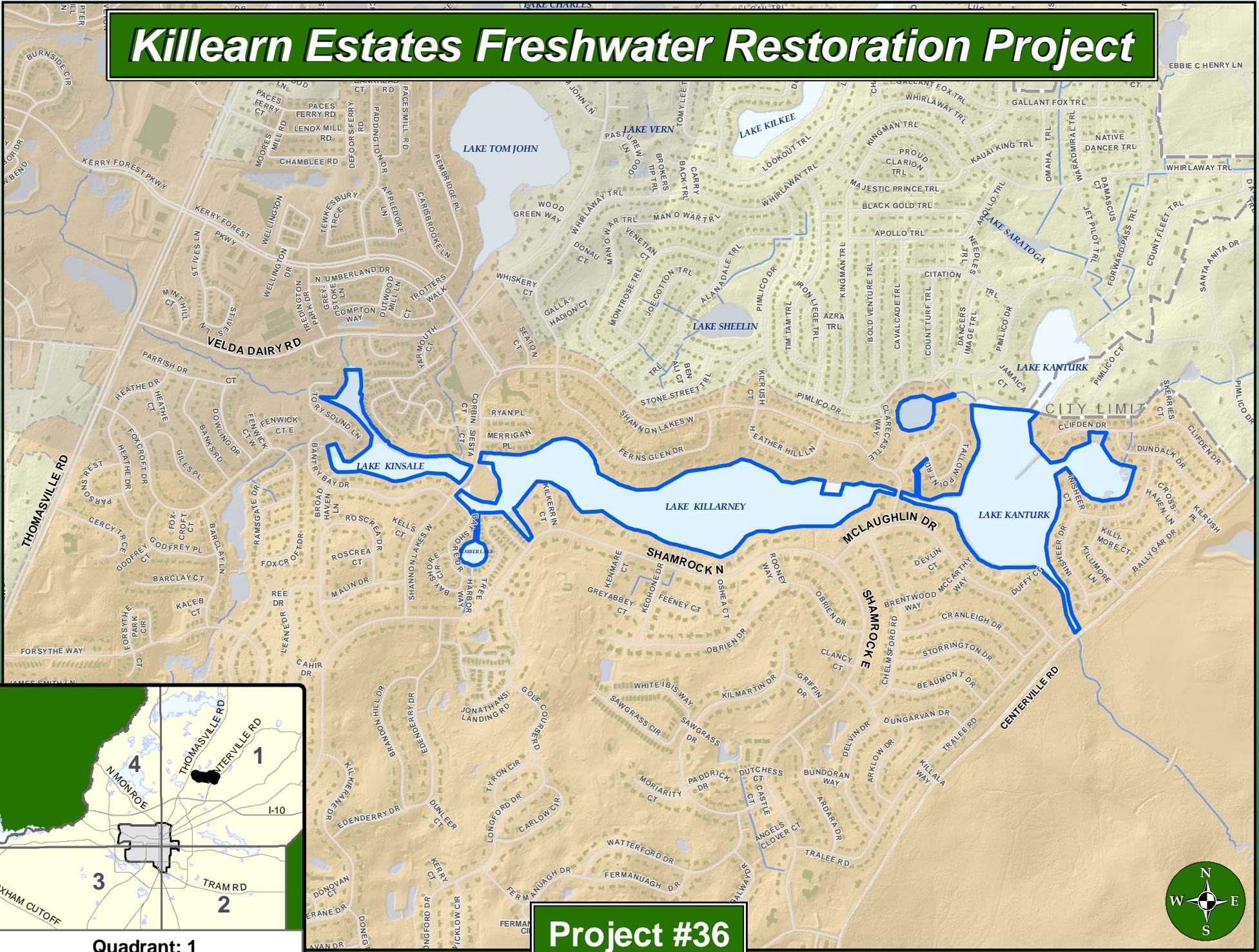
The proposed project would consist of building upstream treatment ponds as necessary to improve the water quality, while also removing sediments and over-excavating these lakes so as to create a permanent pool of water. A draft report from Florida Department of Environmental Protection (FDEP) has preliminarily identified these lakes as Impaired Water Bodies (water bodies of high pollutant levels). The City of Tallahassee is currently disputing that classification and working closely with FDEP to properly identify the pollutant levels and determining the appropriate corrective action, if any, needed to ensure the ponds' water quality.

The City staff does not support this request because the ponds are privately owned and the objectionable fluctuation in the pool levels within these ponds is hydrologic in nature. Therefore, any aesthetic improvements are the responsibility of the private owner. In addition, regarding the ponds' water quality, the City is currently working with FDEP to determine the appropriate levels of pollution within the ponds and to identify any corrective action needed.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$10,000,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Killearn Estates Freshwater Restoration Project



**Project #36**



Previous Project Information for:

# **Project #36**

## **Killearn Estates Freshwater Restoration Project**

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: Killearn Estates Stormwater Pond Management (*Previously Project #28 as submitted by the Community*)

# Proposed Sales Tax Projects by the Community

**Project Name:** Killlearn Estates Stormwater Pond Management (Project #28)

**Project Themes:**

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

**Project Description:**

Killlearn Homeowners Association (KHA) has requested \$10M from the Sales Tax Committee for the City of Tallahassee to restore and protect Lake Killlearn and Lake Hancock. COT has a MS4 permit from State to utilize these lakes, which are privately owned by KHA, for stormwater. The two specific issues that surround these water bodies pertain to the lakes' aesthetics and water quality. KHA is interested in resolving both issues with the requested \$10M. The proposed project would consist of building upstream treatment ponds as necessary to improve the water quality, while also removing sediments and over-excavating these lakes so as to create a permanent pool of water. A draft report from Florida Department of Environmental Protection (FDEP) has preliminarily identified these lakes as Impaired Water Bodies (water bodies of high pollutant levels). The City of Tallahassee is currently disputing that classification and working closely with FDEP to properly identify the pollutant levels and determining the appropriate corrective action, if any, needed to ensure the ponds' water quality.

The City staff does not support this request because the ponds are privately owned and the objectionable fluctuation in the pool levels within these ponds is hydrologic in nature. Therefore, any aesthetic improvements are the responsibility of the private owner. In addition, regarding the ponds' water quality, the City is currently working with FDEP to determine the appropriate levels of pollution within the ponds and to identify any corrective action needed.

**Project Map:**



# SALES TAX PROJECTS

**Project Number:** 38

**Project Name:** Downtown Stormwater Improvements

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$25,000,000

**Project Cost Notes**

N/A

**Executive Project Summary:**

Although the Lake Elberta Regional Stormwater Facility has ample reserve capacity, there is an inadequate upstream conveyance system preventing potential development from tapping into that capacity. The proposed improvements to the stormwater conveyance system would College Avenue, Stadium, and Lake Bradford Road areas and allow future development to take advantage of the full capacity of the Lake Elberta Facility. This would further encourage redevelopment of the urban core. This project supports the goals of the College Avenue Placemaking Plan.

**Themes**

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

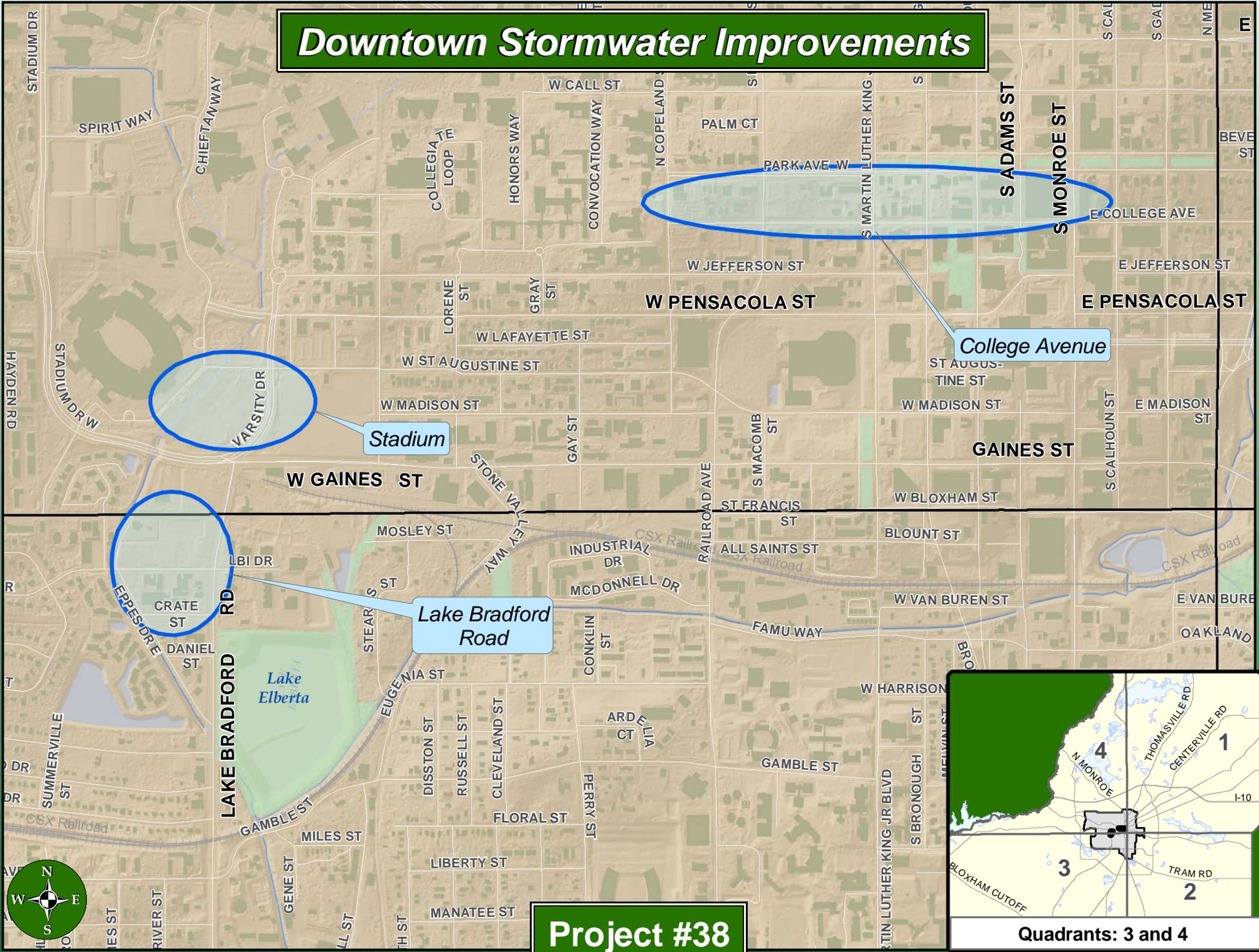
**Detail Project Description**

These projects would involve placing culverts underground to convey stormwater to Lake Elberta. This would allow redevelopment of the benefiting properties because land would no longer be needed onsite for stormwater ponds.

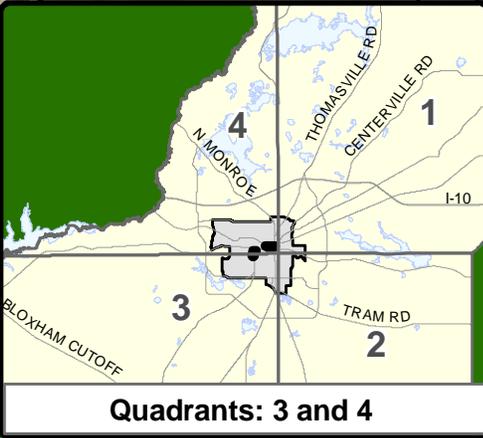
**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
\$25,000,000	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Downtown Stormwater Improvements



**Project #38**



**Quadrants: 3 and 4**

Previous Project Information for:

# **Project #38**

## **Downtown Stormwater Improvements**

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:        **Building the Core: Stormwater Improvements** *(Previously Project #20 as submitted by the City)*

**Program**  
**1b**

# *Building the Core: Stormwater Improvements*

**Estimated Cost:**  
*\$39 million*

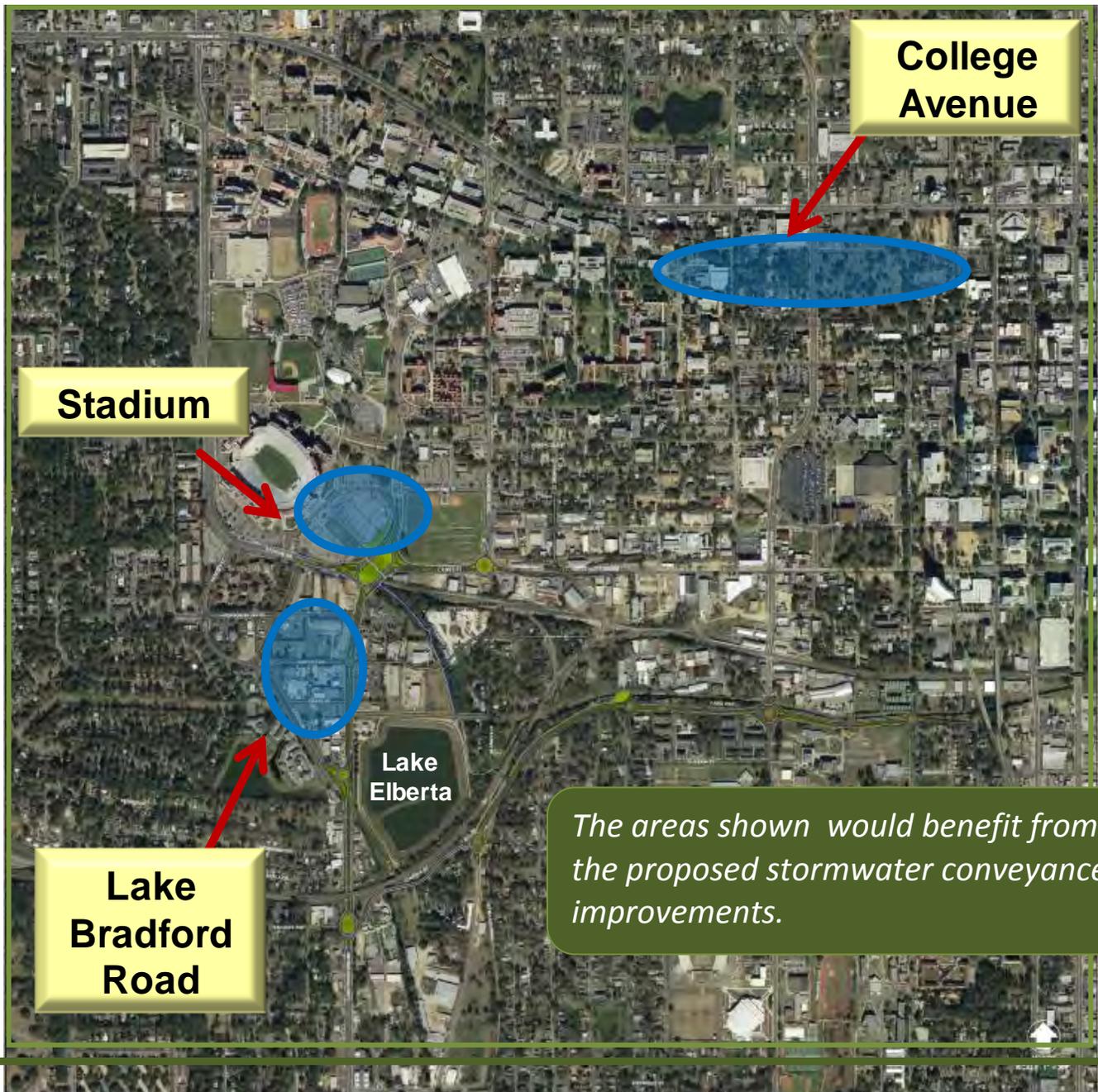
## WHAT IS IT?

Although the Lake Elberta Regional Stormwater Facility has ample reserve capacity, there is an inadequate upstream conveyance system preventing potential development from tapping into that capacity. The proposed improvements to the stormwater conveyance system would College Avenue, Stadium, and Lake Bradford Road areas and allow future development to take advantage of the full capacity of the Lake Elberta Facility. This would further encourage redevelopment of the urban core.

### **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 ✓



## WHY IS IT IMPORTANT?

**Benefits the Environment** – The project would benefit the environment by helping to ensure the adequate treatment of stormwater and urban runoff.

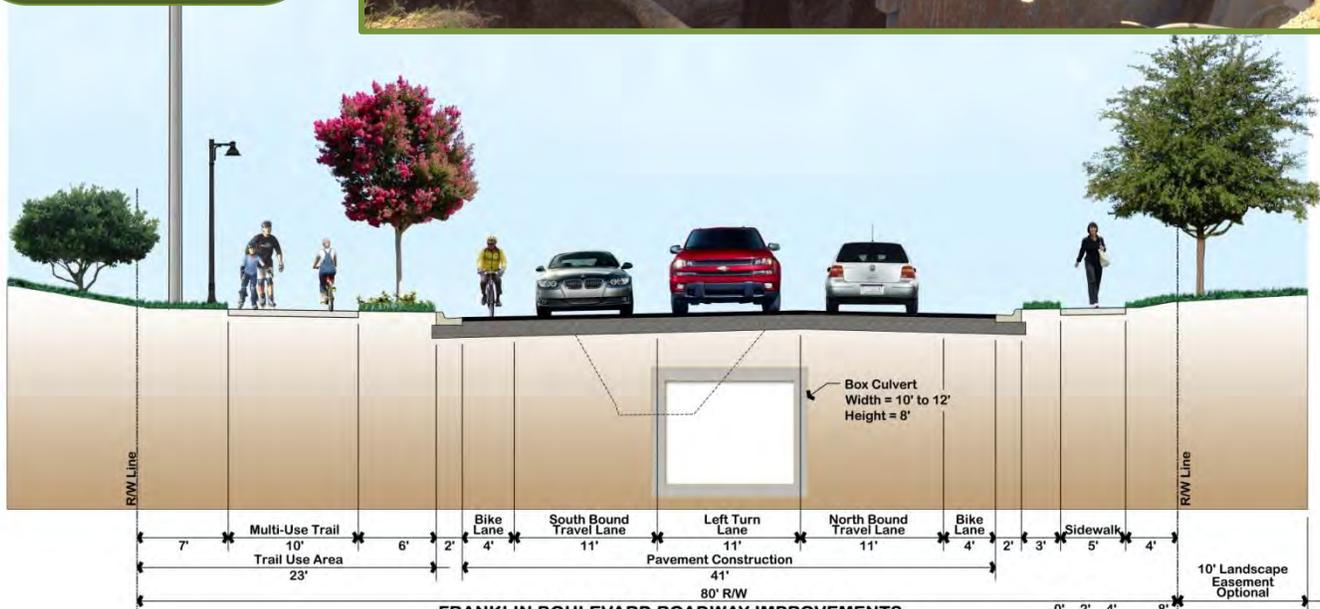
**Provides Regional Impact / Geographic Equity** – The project would allow the whole area to benefit from previous investments in stormwater capacity and reductions in flooding.

**Supports Economic Development / Revitalization** – The installation of underground conveyance facilities will allow development/redevelopment of infill sites currently limited by stormwater runoff.

**On an Existing Master Plan or Blueprint List** – The need for this project has been identified in the City’s stormwater plan for several years.

**Leverages Other Funds** – This project leverages the investments made in the Lake Elberta Stormwater Facility by allowing the capacity in that facility to be used by upstream properties.

These projects would involve placing culverts underground to convey stormwater to Lake Elberta. This would allow redevelopment of the benefiting properties because land would no longer be needed onsite for stormwater ponds. For example, at right is construction of the Franklin Avenue conveyance system.



### FRANKLIN BOULEVARD ROADWAY IMPROVEMENTS OPTION C - TYPICAL SECTION at Left Turn Lane

- 5' Sidewalk (East Side Only)
- Street Lighting TBD
- 10' Multi-Use Trail
- Electric Lines Remain Overhead
- 4' North and South Bike Lanes
- Left Turn Lane at Park Avenue
- Southbound Left Turn Lane at Jefferson Street

# SALES TAX PROJECTS

**Project Number:** 39

**Project Name:** Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$2,800,000

**Project Cost Notes**

This project consists of three components, which are listed below:

Part I: Wastewater Management Plan and Execution (\$2.8 million)

Part II: Wastewater Treatment Facilities Plan Execution (\$50 million – \$62.2 million)

Part III: Connection Assistance Funding for existing Sewer (\$2.0 million)

**Executive Project Summary:**

This project involves developing alternative methods of domestic wastewater treatment and disposal, rather than on-site sewage treatment and disposal systems (septic tanks) or connection to the City of Tallahassee central sewer system. Implementation of cluster disposal systems or package treatment and disposal facilities requires modification to the Tallahassee/Leon County Comprehensive Plan as directed by the Board of County Commissioners.

**Themes**

Regional Mobility/Transportation

Economic Vitality

Sense of Community

Ecotourism/Parks

Environmental/Water Quality

Vertical Infrastructure

Connectivity

Gateways

**Detail Project Description**

On November 29, 2012, the Water Resources Committee (WRC) and the Wakulla Springs Alliance presented options on the alternatives to central sewer to the Committee. Subsequently, Robert Scanlon, the Chair of the WRC distributed a project proposal to the Committee for consideration. In the January 31, 2013 letter, Mr. Scanlon notes that the document has not been approved by the entire WRC but that the proposed project does represent a restatement of the previous presentation to the Committee. This project consists of three components, which are listed below:

Part I: Wastewater Management Plan and Execution (\$2.8 million)

Part II: Wastewater Treatment Facilities Plan Execution (\$50 million – \$62.2 million)

Part III: Connection Assistance Funding for existing Sewer (\$2.0 million)

Note: During the Leon County Board of County Commissioner's January 29, 2013 workshop on "Septic System Management Options," the Board provided the following direction to staff, which was ratified by the Board on during the February 12, 2013 meeting:

1. Direct staff to continue to pursue proposed sales tax extension project #10, Woodville Water Quality.
2. Direct staff to bring back a proposed amendment of the Code of Laws to establish an Advanced Wastewater Treatment nitrogen standard for new construction within the PSPZ, with means for managing those systems not on central sewer.
3. Direct staff to remain actively engaged in the BMAP process for the Upper Wakulla River and support further sampling to identify sources' relative nitrate loads, particularly from Inflow north of the Cody Scarp and at the state line, the scope of which will be established as part of the BMAP process.

4. Direct staff to include \$50,000 in funding in the FY 2013/14 budget for the Leon County Health Department to complete an inventory of all septic systems within Leon County, in coordination with TLC-GIS.
5. Direct staff to take no action at this time to institute a county-wide level 4 or 5 RME or Wastewater/Nutrient Management Utility.
6. Direct staff to pursue an amendment of the Code of Laws to require a county-wide 24-inch separation, between the bottom of the drainfield and wettest season water table, for the repair of failing septic systems.
7. Direct staff to initiate a Comprehensive Plan amendment in the 2014-1 cycle which maintains the goal of spring protection, but removes the technical specificity by which this can be achieved with respect to wastewater treatment.

In addition, on March 12, 2013, the Board approved modifications to amend the 2030 Sewer Masterplan, which deletes the requirement to include the additional area west of the Woodville Rural Community. The Board's priority/focus has been the development of the Woodville Rural Community node as a vibrant economic center. Central sewer is a key factor to allow the crucial density to occur. This area has been designated in the City's Sewer Masterplan for decades for connection to its system. The Woodville Urban Fringe area, due to its more rural character, has not historically been included in the Masterplan, and staff recommends that the City not be required to amend its Masterplan to include this more rural area. The removal of the request to amend the Sewer Masterplan to include the Woodville Urban Fringe area is consistent with all of the Board's actions to date. The Sales Tax Project #10 had three components, flood study, Woodville Rural Node Sewer, Woodville Urban Fringe Sewer. The project description is consistent with the approach being recommended in this agenda item to remove the urban fringe area from the City's 2030 Sewer Masterplan: provide central sewer to the Rural Community node and allow other AWT alternatives to be considered for the urban fringe area. This project can be found on page 36 of the Leon County Proposed Sales Tax Projects booklet.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$2,800,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

Previous Project Information for:

**Project #39**  
**Alternative Sewer Solutions: Creating  
Comprehensive Wastewater Management for  
Leon County Unincorporated Area (Nitrogen  
Reduction and Infill Development)**

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:            *Alternative Sewer Solutions (Previously Project #43 as submitted by the Community)*

## Proposed Sales Tax Projects by the Community

**Project Name:** Alternative Sewer Solutions (Project #43)

**Project Themes:**

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

**Project Description:**

This project involves developing alternative methods of domestic wastewater treatment and disposal, rather than on-site sewage treatment and disposal systems (septic tanks) or connection to the City of Tallahassee central sewer system. Implementation of cluster disposal systems or package treatment and disposal facilities requires modification to the Tallahassee/Leon County Comprehensive Plan as directed by the Board of County Commissioners.

**Description of Alternative Sewer Solutions:**

*Cluster Disposal Systems:*

Cluster systems are where the discharge sewage from several individual homes is piped to a single larger septic tank and drainfield located separately from the homeowners' property. The septic tank and drainfield are sized to accommodate the number of homes connected. The goal would be to have economies of scale for several connected systems in order to provide a higher level of nitrogen treatment. While many studies are underway, there is currently no septic system that has been certified by the Department of Health to meet the 3mg/l treatment standard for nitrogen. Due to property acquisition and other concerns, cluster systems are not considered a good retrofit option, but could be considered for new development where the land for the common tank/drainfield can be designed into the overall layout of the development.

*Package Treatment and Disposal Facilities:*

Package plants are small centralized sewer systems where the sizing is customized specifically for a development or a small area. These plants are permitted by either the Department of Health or Florida Department of Environmental Protection depending on the capacity. The plants tend to have a small footprint, are capable of treating to advanced wastewater treatment (3 mg/l nitrogen) standards. They must be actively managed and maintained to achieve the required treatment levels.

**Water Resources Committee:**

On November 29, 2012, the Water Resources Committee (WRC) and the Wakulla Springs Alliance presented options on the alternatives to central sewer to the Committee. Subsequently, Robert Scanlon, the Chair of the WRC distributed a project proposal to the Committee for consideration. In the January 31, 2013 letter, Mr. Scanlon notes that the document has not been approved by the entire WRC but that the proposed project does represent a restatement of the previous presentation to the Committee. This project consists of three components, which are listed below (attachment #1):

- Part I: Wastewater Management Plan and Execution (\$2.8 million)
- Part II: Wastewater Treatment Facilities Plan Execution (\$50 million – \$62.2 million)
- Part III: Connection Assistance Funding for existing Sewer (\$2.0 million)

**Note:** During the Leon County Board of County Commissioner's January 29, 2013 workshop on "Septic System Management Options," the Board provided the following direction to staff, which was ratified by the Board on during the February 12, 2013 meeting:

## **Project #43: Alternatives to Central Sewer**

### **Page 2**

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

In addition, on March 12, 2013, the Board approved modifications to amend the 2030 Sewer Masterplan, which deletes the requirement to include the additional area west of the Woodville Rural Community. The Board's priority/focus has been the development of the Woodville Rural Community node as a vibrant economic center. Central sewer is a key factor to allow the crucial density to occur. This area has been designated in the City's Sewer Masterplan for decades for connection to its system. The Woodville Urban Fringe area, due to its more rural character, has not historically been included in the Masterplan, and staff recommends that the City not be required to amend its Masterplan to include this more rural area. The removal of the request to amend the Sewer Masterplan to include the Woodville Urban Fringe area is consistent with all of the Board's actions to date. The Sales Tax Project #10 had three components, flood study, Woodville Rural Node Sewer, Woodville Urban Fringe Sewer. The project description is consistent with the approach being recommended in this agenda item to remove the urban fringe area from the City's 2030 Sewer Masterplan: provide central sewer to the Rural Community node and allow other AWT alternatives to be considered for the urban fringe area. This project can be found on page 36 of the Leon County Proposed Sales Tax Projects booklet.

### **Project Map:**

N/A

January 31, 2013

Dear Members of the Leon County Sales Tax Committee:

The Leon County Water Resources Committee would like to thank you for allowing us to present a wastewater management and facility project for your consideration to be part of the next sales tax project list.

Due to time constraints, this specific document has not been reviewed and approved by the entire Water Resources Committee. It does however, represent a restatement of our previous presentation to you and the County Commission, the contents of which were reviewed and approved by the committee. We apologize for not being able to present you with a fully vetted document at this time. We hope that this will suffice for your discussions.

Sincerely,

Robert Scanlon  
Chair, Leon County Water Resources Committee

Attachments:

1. Evaluation of County sewer proposals
2. Summary slide presented at the Sales Tax Committee
3. Summary slides presented at the County Commission workshop

## Proposal: **Creating Comprehensive Wastewater Management for Leon County Unincorporated Area: Nitrogen Reduction and Infill Development**

Summary:

<b>Cost</b>	<b>Component</b>
<b>\$2.8 M</b>	<b>Part I: Wastewater Management Plan and Execution</b>
	<b>Part II: Wastewater Treatment Facilities Plan Execution</b>
<b>\$2.2 M</b>	<b>Demonstration Cluster Facility</b>
<b>\$50-60 M</b>	<b>Other facilities for retrofit and urban infill</b>
<b>\$2.0 M</b>	<b>Part III: Connection Assistance Funding for existing Sewer</b>

### **Part I: Wastewater Management Plan and Execution**

**Cost: \$2,800,000**

This component starts with a study to determine the scope, responsibilities and funding for a Responsible Management Entity (RME) that would be tailored to the specific needs of the unincorporated portion of Leon County that is not served by a sewer utility. We have stated priorities as we believe are reflected in the Comprehensive Plan and other County policies.

1. Study options for establishment of a management entity that has characteristics of an EPA Level 4 or 5 of entity including:
  - Scope and Responsibilities
  - Oversight and Administrative Structure
  - Planning and Financing of RME

EPA Level 4 RME holds the permits for facilities, takes responsibility for aspects of operations and maintenance but does not own the facilities.

EPA Level 5 RME is both responsible for the facilities and owner thereof.

2. Adopt preferred options and establish the Responsible Management Entity
3. Establish Regulations following BCC directives for:
  - Wastewater Treatment Standard
  - Requirement for connection to facilities when available
4. Wastewater Treatment Facilities Plan
  - Develop an engineering study for the Primary Springshed Protection Zone (PSPZ) to determine appropriate scale, capacity and location of facilities: sewer, cluster and septic tanks

- Engineering standards for privately built facilities
5. Facilities Financing Plan
    - Facilities and large cost items: grants, sales tax
    - Establish user fees for operations and maintenance policy with specific values to be determined as facilities are built
  6. Woodville Basin Stormwater Treatment and Flood Study
    - Determine the engineering standards for stormwater treatment standards that support the concerns of nitrogen reduction in the PZPS
    - Determine the flooding pattern within the basin to provide information for development permitting and stormwater facilities.

## **Part II: Wastewater Treatment Facilities Plan Execution**

**Cost: Demonstration Cluster Facility: \$2,200,000**

**Cost: Significant headway on total PSPZ nitrogen reduction and urban infill need:  
\$50,000,000 to \$60,000,000**

This component calculates costs based on the estimates provided by the Lombardo Associates report (2011). According to this report, the estimates do not differ significantly among sewer, cluster or septic systems that meet AWT nitrogen treatment standards. The total cost about \$22,000 / unit, retrofit or new regardless of technology used: sewer, cluster or septic systems

At the County Commission workshop presentation we suggested that this large sum of money be divided as follows:

1. **Demonstration cluster facility:**
  - ~100 parcels, in PSPZ, Land Use with greatest potential for economic development and private need for capacity increase. The total cost would be \$2.2M assuming \$22,000 for each parcel served. The actual cost or number of parcels served would depend upon the distribution of capital costs between the builder of the facility and the users.
2. **Other facilities:**
  - residential retrofit or new residential development, approximately \$22,000 per unit (residential or commercial)
  - \$50,000,000 to \$60,000,000 for

The Lombardo report estimates the entire cost of meeting the TMDL for Wakulla Springs will, most likely, require AWT nitrogen standards for all wastewater systems in the PSPZ. This requires substantial retrofit of the approximate 7800 septic tanks, the vast majority of which are in Leon County. The total cost was estimated to be \$221 million.

Therefore, the Water Resources Committee proposes that a large amount of money be provided to make significant headway in the reduction of the nitrogen contribution

through the use of sewer, cluster and retrofit of septic tanks (as allowed by State law). In review of the County Sales Tax Projects that included four sewer projects, we indicated the importance of balancing nitrogen reduction, existing land use, future development potential and the capacity of wastewater facilities. The table we used to summarize our review is attached.

### **Part III: Connection Assistance Funding**

**Cost: \$2,000,000**

This fund is for assistance to connecting owners to existing sewer in both the City of Tallahassee of in the unincorporated area. The form of the assistance, e.g. loan, grant, etc. is to be determined.

The connection costs for new facilities or extension of COT sewer is included in the project costs of the Wastewater Treatment Facilities Plan. The actual total cost of these projects or the capacity of the facilities will depend upon how the capital costs are shared. Connection costs for new development are the responsibility of the owners.

# SALES TAX PROJECTS

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**Project Number:** 40

**Project Name:** Woodville Water Quality

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$25,800,000

**Project Cost Notes**

This project cost is only for the sanitary sewer mainline construction only. Funding regarding landowner assistance for sewer hookups is addressed in Project #45.

**Executive Project Summary:**

This project implements direction provided in the Comprehensive Plan and external reports on the protection of Wakulla Springs.

The proposed project includes three components to help reduce existing nitrate loading and manage flooding issues for future development in the area. This project involves two major features:

- 1) The Woodville Recharge Basin Flood Study to document areas susceptible to closed depression flooding and to protect these areas from further development.
- 2) Construct sanitary sewer lines in the Woodville Rural Community to provide access to nitrogen-reducing central sewer facilities. Access to central sewer will address high nitrogen loads from existing septic tanks as well as allow for higher density new development, redevelopment, and expanded commercial opportunities in Woodville Rural Community.

**Themes**

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

**Detail Project Description**

Septic systems in the Woodville area of Leon County have been identified as a major source of nitrate loading to the groundwater and Wakulla Springs. Wakulla Springs is a first magnitude spring and is the longest and deepest known submerged freshwater cave system in the world. Located just five miles south of the Leon County line, Wakulla Springs is an important part of the regional culture and recreational economy.

1. Woodville Recharge Basin Flood Study

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

2. Woodville Rural Community Advanced Wastewater Treatment Service

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

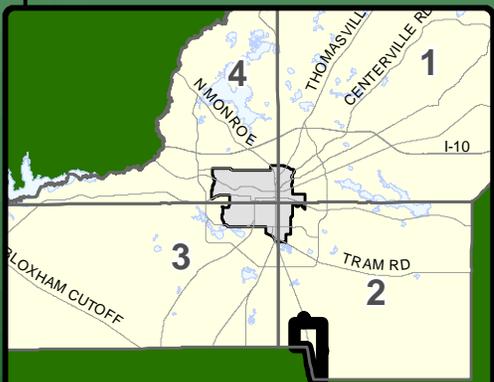
The County and City may choose to develop a landowner connection incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. This incentive program is described in Project 45.

The Urban Fringe area west of the Rural Community will be evaluated for onsite nitrogen-reducing technology in lieu of central sewer due to the reduced development density.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$25,800,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Woodville Water Quality\*



Quadrant: 2

Project #40



Previous Project Information for:

# **Project #40**

## **Woodville Water Quality**

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: Woodville Water Quality (*Previously Project #63 as submitted by the County*)

## Proposed Projects for the Sales Tax Extension

### **Project #10: Woodville Water Quality**

**Estimated Project Cost: \$59.2 Million**

#### **Project Criteria:**

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

#### **Project Description:**

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

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

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

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

#### ***Additional Materials Regarding the Woodville Water Quality Project:***

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

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

## **Project #10: Woodville Water Quality**

Page 2

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### **Project Criteria Detail:**

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

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

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

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

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

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

#### 1. Woodville Recharge Basin Flood Study

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

#### 2. Woodville Rural Community Advanced Wastewater Treatment Service

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

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

## Project #10: Woodville Water Quality

### Page 3

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

### 3. Urban Fringe West of Woodville Advanced Wastewater Treatment Service

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

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

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

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

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

Transportation Capacity Improvements: N/A

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

# Leon County Board of County Commissioners

## Cover Sheet for Agenda #2

February 12, 2013

**To:** Honorable Chairman and Members of the Board

**From:** Vincent S. Long, County Administrator 

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

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

**Fiscal Impact:**

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

**Staff Recommendation:**

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

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

February 12, 2013

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## **Report and Discussion**

### **Background:**

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

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

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

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

February 12, 2013

Page 3

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**Analysis:**

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

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

**Options:**

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

**Recommendation:**

Option #1.

**Attachment:**

1. January 29, 2013 Workshop Item

# Leon County Board of County Commissioners

## Cover Sheet for Agenda #24

March 12, 2013

**To:** Honorable Chairman and Members of the Board

**From:** Vincent S. Long, County Administrator 

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

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

**Fiscal Impact:**

This item has no direct fiscal impact to the county.

**Staff Recommendation:**

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

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

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## **Report and Discussion**

### **Background:**

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

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

### **Analysis:**

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

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

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

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

Title: Approval of Modification of Additional Woodville Sewer Requirements for City of Tallahassee 2030 Masterplan  
March 12, 2013  
Page 3

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**Options:**

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

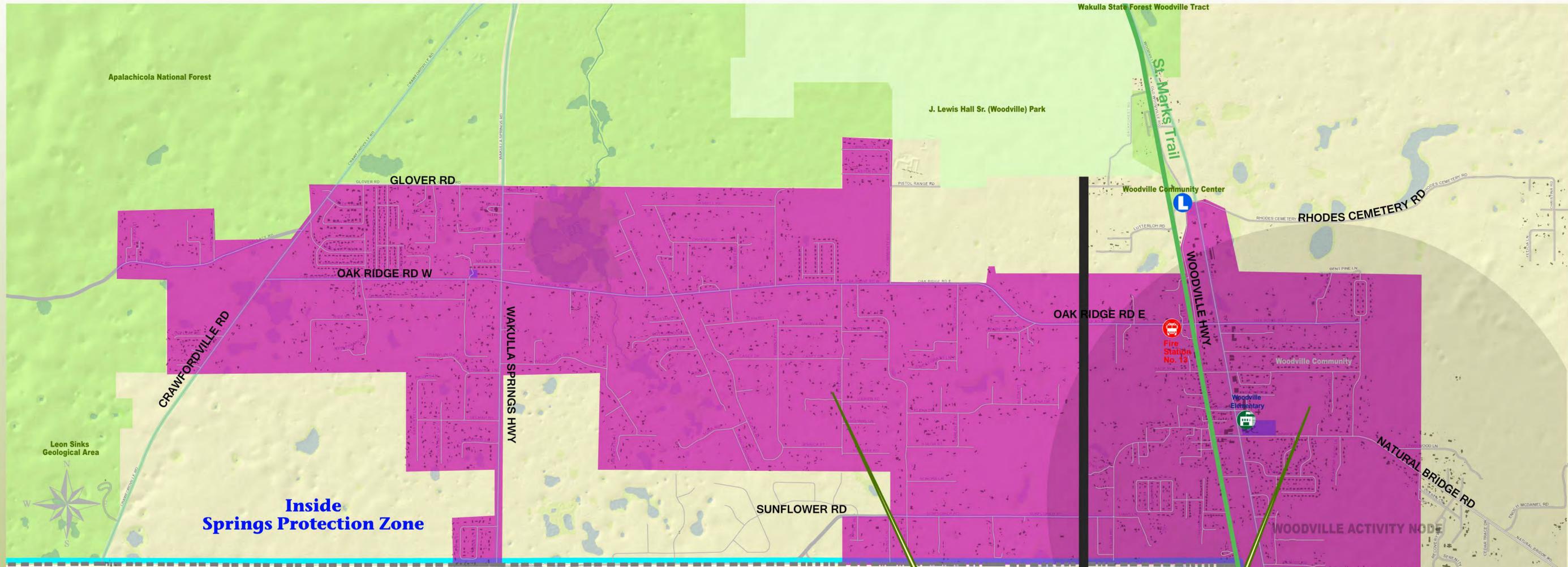
**Recommendation:**

Option #1.

**Attachments:**

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

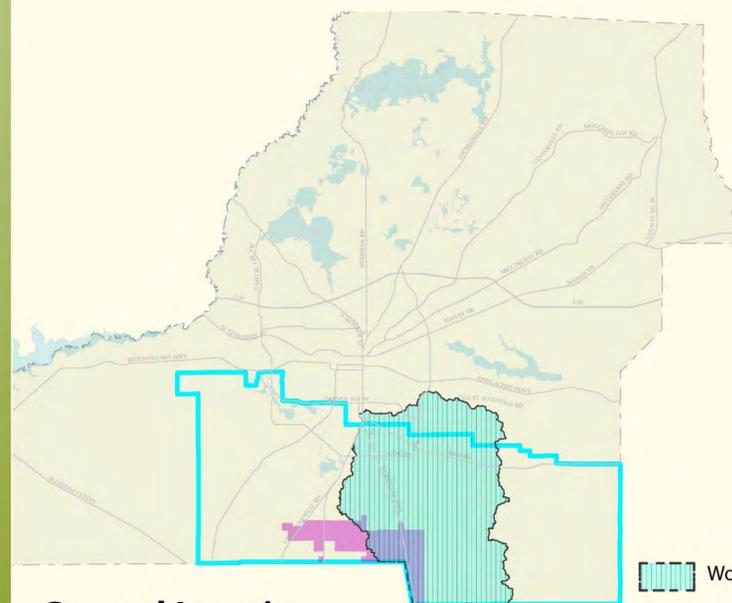
VSL/TP/KB/djw



# Woodville Water Quality

Urban Fringe  
Future Land Use

Woodville Rural  
Community  
Future Land Use



General Location

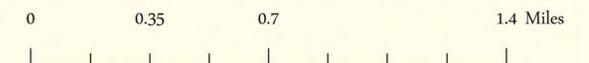
## Legend

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

### Woodville Water Quality Project Criteria:

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

Woodville Recharge Basin



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

# SALES TAX PROJECTS

**Project Number:** 41

**Project Name:** Oak Ridge Sewer Project

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$30,600,000

**Project Cost Notes**

This project cost is only for the sanitary sewer mainline construction only. Funding regarding landowner assistance for sewer hookups is discussed in Project #45.

**Executive Project Summary:**

The Oak Ridge Sewer Project addresses the Lake Munson sewer target area identified in the City of Tallahassee 2030 Master Sewer Plan. The 3,173-acre Lake Munson sewer target area lies within the Wakulla Springs Primary Springs Protection Zone. The project centralizes sewer and reduces the possibility of high nitrogen and fecal coliform discharges to the natural systems, which can occur when septic tanks do not function properly, thereby improving the water quality of the area as well as the water quality of Wakulla Springs.

**Themes**

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

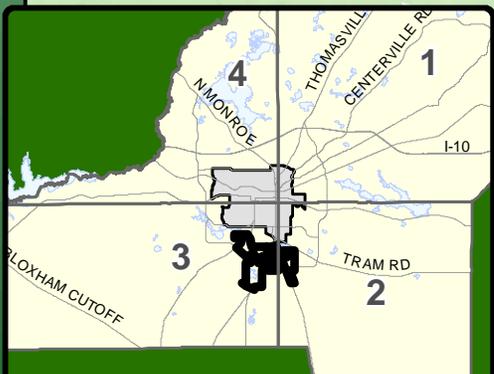
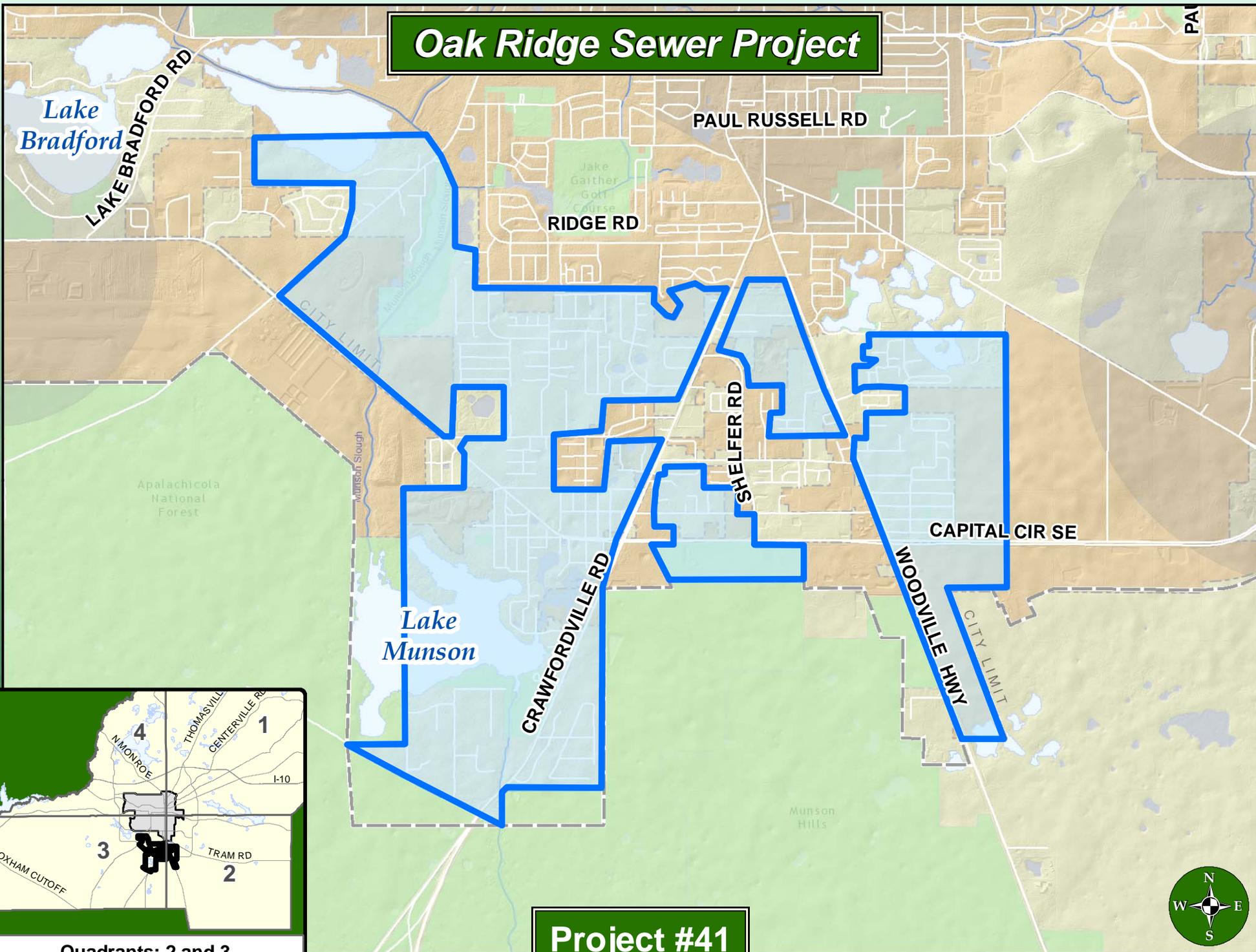
**Detail Project Description**

The project would allow provide access to sewer for over 2,500 landowners currently operating septic tanks in the Lake Munson sewer target area. The County and City may choose to develop an incentive program and financing option to address the individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. This incentive program is described in Project 45.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$30,600,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Oak Ridge Sewer Project



Quadrants: 2 and 3

Project #41



Previous Project Information for:

# **Project #41**

## **Oak Ridge Sewer Project**

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:        Oak Ridge Sewer Project (*Previously Project #57 as submitted by the Community*)

# Proposed Sales Tax Projects by the Community

**Project Name:** Oak Ridge Sewer Project (Project #57)

**Project Themes:**

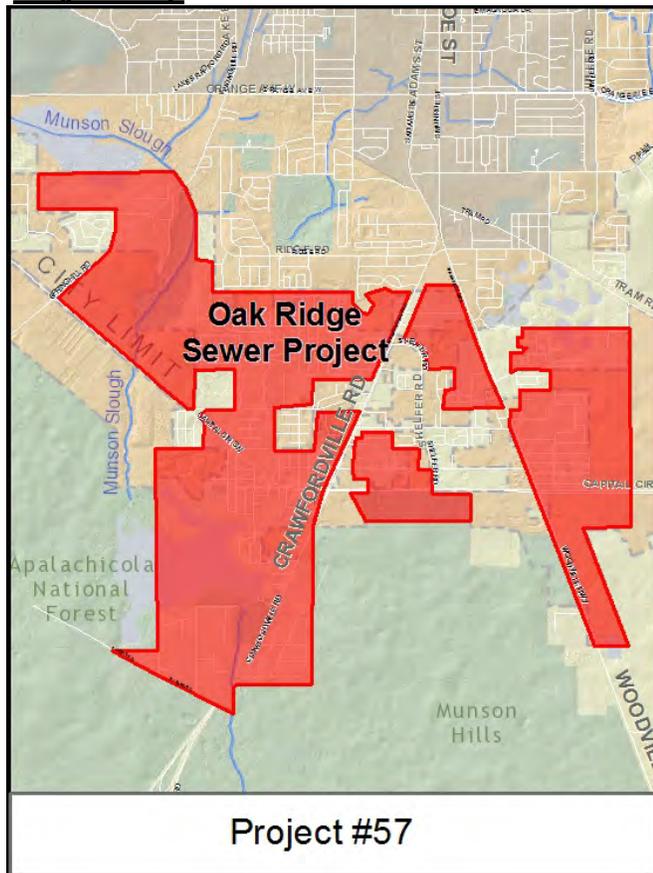
- |   |   |
|---|---|
| <input type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community               | <input type="checkbox"/> Ecotourism/Parks             |
| <input checked="" type="checkbox"/> Water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

**Project Description:**

The Oak Ridge Sewer Project addresses the Lake Munson sewer target area identified in the City of Tallahassee 2030 Master Sewer Plan. The 3,173-acre Lake Munson sewer target area lies within the Wakulla Springs Primary Springs Protection Zone. The project centralizes sewer and reduces the possibility of high nitrogen and fecal coliform discharges to the natural systems, which can occur when septic tanks do not function properly, thereby improving the water quality of the area as well as the water quality of Wakulla Springs.

The capital cost for engineering and construction to provide landowners access to sewer is estimated at \$30.6 million. The individual landowner connection expenses include system charges and the construction cost to abandon the existing septic system and provide plumbing from the street to the house. The County and City may choose to develop an incentive program and financing option to address the individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.

**Project Map:**



# SALES TAX PROJECTS

**Project Number:** 42

**Project Name:** Centerville Trace Water Resources

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$5,000,000

**Project Cost Notes**

Sanitary sewer mainline construction only; landowner assistance provided under Project #45

**Executive Project Summary:**

The Centerville Trace Water Resources project addresses a sewer target area identified in the 2030 Master Sewer Plan. The Centerville Trace subdivision is also a sewer target area identified in the Water and Sewer Agreement between the City and County. The project centralizes sewer and reduces the possibility of high nitrogen and fecal coliform discharges to the natural systems that can occur when septic tanks do not function properly, thereby improving the water quality of the area as well as the water quality of Dove Pond.

**Themes**

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

**Detail Project Description**

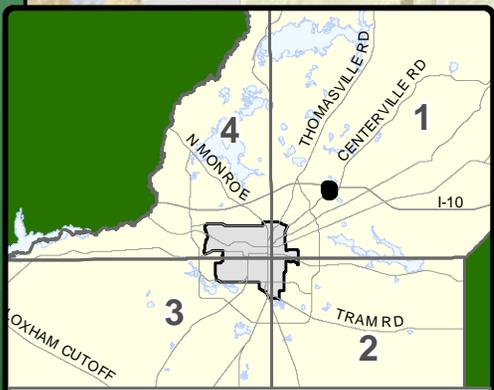
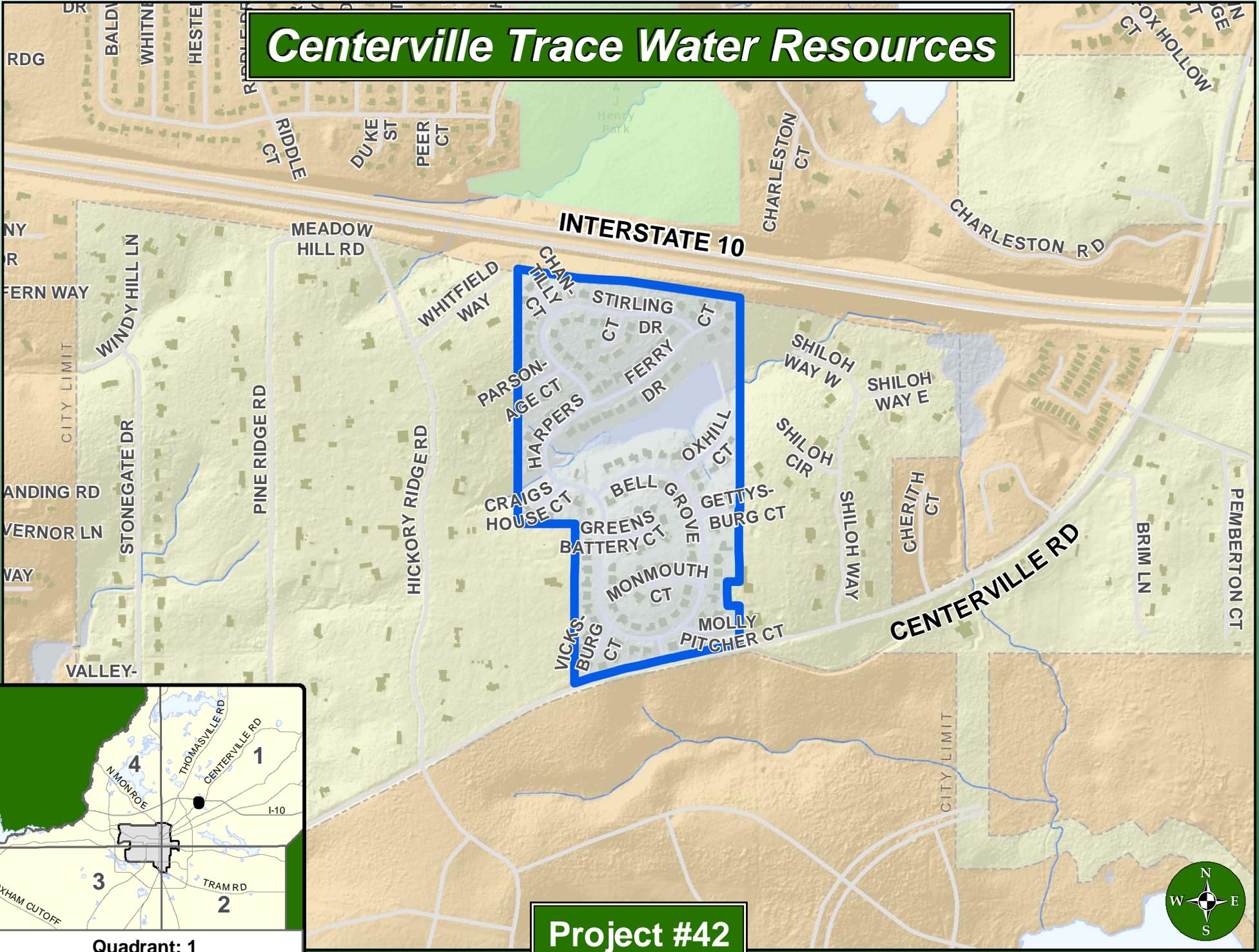
The 167-lot subdivision is located in northeast Tallahassee, with less than the 1/2-acre lot size required by current state standards. Sanitary sewer mainline construction will allow access to central sewer to reduce the possibility of high nitrogen and fecal coliform discharges to the natural systems.

The City and County may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. This incentive program is described in Project 45.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$5,000,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Centerville Trace Water Resources



Quadrant: 1

Project #42



Previous Project Information for:

# **Project #42**

## **Centerville Trace Water Resources**

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: Centerville Trace Water Resources (*Previously Project #47 as submitted by the County*)

## Proposed Projects for the Sales Tax Extension

### Project #9: Centerville Trace Water Resources

Project Cost: \$5 million

#### Project Criteria:

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

#### Project Description:

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

#### Project Criteria Detail:

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

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

Regional Mobility Plan: N/A

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

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

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

**Project #9: Centerville Trace Sanitary Sewer Project**

Page 2

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

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

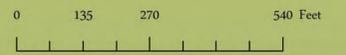
The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual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

Transportation Capacity Improvements: N/A

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



# Centerville Trace Water Resources Project



- Legend**
- Centerville Trace Sewer Project
  - Parks

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



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# SALES TAX PROJECTS

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**Project Number:** 43 A&B

**Project Name:** Alternatives to Central Sewer in Harbinwood Estates

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$29,300,000

**Project Cost Notes**

Two alternatives to constructing central sewer in Harbinwood have been proposed by community members. Therefore the more expensive cost is shown as the project total. If an alternative to central sewer in Harbinwood is pursued, only one of these options would be implemented.

A: \$14,100,000 - Estimated costs include residential property acquisition and piping, pumps etc. for a cluster septic system with appropriately designed drainfields

B: \$29,300,000 - The project cost includes land acquisition, design permitting, and construction of a centralized sewer collection system- and Advanced Wastewater Treatment Plant (AWT) plant with an effluent disposal irrigation system.

**Executive Project Summary:**

This project is an alternative to connecting the neighborhood to the City's central sewer system.

A.) Use of cluster septic tank disposal sites within Harbinwood Estates Subdivision (\$14.1 million). This project is for the construction of a decentralized cluster system of new drainfields within the Harbinwood Community to enhance the treatment of the domestic waste.

Or

B.) Sanitary Sewer Construction to new wastewater treatment plant in Harbinwood Estates Subdivision(\$29.3 million). This project would replace approximately 400 substandard septic tanks with a neighborhood centralized gravity collection system routed to a neighborhood AWT plant capable of meeting all current AWT standards including treating the domestic effluent for nitrogen to 3mg/l. The new treatment plant and disposal site would be located within the neighborhood.

**Themes**

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

**Detail Project Description**

Project 43A is for the construction of a decentralized cluster system of new drainfields within the Harbinwood Community to enhance the treatment of the domestic waste. This project is an alternative to connecting the residents to the City's central sewer system.

Harbinwood is a 400 lot subdivision consisting of less than 1/2 acres lots. Construction of a decentralized cluster system meeting the appropriate treatment standards is estimated to require the acquisition of approximately 35 lots (homes) to provide sufficient land area for the enhanced drainfields with a

reasonable loading rate for the clay soils. Mounded systems are likely given the high water table. Retrofitting to route clusters of homes to a common drainfield would require effluent pumps, piping etc.

Provision of functioning drainfields would improve water quality of Lake Jackson with the reduction of fecal coliform and nitrogen loading to the surface water of the lake. This alternative does not provide AWT treatment as there are currently no State approved septic systems that are certified to meet AWT standards.

The estimated cost of this cluster system project for property acquisition, design, permitting and construction is \$14.1 million.

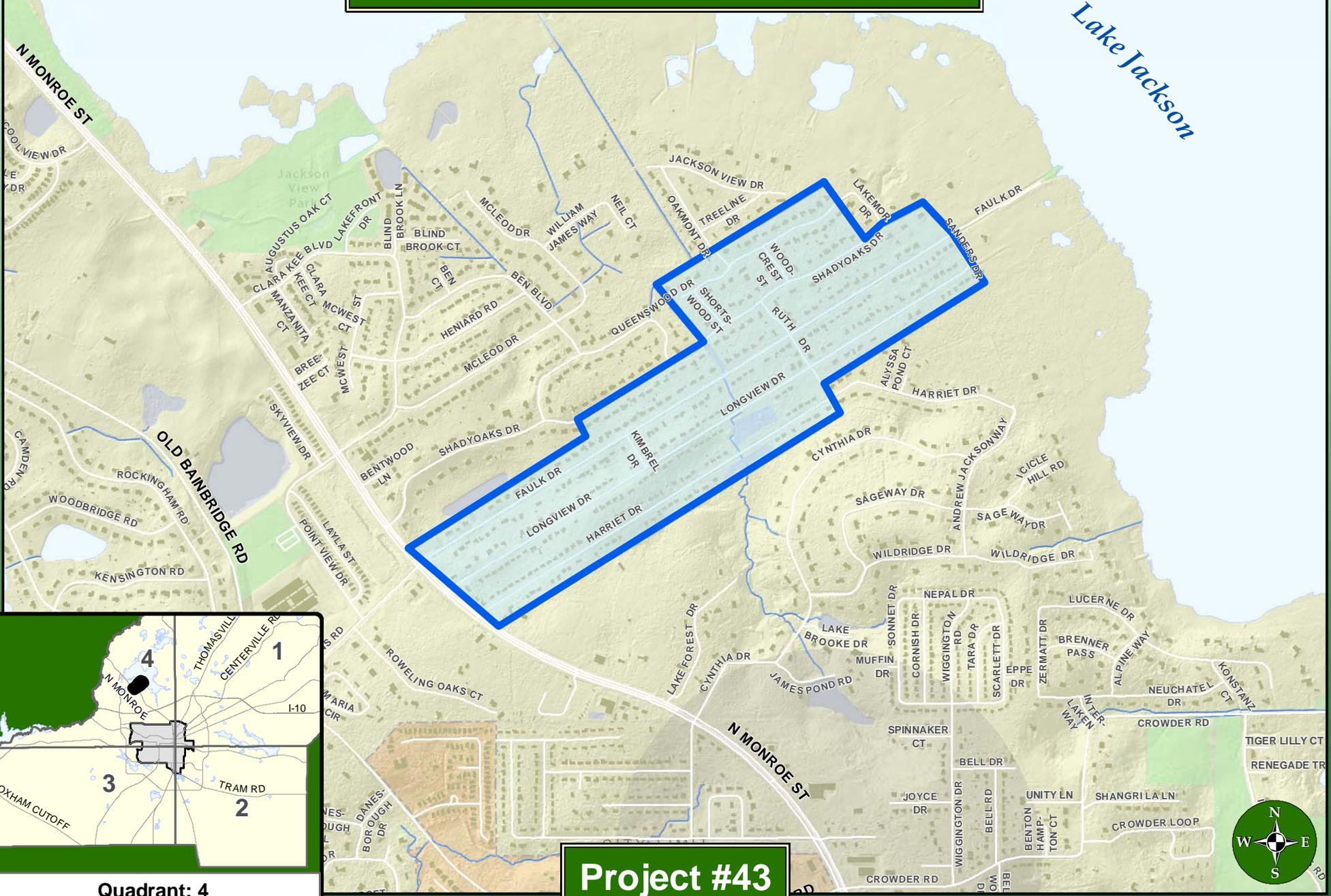
Project 43B consists of land acquisition for both the drainfield and treatment plant which is estimated at 37 lots. The plant and drainfield must be located outside of the Special Development Zones. Construction of a centralized collection system, a advanced wastewater treatment plant with odor control and capable of producing effluent with a nitrogen concentration of 3mg/l or less, a drip irrigation system disposal system.

Both project options would remove, either by treatment or physical removal, 400 non functioning septic systems and improve the water quality of Lake Jackson with the decrease in nitrogen loading.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$29,300,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Alternatives to Central Sewer in Harbinwood Estates



**Project #43**



Previous Project Information for:

**Project #43**  
**Alternatives to Central Sewer in Harbinwood**  
**Estates:**  
**A - Decentralized Cluster System**  
**B - Advanced Wastewater Treatment Plan**

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: Harbinwood Estates: Alternatives to Central Sewer (*Previously Project #44 as submitted by the Community*)

# Proposed Sales Tax Projects by the Community

**Project Name:** Harbinwood Estates: Alternatives to Central Sewer (Project #44)

**Project Themes:**

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

**Project Description:**

This project involves developing alternative methods of domestic wastewater treatment and disposal for the built-out neighborhood of Harbinwood Estates. Implementation of cluster disposal systems or package treatment and disposal facilities requires modification to the Tallahassee/Leon County Comprehensive Plan as directed by the Board of County Commissioners.

Harbinwood is located in close proximity to the City of Tallahassee's sewer collection system. This neighborhood has sufficient density for consideration to be connected to the city's system and is included in the City Master Sewer Plan. While, developing this project, three other alternatives were considered: sewer cluster systems, package plants, and connection to Talquin Tower Road sewer plant. However, these alternatives are not recommended by staff for several reasons which are discussed below.

Cluster system: Retrofitting an existing neighborhood for a cluster system would create significant adverse neighborhood impacts. Due to low soils with low percolation rates in this neighborhood, it is estimated that approximately 35 lots would need to be acquired to provide sufficient drainfield area for improved treatment. This would displace a large number of residents and the projected cost is higher than connection to the city's system.

Package Plant: Constructing a sewer package plant in Harbinwood proposes similar issues to the cluster system. However, this alternative would require more land to construct the plant. In addition, the sewer package plant could not be located near Lake Jackson.

Connection to the Talquin Tower Road Plan: Constructing a large force main several miles long would be necessary to connect to the existing Talquin plant on Tower Road. The capacity at this plant would need to be greatly increased in order to service Harbinwood. In addition, Talquin's sprayfield at this plant would need to be expanded in an adjacent vacant subdivision which would need to be acquired.

**Project Map:**



# SALES TAX PROJECTS

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**Project Number:** 44

**Project Name:** Lake Jackson Preservation and Mobility Enhancements

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$29,400,000

**Project Cost Notes**

The project cost includes acquisition of eastern shore property with trails and habitat restoration. Also, this project cost reflects the sanitary sewer mainline construction only, connecting to the City's central sewer system. Funding regarding landowner assistance for sewer hookups is discussed in Project #45.

**Executive Project Summary:**

The Lake Jackson Enhancement and Preservation project seeks to reduce nutrient loading, improve lake water quality, and preserve a treasured natural amenity in the unincorporated county designated as an 'Outstanding Florida Waterbody' while implementing a portion of the Lake Jackson Greenways. This project provides additional bike and pedestrian interconnections and links to existing trails to County and State parks, including Lake Jackson. The project restores the eastern shore ecosystem of the lake through the acquisition of 275 acres of vacant property. Finally, this project provides sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges.

**Themes**

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

**Detail Project Description**

A critical component of the project is constructing sanitary sewer main lines in the Harbinwood subdivision, connecting the neighborhood to the City's central sewer system. The Harbinwood subdivision is a sewer target area identified in the Water and Sewer Agreement between the City and County. This area has been identified as a major contributor to high nutrient concentrations in Lake Jackson and is part of an area identified as a target sewer project. The County and City may choose to develop a landowner connection incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. The incentives are addressed in Project #45.

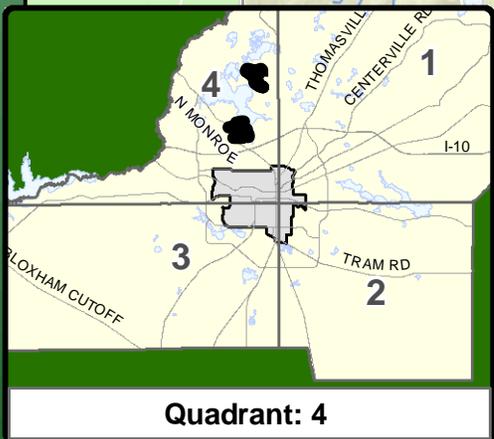
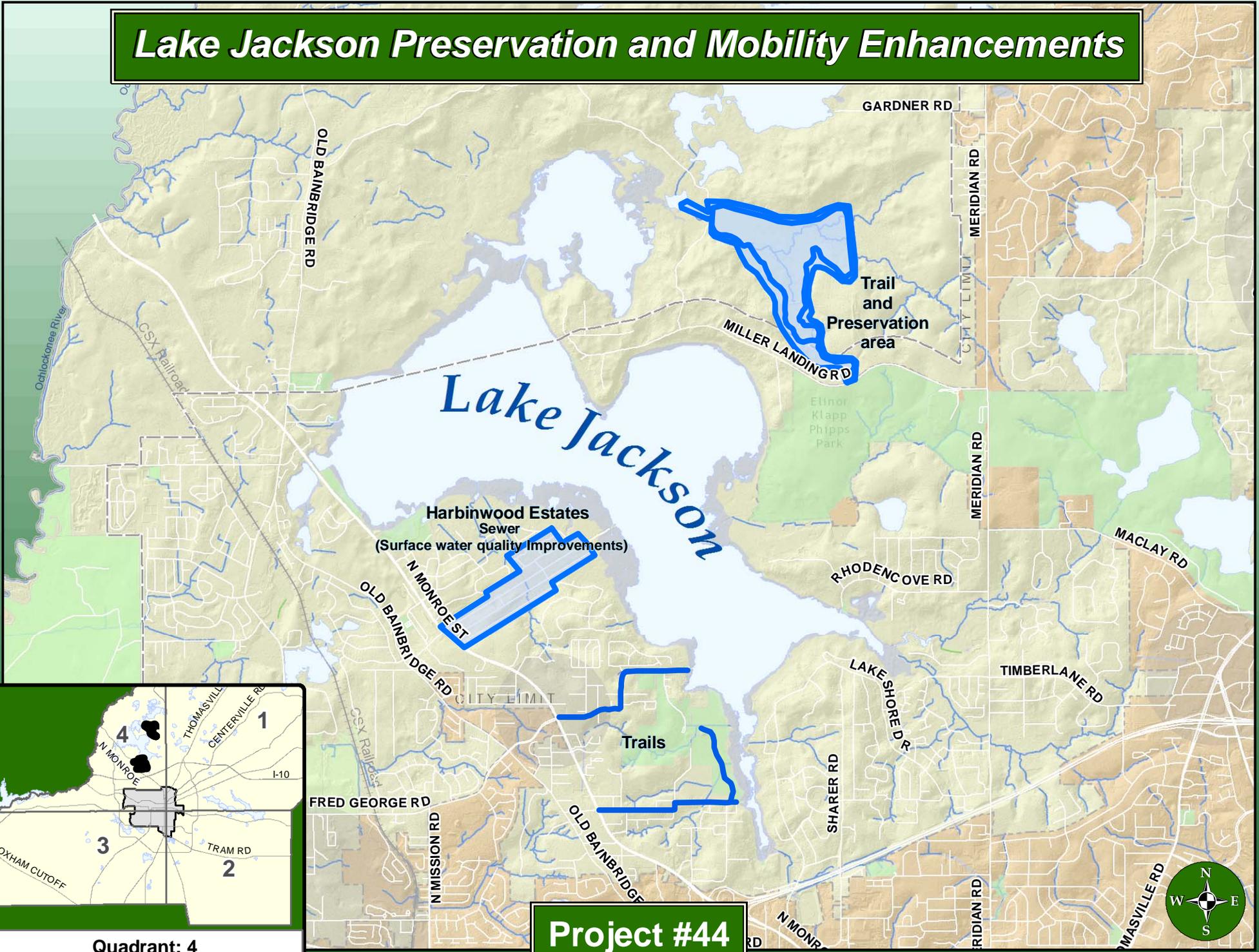
The project originally identified eastern shore property for acquisition and restoration of the watercourse; however, the landowner has subsequently indicated the property is not available for purchase. Approximately \$15.9 million of the total project cost is associated with this component.

The balance of the project involves improvement of the Crowder Road and US 27 North intersection, and construction of sidewalks along Crowder Road and Fuller Road to provide neighborhood access to the regional amenities. The sidewalks along Crowder Road and Talpeco/Fuller Roads connect neighborhoods to the Lake Jackson Mounds State Park and the County's Okeeheepkee Prairie Park.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$27,900,000	Environmental/Water Quality
\$1,500,000	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

# Lake Jackson Preservation and Mobility Enhancements



Quadrant: 4

Project #44



Previous Project Information for:

# **Project #44**

## **Lake Jackson Preservation and Mobility Enhancements**

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: Lake Jackson Preservation and Mobility Enhancements  
*(Previously Project #51 as submitted by the County)*

## Proposed Projects for the Sales Tax Extension

### **Project #2: Lake Jackson Preservation and Mobility Enhancements**

**Estimated Project Cost:** \$30 million

#### **Project Criteria:**

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

#### **Project Description:**

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

The project proposed improvements include the following:

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

#### **Project Criteria Detail:**

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

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

## **Project #2: Lake Jackson Enhancement and Preservation**

### Page 2

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

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

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

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

*Complements Blueprint 2000 Project(s):* N/A

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

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

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

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

**Project #2: Lake Jackson Enhancement and Preservation**

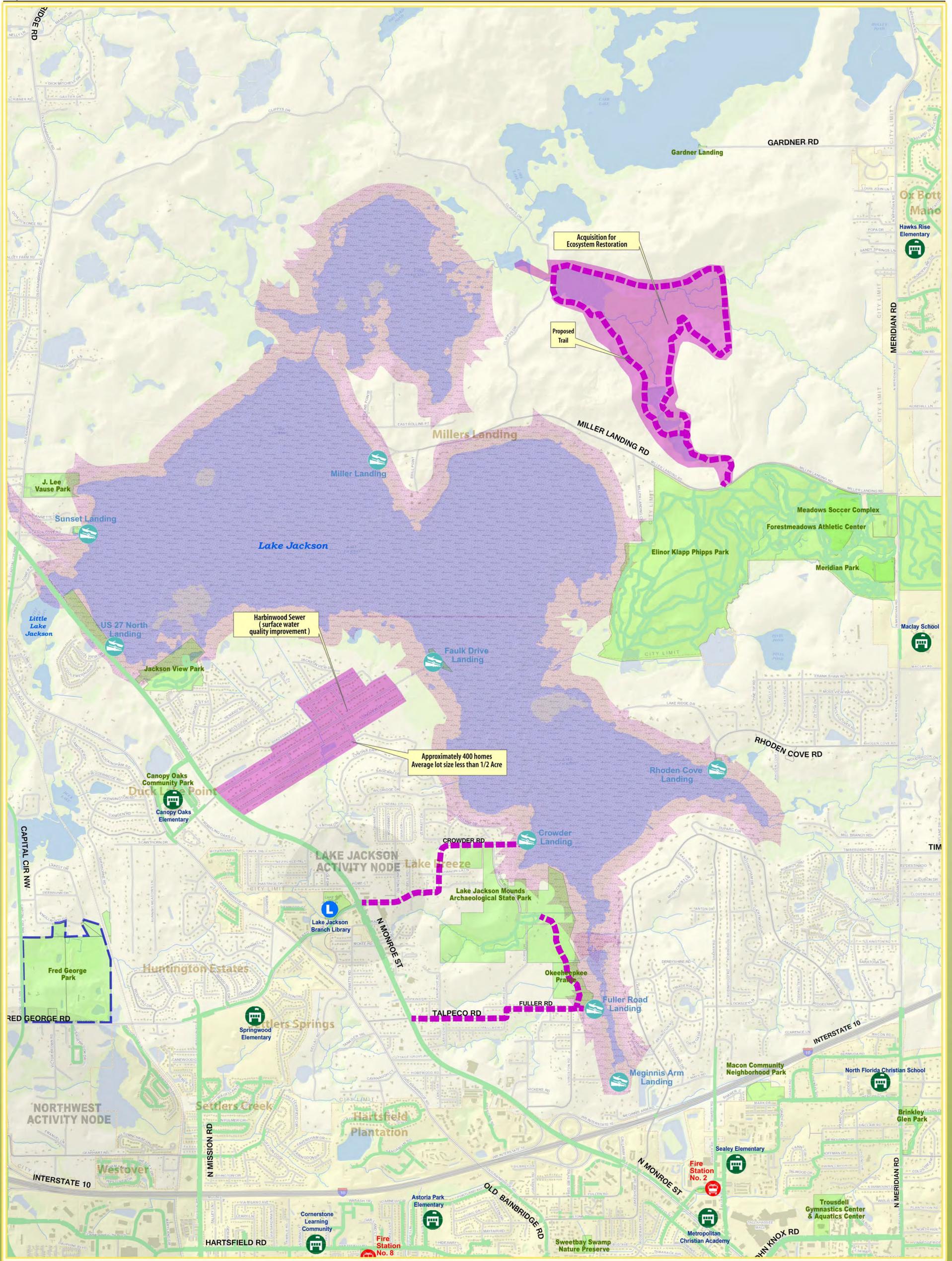
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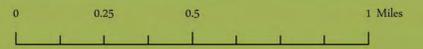
The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual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

Transportation Capacity Improvements: N/A

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



# Lake Jackson Preservation and Mobility Enhancements



## Legend

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

## Lake Jackson Preservation and Mobility Enhancements Project Criteria:

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



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be constructed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

# SALES TAX PROJECTS

**Project Number:** 45

**Project Name:** Sewer Hookups Incentive Program

**Committee Recommendations:**

Tier I: \$0

Tier II: \$0

**Estimated Project Cost:** \$33,100,000

**Project Cost Notes**

The attached table estimates that this program could cost up to \$33.1 million. The Committee may choose allocate only a certain amount of funds for the the sewer hookup incentive program.

**Executive Project Summary:**

This project is for providing incentives to landowners for sewer hookups. The Committee may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.

**Themes**

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

**Detail Project Description**

The attached table outlines possible scenarios for funding an incentive project for sewer connections.

**Cost By Themes**

	Regional Mobility/Transportation
	Sense of Community
\$33,100,000	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

### Sales Tax Septic Tank Abatement Discussion

November 29, 2012

Project Area	Septic Tanks		(A)	(B)	(C)	(D)**	(E)
	With Sewer Available	Without Sewer Available	Capital Costs for Sewer (million dollars)	Connection Costs at \$12,000 per Connection (million dollars)	(A+B) Total System + Connection Cost (million dollars)	Connection Costs at \$7,000 per Connection (million dollars)	(A+D) Total System + Connection Cost (million dollars)
Centerville Trace <sup>a</sup>	0	167	\$5.0	\$2.0	\$7.0	\$1.2	\$6.2
Harbinwood <sup>a</sup>	0	400	\$12.1	\$4.8	\$16.9	\$2.8	\$14.9
Woodville <sup>a</sup>	0	1274	\$24.5	\$15.3	\$39.8	\$8.9	\$33.4
Woodville (Urban Fringe) <sup>a</sup>	<u>0</u>	<u>1,671</u>	<u>\$33.4</u>	<u>\$20.1</u>	<u>\$53.5</u>	<u>\$11.7</u>	<u>\$45.1</u>
Co. subtotal		3,512	\$75.0	\$42.2	\$117.2	\$24.6	\$99.6
City Septic Tanks <sup>b</sup>	<u>1044</u>	<u>174</u>	<u>\$5.2</u>	<u>\$14.6</u>	<u>\$19.8</u>	<u>\$8.5</u>	<u>\$13.7</u>
Total =	1044	3,686	\$80.2	\$56.8	\$137.0	\$33.1	\$113.3

a: From Leon County Sales Tax Workshop Agenda Materials

b: From City Underground Utilities to serve 174 OSTDs

**Proposal for Including an Incentive to Connect:**

- Use sales tax revenue to provide grant for connecting within 12 months of availability.
  - Would be available to all County residents, including those within the City.
  - City and County should consider jointly adopting a policy of enforcing state law requiring connection within 12 months.
- \*\* Reduced connection charges based on economies of scale and cost averaging for a large number of connections.**

Previous Project Information for:

# **Project #45**

## **Sewer Hookups Incentive Program**

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: Sales Tax Septic Tank Abatement Discussion (*Previously Project #39 as submitted by the County*)

**Sales Tax Septic Tank Abatement Discussion**  
November 29, 2012

Project Area	Septic Tanks		(A)	(B)	(C)	(D)**	(E)
	With Sewer Available	Without Sewer Available	Capital Costs for Sewer (million dollars)	Connection Costs at \$12,000 per Connection (million dollars)	(A+B) Total System + Connection Cost (million dollars)	Connection Costs at \$7,000 per Connection (million dollars)	(A+D) Total System + Connection Cost (million dollars)
Centerville Trace <sup>a</sup>	0	167	\$5.0	\$2.0	\$7.0	\$1.2	\$6.2
Harbinwood <sup>a</sup>	0	400	\$12.1	\$4.8	\$16.9	\$2.8	\$14.9
Woodville <sup>a</sup>	0	1274	\$24.5	\$15.3	\$39.8	\$8.9	\$33.4
Woodville (Urban Fringe) <sup>a</sup>	<u>0</u>	<u>1,671</u>	<u>\$33.4</u>	<u>\$20.1</u>	<u>\$53.5</u>	<u>\$11.7</u>	<u>\$45.1</u>
Co. subtotal		3,512	\$75.0	\$42.2	\$117.2	\$24.6	\$99.6
City Septic Tanks <sup>b</sup>	<u>1044</u>	<u>174</u>	<u>\$5.2</u>	<u>\$14.6</u>	<u>\$19.8</u>	<u>\$8.5</u>	<u>\$13.7</u>
Total =	1044	3,686	\$80.2	\$56.8	\$137.0	\$33.1	\$113.3

a: From Leon County Sales Tax Workshop Agenda Materials

b: From City Underground Utilities to serve 174 OSTDs

**Proposal for Including an Incentive to Connect:**

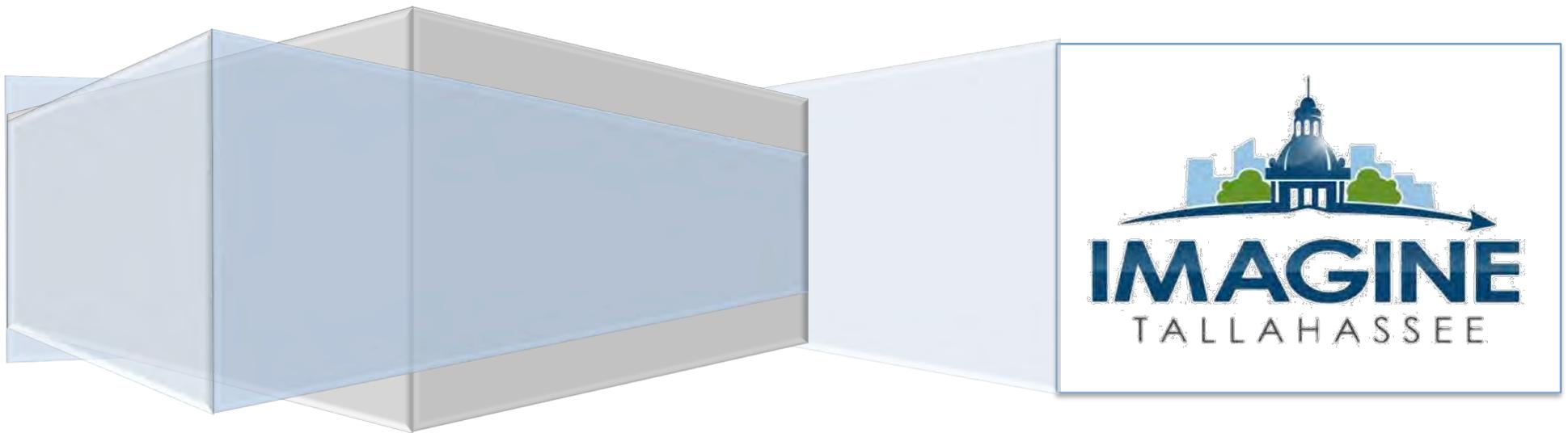
- Use sales tax revenue to provide grant for connecting within 12 months of availability.
  - Would be available to all County residents, including those within the City.
  - City and County should consider jointly adopting a policy of enforcing state law requiring connection within 12 months.
- \*\* Reduced connection charges based on economies of scale and cost averaging for a large number of connections.**



*Final Report*

# IMAGINE TALLAHASSEE

## Baseline Economic Assessment



Representations of economic data relevant to Tallahassee and Leon County contributed to the discussions of the participating public and the Imagine Tallahassee Steering Committee beginning with the first open house in May 2013. During the visioning phase of the Imagine Tallahassee process, citizens and community stakeholders examined measures of the past to facilitate deliberations as to what an intentional future might look like for Florida’s Capital City. The result was the Imagine Tallahassee Vision Statement and five corresponding strategic directions (see Appendix A) to be used as guides for the ultimate goal of bringing forth recommendations and a business case for using Blueprint 2020 sales tax revenues to address economic development priorities.

This initial release of Imagine Tallahassee’s Baseline Analysis takes on a broader objective than simply archiving economic data points. Data increases in value as trends emerge and insights reveal themselves. Whether citizen or Sales Tax Committee member, contemplating the degree of support to extend to Imagine Tallahassee’s ultimate recommendations is deemed impossible without wrestling with the underlying assumptions driving them. After first making the distinction between economic growth and economic progress, the analysis that follows presents four interrelated challenges to Tallahassee’s success in achieving its Community Vision within the parameters of the proposed Blueprint 2020 economic development funding:

1. Competing in a knowledge-based, global economy
2. Understanding job polarization and the erosion of the middle class
3. Addressing strength as weakness
4. Reconnecting innovation and production (flexible specialization)

An overview of the knowledge-based, global economy reveals the context in which Tallahassee must compete for the committed talent necessary to sustain the vibrant community we envision. Next we’ll address the erosion of the middle class and the resulting impact of what economists call the “polarization” of job creation. We’ll next demonstrate how the retirement of the Baby Boomer generation represents a boon to our economy while simultaneously threatening to put a knowledge-based economy all but out of reach. Finally, we’ll conclude our preamble to Tallahassee’s economic baseline analysis by making the case for establishing an innovation system broad and courageous enough in scope to embrace institutions and networks as necessary to reconnect innovation with production.

Deep gratitude and admiration is extended to the Leon County staff, specifically Ken Morris, Joshua Pascua, Ryan Aamodt and their colleagues. There can be no harder working or dedicated team of public administrators in the country. Their selfless giving of time, energy and creativity fueled Imagine Tallahassee from the start. Finally, we acknowledge the limitations in this baseline analysis which are tied principally to the short time span of the Imagine Tallahassee initiative and the project leadership’s appropriate decisions to place emphasis on community engagement over quantitative analysis. It is believed, however, that the discussions sparked by the points contained in this document encourage both careful deliberation and a sense of urgency as the Tallahassee community contemplates the use of public funds as a catalyst for economic progress.

**Vision Statement**

Imagine Tallahassee, inspired by our unique heritage and beauty, empowers and rewards entrepreneurship and innovation to create and sustain a vibrant community where businesses, individuals and families thrive.

Our success will be achieved through targeted initiatives and investments on three fronts, setting in motion progress to ensure that:

Tallahassee WORKS—with a vibrant, diversified economy and quality employment;

Tallahassee INSPIRES—with a unique character, natural beauty, vibrantly diverse culture and energy, warm hospitality; and

Tallahassee CONNECTS—with a balanced and sustainable pattern of development and supporting infrastructure, a range of mobility choices and effective and efficient governance.

## Economic Progress and Innovation

Economic data analysis typically focuses on common measures of productivity, such as income per capita and growth in gross domestic product (GDP). In fact, growth is invoked as the ultimate sign of an economy's health. We introduce here the distinction, inspired by Florida State University Professor Randall Holcombe, that growth is a component of a much larger societal outcome: economic progress. Economic progress, simply put, speaks to the changes in the characteristics of that output—quality of life.

Here's a bit of history along with a mind experiment using air conditioning. At a Florida hospital where he worked, Dr. John Gorrie built a machine to blow air over buckets of ice made using compression. Although he patented the idea in 1851 (#8080), the lack of financial backing prevented "air conditioning" from making its way to everyday life until the post-War era. Between 1950 and 1953, estimates suggest that room air conditioner sales grew from 100,000 to more than 1 million units per year. Assume for the sake of argument that the air conditioning units in 1953 sold for \$100. The economic output (or growth) directly tied to air conditioning could be calculated as (\$100 million—or 1 million x \$100). What is the value of air conditioning in terms of economic progress?

A blogger for A.J. Perri Inc. celebrated National Air Conditioning Appreciation Month in 2012 with this assessment of the innovation's contribution to economic progress:

"If not for AC, we wouldn't have the following due to their reliance on cooled air during production and storage: computers; pharmaceuticals; modern food production, delivery and storage; chemicals. Air-conditioned hospitals are credited with decreased infant mortality, advances in surgery, defeat of malaria, and modern standards of sterile conditions. Places such as Texas, Florida, Arizona, and especially Las Vegas would not have had the population explosions they've experienced in the past 50 years if not for AC."

This tribute to the impact of air conditioning illustrates the multiplier effect of innovation, as well as the unquenchable thirst for continued improvement in goods and services. Individuals and companies that innovate seek to meet demand and create mutual benefit. Of course, the benefit realized by the innovator is profit. Here, too, we uncover a chain reaction as individuals and companies create new processes and different combinations of materials to meet demand or drive down their costs in hopes of increasing value to customers and sustain or improve profits necessary for future investment in innovation activities. This series of events creates a virtuous cycle of innovation and has become both the currency of success in the market place and the source of economic progress for society.

No attempt is made in this brief treatment of innovation to suggest it is a linear and smooth process without casualties along the way. The automobile replaced horse carriages. The light bulb relegated candles to charming home accessories. Joseph Schumpeter, the economist who introduced the term "economic development," also gave us "creative destruction" to describe the messy process of innovation in which continuous improvement wreaks havoc on the status quo.

Indeed, there is no preserving the status quo in economic terms. Communities hoping against hope to keep things just as they are lose their position in the world as the engines of innovation turn around them. This leads us to a brief acknowledgement of the realities of an economy driven by innovation. The premium is on knowledge brought to markets freed from the restrictions of time and place.

## Knowledge-Based Economy and Globalization

Economic development organizations at the state and local levels often define “targeted industries” as those being desirable for their creation of high-wage jobs. Six industries tend to be found commonly shared among most communities around the globe:

- Biotechnology and biomedical
- Defense and aerospace
- Information technology
- Energy and chemicals
- High technology machinery and instruments
- High technology research

These six sectors have in common the creation of products with considerable impact on improving quality of life, but this alone doesn’t explain why the jobs they create pay above-average wages. Success in these fields (and even those not considered “high tech”) requires investment (risk) and the ability to manipulate knowledge and skills to create the new combinations required to meet market demands described earlier.

As transportation costs plummeted during the 20<sup>th</sup> Century, access to global markets for innovative products and services increased exponentially. Coupled with the ease of global communication made possible by satellites and the internet, even the sole proprietor in Tallahassee now buys and sells in ways once only the domain of large corporations. Markets are not local, but global. Regions no longer compete with other regions, but innovators scattered in other nations and sub-regions. The problem for decision makers on all levels is to identify those innovation-supporting programs that improve the competitiveness of a region and on the labor market.

We need only to look at the tectonic shifts in manufacturing and the corresponding job losses in America for examples of the creative destruction wrought by the emergence of global markets. Pain has been experienced as the lingering impact of improvements in manufacturing processes has contributed to the erosion of the American middle class. Although international trade has emerged as a boon to those firms and

their host regions able to adapt, among the discomfiting consequences is a widening gap in wages and wealth between the lower and upper classes. Lower-skilled, less educated workers find fewer opportunities to climb the socio-economic ladder in the absence of the prevalent manufacturing-based jobs of the Industrial Age. There is something much more fundamental at play in the knowledge-based economy, which must inform any strategic attempts to bring about the rebirth of American manufacturing.

## Job Polarization and the Erosion of the Middle Class

In a presentation at the Florida Regional Economic Symposium at Florida Southern College in April of 2012, University of Florida Professor David Denslow stunned the audience with evidence of Florida’s “pronounced emptying of the middle of its job skill distribution in which increasing demand for workers in low-skill, manual non-routine jobs is apparently outpacing increasing demand for high-skill analytical workers.” In other words, he explained why Florida has a disproportionate share of relatively low-wage jobs by underscoring the role of job polarization and the impact of the Sunshine State’s dependence on retirees and tourism, which we take up in the next section.

Understanding polarization requires a change in how we think about worker skill sets. Instead of two categories—unskilled and skilled—think in terms of non-routine manual, routine and analytical. Non-routine manual jobs require dexterity and rapid adaptation to changing or unpredictable environments. Jobs falling in the non-routine manual category are truck driving, cooking and waiting tables. Routine jobs are repetitive in nature and as a result subject to automation, such as bank tellers (ATMs) or car washing (Super Suds). Finally, analytical skills require workers to think abstractly and make connections of seemingly fuzzy concepts. Reading this report is an easy example. These skills are prevalent in occupations such as lawyers, physicians and engineers.

With the advent of increasingly powerful computer hardware and software, the job market looks like a cookie with a bite taken out of its middle. As the share of manual non-routine and analytical jobs has increased, the middle-skill routine jobs have decreased. At the same time as demand for middle-skill jobs has eroded, wages have risen for high-value analytical skills and non-routine, manual skills.

## Strength as Weakness

Again, we turn to Professor Denslow’s work for a brief encounter with the tendency for mid-skill (routine) jobs to be replaced by low-skill jobs rather than high-skill jobs in Florida compared to the rest of the nation. At risk of oversimplification, Florida’s historical dependence on tourism and development (retirees)—its long-time economic strength—has created a lag in the development of high-tech industries. By comparison, with relatively less growth at the high-skill level, workers desiring to stay in their home state (and displaced by polarization described above) can move down in skill more easily than they can move to analytical jobs. The availability of more educated workers for lower skill jobs pushes less educated workers out of the labor force altogether.

As Florida celebrates the return of the in-migration of retirees, the resulting increase in demand for low-skill (manual, non-routine) workers to provide the services they demand will exacerbate the problem. This threat hits home with a reminder of the 2012 research study by the Washington Economics Group in Miami which named Tallahassee as “the number one retirement destination city...because it offers the best available match among the five priority characteristics that relocating Boomers say they want, and require in a retirement destination.” Our strength is our weakness.

## Reconnecting Innovation and Production

A popular response to the erosion of the middle class in America is the call for a renaissance of manufacturing. The Obama Administration’s creation of the Advanced Manufacturing Partnership (the AMP), which is housed in the White House Office of Science and Technology Policy (OSTP) lead to the proposed creation of the National Network for Manufacturing Innovation (NNMI). With that many acronyms, it’s clear that the federal government must be taking this seriously.

In truth, there are many factors substantiating the hope for economic vitality, particularly as a means of reviving the middle class, but the case for advanced manufacturing will not be covered here. More importantly, as the Tallahassee community contemplates how to position itself to

participate in the boon of a new era in American manufacturing, it should do so with eyes wide open to a nagging issue.

Among the hidden challenges brought about by modern manufacturing is the separation of the design and build functions. For example, the popular iPhones and iPads proudly boast: “Designed in California. Assembled in China.” Florida State University’s mega-revenue producing cancer-fighting discovery, Taxol, was the product of academic research in the heart of campus but produced in factories in Ireland and Germany. We need only trace the agreements from any university’s Office of Technology Licensing to see the geographical separation of actual production from the laboratories and incubators that gave birth to countless innovations.

The lesson to be learned? Research (universities) are neither necessary nor sufficient for the development of high-tech regions. In fact, there is strong evidence that the over-emphasis on the research portion of the R&D combination during the past few decades resulted in abject neglect of the development side. We have been obsessed with research investment to fuel invention and forgotten how to manage the innovation process. This means that policies that stimulate innovation in one place may, in fact, be subsidizing production (jobs) elsewhere.

The economic facet of its Vision Statement calls for a Tallahassee that “WORKS—with a vibrant, diversified economy and quality employment.” Achieving this future means competing in a knowledge-based, global economy. Community leaders must wrestle with the causes and consequences of job polarization. And policy makers must be aware of the dangers of playing to a region’s strengths at risk of weakening the city’s prospects for reconnecting innovation and production.

## Tallahassee U.S. and Global Index Rankings

Several think tanks and media sources publish proprietary rankings and indices created to derive insight from the vast store of available economic data. Among the more familiar and popular is the U.S. News and World Report’s annual ranking of colleges and universities. Forbes and Inc. magazines publish rankings from assessments of the city’s quality of life measures and fastest growing companies, respectively. George Mason University’s Mercatus Center publishes its ranking of economic freedom among the 50 United States. Florida’s own Washington Economics Group, a Miami-based think tank, released its ranking of most desirable retirement locations in 2012.

Although questions almost always surround the release of indices and rankings, such as methodological issues or suspicions of bias, the media attention to their findings is sufficient to deem them relevant to any community seeking to understand its own economic performance particularly when time and budget prevent an independent and comprehensive analysis. No attempt is made here to provide a full review of all the published rankings. One in particular, however, is introduced in this baseline analysis as instructive to understanding Tallahassee’s comparative economic performance as benchmarked against other U.S. cities. Miliken Institute’s “2012 Best Performing Cities” has been published annually since 2003 and its methodology is clearly articulated (see “bestcities.milikeninstitute.org” for more details).

The Miliken Institute’s Best-Performing Cities Index is calculated from a compilation of nine individual components (see opposite chart) deemed economic “outcome based.” The index does not incorporate input measures, such as business costs, cost-of-living components and quality-of-life conditions. This, of course, limits the ranking’s usefulness to economic outcomes, which is only a portion of the broader scope of the Imagine Tallahassee visioning process.

However, the index and corresponding rankings are nonetheless instructive as to how Tallahassee compares to other cities in the critical areas of job growth and wages considered clear contributors to any community’s quality of life.

**Components of the Best-Performing Cities Index**

Component	Weight
Job growth (I=2006)	0.143
Job growth (I=2010)	0.143
Wage and salary growth (I=2005)	0.143
Wage and salary growth (I=2009)	0.143
Short-term job growth (May11-May12)	0.143
Relative high-tech GDP growth (I=2006)	0.071
Relative high-tech GDP growth (I=2010)	0.071
High-tech GDP location quotient	0.071
Number of high-tech industries with GDP LQ>1	0.071

Note: I refers to the beginning year of index.  
 Source: Milken Institute.

The chart on page 7 illustrates the Miliken Institute’s assessment of 17 Florida cities among the top 200 included in its “large cities” category. Note that Florida fails to put forward a metropolitan area performing at a level to warrant inclusion in the Top 100. Tallahassee’s fall from 126 to 192 represents a significant change in the city’s economic trajectory.

While the Miliken Institute’s Best-Performing Cities Index sheds light on Tallahassee’s economic performance, its descriptive nature stops well short of prescribing a path to improved ranking over time. A second index consulted for the Imagine Tallahassee project, 2thinknow’s Innovation Cities™ Analysis Report, is built on a model which enables stakeholders to measure cities’ performance against global competition and suggests

the route to improving their innovation potential across 31 segments (listed below) and 162 indicators.

- Architecture & Planning
- Arts
- Basics (Utilities, Food Supply, Water)
- Business
- Commerce & Finance
- Cultural Exchange, Travel & Tourism
- Diplomacy & Trade
- Economics (General)
- Education & Universities
- Fashion
- Food
- Government & Politics
- Health & Medicine
- Industry & Manufacturing
- Labor, Employment & Workforce
- Law & Governance
- Logistics, Freight & Ports
- Mobility, Autos, Cycling & Transport
- Music & Performance
- People & Population
- Public Safety
- Retail & Shopping
- Spirituality, Religion & Charities
- Sports & Fitness
- Start-ups & Entrepreneurs
- Technology & Communications
- Environment & Nature
- History
- Geography

Digital or photocopying of the final Innovation Cities™ Analysis Report is restricted by the license agreement, however, a hard copy of the report will be made available for public and Steering Committee viewing at the Leon County Public Library.

The proprietary analysis utilizes a six-point scale:

- 5: Out Performance [World Exemplar]
- 4: Above Benchmark
- 3: Competitive
- 2: Below Benchmark
- 1: Poor
- 0: Fail

As a summary to the Tallahassee-specific ratings resulting from the Innovative Cities™ global evaluation, the 32 indicators against which Tallahassee failed to reach at least a “Competitive” rating are provided below:

- |  |                          |
|--|--------------------------|
| Decorative Features (architecture)             | Air Routes               |
| Cultural Festivals                             | Transport Infrastructure |
| Private Art Galleries                          | International Airport    |
| Satire & Comedy                                | Transport Coverage       |
| Designers                                      | Crime                    |
| Green Business                                 | Violent Crime            |
| International Conferences                      | Small Retail Clusters    |
| Wealth Distribution                            | Company Start-Up Ease    |
| Emissions                                      | Embassies & Trade        |
| Fashion Designers                              | Population (Market Size) |
| Textile Industry (fashion/design supply chain) | Freight Dependencies     |
| Fine Restaurants                               | Trade Diversity          |
| History  | Railway                  |
| Bookstores                                     |                          |
| Alternative Population                         |                          |
| Multi-National Headquarters                    |                          |
| Business Education                             |                          |
| Publishing Industry (Media)                    |                          |
| Wine, Spirits & Brewing                        |                          |

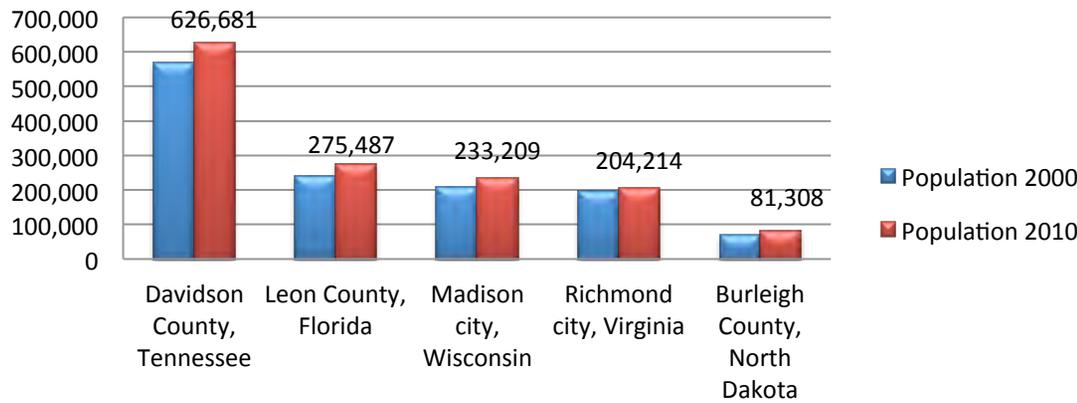
2012 Rank	2011 Rank	Metropolitan Area	City Code	State	5-yr job growth <sup>*1</sup> 2006-2011		1-yr job growth <sup>*2</sup> 2010-2011		5-yr wages/salaries <sup>*3</sup> growth 2005-2010	
					Value	Rank	Value	Rank	Value	Rank
113	193	<a href="#">Naples-Marco Island, FL MSA</a>	MNAP	FL	88.78	197	101.65	9	82.36	196
121	134	<a href="#">Jacksonville, FL MSA</a>	MJAC	FL	97.84	141	100.07	68	96.96	131
124	96	<a href="#">Orlando-Kissimmee-Sanford, FL MSA</a>	MORL	FL	98.53	133	99.93	86	94.87	158
131	141	<a href="#">Miami-Miami Beach-Kendall, FL MD</a>	DMMIA	FL	99.47	111	101.24	18	95.29	153
138	153	<a href="#">Tampa-St. Petersburg-Clearwater, FL MSA</a>	MTAM	FL	94.92	171	100.63	40	93.52	165
163	73	<a href="#">Pensacola-Ferry Pass-Brent, FL MSA</a>	MPEN	FL	96.27	156	99.64	107	97.87	124
166	131	<a href="#">Palm Bay-Melbourne-Titusville, FL MSA</a>	MPAL	FL	92.78	186	98.21	189	93.02	168
167	100	<a href="#">Gainesville, FL MSA</a>	MGAI	FL	98.65	130	98.21	188	101.52	76
179	172	<a href="#">Fort Lauderdale-Pompano Beach-Deerfield Beach</a>	DMFOT	FL	94.14	175	99.78	95	91.68	180
184	180	<a href="#">Deltona-Daytona Beach-Ormond Beach, FL MSA</a>	MDEL	FL	93.18	183	100.04	73	92.04	176
187	190	<a href="#">North Port-Bradenton-Sarasota, FL MSA</a>	MBRA	FL	88.35	199	99.55	124	82.10	197
188	179	<a href="#">West Palm Beach-Boca Raton-Boynton Beach, FL</a>	DMWES	FL	92.49	187	99.54	125	89.85	185
192	126	<a href="#">Tallahassee, FL MSA</a>	MTAL	FL	98.98	124	98.22	187	97.43	125
193	200	<a href="#">Cape Coral-Fort Myers, FL MSA</a>	MCCF	FL	90.43	195	101.40	14	84.43	194
194	183	<a href="#">Ocala, FL MSA</a>	MOCA	FL	88.45	198	98.59	180	90.46	182
195	140	<a href="#">Port St. Lucie, FL MSA</a>	MPSL	FL	93.23	182	98.99	164	91.94	177
200	186	<a href="#">Lakeland-Winter Haven, FL MSA</a>	MLAE	FL	93.64	179	97.90	192	92.88	171



## SPOT ANALYSIS: POPULATION

Demographics, Growth,  
Trends, Migration

### Population 2000-2010

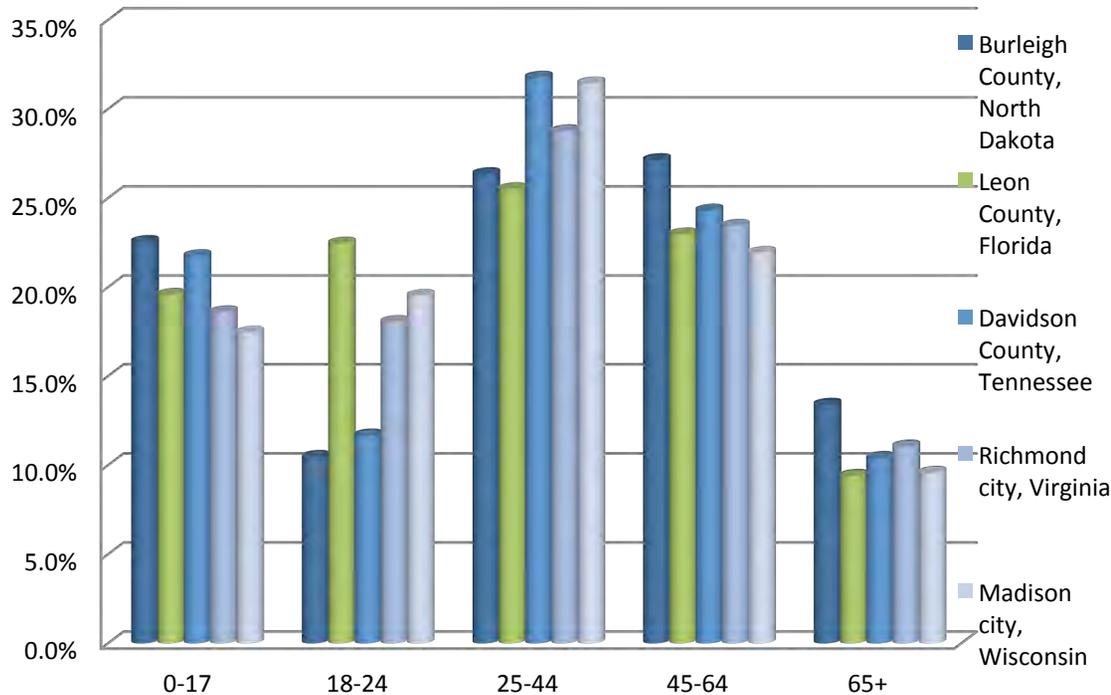


### Tallahassee Spot Analysis

The balance of this report presents findings revealed during a brief analysis of available data deemed illustrative of Tallahassee’s current economic context. As noted earlier, what follows is hardly exhaustive but still contributed to the energetic gathering of community input.

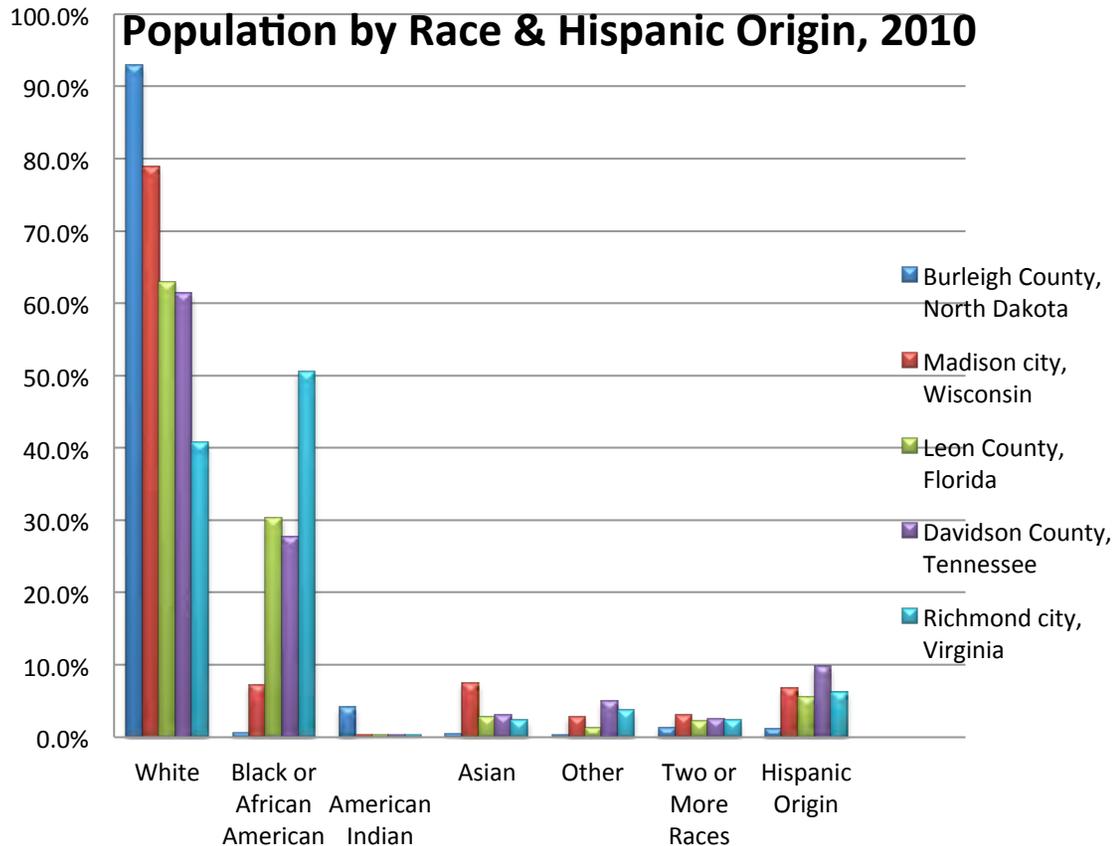
Comparative data shows Tallahassee growing between US Census survey periods 2000 and 2010 by roughly 15%, a rate somewhat slower than Nashville but more rapidly than the comparative MSAs. In the period 2007 to 2012, the rate of population growth was only 4.5%, slightly below the state average of 5.1%.

### Population by Age Group, 2010

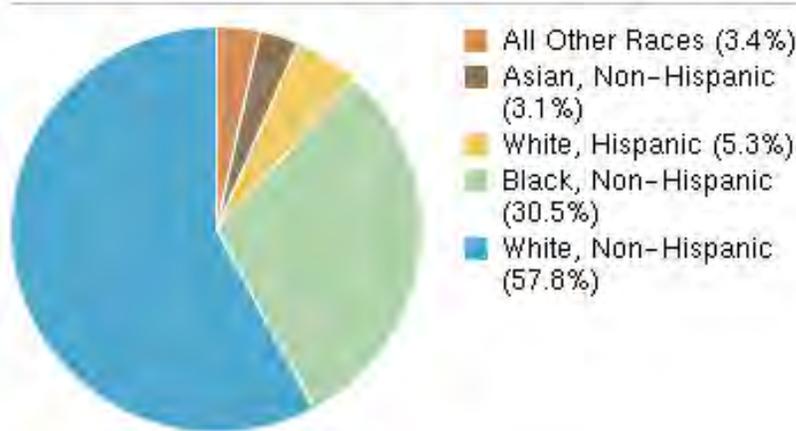


A look at the population mix comparisons shows Tallahassee with a larger share of 18 to 24 year olds. Closer examination of Leon County using available QCEW data reveals greater insight into the demographic shift in the last ten years. Between 2003 and 2013, Leon County’s population grew by 32,658 or 13% in a pattern representing bookends. The largest gains were seen in three particular age groups. One side of the bookends is comprised of post-secondary education and early career residents. Persons between the ages of 20 to 24 increased by 14%; those between the ages of 25 to 29 increased by 39%; and those between the ages of 30 to 34 increased by 6%. This pattern suggests an increasing number of 20 to 24 year olds chose Tallahassee as their host for experiences such as education, training and early career launches.

The other side of the bookends is created by the significant influx of persons entering the zenith of their careers and retirement age. The number of persons ages 55 to 59 increased by 30%; 60 to 64 year olds and 65 to 69 year olds increased by 87%, respectively. The percentage of 70 to 74



### 2013 Race Demographics



year olds increased by 42%. These changes represent gains in the older population segment at rates substantially higher than the national average.

The middle of the metaphorical bookshelf reflects an alarming drop in the population of persons ranging in age from 35 to 39 (-4%), 40 to 44 (-3%) and 45 to 49 (-9%). These drops indicate a loss of talented workforce during the time in which families are growing and careers are entering a period associated with increased earnings.

Leon County’s estimated population in 2013 of 283,300 contributes 1.5% of the state’s overall population. According to the 2010 Census comparative data shown in the opposite chart, 63.0% of Leon County residents identified themselves as White. With 30.3% of the population identifying themselves as Black or African American, Leon County is second only in density of Black/African-American population to Richmond. Although Leon County’s population includes 5.6% of Hispanic origin, we fall to third place in ethnic diversity behind Tennessee’s capital region when including persons of Hispanic, Asian and other non-White classifications.

Looking forward to 2020, Leon County’s Black, non-Hispanic population is expected to increase by 6% (5,393 persons); and persons identified as either White Hispanic or Black Hispanic should increase by 17% (2,586) and 23% (469), respectively.

## Gross Regional Product (Economic Output)

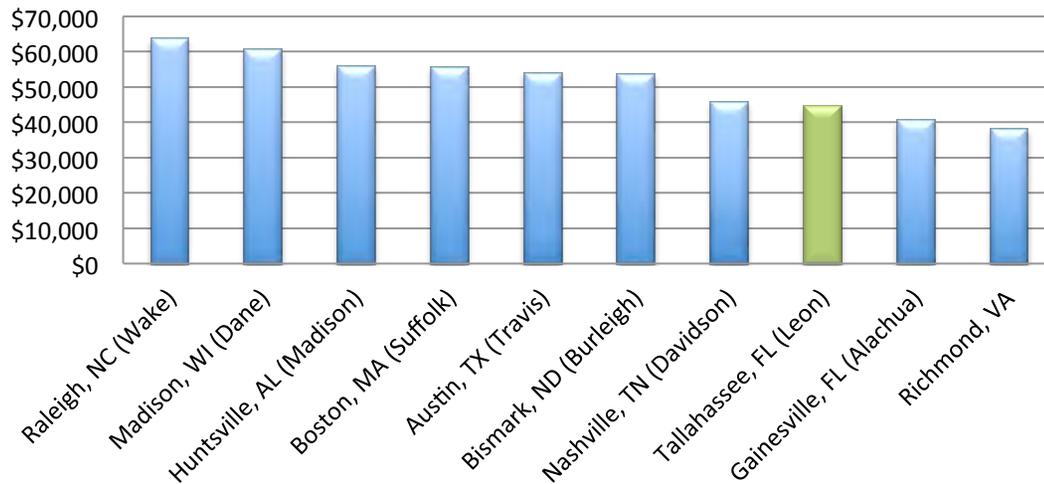
NAICS	Industry	GRP (2012)	% of Total
11	Agriculture, Forestry, Fishing and Hunting	\$31,105,110	0%
21	Mining, Quarrying, and Oil and Gas Extraction	\$5,816,852	0%
22	Utilities	\$33,954,546	0%
23	Construction	\$274,501,743	2%
31	Manufacturing	\$154,723,520	1%
42	Wholesale Trade	\$303,324,048	3%
44	Retail Trade	\$779,214,933	7%
48	Transportation and Warehousing	\$85,178,114	1%
51	Information	\$463,560,033	4%
52	Finance and Insurance	\$884,612,931	8%
53	Real Estate and Rental and Leasing	\$826,418,380	7%
54	Professional, Scientific, and Technical Services	\$1,253,689,174	11%
55	Management of Companies and Enterprises	\$51,774,100	0%
56	Administrative and Support and Waste Management and Remediation Services	\$286,299,447	2%
61	Educational Services (Private)	\$73,415,129	1%
62	Health Care and Social Assistance	\$1,127,950,037	10%
71	Arts, Entertainment, and Recreation	\$67,802,480	1%
72	Accommodation and Food Services	\$383,842,157	3%
81	Other Services (except Public Administration)	\$427,678,664	4%
90	Government	\$3,475,118,159	30%
	Other non-industries	\$776,386,435	7%

A measure of Leon County’s economic output, or gross regional product (GRP), reveals the contributions of specific industries to the area’s overall economic activity. Total GRP in 2012 exceeded \$11.7 billion and generated nearly \$8 billion in earnings. Taxes on production resulting from this economic activity reached \$793.2 million.

As this chart illustrates, government contributed nearly one third of the region’s economic activity with professional, scientific and technical services producing 11% of the economies output. Health care and social assistance followed closely, pumping more than \$1.1 billion into the economy (or 10%).

Leon County imported \$17 billion in goods and services to meet 62% of its total demand in 2012. The balance \$10.4 billion of its consumption was locally produced and consumed.

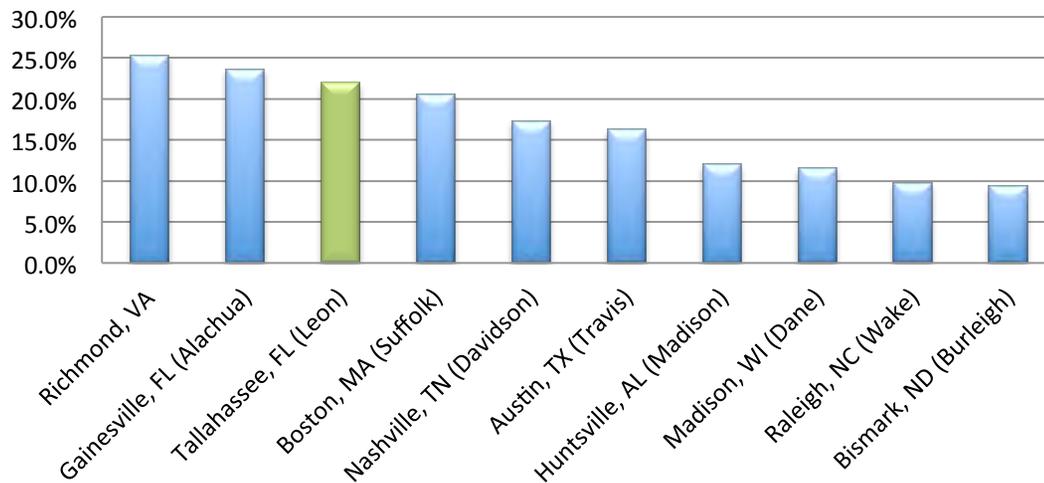
## Median Household Income (US Counties) 2012



In the comparative data from 2012 at left, Tallahassee leads only Gainesville and Richmond in median household income. Mean (average) earnings of \$49,800 projected for 2013 represents 82% of the national benchmark. Seven occupations (NAICS 2-digit level) boast average earnings for Tallahassee residents in 2013:

Mining, Quarrying, Oil & Gas Extraction	\$158,424
Utilities	\$ 83,871
Finance and Insurance	\$ 82,784
Professional, Scientific, and Technical Services	\$ 78,670
Management of Companies and Enterprises	\$ 71,137
Manufacturing	\$ 64,116
Government	\$ 60,216

## Poverty Rate (US Counties) 2012

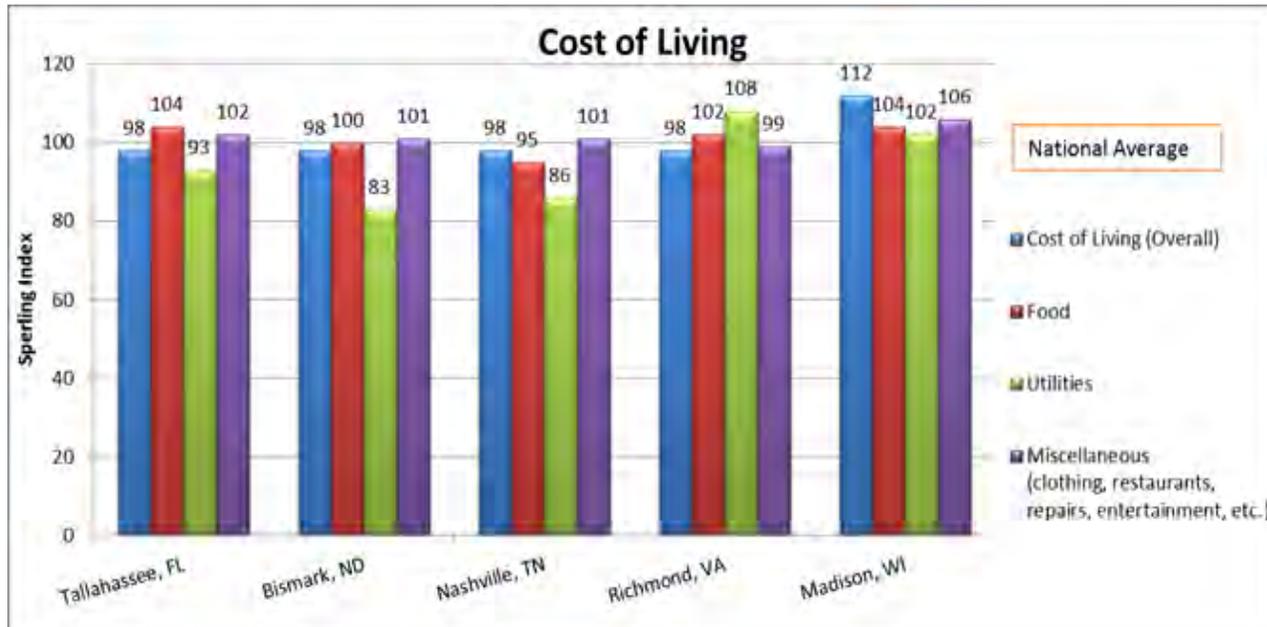
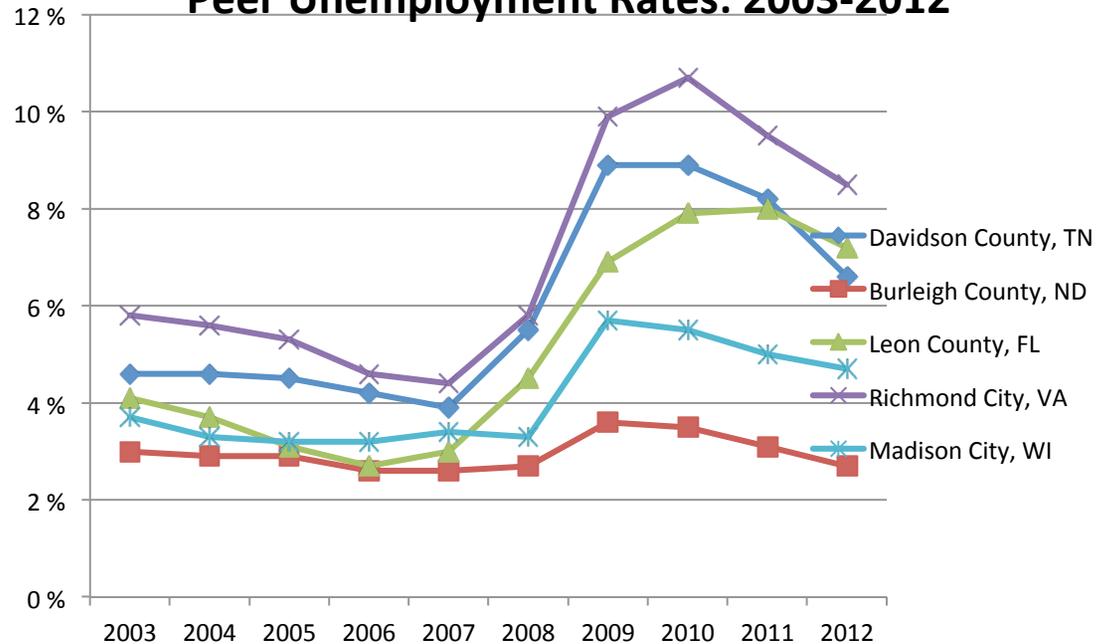


The poverty rate is set each year by the U.S. federal government varies by the number of persons in a household. Comparative data for 2012 shows Tallahassee with the third greatest percentage of its population living below poverty. Often student populations are blamed for such high levels, however, note that the populations of the benchmark cities also include significant student populations. Additionally, U.S. Census policies exclude persons living in dorms from being interviewed. The fact that all external income (e.g., money from family and grants) is included in income levels for census respondents further weakens the argument that student populations are the entire story.

Over the past 10 years, the unemployment rate in Leon County ranged from a low in 2006 of 2.7% to a high in 2011 at 8.0%. Overall, the peer communities experienced similar unemployment trends since 2003 which demonstrates the national economic influence in these local communities.

It is worth noting that the unique character of Leon County's unemployment rate shifts. Unemployment rate began to rise in 2006, a year before its peers (with exception to Madison) and continued to increase from 2010 to 2011 as the rest of the peer communities were starting to recover from the recession. In short, Leon's unemployment rate spiked first and recovered last.

### Peer Unemployment Rates: 2003-2012



According to data provided by Sperling's Best Places, Tallahassee's cost of living is at parity with other capital cities with the exception of Madison, which indexes 12 points above the national average (100) at 112. The utility rates index of 93 is an attractive position (below the national average).



## SPOT ANALYSIS: TALENT SUPPLY & EDUCATION

Workforce, Educational  
Attainment, Test Scores

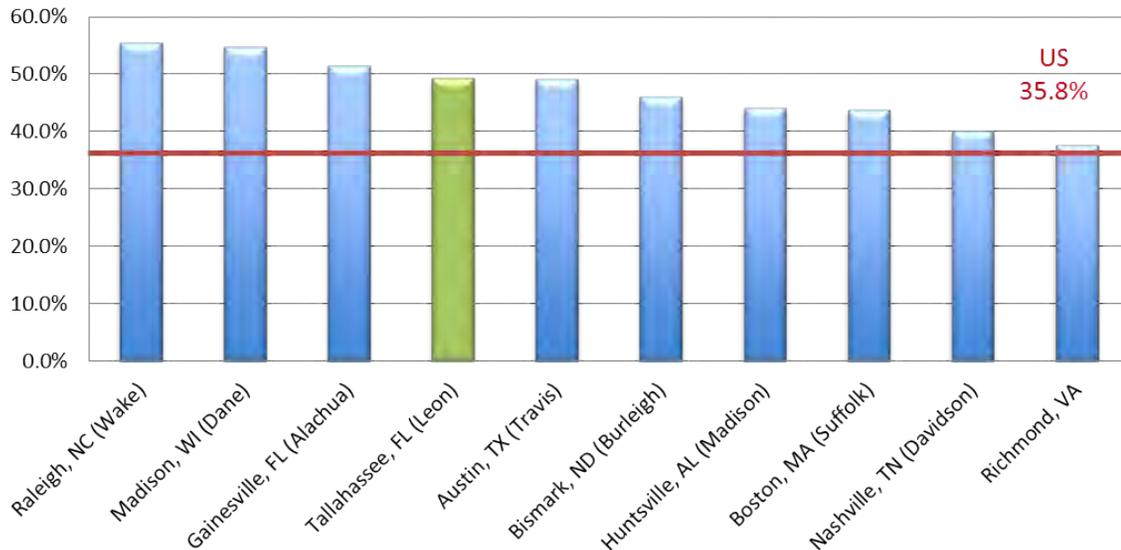
### Educational Attainment Breakdown

Educational Attainment	2013 Population	2020 Population	Change	% Change
Graduate Degree and Higher	28,214	30,325	2,111	7%
Bachelor's Degree	38,820	41,774	2,954	8%
Associate's Degree	13,505	14,680	1,175	9%
Some College	32,246	34,901	2,655	8%
9th Grade to 12th Grade	13,628	15,727	2,099	15%
High School Diploma	33,078	34,886	1,808	5%
Less Than 9th Grade	2,450	1,943	-507	-21%
<b>Total</b>	<b>161,941</b>	<b>174,238</b>	<b>12,297</b>	<b>8%</b>

Leon County boasts an educated work force. As a whole, residents are 12% more likely to hold associate’s degrees; 37% more likely to hold bachelor’s; and 69% more likely to have earned graduate degrees than the national average. Projections into 2020 indicate continued progress, but an ethnic breakdown of academic achievement suggests interesting strengths and opportunities.

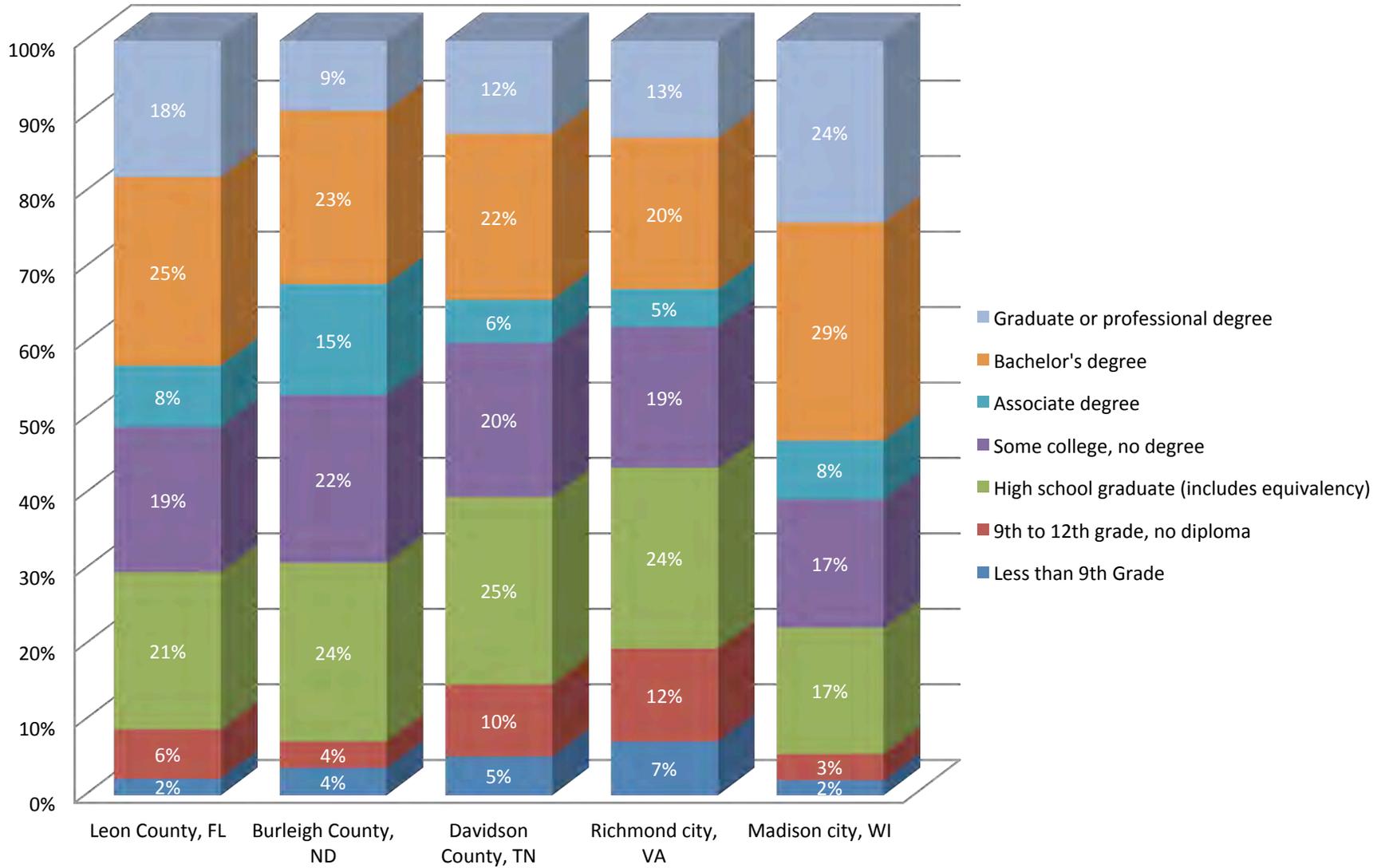
While White (non-Hispanic) residents have achieved higher academic achievement than their peers nationally, their relative strength is dwarfed by the density of academically prepared Blacks (non-Hispanic). For example, employers are three times more likely to find Black (non-Hispanic) residents with a bachelor’s or graduate degree than in other counties across the country, while White (non-Hispanic) residents are only 50% more likely to offer the same education levels. The educational achievement within the Hispanic population reflects a similar split. Residents identifying themselves as Black Hispanic boast greater likelihoods to hold bachelor’s and graduate degrees than their White Hispanic counterparts when looking at benchmarks to the national average.

**Associates Degree or Higher (adults ages 25+)  
 US Counties 2012 Percentage Basis**



When looking at peer cities, Tallahassee (43%) is second only to Madison (53%) in the portion of population that has attained a Bachelor’s Degree or higher. From 2000 to 2011, the proportion of Madison residents with graduate or professional degrees increased by 3.1% representing nearly a quarter (24%) of its population. The chart on the following page illustrates comparisons among peer cities in relation to degree achievement in 2011.

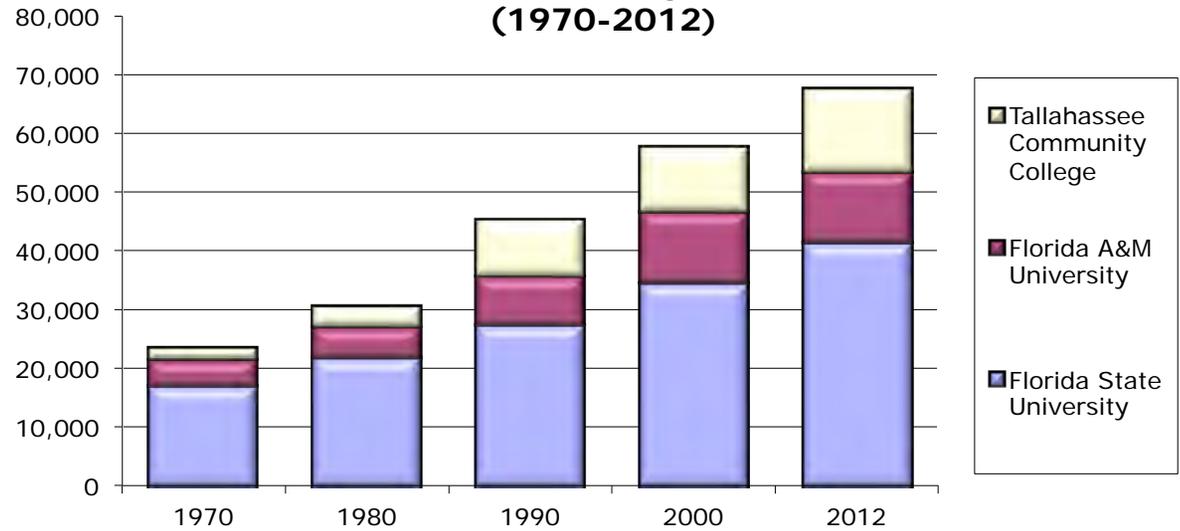
## Comparisons in Educational Attainment, 2011



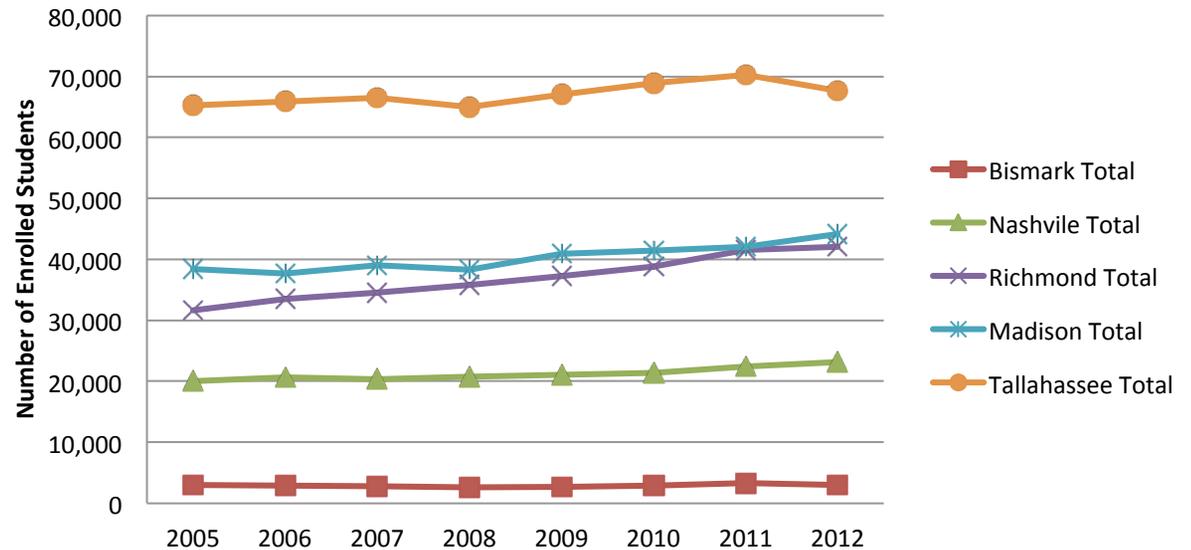
The fall enrollment data for local institutions of higher learning illustrates a consistent growth pattern over the long term, particularly the significant growth of Tallahassee Community College which surpassed the enrollment at Florida A&M University in 1985.

More recent data illustrated in the chart at bottom right depicts a slower pattern in student enrollment compared to peer communities. Growth patterns aside, Tallahassee has a population of nearly 70,000 students which is approximately 25,000 more students than the closest peer communities of Madison and Richmond.

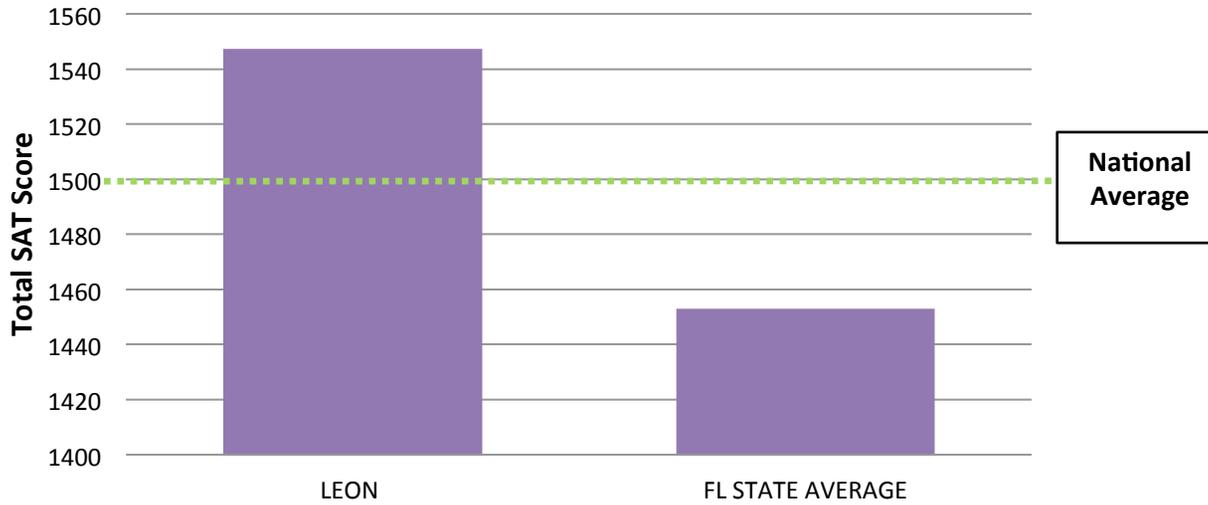
### Fall Enrollment at Area Institutions of Higher Learning (1970-2012)



### Higher Education Enrollment: 2005 - 2012



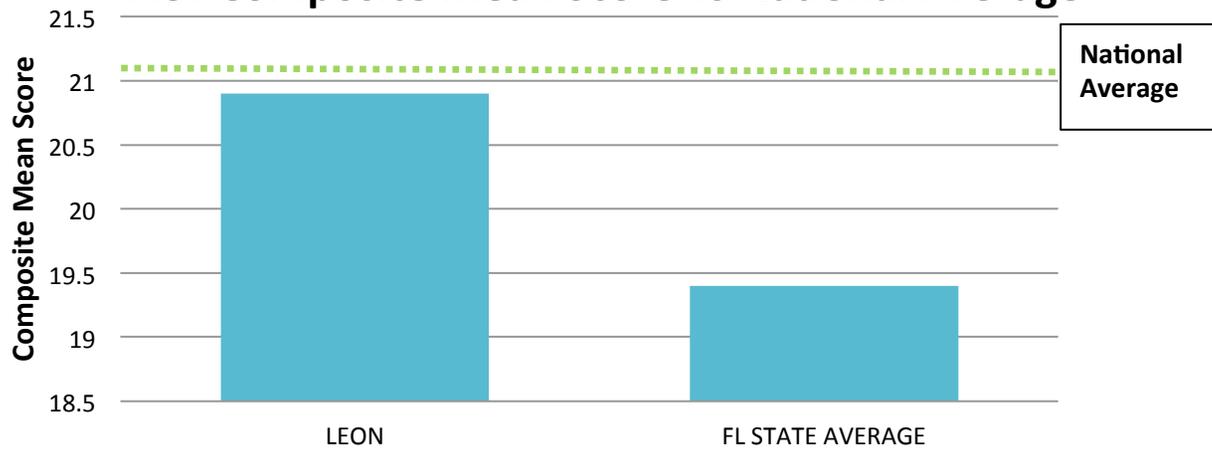
### 2012 Combined SAT Score vs National Average



Among the 67 school districts in the State of Florida, Leon County high school students rank 10<sup>th</sup> overall in SAT scores with a total composite score of 1,547. Leon County high school students rank 7<sup>th</sup> in ACT scores with a total composite score of 20.9.

Leon County’s combined average SAT score of 1547 is 94 points above the state average and 49 points above the national average scores. The averaged combined ACT score of 20.9 for Leon County students is 1.5 points above the state average and 0.2 points below the national average.

### ACT Composite Mean Score vs National Average

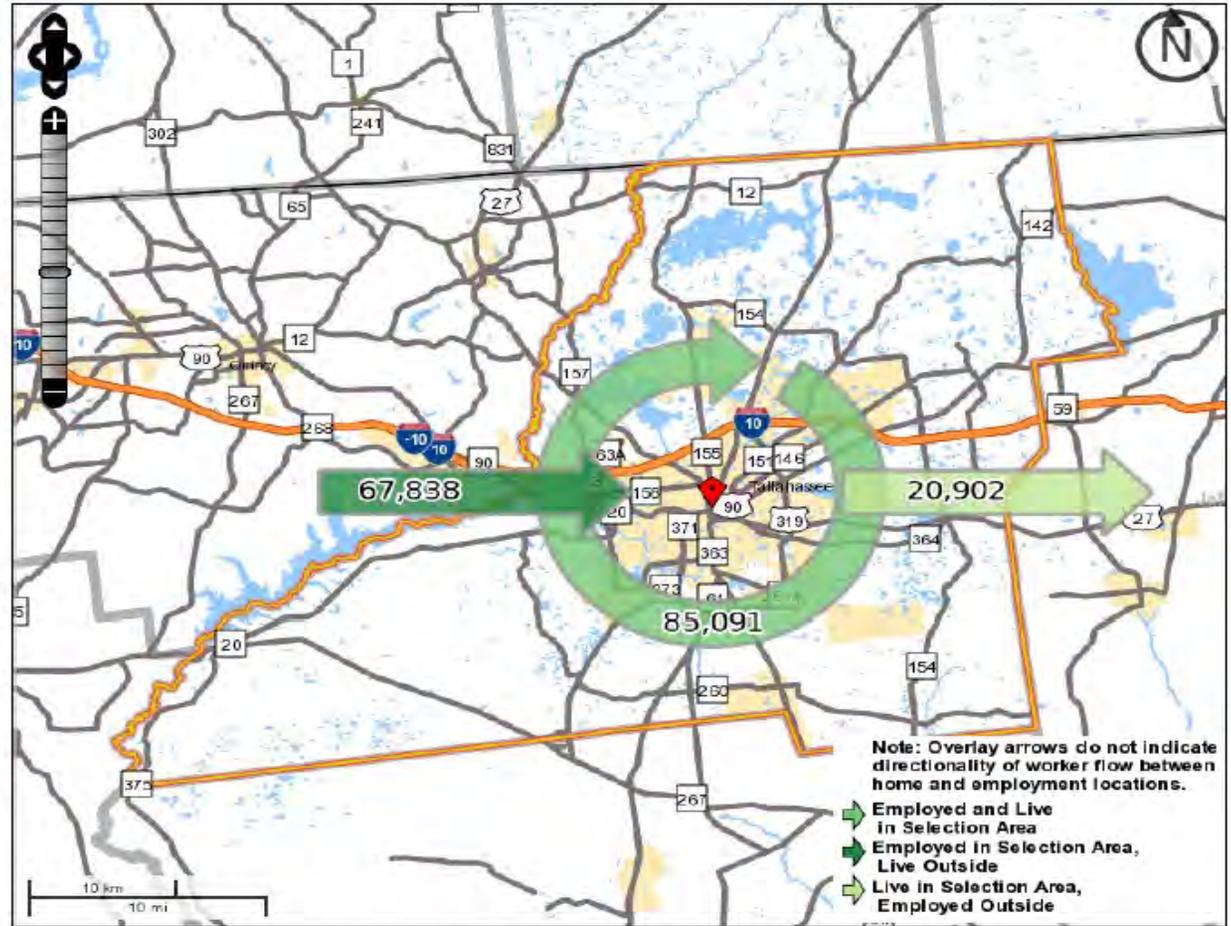


Of the 152,929 people who are employed in Leon County, 85,091 live and work in the county. There are 67,838 workers who commute across county lines to their jobs here. Nearly 21,000 workers who live in Leon County report a commute outside the area for their jobs. The net job inflow is 46,936.

State and local governments (public administration) combined with the area institutions of higher education represent 78% of the total employment for the 30 largest local employers.

Excluding public administration and education employers from the top 30 largest employers leaves health care and social assistance as the largest employment industry group at 43%. Retail is second at 27%.

## Workforce Plus Labor Inflow/Outflow Map—Leon County

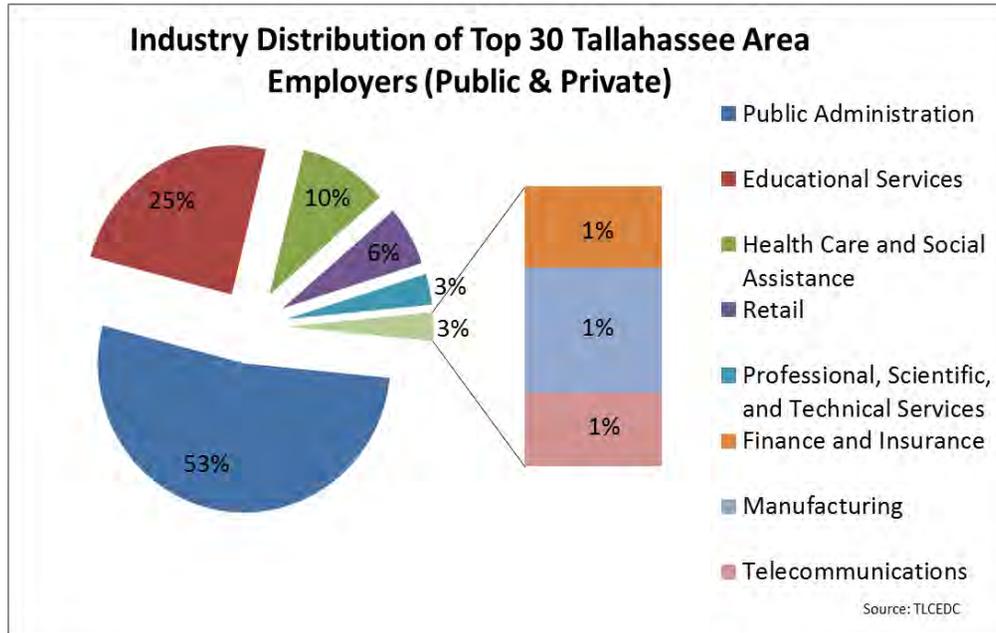


Source: U.S. Census Bureau, Local Employment Dynamics program



# SPOT ANALYSIS: JOB CREATION & REVENUE DRIVERS

Growth, Retention and Relocation



State and local governments (public administration) combined with the area institutions of higher education represent 78% of the total employment for the 30 largest local employers.

Excluding public administration and education employers from the top 30 largest employers leaves the health care and social assistance industry as the largest employment industry at 43%. Retail is second at 25%.

### Leon County Region's Major Employers (2012)\*

Rank	Organization	# of Employees
1	State of Florida	24,599
2	Florida State University	6,119
3	Leon County Schools	4,550
4	Tallahassee Memorial HealthCare Inc.	3,190
5	City of Tallahassee	2,736
6	Publix Supermarket	2,102
7	Florida A&M University	1,923
8	Leon County	1,919
9	Wal-Mart Stores Inc.	1,300
10	Tallahassee Community College	1,144
11	Capital Regional Medical Center	867
12	ACS, A Xerox Company	800
13	Capital City Bank group	502
14	Capital Health Plan	425
15	St. Marks Powder	400
16	Westminster Oaks	365
17	Florida Bar	328
18	Century Link	278
19	General Dynamics Land Systems	250

<b>139.0K</b> Total Jobs (2013)		<b>46.4%</b> Male (National: 50.2%)	<b>53.6%</b> Female (National: 49.8%)
NAICS	Industry	2013 Jobs	
11	Agriculture, Forestry, Fishing and Hunting	214	
21	Mining, Quarrying, and Oil and Gas Extraction	9	
22	Utilities	84	
23	Construction	4,356	■
31	Manufacturing	1,750	■
42	Wholesale Trade	1,983	■
44	Retail Trade	15,784	■
48	Transportation and Warehousing	978	■
51	Information	2,964	■
52	Finance and Insurance	4,139	■
53	Real Estate and Rental and Leasing	2,227	■
54	Professional, Scientific, and Technical Services	9,608	■
55	Management of Companies and Enterprises	549	
56	Administrative and Support and Waste Management and Remediation Services	5,478	■
61	Educational Services (Private)	1,467	■
62	Health Care and Social Assistance	17,163	■
71	Arts, Entertainment, and Recreation	1,091	■
72	Accommodation and Food Services	15,237	■
81	Other Services (except Public Administration)	6,166	■
90	Government	47,707	■
99	Unclassified Industry	7	

A breakdown of Tallahassee’s 139,000 jobs in the chart at left reflects the heavy dependency on government, health care, retail along with accommodations and food services. This mix is consistent with metropolitan areas attracting both high student and retiree populations.

Your Economy (YE), a project of the Edward Lowe Foundation, publishes data (YourEconomy.org) useful to understanding the source of job creation. For the three-year period 2009 – 2012, Leon County realized an annual rate of 4.7% (or 33,631) in job growth. This performance places Leon County at 20<sup>th</sup> in comparison to other Florida counties. Surprisingly, rural Florida leads the emergence from the Great Recession with Highlands, DeSoto, Sumter and Lafayette Counties taking the top four posts.

“Resident companies,” those standalone companies in the county or those reporting to another company in Florida, experienced slightly less annual job growth (3.3% or 13,498) than non-Resident companies (4.7% or 3,306).

Jobs from entrepreneurial activity is reflected in the performance of new startups, or companies with no prior affiliation with any existing business, which increased by 17.4%; as well as expansion startup jobs which increased by 56.9%. Leon County benefited considerably in the past three years by relocation jobs, which grew by an average annual rate of 96.2% (or 1,143), which counters a 10-year trend of low performance. The total number of jobs moving out increased by 214 or an average annual rate of 14.0%.

### Growing/Declining Occupations

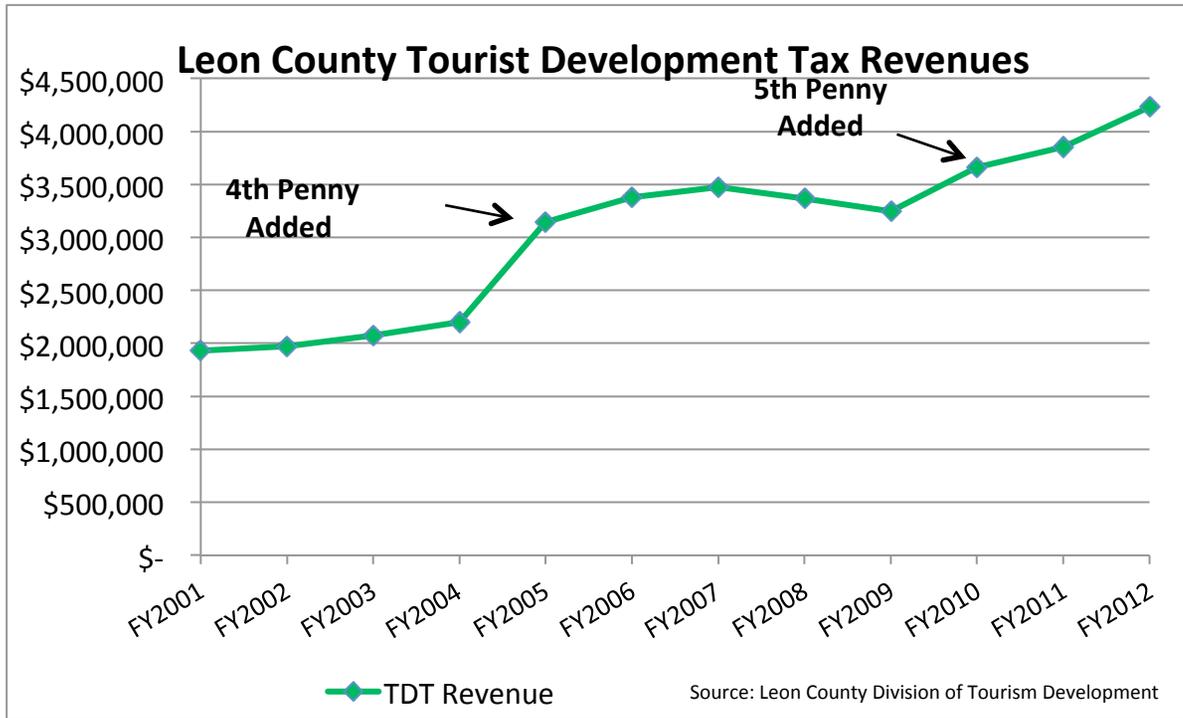
Occupation	Change in Jobs (2013-2020)
<a href="#">Combined Food Preparation and Serving Workers, Including Fast Food (35-3021)</a>	719
<a href="#">Janitors and Cleaners, Except Maids and Housekeeping Cleaners (37-2011)</a>	379
<a href="#">Registered Nurses (29-1141)</a>	258
<a href="#">Secretaries and Administrative Assistants, Except Legal, Medical, and Executive (43-6014)</a>	-41
<a href="#">File Clerks (43-4071)</a>	-43
<a href="#">Automotive Service Technicians and Mechanics (49-3023)</a>	-63

### Growing/Declining Industries

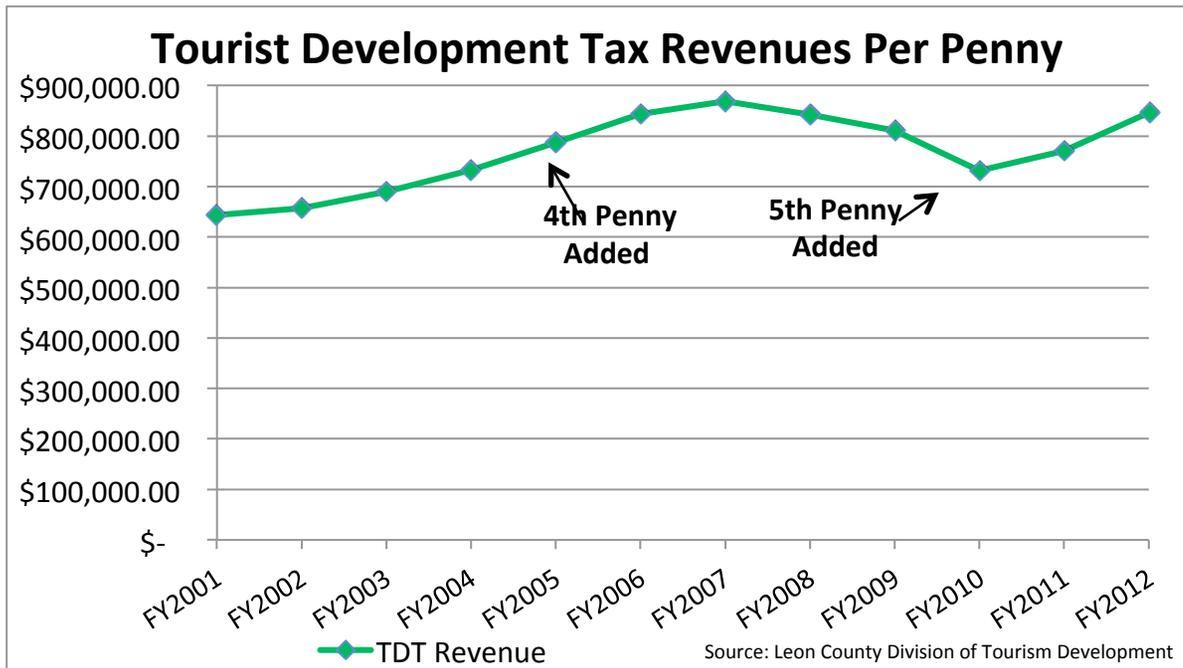
Industry	Change in Jobs (2013-2020)
<a href="#">Limited-Service Restaurants (722211)</a>	890
<a href="#">Offices of Physicians (except Mental Health Specialists) (621111)</a>	752
<a href="#">General Medical and Surgical Hospitals (Private) (622110)</a>	474
<a href="#">Residential Mental Retardation Facilities (623210)</a>	-150
<a href="#">Department Stores (except Discount Department Stores) (452111)</a>	-278
<a href="#">State Government, Excluding Education and Hospitals (902999)</a>	-348

Looking forward, job and industry growth projections at left are consistent with the previously acknowledged reliance on tourism and retiree services, including food service, housekeeping and health care. Declining occupations also confirm the erosion of jobs created by decreased demand for job tasks which can be automated.

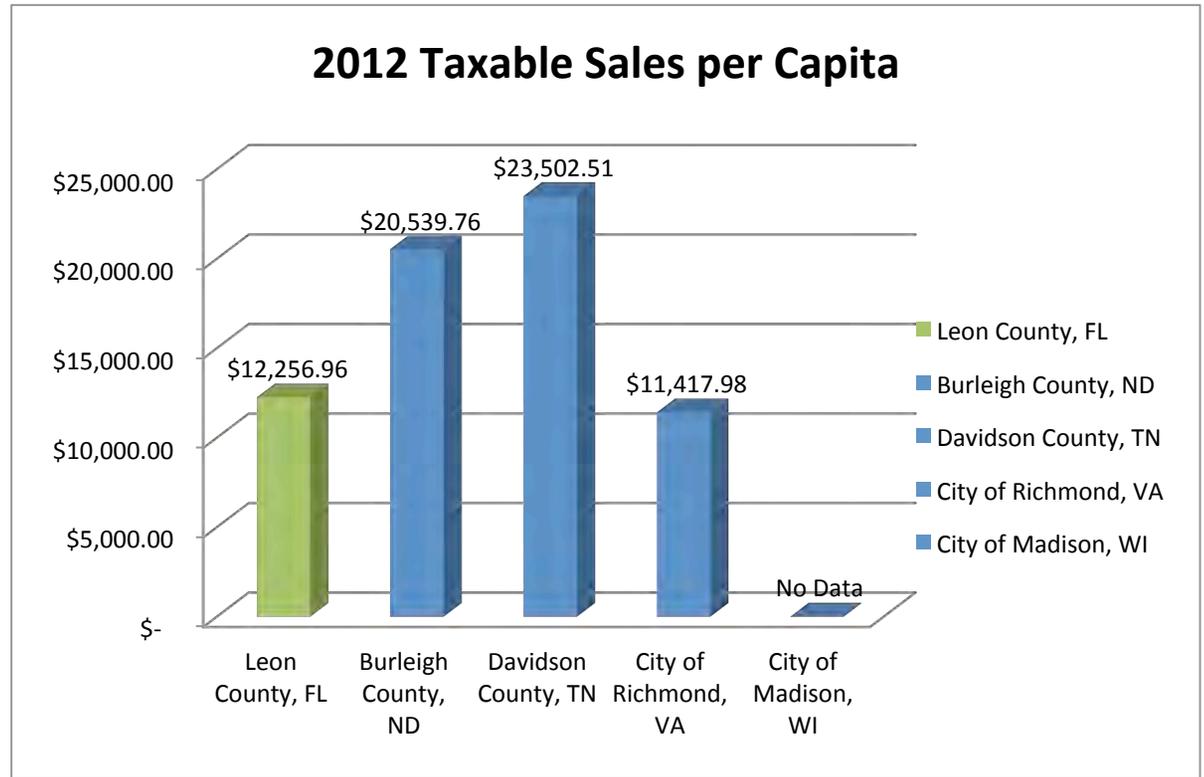
This baseline analysis stops short of the natural next step in investigating Tallahassee’s preparedness for both meeting the projected needs (see chart at right) and the workforce adjustments necessary to support an innovation-driven region. Such an examination should be part of subsequent efforts to align educational preparation, workforce training and the corresponding flexible specialization associated with such dynamic economies.



Revenues realized from the tourist development tax reflect steady increases with an expected pause during the Great Recession (2009 – 2009). In the absence of adding the 4<sup>th</sup> and 5<sup>th</sup> pennies, the loss of revenues would have been much more significant. The chart at bottom left reflects the function of directly increasing revenues between 2005 and 2007 and stemming the receding revenue tides between 2008 and 2010. Tourist Development Tax revenues are currently at an all-time high for gross receipts.



Comparative data with select peer cities illustrates the lower revenue potential in Leon County realized from consumer spending. Here we see the impact of occupational mix (wages and salaries) and spending opportunities within the local area. For example, qualitative evidence gleaned during the Imagine Tallahassee community open houses revealed resident demand for increased retail options, particularly higher-end offerings. Varying tax structures also impact these comparisons.

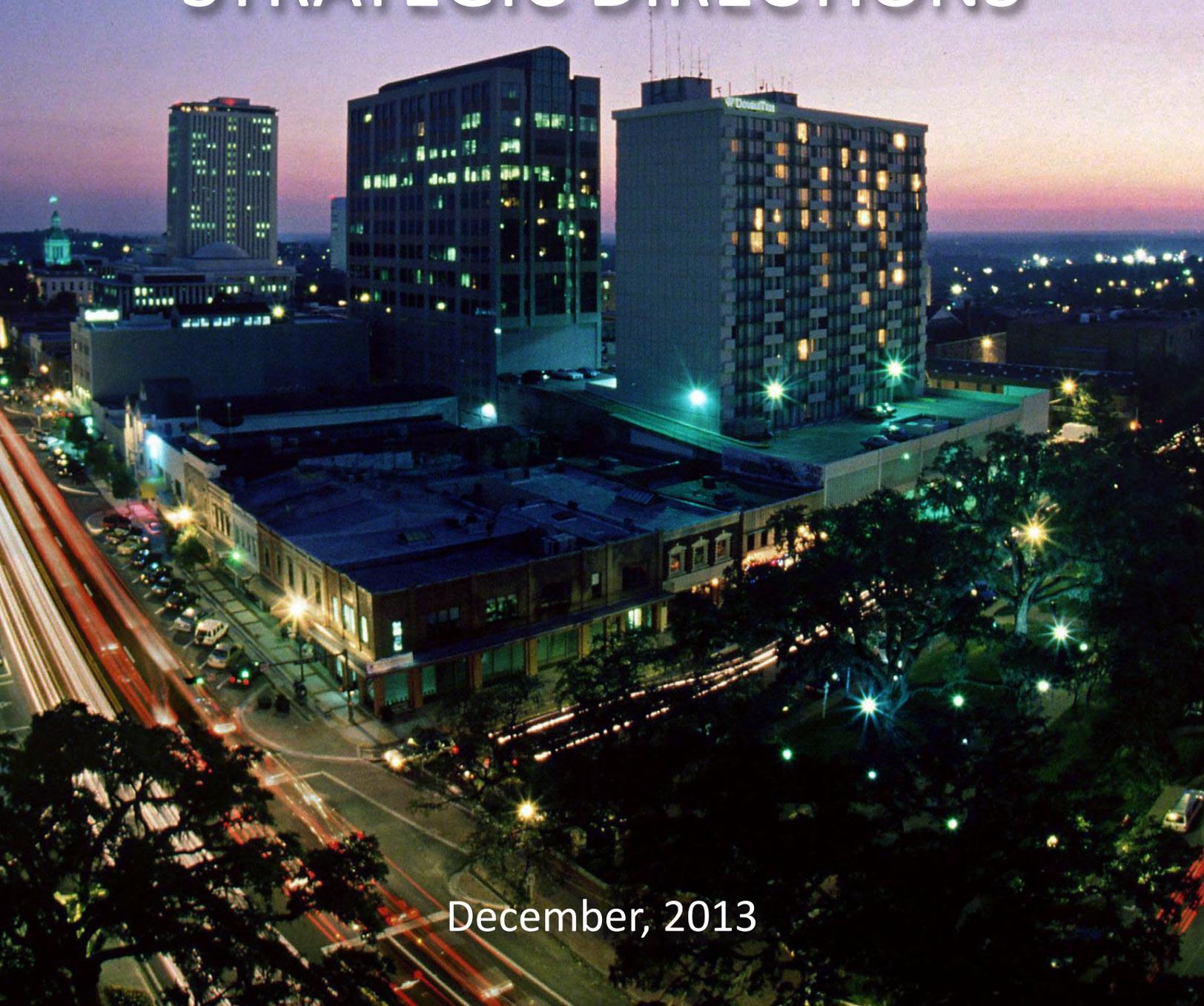


County or City	Taxable Sales	Population	Taxable Sales per Capita
Tallahassee MSA, FL	\$ 3,941,000,000	375,371	\$ 10,498.95
Leon County, FL	\$ 3,478,144,839	283,769	\$ 12,256.96
Burleigh County, ND	\$ 1,761,777,191	85,774	\$ 20,539.76
Davidson County, TN	\$ 15,236,560,150	648,295	\$ 23,502.51
City of Richmond, VA	\$ 2,401,304,200	210,309	\$ 11,417.98
City of Madison, WI	N/A	240,323	N/A





# VISION STATEMENT & STRATEGIC DIRECTIONS



December, 2013



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# EXECUTIVE SUMMARY

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**IMAGINE TALLAHASSEE** is a grassroots initiative providing citizens an opportunity to identify a vision for their community and set a course toward economic development. The vision will serve as an overall goal in order to guide economic developments strategies, capital investment decisions, and ensure Tallahassee's success for generations to come.

Financed with private funds and supported by City and Leon County staff, the Imagine Tallahassee initiative is being facilitated by a team of consultants under the direction of a Vision Plan Steering Committee. Local residents have demonstrated strong support and commitment through their participation in this process, and the Leon County Sales Tax Committee has tentatively set aside up to 15% of the future infrastructure sales tax revenues (currently the Blueprint 2000 tax) to implement economic development efforts that are consistent with the community's vision.

The Imagine Tallahassee Vision Plan provides the Sales Tax Committee, and ultimately the County and City Commissions, a compass for future economic development. Using this Vision Plan as a publicly-supported foundation, the Sales Tax Committee will determine its final recommendations relating to the allocation of funds toward economic development and infrastructure projects. This initiative has the potential to determine the best economic development use of more than \$113 million.

## IMAGINE TALLAHASSEE

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### BACKGROUND

On September 19, 1989 voters in Leon County approved a referendum for a one-cent local option sales surtax. The Leon County ordinance and the City of Tallahassee resolution which framed the referendum stipulated that tax revenues would be used to construct “critical and significant community capital improvements in law enforcement and transportation.” While the capital projects that resulted were no doubt needed, the motivation was to fund known deficiencies, rather than the pursuit of a long range vision of the county.

A decade later, in recommending a new referendum to extend the penny sales tax to 2019 through Blueprint 2000, the Economic and Environmental Consensus Committee (EECC) took a broader, “holistic” view of connecting mobility and other infrastructure issues with the economy, environment and the overall quality of life, reflected in the Blueprint 2000 Vision Statement, to “preserve, protect, and enhance the community’s quality of life through the implementation of holistic and coordinated planning, transportation, water quality,

environmental and green space projects consistent with the Blueprint 2000 philosophy.” As a result, the projects completed since 2000 expanded in scope to include stormwater and flood control, as well as open space and additional transportation initiatives. In its July 2000 report assessing the success of the sales tax initiative to date, Florida Tax Watch suggested that the City and County take a longer range strategic view in the identification of projects in their recommendation to “require development of a joint County / City strategic plan for utilizing one-cent sales tax revenues.”

In Resolution No. 11-58, adopted in 2011, the Board of County Commissioners of Leon County (BOCC) appointed the Leon County Sales Tax Committee as a means “for the Board to consider the input of the public in the matter of infrastructure sales tax issues.” The Resolution specifically charges the committee “to participate in collecting public input, and making final recommendations regarding infrastructure sales tax issues within Leon County.” The BOCC, however, did not specify how the committee was to collect public input other than to “conduct at least one (1)

public hearing to allow other community members/partners the opportunity to present potential additional projects to be considered for review by the Committee.” As a result, today there remains no long-term community vision to guide the next cycle of project identification and prioritization.

While the Leon County Sales Tax Committee has the ultimate responsibility to recommend priority projects for sales tax revenue investments, it can best fulfill its mission by focusing on the realization of the shared aspirations of the Tallahassee community for its character, its economy and its quality of life. The following documents community-wide dialog conducted for Imagine Tallahassee, leading to a transformational vision of the future of Leon County. This vision can become the basis for setting project priorities for the investment of sales tax revenues, and for other county and city initiatives. It is an approach in which citizens will have an ownership stake in designing the community’s future, and not merely react to projects identified by elected or appointed officials, or staff.



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# VISION PLAN PROCESS

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## IMAGINE TALLAHASSEE VISIONING PROCESS

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### A OPEN HOUSE

The public input in the vision planning process began with a series of kick-off Community Open Houses on May 20, 2013 at 5:30pm at Bethel AME Church and May 21, 2013 at 2:00 p.m. at the City Commission Chambers in Tallahassee's City Hall. Residents learned about the visioning process, key indicators, and participated in discussions about what they would like to see for Tallahassee's future. The input received during these meetings was used to frame the topics of discussion at the Community Forum Series and subsequent Meetings in a Box, focusing on Tallahassee's quality of life, economy, and functionality.

### B COMMUNITY FORUM SERIES

Two Community Forum events were held on June 10th, 2013 at the Florida State University's Turnbull Center. The goal of these meetings was to engage citizens in a discussion about their community and move toward a consensus about their vision of greatness for the future of Tallahassee. Based on the results of the Imagine Tallahassee Open House in May,

the visioning exercises at the Community Forum Series were centered around key themes, with a focus of answering two questions; "How Do We Envision Greatness?", and "What Must We Do To Achieve It?".

Participants were assigned to tables with a facilitator who lead the group discussion and recorded each idea as it was presented. Over the 90 minute visioning exercise, each group spent 30 minutes on each topic:

- Our Culture, Character, and Quality of Life
- Our Economy
- Our Functionality

For each topic, groups were asked to characterize what greatness would look like in Tallahassee by providing one idea per person around the table. Each individual had the opportunity to present several ideas within the 15 minutes allotted to each topic before the groups moved on to consolidating and prioritizing ideas. After the ideas were recorded, everyone within the group had the opportunity to vote on which ideas were most important to them. The overall priorities, as well as the individual results were recorded for each table.



Once each table identified their top priorities, the groups moved on to identify specific actions that would need to be taken in order to achieve these envisioned outcomes. Discussions ranged from specific projects that could be undertaken, to larger scale restructuring proposals, and all ideas were again recorded.

## MEETINGS IN A BOX

A portable version of the visioning exercise from the Community Forum Series facilitated table discussions was developed for individual residents, neighborhood groups, and organizations who were unable to attend the events on June 10th, 2013 at Turnbull Center. These “Meetings in a Box” were designed to increase the opportunity for meaningful citizen engagement, and get additional input to develop an Imagine Tallahassee vision statement.

Like the visioning exercises at the Community Forum, participants of each Meeting in a Box were asked to consider

“How Do We Envision Greatness?”, and “What Must We Do To Achieve It?” for each topical theme of Our Culture, Character, and Quality of Life; Our Economy, and Our Functionality. At least one facilitator volunteered to host each meeting; setting up the time and location, recording the ideas, and reporting back with their group’s identified priorities.

## SHAPING THE VISION STATEMENT

Each idea from the Community Forum Series and Meetings in a Box were transcribed and tabulated into a spreadsheet in order to synthesize all of the community input and identify areas of consensus or divergence on key issues and themes. The priorities for each Forum table, and Meeting in a Box were then tabulated in a separate spreadsheet in order to identify overarching themes. With input and direction from the Vision Plan Steering Committee, a draft and final Vision Statement were developed.



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# IMAGINE TALLAHASSEE

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*Vision*

## COMMUNITY-WIDE VISION STATEMENT

**IMAGINE TALLAHASSEE**, inspired by our unique heritage and beauty, empowers and rewards entrepreneurship and innovation to create and sustain a vibrant community where businesses, individuals and families thrive.

Our success will be achieved through targeted initiatives and investments on three fronts, setting in motion progress to ensure that:

### **TALLAHASSEE WORKS**

with a vibrant, diversified economy and quality employment;

### **TALLAHASSEE INSPIRES**

with a unique character, natural beauty, vibrantly diverse culture and energy,  
warm hospitality and

### **TALLAHASSEE CONNECTS**

with a balanced and sustainable pattern of development and  
supporting infrastructure, a range of mobility choices and  
effective and efficient governance.



## VISION THEMES

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# TALLAHASSEE WORKS

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...

Tallahassee will strengthen and diversify its economy, reduce its reliance on state government; grow local businesses and attract new businesses by leveraging and marketing its assets and through the strategic use of sales tax funds on focused economic development initiatives.

...

## VISION THEMES

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### GROW LOCAL BUSINESS

- Fostering an entrepreneurial spirit and ecosystem – with incubators, accelerators, angel investing, mentoring and other incentives and support
- Creating an attitude of local first, “buy Tallahassee”
- Engendering career awareness and ambition among our youth in public schools and mentoring programs
- Reducing startup risks and costs through business-friendly regulations
- Promoting investment through incentives in underdeveloped areas, such as Southside and French Town

## ATTRACT NEW INVESTMENT & INDUSTRIES

### ***Leveraging our institutions; our universities and medical centers***

- Creating synergies connecting FSU, FAMU and TCC with our business community and local government
- Promoting technology transfer and leveraging R&D associated with university science and engineering, Mag Lab and medical and pharmaceutical research and training

### ***Market and brand our quality of life***

- Our small town character and slower pace of life
- Our culture of creativity, innovation and connectedness
- Our choice of urban, suburban and rural lifestyles

### ***Become an economic hub for***

- Regional retail and services
- Corporate regional headquarters
- Sports competition and training
- Health and medical care
- Tourism: cultural and eco-tourism, and conventions

### ***Attract key economic clusters in***

- STEM
- Renewable energy and green infrastructure
- Tourism, arts and entertainment
- Retirement
- Other

### ***Workforce development—Train and retain our best and brightest***

- Linking the needs of industries and employers with curricula in schools and vocational centers
- Retaining university graduates by provision of challenging jobs and involvement in the life of the community



## VISION THEMES

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# TALLAHASSEE INSPIRES

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...

### **OUR COMMUNITY, CHARACTER, CULTURE, AND QUALITY OF LIFE**

Tallahassee will offer a unique spirit and vibe, a combination of a special place with unique character and caring people.

It will be a community that is fertile ground for creativity and innovation, making Tallahassee a multi-faceted destination and community of choice.

...

## VISION THEMES

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### RETAIN & ENHANCE OUR IDENTITY, SPIRIT & CONNECTEDNESS

- A welcoming, family oriented, multi-generational community with a strong attachment to place and each other
- Removal of physical, socio-economic and communication barriers contributing to a seamless, connected community
- We foster a culture of innovation and creativity in the arts, business, technology and governance
- With our universities integrated into life of community, and the community, in turn is enriched by their presence

### BECOME A DESTINATION

- For arts and culture with a vibrant local arts scene, performing arts venues and signature events and festivals
- For competitive sports and athletic training
- For tourism, including heritage and eco-tourism, and business visitation attracted to the state capital and conference facilities
- For health care and retirement, attracted to our outstanding medical facilities and lifelong learning opportunities

## VALUE & INVEST IN OUR PEOPLE

- Outstanding public schools and institutions of higher education fostering academic excellence and opportunities for lifelong learning
- Initiatives to reduce poverty and homelessness

### *Provisions for a healthy community including*

- Trails, green ways and other opportunities for physical activity
- Access to healthy locally produced food through co-ops and farmers markets in under served areas
- Health care services available to all including mental health
- Services and activities serving the needs of seniors and retirees
- Initiatives to ensure equity and connectivity in all segments of the community and the population in the distribution of investment. Services and opportunities for participation.
- Alternative pathways to community leadership to ensure participation that reflects the makeup of the population

## RETAIN & ENHANCE OUR UNIQUE COMMUNITY CHARACTER

### *By protecting its natural, scenic resources including its*

- Trees, canopy roads and landscape
- Networks of parks, trails and green ways
- Water resources

### *Character enhancements throughout the community, including*

- Airport gateways and other corridors
- Quality civic spaces
- Integration of public art
- Removal of blight



## VISION THEMES

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# TALLAHASSEE CONNECTS

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...

### **OUR FUNCTIONALITY**

Tallahassee's physical development pattern will promote livability and wise resource use along with infrastructure systems that support sound growth by providing for multi-modal mobility for the effective management of sustainable development.

...

## VISION THEMES

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### IMPROVED REGIONAL ACCESSIBILITY

#### *Improved airport and commercial air service*

- Less costly, more convenient airline connections
- Upgraded airport facilities

#### *Improved rail (AMTRAK) service*

### IMPROVED LOCAL MOBILITY

#### *Road network connectivity and efficiency including*

- Smoother traffic flow (access management, synchronized signals)
- Reduced traffic volumes through shifts to other modes and managed travel demands

#### *Greater levels of pedestrian and bicycling activity through*

- Safe sidewalk and bicycle path access, particularly around schools parks and public facilities
- Complete Streets Design Standards

#### *Greater use of public transit, including*

- Changing public perceptions through marketing
- Improved bus service coverage, frequency, convenience and comfort
- Expanded free trolley service connecting destinations (universities, downtown, midtown)

## PATTERN OF GROWTH & DEVELOPMENT THAT SUPPORTS LIVABILITY

### *Compact development that makes efficient use of land and resources, including*

- Infill and redevelopment in downtown, midtown and emerging mixed use centers
- Redeveloped, revitalized and repurposed areas and buildings (Tallahassee Mall, Frenchtown)
- Encouragement of mixed use and walkable development patterns in new suburban growth areas
- Greater affordable housing choice accommodating higher densities
- Guided, purposeful growth management

### *Improved development standards and regulations for*

- Open space and resource protection
- Community aesthetics
- Flexible zoning
- Protection of rural character and agriculture

### *Sound, Balanced Infrastructure Systems Supporting Sound Development*

- Green infrastructure stormwater systems
- Advanced high speed internet and telecommunications
- Underground utilities for resiliency and enhanced community character



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# STRATEGIC DIRECTIONS

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## IMAGINE TALLAHASSEE STRATEGIC DIRECTION PROCESS

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### **ECONOMIC DEVELOPMENT**

Following the development of the Vision Statement, the Vision Plan Steering Committee identified Strategic Directions focused specifically on economic development as the first step toward prioritizing recommendations to the Sales Tax Committee. Members of the Steering Committee used these broad directions in a day-long retreat focused on identifying criteria for selecting projects, and developing potential action items for the community to review. The initial list of potential action items included several dozen concepts across each Strategic Direction, with varying degrees of feasibility and specificity.

### **COMMUNITY INPUT**

The action initiatives were presented to the community along with the Vision Statement and Strategic Directions through a series of public open houses on August 27th and 38th, 2013. Residents had the opportunity to review the conceptual ideas and use sticker-dots to vote for their top priorities. An online survey was also made available, where over two hundred

additional responses were collected for the month following the community open houses.

### **PRIORITY PROJECTS**

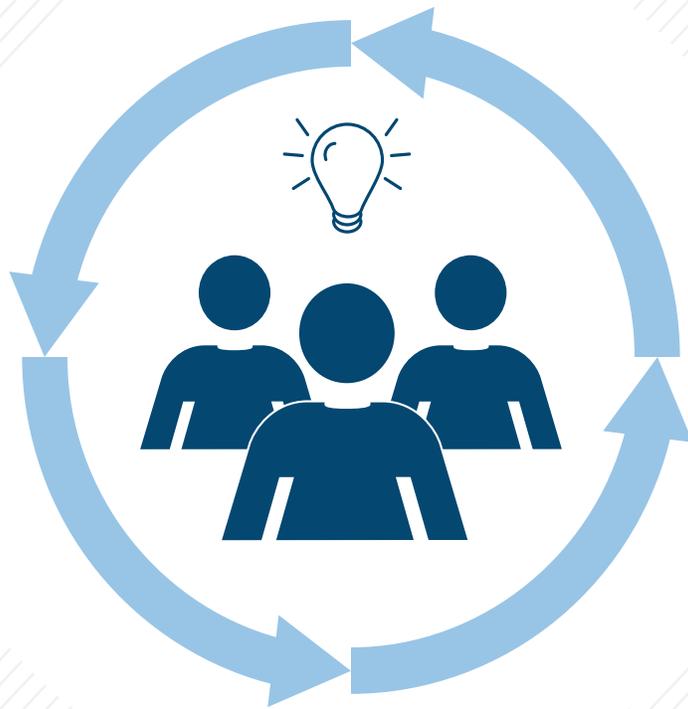
Based on the feedback from the public, additional research on economic development best practices, and the data collected for the Community Report Card, the Steering Committee moved forward with developing specific goals and strategies for each Strategic Direction, consolidating potential action initiatives and developing a priority project list. Potential “Champion” Steering Committee members were identified to sponsor each prioritized project, and tasked with developing further details, and relative cost estimates.

### **VOTING WITH DOLLARS**

A final series of community open houses were held on November 4th and 5th, 2013 to give the public an opportunity to review the example projects, and vote with \$100 of play money among the five Strategic Directions. Participants were able to review the Strategic Directions, learn about the example projects associated with each, and allocate their \$100 any way they chose.



Over three hundred residents came out for the final meetings, and participated in the voting with dollars exercise.





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# CREATING & SUSTAINING AN ENTREPRENEURIAL ECOSYSTEM

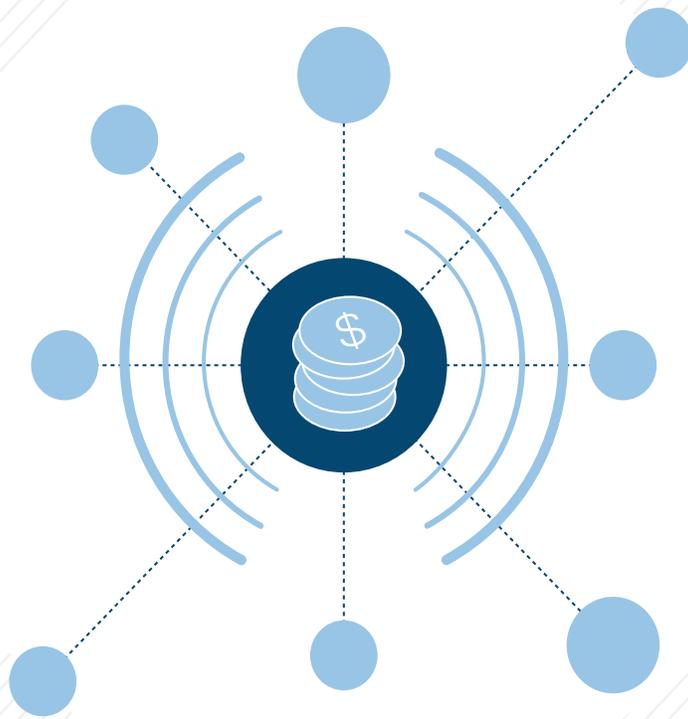
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## GOALS

1. Increased number of private businesses.
2. Increased dollar volume of equity financing.
3. Increased share of population that are business owners who use entrepreneurial skills in their workplace.
4. Increase the number of minority and women-owned businesses (Idea Source: C. Richardson)

## STRATEGIES

1. Coordinate resource allocation and promote partnerships for sustainable entrepreneurial development.
2. Increase access to available risk capital.
3. Expand entrepreneurial support services and entrepreneurial training.
4. Aid in bringing ideas to market that accelerate business and job growth.



# 2

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## BECOMING & COMPETING AS AN ECONOMIC HUB

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### GOALS

1. Increased number of new permanent residents.
2. Improved air travel and freight transportation connections
3. Increased number of jobs in private sector “traded” industries  
(i.e., manufacturing, advanced business services, tourism).
4. Increased number of private sector jobs that pay above average wages.
5. Faster growth in the regional GDP and total employment.
6. Recognition of Greater Tallahassee as a metropolitan area “on the rise.”

### STRATEGIES

1. Market Greater Tallahassee’s emerging entrepreneurial ecosystem proactively and aggressively to businesses in high-growth industries, investors, and entrepreneurs.
2. Expand and retain existing key businesses.



# 3

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## GROWING OUR DESTINATION PRODUCT

*for Travel & Tourism*

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### GOALS

1. Increased visitors and tourist spending.
2. Media recognition as a cultural destination for in-state and out of state travelers.

### STRATEGIES

1. Improve visitor attraction “products” and services that help to expand the visitor experience.
2. Connect College Town to activities at the Civic Center to create a one-mile stretch of walkable activity.



# 4

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## SUPPORTING A CREATIVE CULTURE & URBAN LIFESTYLE

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### GOALS

1. Improved perception of Tallahassee as a place to live among young professionals.
2. Increased employment in “creative industries.”

### STRATEGIES

1. Enhance and connect existing community assets in the downtown and surrounding urban core.
2. Ensure a level of “coolness” within downtown and surrounding urban areas.
3. Promote healthier living as an approach to economic development.





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# INVESTING IN OUR HUMAN ASSETS

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## GOALS

1. Increased job opportunities for college students and new graduates.
2. Increased share of population with post-secondary education or training (including degrees and certifications).
3. Number of individuals aged 25-34 with a college degree or higher.
4. Growth in the number of jobs filled that require either a college degree or industry certification (Idea Source: C. Richardson).

## STRATEGIES

1. Increase work readiness resources.
2. Provide more career-relevant educational curriculum and programming to help students and jobseekers explore and find appropriate careers.
3. Create a life-long learning environment.
4. Target outreach efforts to local businesses to encourage the recruitment and hiring of area university and college students or new graduates.



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# ACHIEVING THE VISION

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The Steering Committee used this Vision, Strategic Directions, and public input regarding the potential action initiatives and voting with dollars on project examples as the basis to develop specific economic development priorities and recommendations to the Sales Tax Committee.

...





*Presentation to the Sales Tax Committee  
December 5, 2013*



***Creating an intentional tomorrow.***

## **AGENDA**

Opening Remarks: The Imperative

IMAGINE TALLAHASSEE Overview

Steering Committee Recommendations

10 minute presentations

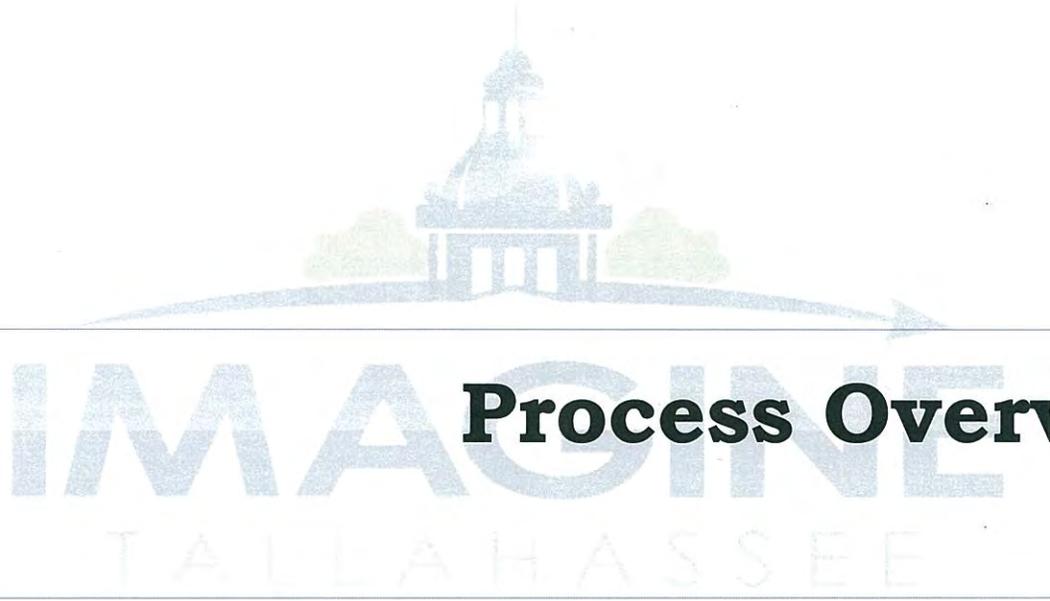
10 minute discussion

Closing Remarks



# Opening Remarks: The Imperative

Dr. Eric Barron | Dr. Jim Murdaugh | Dr. Larry Robinson



# **Process Overview**

Dr. Dale A. Brill

# **ECONOMIC DEVELOPMENT & THE TRIPLE HELIX**

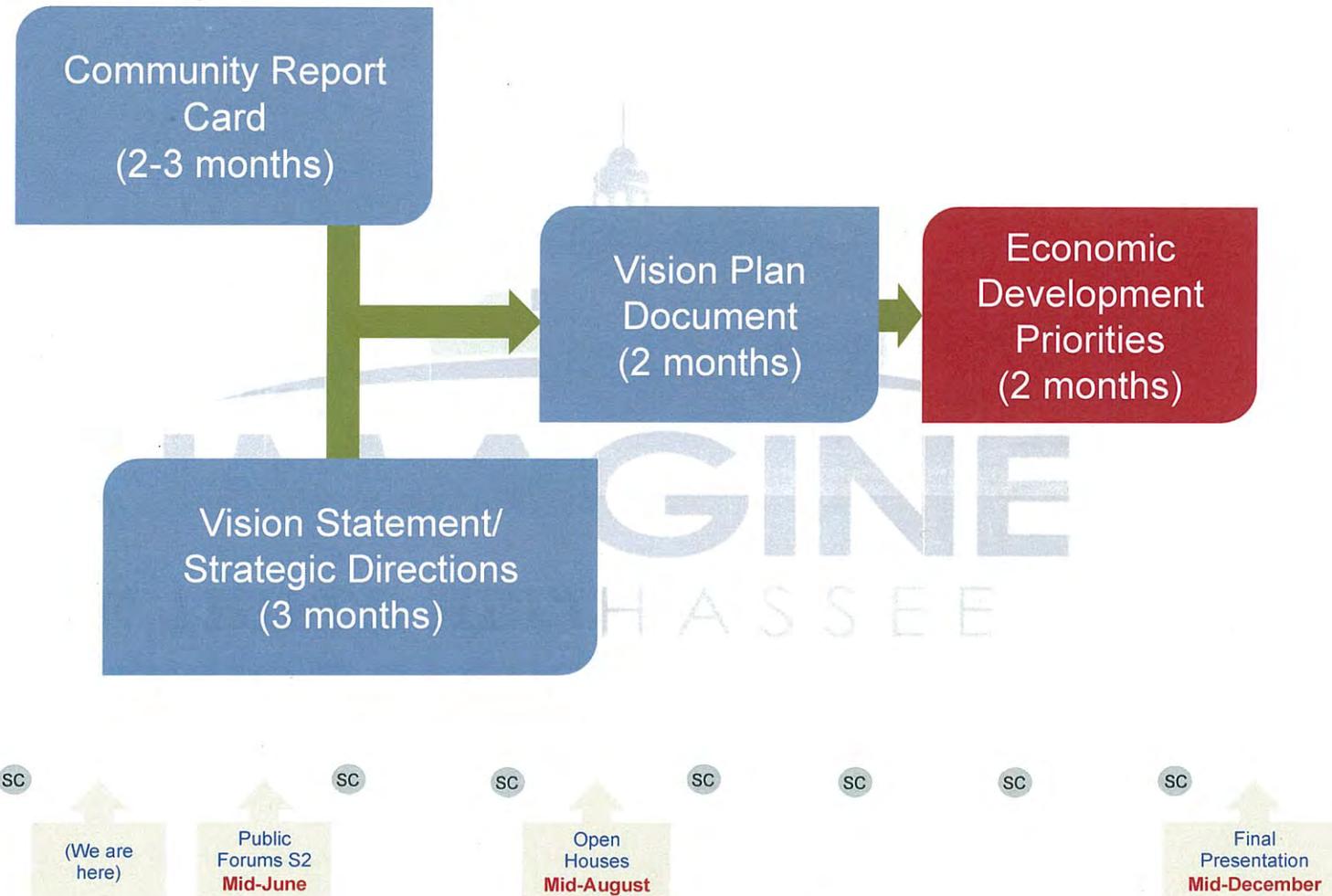
Industry

Higher Education

Government

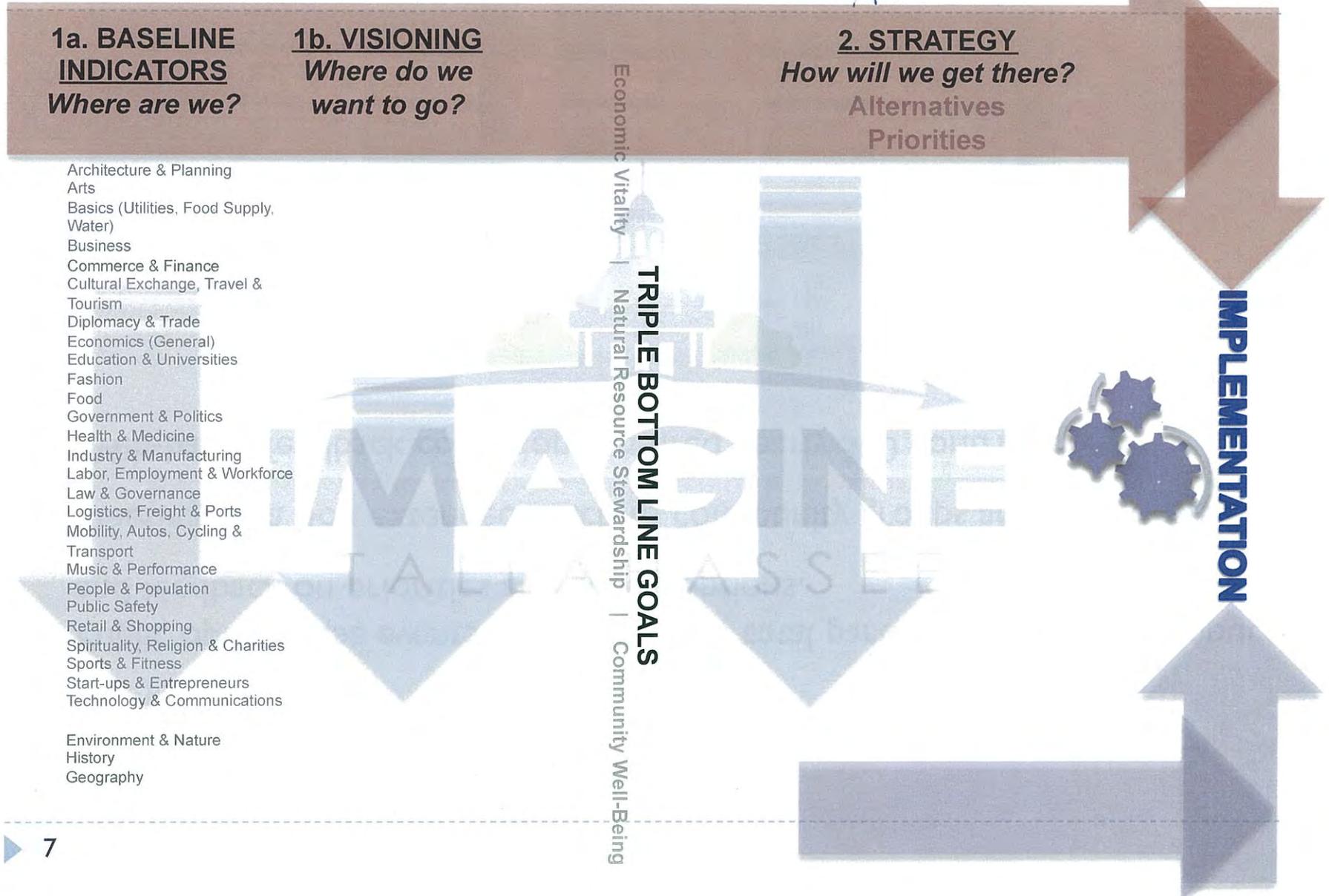


# Timeline



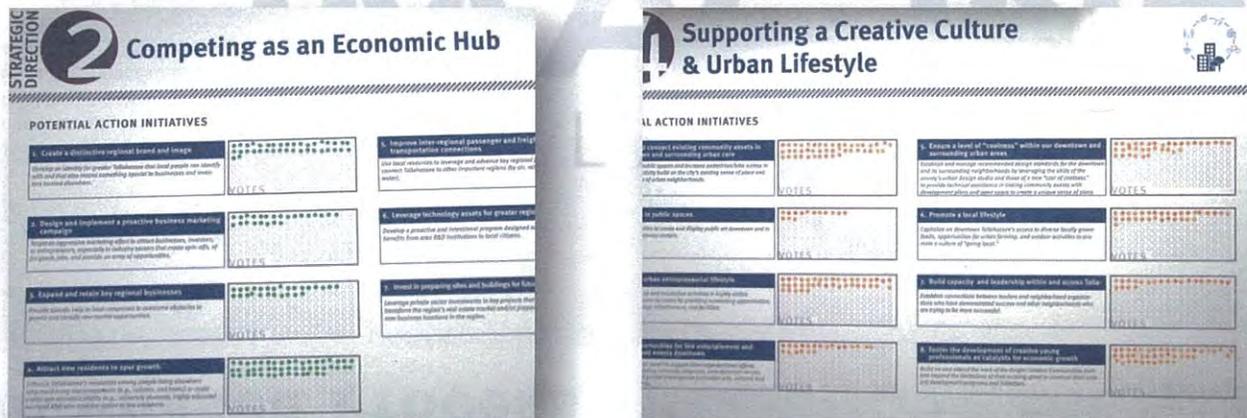
# Two-Phased Process

Modified from Thinkspot  Economic Progress Map™



# Community Driven

- Public open house events with about 900 total participants providing input and feedback on priorities and action options.
- Meetings in a Box extended reach to community groups and local hosts.
- Web-based feedback collection captured nearly 300 contributions.



## Community Vision

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TALLAHASSEE, inspired by our unique heritage and beauty, empowers and rewards entrepreneurship and innovation to create and sustain a vibrant community where businesses, individuals and families thrive.

Our success will be achieved through targeted initiatives and investments on three fronts, setting in motion progress to ensure that:

Tallahassee Works - with a vibrant, diversified economy and quality employment;

Tallahassee Inspires - with a unique character, natural beauty, vibrantly diverse culture and energy, warm hospitality and

Tallahassee Connects - with a balanced and sustainable pattern of development and supporting infrastructure, a range of mobility choices and effective and efficient governance.

## Strategic Directions

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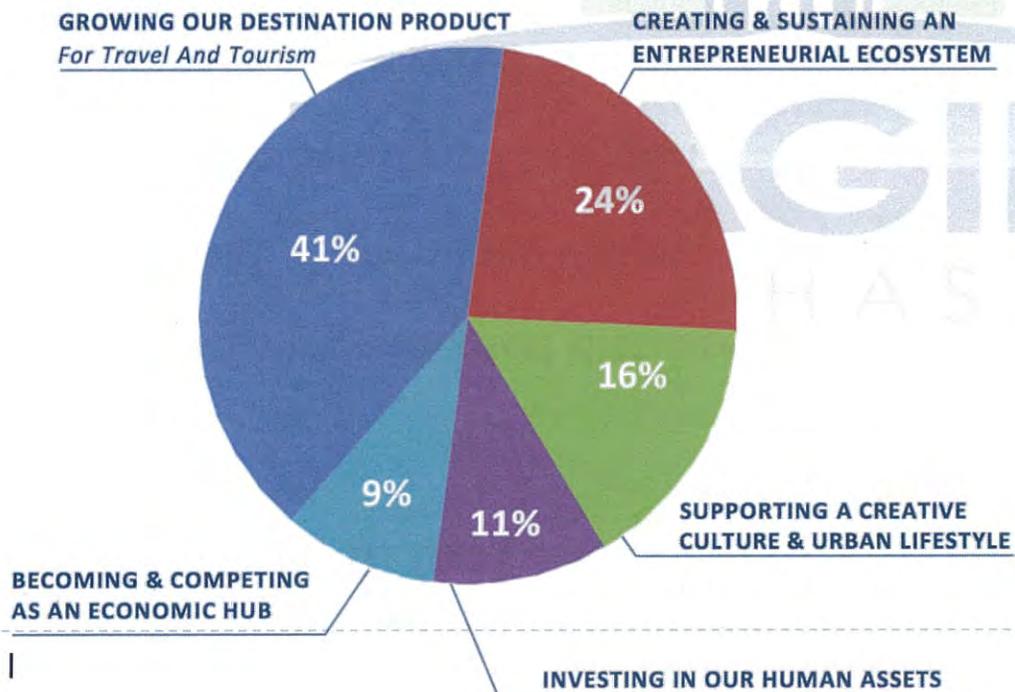
- A. Creating & Sustaining an Entrepreneurial Ecosystem**
- B. Competing as an Economic Hub**
- C. Growing Our Destination Product for Travel and Tourism**
- D. Supporting a Creative Culture and Urban Lifestyle**
- E. Investing in Human Capital to Meet the Evolving Workforce Needs**

IMAGINE  
TALLAHASSEE



## Bubble-Up Consensus

- Thirty-eight projects were evaluated for synergies and connection points to existing local, regional and state programs.
- Steering Committee reviewed public feedback to prioritize among the five strategic directions.



## Steering Committee Leadership

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Iterative workshops focused discussions on key factors:

- Fit with Community Vision
- Fit with Strategic Direction
- Impact on Targeted Goals
- Related Projects
- Partnership and Collaboration Opportunities
- Funding Needs



## A Base of 38

Key	Action-able	Public Support	% Vote	Action Initiative by Strategic Direction
<b>A: Empowering our Entrepreneurial Ecosystem</b>				
A2	L	H	20%	2.) Help entrepreneurs and researchers bring their ideas to market
A7	M	M	11%	7.) Increase available "risk capital"
A6	M	M	11%	6.) Expand entrepreneurial "boot camp" programs
A5	L	L	6%	5.) Capture a greater share of R&D results conducted by visiting researchers
A8	H	H	19%	8.) Market the area's emerging entrepreneurial ecosystem to the community and potential investors
A3	H	H	16%	3.) Develop speculative space for start-up businesses
A1	H	H	13%	1.) Create an entrepreneurial development coordinating committee
A4	H	L	4%	4.) Develop specialized wet lab facilities for R&D

TALLAHASSEE

## A Base of 38

Key	Action-able	Public Support	% Vote	Action Initiative by Strategic Direction
<b>B: Competing as an Economic Hub</b>				
B3	L	H	23%	3.) Expand and retain key regional businesses
B6	L	M	11%	6.) Leverage technology assets for greater regional benefit
B4	L	M	14%	4.) Attract new residents to spur growth
B5	L	L	8%	5.) Improve inter-regional passenger and freight transportation connections
B1	H	L	9%	1.) Create a distinctive regional brand and image
B2	H	H	17%	2.) Design and implement a proactive business marketing campaign
B7	H	H	17%	7.) Invest in preparing sites and buildings for future development

IMAGINE  
TALLAHASSEE



## A Base of 38

Key	Action-able	Public Support	% Vote	Action Initiative by Strategic Direction
<b>C: Growing our Destination Product for Travel &amp; Tourism</b>				
C2	M	H	15%	2.) Create a cultural destination / synergies connecting existing events and attractions
C7	L	H	17%	7.) Enhance the region's eco-tourism and outdoor recreation reputation
C4	L	M	10%	4.) Improve support services for a better visitor experience
C3	M	M	12%	3.) Create a new high visibility event to highlight Tallahassee
C6	M	L	9%	6.) Expand the region's jazz / music festival venue.
C8	H	M	10%	audiences
C1	H	M	12%	1.) Provide grants to area cultural / heritage venues
C5	H	H	16%	5.) Develop a competitive sports venue



## A Base of 38

Key	Action-able	Public Support	% Vote	Action Initiative by Strategic Direction
<b>D: Supporting a Creative Culture &amp; Urban Lifestyle</b>				
D4	M	H	14%	4.) Expand opportunities for live entertainment and neighborhood events downtown
D1	L	H	18%	1.) Enhance and connect existing community assets in the downtown and surrounding urban core
D8	L	H	14%	8.) Foster the development of creative young professionals as catalysts for economic growth
D6	L	H	14%	6.) Promote a local lifestyle
D3	L	M	12%	3.) Support an urban entrepreneurial lifestyle
D5	L	M	12%	5.) Ensure a level of "coolness" within our downtown and surrounding urban areas
D2	M	M	10%	2.) Promote art in public spaces
D7	L	L	6%	7.) Build capacity and leadership within and across Tallahassee

## A Base of 38

Key	Action-able	Public Support	% Vote	Action Initiative by Strategic Direction
<b>E: Investing in Human Capital to Meet Evolving Workforce Needs</b>				
E8	M	H	13%	8.) Promote career awareness and skills development for middle/high school students
E10	M	H	13%	10.) Encourage businesses to adopt wellness programs
E3	M	H	13%	3.) Work with businesses to serve as mentors or provide apprenticeships
E4	L	H	15%	4.) Create more job opportunities for area university and college students
E7	L	H	14%	7.) Create a lifelong learning environment region-wide
E9	H	M	8%	9.) Provide business tax incentives to hire local workers
E1	L	M	7%	1.) Improve coordination of existing employment resources
E5	M	L	5%	5.) Assess workforce skills to ensure they meet business needs
E6	M	L	6%	6.) Assess business community's perspective on workforce (satisfaction and skill gaps)
E2	L	L	6%	2.) Increase work readiness resources



### IMPLEMENTATION DETAIL

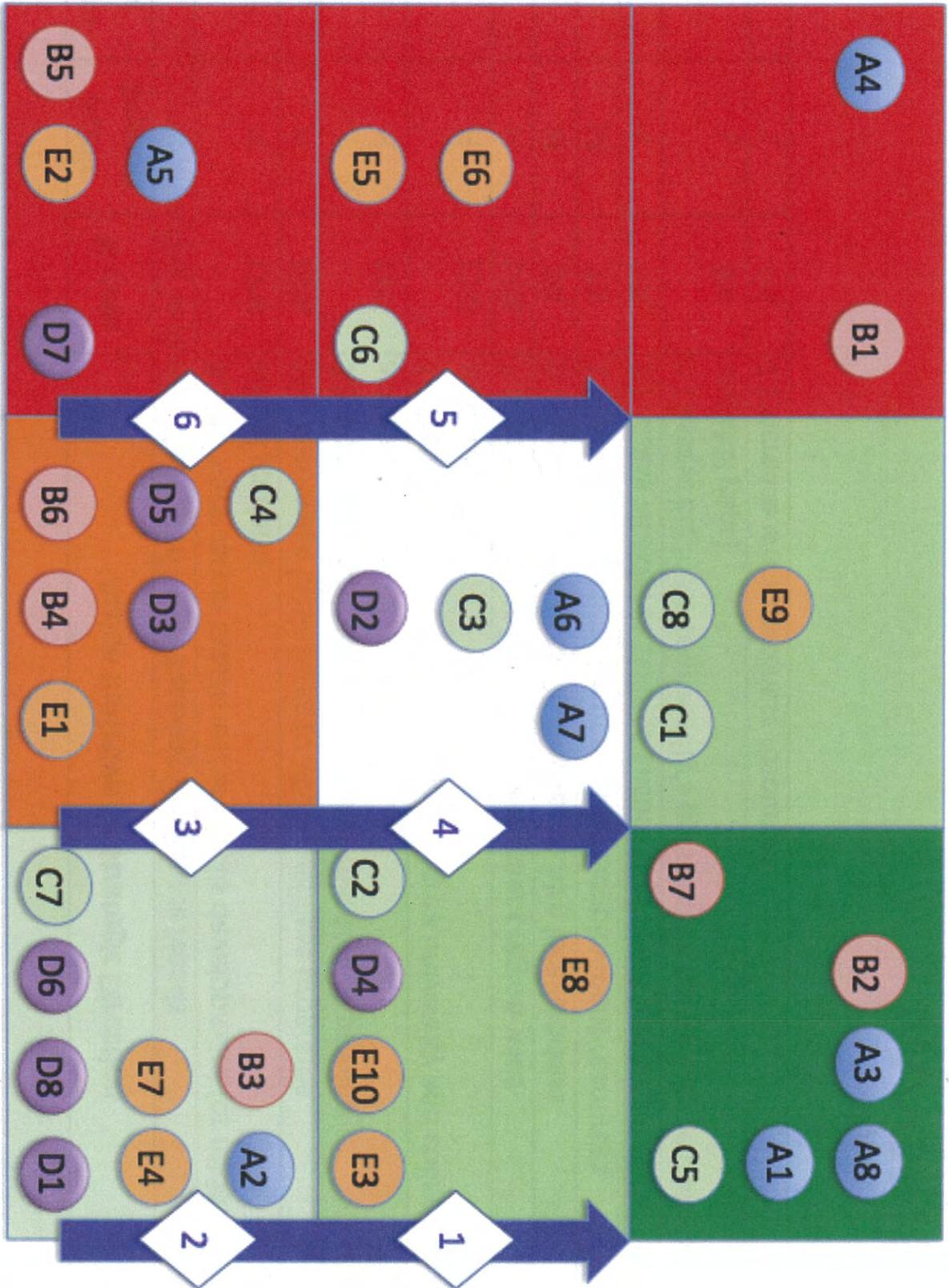
Low (Conceptual/Outcomes)      Medium      High (Actionable/Projects)

Low

Medium

High

PUBLIC SUPPORT



# FINAL RECOMMENDATIONS

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## A. **Creating & Sustaining an Entrepreneurial Ecosystem**

Entrepreneurial Development  
Minority & Women Business Investment  
Technology & Innovation Incubators

## B. **Competing as an Economic Hub**

Regional Airport Growth & Development  
Business Retention, Expansion & Attraction  
Economic Opportunity Rapid Response

## C. **Growing Our Destination Product for Travel and Tourism**

Madison Mile Convention District

## D. **Supporting a Creative Culture and Urban Lifestyle**

Quantum Leaps & Signature Festivals  
South Monroe / Adams Corridor Catalyst

## E. **Investing in Human Capital**

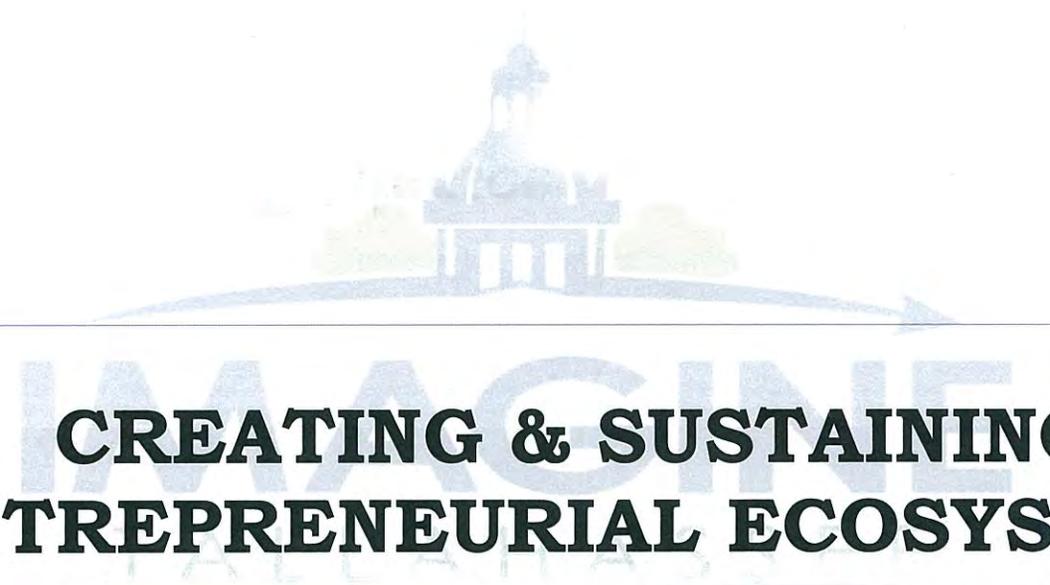
Raising the Ship Talent Development





## **Steering Committee Recommendations**

10 minute presentations / 10 minute discussion



# **CREATING & SUSTAINING AN ENTREPRENEURIAL ECOSYSTEM**

## **JOB CREATION CATALYSTS**

Entrepreneurial Development Fund  
Retention, Expansion and Attraction Fund  
Technology & Innovation Incubators

# **PROJECT: Entrepreneurial Development**

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**Presenting Champion: Larry Lynch**

**Entrepreneurship in Tallahassee**



**The Right Place, The Right Time, The Right Solution  
Equals a Great Investment Opportunity**

## **Entrepreneurial Development Fund**

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### **What we know**

- ▶ Traditional leading supply of Tallahassee jobs, state government, in decline
- ▶ National trend towards entrepreneurial growth: 13% of American adults now involved in startup businesses
- ▶ All elements for entrepreneurial growth in place: Highly educated/skilled population, unique high tech university based business opportunities
- ▶ Growing entrepreneurial support structure: Learn, mentor, invest
- ▶ Very high quality of life: People want to be here

## Entrepreneurial Development Fund

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### What is working now

- ▶ **Entrepreneurial Excellence Program:** 68 new Businesses Have Attended in 3 Years, High Tech/ Low Tech, Over 120 Jobs Created, Approx 60% Minority led)
- ▶ **Small Business Development Center:** Business Plan Development, Access To Funding, Business Consulting Services, Consulted With Over 350 Businesses in 2012, Over 65% Minority Owned, Over 700 Jobs Created/ Saved/Retained, Assisted in the Access of Capital of more than \$2.5 million and Started 30 New Businesses all of which created an ROI of \$40 for every \$1 invested
- ▶ **Florida State University GAP Program:** 7 years, Approx \$1.5 M Invested, Multiple New Start Ups, ROI Over \$8 to \$1, Creating Entrepreneurial Culture in the Research Community

## Entrepreneurial Development Fund

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### What is working now (continued)

- ▶ **Jim Moran Institute**: Over 3 ½ years of service the Student Business Incubator hosted by The Jim Moran Institute has served 16 resident clients/ 7 virtual clients with access to business professionals, mentors, and physical space with business resources, Over \$180,000 in funding to Student Businesses thru business competitions and grants
- ▶ **Leon County Research and Development Authority**: Between 2005 and 2013, the Authority awarded nineteen grants totaling \$307,000 to fifteen companies through its Technology Commercialization Grant Program
- ▶ **DOMI Ventures**: First Incubation Model

## **Entrepreneurial Development Fund**

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### **What is left to do**

- ▶ Leverage Existing and Future Unique Investments: Mag Lab, Med School, AMTC@TCC, Pharm School, AAPL, Innovation Park, etc.
- ▶ Expand Incubation/Acceleration Programs Into Other High Tech Areas: Medicine, Materials, Aerospace, etc.
- ▶ Continue And Expand Existing Support Programs (GAP For FAMU/TCC, EEP Renewal, JMI, SBDC, LCRDA)
- ▶ Establish And Execute Community Based Funding Programs (Federal Grants, Local Venture Capital, University SBIR/STTR)
- ▶ Implement Future Training/Mentoring Programs (Like Start-Up Quest from Work Force Plus)

## Entrepreneurial Development Fund

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### Driving forces & objectives:

- ▶ A significant part of Tallahassee's future economic growth will depend on the success of entrepreneurs and the new business startups.
- ▶ Capitalizing on our university-centric community support should be provided to the universities abilities for high tech output in the areas of commercialization of research and intellectual property in high impact start ups.
- ▶ According to the Community Baseline Analysis, the performance of new startups in Leon County between 2009 and 2012 increased 17.4%. Expansion startup jobs increased by 56.9%.
- ▶ Effective coordination of resources directed to existing and aspiring entrepreneurs in the region and marketing of the area to entrepreneurs elsewhere will greatly enhance the long-term economic vitality of Tallahassee.

## **Entrepreneurial Development Fund**

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### **Community benefits:**

- ▶ Provide implementation and support models for high impact startups, incubation and acceleration programs.
- ▶ Developing the living, breathing and growing warehouse and portal of local entrepreneurial resources.
- ▶ Continue to implement programs, services and/or funds that foster entrepreneurship.
- ▶ Create and fund marketing programs that match worldwide industry needs with local Tallahassee-based solutions.

## Entrepreneurial Development Fund

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**Total funding from Blueprint: \$15 million over 20 years**

**Convening organization: EDC of Tallahassee/Leon County**

**Governance: Economic Development Coordinating Council (EDCC).**

### Partnerships & collaboration:

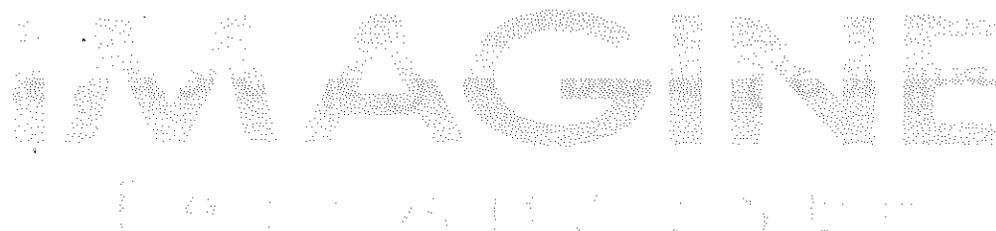
- ▶ City of Tallahassee
- ▶ Leon County
- ▶ Tallahassee Community College
- ▶ FAMU SBDC
- ▶ FSU Office of Commercialization
- ▶ FSU
- ▶ Workforce *plus*
- ▶ JMI
- ▶ LCRDA
- ▶ FAMU Office of Intellectual Property

## Entrepreneurial Development Fund

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### Outcome metrics / ROI:

- ▶ Increase number of private businesses
- ▶ Increase dollar volume of equity financing.
- ▶ Increase share of population that are business owners who use entrepreneurial skills in their workplace.
- ▶ Increase opportunities for talent to remain in the region.



## **PROJECT: Minority & Women Business Investment**

**Presenting Champion: Sean Pittman**

### **The concept**

*...small loans, when borrowed responsibly and used thoughtfully, can provide the 'leg up' business owners need to stay in the game.*

- Microlending or microfinancing is a type of business financing that extends credit to entrepreneurs and small business enterprises that are not able to qualify for conventional bank lending.
- The purpose of microlending is to offer favorable lending terms that are designed to help poor borrowers become self-sufficient.
- The loans help small businesses and new entrepreneurs in establishing or advancing their businesses.

## **Minority & Women Business Investment Fund**

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### **Driving forces & objectives:**

- ▶ Improving the economic health of minority- and women-owned businesses significantly and positively impacts the economic health of the entire Tallahassee community.
- ▶ Small but smart investments in minority- and women-owned businesses in Tallahassee often provide these business owners with enough capital to increase their presence in the marketplace and boost their bottom line.
- ▶ Minority- and women-owned businesses help improve local employment rates by hiring other qualified minorities, women, and others to work in their firms.
- ▶ One of the most significant impediments to the formation and development of minority-owned and women-owned firms is access to affordable, flexible capital.

## **Minority & Women Business Investment Fund**

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### **Community benefits:**

- ▶ To fill the existing void of microlending opportunities for small minority- and women-owned businesses
- ▶ Contribute to a thriving local entrepreneurial community by providing economic empowerment that brings more minority- and women-owned businesses into the marketplace of innovative ideas
- ▶ Introduce new clientele into the professional network of intermediary financial institutions (banks, credit unions, lending enterprises) that provide loan management services.
- ▶ Create a 'ripple effect' of spending in the local economy by injecting new levels of investment in minority- and women-owned businesses.
- ▶ Provide technical assistance, education and training for 250 income qualified minority- and women-owned businesses or start-ups.
- ▶ Provide internship and learning opportunities for college students enrolled at the three higher education institutions.

## Minority & Women Business Investment Fund

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**Total funding from Blueprint:** \$7.5 million over 10 years

**Convening organization:**



Big Bend Minority Chamber of Commerce

**Governance:** Economic Development Coordinating Council (EDCC) and Minority & Women Business Investment Fund Advisory Council (MWBIF)

### Partnerships & Collaboration:

- ▶ Tallahassee Community College / Workforce Development Division
- ▶ Florida Office of Supplier Diversity
- ▶ FAMU (SBDC)
- ▶ Florida Association of Minority Business Enterprise Officials (FAMBEO)
- ▶ Access Florida Finance Corporation
- ▶ City of Tallahassee
- ▶ Leon County
- ▶ Minority, Women and Small Business Enterprise Divisions
- ▶ Capital City Chamber
- ▶ Nonprofit intermediary financial institutions
- ▶ Area financial institutions

## **Minority & Women Business Investment Fund**

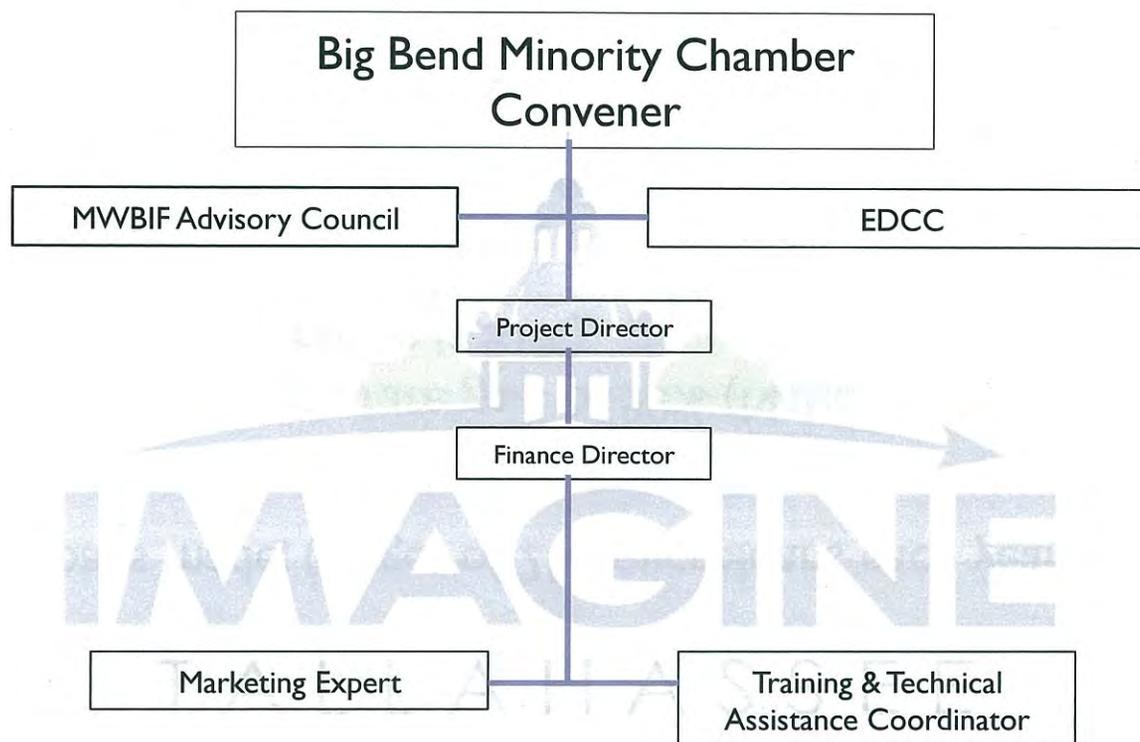
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### **Outcome metrics / ROI:**

- ▶ Total employment of residents by LMI (Low-To-Moderate Income) area borrowers (Target: 500 jobs over 10 years)
- ▶ Number of loans made; (target of 250 microloans each year, up to \$50K per loan)
- ▶ Successful loan repayment rate goal of 98% (National Average according to Small Business Administration is 91%)
- ▶ A revolving fund that relends repaid principal can lend \$22 million over 10 years based on a \$7.5 capitalization fund, reflecting almost three times leverage over ten years.

## Minority & Women Business Investment Fund

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## **PROJECT: Technology & Innovation Incubators**

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**Presenting Champion: Kim Williams**

### **Driving forces & objectives:**

- ▶ Need to help early stage companies develop concepts, provide business modeling, technology, staffing, assistance with penetrating venture capital markets, organizational structure and transition into the marketplace.
- ▶ Need to commercialize technology developed at our universities and by inventors in the region and turn these innovations into new business and job opportunities locally. Much local innovation now leaks out of the region to the overall detriment of the area economy.
- ▶ Need for more specialized business incubators to ensure long-term economic vitality in the region. Incubators provide facilities and services to catalyze small-business growth. Research has shown that incubated companies have a dramatically higher rate of survival than an average spinout does.

## Technology & Innovation Incubators

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### Community benefits:

- ▶ Assisting with feasibility studies on proposed area incubators.
- ▶ Catalyst for convening stakeholders and identifying market niches.
- ▶ Identifying and/or offering business consulting services (e.g., business plan preparation, financial planning, advertising and marketing, strategic planning, capital development, business taxes, employee relations, government procurement, among others).
- ▶ Identifying and/or offering professional services (e.g., legal, patent, accounting, scientific support, among others).

## **Technology & Innovation Incubators**

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**Total funding from Blueprint: \$10 million over 20 years**

**Convening organization: Innovation Park**

**Governance: Economic Development Coordinating Council (EDCC).**

### **Partnerships & collaboration:**

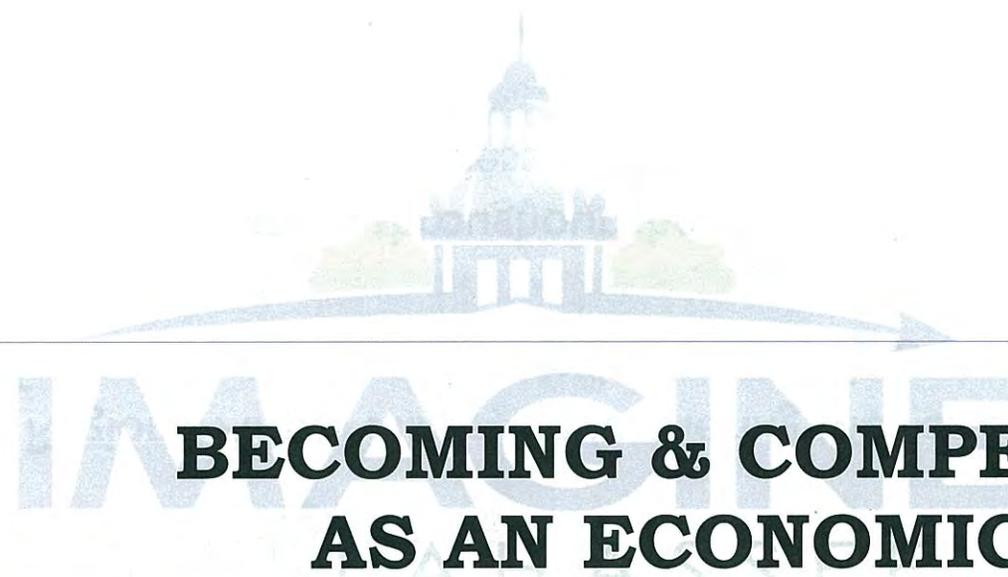
- ▶ Leon County
- ▶ City of Tallahassee
- ▶ Tallahassee Community College
- ▶ FAMU
- ▶ FSU
- ▶ Leon County Research & Development Authority

## Technology & Innovation Incubators

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### Outcome metrics / ROI:

- ▶ Increased number of jobs in private sector of target industries.
- ▶ Increased number of jobs that pay above average wages.
- ▶ Faster growth in the regional GDP and total employment.
- ▶ Provide an additional support mechanism for existing business.
- ▶ Increased private capital investment.
- ▶ Retention of local talent.



**BECOMING & COMPETING  
AS AN ECONOMIC HUB**



## **PROJECT:** Regional Airport Growth & Development

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**Presenting Champion:** Cassandra Jackson

### **Driving forces & objectives:**

The Tallahassee Regional Airport is key to furthering the region's economic development efforts and can serve as a major economic generator for the entire community.

- ▶ Companies and citizens throughout the region would benefit financially from improved access to the airport, job creation and increased air service.
- ▶ The airport has 1,000 acres of land identified as prime real estate which could be marketed to attract opportunities for present and future development.

## **Tallahassee Regional Airport Growth and Development**

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### **Community benefits:**

- ▶ Leverage existing transportation infrastructure for economic development.
- ▶ Provide opportunities for existing airport businesses to expand and new businesses to open with enhanced airport infrastructure/facilities.
- ▶ Increase job growth with efforts focused on the recruitment and expansion of targeted sectors including, but not limited to aviation, manufacturing, distribution, research and development & training.
- ▶ Promotion of strong aviation and associated training programs in the region, to include engineering, material science, nanotechnology and aircraft maintenance. These enhanced programs, in partnership with local K-12 and secondary education institutions, will help prepare a highly skilled local workforce.
- ▶ Increased commercial air service options.

## Tallahassee Regional Airport Growth and Development

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### Noteworthy issues:

- ▶ The airport is in a prime location that is attractive to original equipment manufacturers and their suppliers. This is especially important given the aircraft manufacturing facilities located in neighboring states and within Florida.
- ▶ Vetting models for build/lease arrangements to attract businesses to locate on airport property.
- ▶ Potential to leverage federal and state funding sources, such as Federal Aviation Administration (FAA) funds which typically operate on a 90% federal, 5% state, 5% local match basis. State of Florida funding typically operates on a 50% state, 50% local match basis.

## **Tallahassee Regional Airport Growth and Development**

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**Total funding from Blueprint: \$15 million over 10 years**

**Convening organization: City of Tallahassee**

**Governance: Economic Development Coordinating Council (EDCC).**

### **Partnerships & collaboration:**

- ▶ Federal Aviation Administration
- ▶ State of Florida
  - ▶ Department of Economic Opportunity
  - ▶ Enterprise Florida
- ▶ Economic Development Council

## Tallahassee Regional Airport Growth and Development

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### Outcome metrics / ROI:

- ▶ Increased number of air travel and freight transportation connections.
- ▶ Increased number of jobs in private sector of target industries.
- ▶ Number of businesses and jobs developed on airport-owned land.
- ▶ Emergence as an International Airport.

IMAGINE  
TALLAHASSEE REGIONAL AIRPORT

## **PROJECT: Retention, Expansion & Attraction**

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**Presenting Champion: Kyle Touchstone**

### **Driving forces & objectives:**

- ▶ To be competitive in the global economic development marketplace, we need available sustainable resources for rapid implementation.
- ▶ By providing resources from the BREA Fund, Tallahassee/Leon County will have the opportunity to retain existing businesses, assist in the expansion of current businesses and attract new businesses.
- ▶ To generate sustainable economic vitality through increased employment opportunities for residents, university graduates, and underemployed citizens.
- ▶ Attract companies that pay higher than average wages which will create a return on investment through increased spending (tax revenue); growth in regional GDP.

## **Business Retention, Expansion & Attraction Fund**

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### **Community benefits:**

- ▶ Create and fund marketing programs that promotes and match worldwide industry needs with local Tallahassee-based solutions.
- ▶ Develop opportunities of workforce training and certification programs tying local talent to local job growth.
- ▶ Fosters growth and expansion of local businesses by creating “business ready” environment.
- ▶ Develop and manage local industry roundtables and suppliers.
- ▶ A ready “tool kit” of incentives, programs and support systems to enable job growth.

## Business Retention, Expansion & Attraction Fund

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**Total funding from Blueprint:** \$10 million in programs  
\$5 million marketing over 20 years

**Governance:** Economic Development Coordinating Council (EDCC).

### Partnerships & collaboration:

- ▶ City of Tallahassee
- ▶ Leon County
- ▶ TCC
- ▶ FAMU
- ▶ FAMU SBDC
- ▶ FSU
- ▶ Workforce *plus*
- ▶ JMI
- ▶ LCRDA
- ▶ EDC

## **Business Retention, Expansion & Attraction Fund**

---

### **Outcome metrics / ROI:**

- ▶ Increased number of jobs in private sector of target industries.
- ▶ Increased number of jobs that pay above average wages.
- ▶ Faster growth in the regional GDP and total employment.
- ▶ Increased private capital investment.
- ▶ Retention of local talent.
- ▶ Provide an additional support mechanism for existing business.

## **PROJECT: Economic Opportunity Rapid Response**

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**Presenting Champion: Henree Martin**

### **Driving Forces & Objectives:**

- ▶ To provide a competitive and quick response for job retention, creation and expansion opportunities.
- ▶ To leverage and close the gap between State incentives and project needs.

**IMAGINE**

CONNECTIONS

## **Economic Opportunity Rapid Response Fund**

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### **Community benefits:**

- ▶ Diversification of workforce opportunities and jobs providing for less reliance on the public sector.
- ▶ Funding source for innovative partnerships with higher education institutions resulting in the retention of talent.
- ▶ Ultimate outcome through job creation is a more sustainable tax base which directly impacts community services and the overall quality of life.

## **Economic Opportunity Rapid Response Fund**

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**Total funding from Blueprint: \$7.5 million**

**Governance:** Intergovernmental Agency

### **Partnerships & Collaboration:**

- ▶ Leon County
- ▶ City of Tallahassee
- ▶ FSU
- ▶ FAMU
- ▶ TCC
- ▶ EDC of Tallahassee/Leon County



## Economic Opportunity Rapid Response Fund

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### Outcome metrics / ROI:

- ▶ Increase in job creation, wages, capital investment.
- ▶ Retention and expansion of existing businesses and jobs.
- ▶ Job opportunities for retention of talent.





**GROWING OUR DESTINATION  
PRODUCT FOR TRAVEL/TOURISM**

# **PROJECT: Madison Mile Convention District**

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**Presenting Champion:** Dr. Eric Barron

## **Driving forces & objectives:**

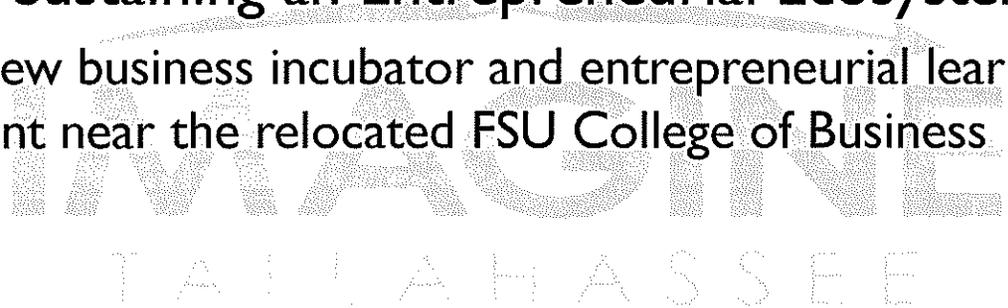
- ▶ **Becoming & Competing As An Economic Hub**
  - ▶ Spur transformative economic growth including:
    - ▶ Estimated 4,000 jobs and \$430 million in economic impact during the construction period
    - ▶ Estimated 1,000 jobs and \$100 million annual recurring economic impact
  
- ▶ **Growing Our Destination Product For Travel/Tourism**
  - ▶ Conservatively drive an additional 25,000 visitor nights to Tallahassee annually
  - ▶ Enhance the national reputation of Tallahassee
    - ▶ Exciting city for visitors
    - ▶ Strong contender for mid-size convention and conference business

## **The Madison Mile Convention District**

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### **Driving forces & objectives (continued):**

- ▶ **Supporting A Creative Culture & Urban Lifestyle**
  - ▶ Tie together and anchor the impression and experience of Tallahassee's downtown as a truly welcoming, vibrant, livable, walkable, urban district
- ▶ **Creating & Sustaining an Entrepreneurial Ecosystem**
  - ▶ Create a new business incubator and entrepreneurial learning lab environment near the relocated FSU College of Business





# Civic Center Property LONG RANGE PLANNING



## Madison Mile Convention District

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**Total funding from Blueprint:** \$20 million one-time infrastructure investment with no recurring funding

**Convening Organization:** Florida State University

**Governance:** Economic Development Coordinating Council (EDCC)

### Partnerships & collaboration:

- ▶ This project is bold and far-reaching in scale and impact
- ▶ Florida State University
  - ▶ Has already gathered wide-scale input and participation from various stakeholders
  - ▶ Is committed to working as a part of a diverse team of community leaders to make this a reality

## Madison Mile Convention District

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### Outcome metrics / ROI:

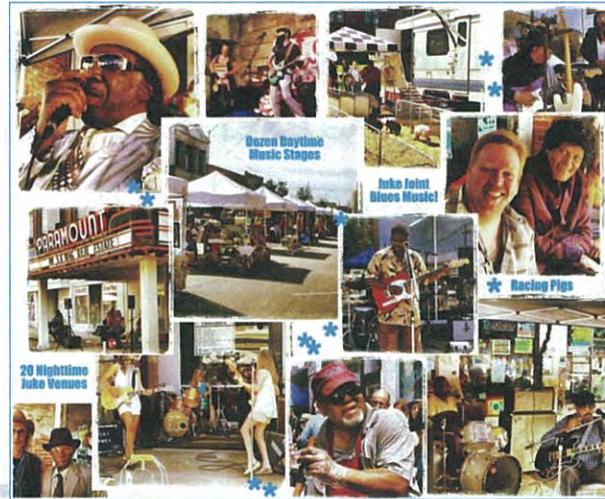
- ▶ Increased tourism visitation
- ▶ Estimated \$12.5 million in new tax revenue generated annually
- ▶ Projected \$100 million recurring economic impact and 1,000 annual jobs
- ▶ Provides internship and employment opportunities for Florida State University, Florida Agricultural & Mechanical University, and Tallahassee Community College students
- ▶ Enhanced cultural and entertainment options for residents and visitors
- ▶ Allows for greater opportunities for strategic collaboration between business owners, local governments, Florida State University, Florida Agricultural & Mechanical University, and Tallahassee Community College.
- ▶ Ties together many exciting projects of the past five years into a single cohesive effort to redefine the downtown
- ▶ Expands the number of conferences and convention visitors from industry, academic, and government groups
- ▶ Improves the national reputation of Tallahassee

## Madison Mile Convention District

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<b>Projected District Capital Improvements</b>			
	Square Ft	\$ per Sq. Ft	Estimate
Hotel	150,000	\$425	\$63,750,000
Retail	50,000	\$200	\$10,000,000
<b>Convention*</b>	<b>85,000</b>	<b>\$350</b>	<b>\$29,750,000</b>
College of Business	200,000	\$400	\$80,000,000
Dedman School of Hospitality	100,000	\$400	\$40,000,000
Exhibition Renovation	20,000	\$200	\$4,000,000
Green Energy Plant	1,400	\$800	\$1,120,000
Basketball Training Facility	60,000	\$200	\$12,000,000
District Infrastructure			\$20,150,000
<b>Total</b>			<b>\$260,770,000</b>

\* Project request for \$20,000,000



# SUPPORTING A CREATIVE CULTURE & URBAN LIFESTYLE

**ECONOMIC VITALITY CATALYSTS**

Art in Public Places  
Signature Festivals  
South Monroe/Adams St Catalyst

## **PROGRAM: Quantum Leaps & Signature Festivals**

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**Presenting Champions: Kelly Dozier & Chucha Barber**

**Driving forces & objectives:**

### *ECONOMIC DRIVERS*

The Florida Department of State, 2012 Culture Builds Florida Report states

- ▶ Art and Culture organizations generate \$8 for every \$1 of government support
- ▶ Over 57M people attend arts and cultural events in Florida each year.
- ▶ 74.9 % of visitors to Florida participate in cultural activities

The arts create jobs and produce tax revenue. A strong arts sector is an economic asset that stimulates business activity, attracts tourism revenue, retains a high quality work force and stabilizes property values

## Quantum Leaps & Signature Festivals

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### CIVIC CATALYSTS

Washington State's 2012 Report on Public Art Research states

- ▶ Art in public places provides significant economic impact
- ▶ 42-43% of project budgets goes to direct purchase of materials
- ▶ 30-37% of project budgets pay salaries and wages
- ▶ 9-10% of project budgets are spent on overhead (utilities)
- ▶ Additional economic impact supports suppliers, engineers, construction, installation, materials, labor, contractors fees, equipment, rentals, and transportation

The arts create a welcoming sense of place and a desirable quality of life. The arts also support a strong democracy, engaging citizens in civic discourse, dramatizing important issues and encouraging collective problem solving

## **Quantum Leaps & Signature Festivals**

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### **CULTURAL LEGACIES**

The Florida Department of State/University of West Florida 2013 VIVA Florida 500 Tourism Survey results include

- ▶ 69% of Floridians indicated they were highly likely to travel more than 50 miles from their home over night to visit an historic site.
- ▶ 24% of all Floridians travelled 50 or more miles to visit an historic site in the last 12 months
- ▶ 60% of Floridians indicated they were highly likely to travel more than 50 miles from their home to engage in a cultural activity

The arts preserve unique culture and heritage, passing a region's precious cultural character and traditions along to future generations

## Quantum Leaps & Signature Festivals

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### DEMAND FOR SENSE OF PLACE EVENTS

Leon County's Tourist Development Council's 2013 grant applications reveal:

- ▶ Tallahassee's signature festival is Springtime Tallahassee
- ▶ Springtime Tallahassee has a \$5M annual economic impact, generating 1000 room nights and \$312K in direct tourism spending.

There is strong demand for enhanced cultural and lifestyle options in the region. For instance, the Action Initiative Preferences for this strategic direction listed arts/culture expansion among the four highest ranking preferences.

## Quantum Leaps & Signature Festivals

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### Community benefits:

- ▶ **Sense of Community**— Art and historic experiences offer an immeasurable mechanism for growing its creative class. To earn a reputation and “sense of community” where extraordinary art abounds, there must be thriving, attractive facilities, events, experiences and spaces both indoors and in the natural environment that foster the creation of art and celebrate its presence
- ▶ **Connectivity**—There is a physical connection between spaces when sidewalks, bikes, and trails link neighborhoods and sections of our community. Art makes emotional connections
- ▶ **Economic Vitality**— All firms contemplating relocation or expansion consider the many resources a community offers. In every culture throughout history, one of the most important aspects of the economy has been the value placed on artistic achievement and offerings
- ▶ **Gateways**— Art in Public Spaces is the most obvious example of how culture can positively impact gateways to our community. A cohesive vision for art in public spaces designed to enhance our gateways will create a welcoming sense of place

## Quantum Leaps & Signature Festivals

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**Total funding from Blueprint:** \$5 million/\$250K per year

**Granting organization:** Council on Culture & Arts (COCA)  
Through a Community Wide Grant Committee

**Governance:** Economic Development Coordinating Council  
(EDCC).

### Partnerships & collaboration:

- |                                  |                                  |
|----------------------------------|----------------------------------|
| ▶ City of Tallahassee            | Cultural Plan Steering Committee |
| ▶ Leon County                    | FSU                              |
| ▶ Tourism Development Council    | FAMU                             |
| ▶ COCA                           | TCC                              |
| ▶ EDC of Tallahassee/Leon County | Leon County Schools              |
| ▶ CONA                           | Arts & Culture Organizations     |

## Quantum Leaps & Signature Festivals

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### Outcome metrics / ROI:

- ▶ Increased Visitors and Tourist Spending
- ▶ Media Recognition as a Cultural Destination for in-state and out of state Travelers
- ▶ Increased Employment in “creative industries”
- ▶ Perception that Tallahassee is an arts and culture leader
- ▶ The opportunity to conduct cluster analysis for targeted business sectors (connections between producers, suppliers, distributors, and consumers)
- ▶ Increased Sustainability for Cultural Organizations
- ▶ Quality of life experiences that attracts and retains multi-generations of the creative class

## **PROJECT: South Monroe/Adams Corridor Catalyst**

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**Presenting Champion: Curtis Richardson**

### **Driving forces & objectives:**

- ▶ The Monroe-Adams Corridor Action Plan was adopted June 22, 2011
- ▶ In a city, a "sense of place" depends on the presence of people, attracted by workplaces, stores, restaurants, recreation, transportation options, walkability, and places to live. The City Commission identified Creating a Sense of Place as a top priority, initiating "Placemaking" projects for Midtown, the Market District, Gaines Street, West Tennessee Street, and the Monroe-Adams Corridor
- ▶ Placemaking invites citizens and government to work together in making vital public destinations that promote our health, happiness, well-being, and civic pride
- ▶ The Southside needs significant infrastructure and business development improvements in order to insure the future economic vitality of the central core of Tallahassee

## South Monroe/Adams Corridor Catalyst

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### Community benefits:

- ▶ Build Place
  - ▶ Make safe, comfortable streets for pedestrians, transit users, and cyclists, and a suitable gateway to the Capital City
  - ▶ Improve the appearance, comfort and safety of public streets and private property
  - ▶ Encourage urban infill and mixed-use buildings
- ▶ Promote Place
  - ▶ Inform the public of business incentives, redevelopment assistance, Codes, and Code Enforcement
  - ▶ Support local business and bring in new business
- ▶ Make Places Within
  - ▶ Implements an initial Placemaking Project
  - ▶ Leverages similar improvements to all east-west streets in the Corridor

## South Monroe/Adams Corridor Catalyst

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**Total funding from Blueprint:** \$3.6 million

**Convening organization:** Southside Redevelopment Advisory Council

**Governance:** Economic Development Coordinating Council (EDCC).



## South Monroe/Adams Corridor Catalyst

### Partnerships & collaboration:

- ▶ Leon County
- ▶ City of Tallahassee
- ▶ Greater Tallahassee Chamber of Commerce
- ▶ Capital City Chamber of Commerce
- ▶ Council on Culture and Arts (COCA)
- ▶ Frenchtown-Southside Community Redevelopment Agency
- ▶ Capital Region Transportation Planning Agency
- ▶ City Economic and Community Development Department
- ▶ Tallahassee-Leon County Economic Development Council
- ▶ City Environmental Policy and Energy Resources Department
- ▶ Florida A&M University
- ▶ FAMU School of Architecture
- ▶ Florida State Historic Preservation Office
- ▶ FSU Department of Urban and Regional Planning
- ▶ City Growth Management Department
- ▶ UF/County Extension Center
- ▶ Knight Creative Class Initiative Catalyst Class 2011
- ▶ Keep Tallahassee-Leon County Beautiful
- ▶ Leon County Schools
- ▶ Locally Owned Tallahassee
- ▶ Merchants Association
- ▶ Master Transportation Plan
- ▶ Neighborhood Associations
- ▶ Property owners
- ▶ City Parks, Recreation, and Neighborhood Affairs Department
- ▶ City Public Works Department
- ▶ StarMetro
- ▶ Tallahassee-Leon County Planning Department
- ▶ Tallahassee Police Department
- ▶ Tallahassee Trust for Historic Preservation
- ▶ City Utilities
- ▶ Visit Tallahassee/Tourist Development Council
- ▶ WCOT City's television station, Communications Department

## South Monroe/Adams Corridor Catalyst

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### ▶ Costs Covered

#### ▶ Projects from existing Action Plan: \$100,000

- ▶ Improve Visual Appeal
- ▶ Landscape to Provide Visual Continuity
- ▶ Put More “Eyes on the Street”
- ▶ Fill Blank Walls with Murals
- ▶ Protect Historic Resources
- ▶ Promote Adaptive Re-Use of Existing Structures to Mixed-Uses
- ▶ Give Names to Places
- ▶ Hold Community Events to Celebrate Local Business and Area Residents
- ▶ Brand the Monroe-Adams Corridor
- ▶ Marketing/PR Efforts for the Monroe-Adams Corridor

#### ▶ FAMU SBDC Southside Satellite Office: \$1,500,000

#### ▶ FAMU Urban Agriculture Project (Green Collar Business/Job Creation): \$2,000,000

## South Monroe/Adams Corridor Catalyst

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### Outcome metrics / ROI:

- ▶ New businesses in the Central Core/South Side
- ▶ Creates jobs in the Central Core/South Side
- ▶ Creates an economic *sense of place*





**IMAGINE**  
**INVESTING IN OUR**  
**HUMAN ASSETS**



## **PROJECT: *Raising the Ship Talent Development***

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**Presenting Champions:** Dr. Jim Murdaugh, Meg Baldwin, Jim McShane

### **Driving forces & objectives**

- ▶ The ability to accurately identify skills needed and connect those needs with jobseekers is paramount, including all spectrums of our citizenry, from the chronically unemployed/underemployed citizens to highly educated and skilled citizens who wish to remain or advance in employment locally
- ▶ Despite efforts to align local economic development activity with workforce training and education, frequently the business demand for talent and the local supply for talent do not match well. In some cases, the specialized training or experience needed by employers is not available. In other cases, segments of the workforce are forced to seek employment and often are underemployed based on the availability of jobs
- ▶ In order to boost the effectiveness of local economic development efforts, the community must develop a system that operates along a continuum from assessment to education and training to job placement

## ***Raising the Ship* Talent Development**

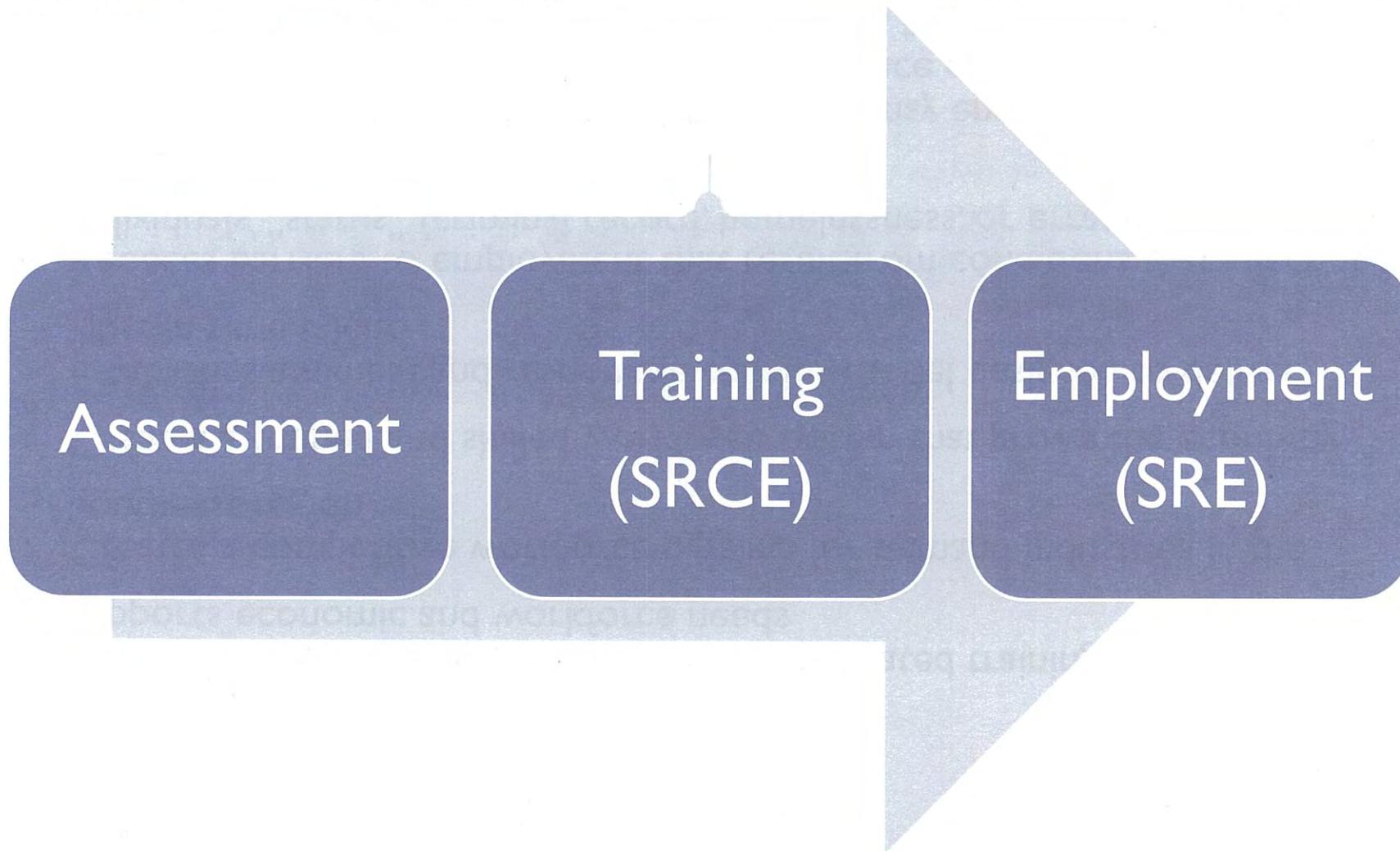
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### **Community benefits**

- ▶ Develops a seamless educational and work-related training model that supports economic and workforce needs
- ▶ Creates a competitive workforce pipeline for demand industries in the Southeast region
- ▶ Creates a trained and skilled workforce system that grows the economy
- ▶ Establishes a nimble and responsive training model designed to deliver “just-in-time talent”
- ▶ Reduces barriers to employment that result from conditions that affect and individuals’ “status” (criminal record, homelessness, or erratic work history)
- ▶ Supports an integral approach for those who may encounter life-related potholes that become insurmountable in the face of poverty (e.g., childcare, untreated physical or mental health conditions, transportations interruptions)
- ▶ Grows the number of jobs that demand higher skills with higher wages

## ***Raising the Ship Talent Development***

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## ***Raising the Ship* Talent Development**

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### **Program Components – Assessment of Jobseekers**

- ▶ The assessment of local jobseekers will identify skills local jobseekers possess and be used to determine gaps between their skills and those needed by local employers
- ▶ Administration of the assessment will be conducted in partnership between Workforce Plus, Tallahassee Community College and the Florida Department of Economic Opportunity

IMAGINE

## ***Raising the Ship* Talent Development**

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### **Program Components – Southeast Regional Center of Excellence (SRCE)**

- ▶ The SRCE will serve as host for regional workforce training opportunities serving both local and regional residents and employers – creating a destination for regional workforce training.
- ▶ Through the Center, participants' awareness of job opportunities will be broadened and the sharing of learning will offer local participants a flavor of what other regions expect from their workers.
- ▶ The SRCE will add value to the overall workforce system and expose many local job seekers to the employment opportunities in the southeast region.
- ▶ The training will be based on market demands and designed to make the participant more desirable for employers both locally and regionally.

## ***Raising the Ship* Talent Development**

### **Program Components – Socially Responsible Enterprise**

- ▶ The SRE will work with local employers to bridge participants with employment opportunities opening the door for program participants to available jobs and providing support to entrepreneurial endeavors.
- ▶ Using the Greyston Bakery model from New York, it is anticipated that once the SRE is up and running, that it would become a cash flow positive organization that could reinvest the funds to plant additional SREs in the region.
  - ▶ In 2012, Greyston Bakery provided employment opportunities and training to 181 residents within our community.
- ▶ The SRE will have a net positive return both in employed workers and in re-investment.
- ▶ The SRE will serve as a demonstration site for local emplc best practices and innovative models of employment pract that successfully recruit, retain and advance previously unemployed, underemployed or intermittently employed workers.



## ***Raising the Ship* Talent Development**

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**Total funding from Blueprint: \$5.125 million**

**Convening organization: Tallahassee Community College**

**Governance: Economic Development Coordinating Council (EDCC).**

### **Partnerships & collaboration:**

- ▶ Tallahassee Community College
- ▶ Greater Tallahassee Chamber
- ▶ EDC
- ▶ Enterprise Zone
- ▶ WORKFORCE *plus*
- ▶ DEO
- ▶ United Way of the Big Bend
- ▶ Early Learning Coalition
- ▶ United Partners for Human Services
- ▶ Leon County Schools
- ▶ Refuge House
- ▶ Housing Organizations
- ▶ FAMU
- ▶ FSU
- ▶ ITT
- ▶ Keiser University
- ▶ Goodwill, Apalachee Center,
- ▶ Ability 1<sup>st</sup>
- ▶ and many other local partners

## ***Raising the Ship* Talent Development**

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### **Outcome Metrics / ROI**

- ▶ Number of jobs created by existing businesses and employers
- ▶ Number of jobs created by businesses and employers who locate in our community
- ▶ Placement rates of job-training programs
- ▶ Number of previously underemployed citizens assisted and employed
- ▶ Total earnings by participating citizens



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# **SUMMARY & CLOSING REMARKS**

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## ***FINAL RECOMMENDATIONS***

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### **A. Creating & Sustaining an Entrepreneurial Ecosystem**

Entrepreneurial Development	\$15 million
Minority & Women Business Investment	\$7.5 million
Technology & Innovation Incubators	\$10 million

### **B. Competing as an Economic Hub**

Regional Airport Growth & Development	\$15 million
Business Retention, Expansion & Attraction	\$15 million
Economic Opportunity Rapid Response	\$7.5 million

### **C. Growing Our Destination Product for Travel and Tourism**

Madison Mile Convention District	\$20 million
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### **D. Supporting a Creative Culture and Urban Lifestyle**

Quantum Leaps & Signature Festivals	\$5.0 million
South Monroe / Adams Corridor Catalyst	\$5.1 million

### **E. Investing in Human Capital**

Raising the Ship Talent Development	<u>\$5.125 million</u>
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<b>TOTAL:</b>	<b>\$105.225 million</b>	<b>13.9%</b>
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***Creating an intentional tomorrow.***



*Supplemental Information Presented  
to the Sales Tax Committee on  
December 12, 2013*



***Creating an intentional tomorrow.***

# **AGENDA**

## Clarifications

Issues of Overlap

Governance

S.Adams Infrastructure / Economic Development

Project Answers to Questions

Closing Remarks



# **Clarifications: Overarching Issues**

Overlap  
Governance  
Infrastructure—Economic Development



# Overlap and Duplication

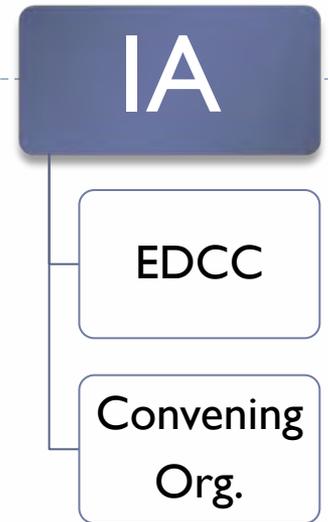
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- Overlap in target groups
- Overlap in target problems
- Shifts in economic objectives



# Governance

- Three tiered approach
- Economic Development Coordinating Council (EDCC)
  - County Economic Development Director
  - City Economic Development Director
  - FSUVP of Research
  - FAMUVP of Research
  - TCCVP of Economic & Workforce Development
  - Executive Director of Leon County Research and Development Authority
  - CEO of Workforce Plus
  - Executive Director of the EDC
  - President of the Greater Tallahassee/Leon County Chamber of Commerce
  - President of the Capital City Chamber of Commerce
  - President of the Big Bend Minority Chamber of Commerce
- EDCC Roles & Responsibilities
  - A. Evaluate timing and forward recommendations
  - B. Build and leverage social capital
  - C. Evaluate performance and provide accountability



## ***FINAL RECOMMENDATIONS***

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Raising the Ship Talent Development	<u>\$5.125 million</u>
-------------------------------------	------------------------

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**TOTAL:** **\$105.225 million** **13.9%**



# **Project Answers to Questions**

IMAGINE  
TALLAHASSEE

IMAGINE TALLAHASSEE Project Champions





Question from Sales Tax Committee to Imagine Tallahassee  
December 5, 2013

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Entrepreneurial Development Fund

- Are there educational components tied to the program?
- What percentage of participants in the existing program minorities?
- What will be the governance structure?
- What will be the metrics?
  - How many jobs created?
  - What will be measurements of growth?

Minority and Women Business Investment Fund

- What interest rate would be charged to keep the fund evergreen?
- What is the need for a separate entity to process these funds instead of the entrepreneurial program?
- What mechanics will be built in for participants who encounter difficulties after loans are made?
- Could the program be changed to one driven by geographical parameters? (i.e. available to businesses on the south side)

Technology and Innovation Incubators

- Is this limited to universities or does it serve the whole community?
- How is this different from incubators in the community that already exist?
- How does this compare to university incubators?
- Could a maintenance requirement be added? Require that jobs or businesses stay here for a period of time?
- Detailed information on other incubators:
  - Who is in charge of them?
  - How are they used?
  - Who uses them?
  - What are their successes?
- Where will funding be used? Space, furniture, staff?

Tallahassee Regional Airport Growth and Development

- Show a link between the Madison Mile project and this project
- Why pursue the international component?

Business Retention, Expansion, and Attraction Fund

- How does this help small businesses?
- Does this help service industry businesses?
- What is the EDC's role for existing businesses? What has been examples of success?
- How is this different from the Entrepreneurial Development Fund?

Economic Opportunity Rapid Response

- What is the difference between this program and the Retention, Expansion and Attraction Fund?

Question from Sales Tax Committee to Imagine Tallahassee  
December 5, 2013

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- What special circumstances would trigger the use of this fund?
- How does this comply with sunshine requirements?
- Would priorities or goals change each year? Could EDC have the flexibility to deal with that?

Madison Mile Convention District

- What are demand projections for the hotel?
- How would the annual operating expenses be handled?
- Emphasize the pedestrian connectivity that currently ends at the law school. How can it be connected to downtown?
- What is the specific timeline of the project?

Quantum Leaps and Signature Festivals

- What is relation to funding already being provided?
- What specifically will funding address? Measure shouldn't be number of grants given out, but what we get in return.

South Monroe/Adams Corridor Catalyst

- Need a clearer understanding of what investments will be made and how they complement infrastructure investments already being examined.
- How will this expand what the SBDC already does? Will specific activities be targeted by them?
- Show on a map the Blueprint funded South Monroe project and the changes this proposed project would fund.

Raising the Ship Talent Development

- Show how this project is different from programs already being addressed and other similar programs proposed by Imagine Tallahassee.

Overarching Questions

- How should these projects be prioritized?
- What will be the oversight structure?
- Could any of the programs be combined?

# The Tallahassee Entrepreneurial Life Cycle



## Stage 1. Opportunity Recognition

Recognize a business opportunity exists

## Stage 2. Opportunity Focusing

Figure out if the opportunity has merit/is real

## Stage 3. Commitment of Resources

Develop and execute the plans to make a business out of the opportunity

## Stage 4. Market Entry

Test the business idea/start for real

## Stage 5. Full Launch and Growth

Make the business work on an everyday basis

## Stage 6. Maturity and Expansion

You have had success, now expand and build on it

## Stage 7. Liquidity Event

Execute the exit strategy from Stage 3

Entrepreneurial Excellence Program

Small Business Development Center

Incubation Ecosystem

Help find the initial funding  
(GAP/Venture Capital/Federal)

The Jim Moran Institute

Talent Supply (TCC, WORKFORCE plus)

Economic Development Council

Buy the jet plane and mansion  
(AND become a mentor helping  
the great Tallahassee Success Story)

## Breakdown of Companies Attending EEP Classes 1-6

Number of Businesses Attending EEP Class	68	100%
Number of Businesses headed by White Males	28	41%
Number of Businesses headed by White Females	15	22%
Number of Businesses headed by Black Males	12	18%
Number of Businesses headed by Black Females	8	12%
Businesses headed by Asian/Hispanic Males	5	7%

# Marketing Investment for Retention/Expansion

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- Branding existing assets and resources
- Target Industry Sector Survey/Data Development
- Small Business – Supplier Chain Marketing
- Digital/Social Media Marketing
- Corporate Headquarters Outreach Program
- Crisis Management Plan

# Marketing Investment for Attraction

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- Branding to target industry sectors
- Industry sector – higher education events
- Business decision maker outreach
  - site consultant familiarization
  - corporate real estate markets/shows
- Media relations, Social media, Paid advertising,
  - Regional, national, international
- Sites & building database and research
- Competitive city analysis – Industry sector assessment

Funding Request - \$250,000 per year

\*Comparable communities currently invest \$500,000 to \$1.2 M per year

# Marketing Investment for Entrepreneurial Eco System

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- Joint marketing with Universities and Leon County Research & Development Authority
- Attendance at high tech symposiums and conferences
  - aerospace, engineering, bio/medical
- Tallahassee hosted conferences to attract venture capital/investor interest in local startups
  - University & private sector
- Advertising in specific entrepreneurial focused media

*Funding Request - \$250,000 per year*

*\*Comparable university high-tech communities currently invest \$750,000 to \$2.15 M per year*

# Marketing Investment for Entrepreneurial Eco System

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**IMAGINE**  
**INVESTING IN OUR**  
**HUMAN ASSETS**  
TALLAHASSEE



# **PROJECT: *Raising the Ship* Talent Development**

---

**Presenting Champions:** Dr. Jim Murdaugh, Meg Baldwin, Jim McShane

## **Driving Forces & Objectives**

- ▶ The ability to accurately identify skills needed and connect those needs with jobseekers is paramount, including all spectrums of our citizenry, from the chronically unemployed/underemployed citizens to highly educated and skilled citizens who wish to remain or advance in employment locally.
  - ▶ Despite efforts to align local economic development activity with workforce training and education, frequently the business demand for talent and the local supply for talent do not match well. In some cases, the specialized training or experience needed by employers is not available. In other cases, segments of the workforce are forced to seek employment and often are underemployed based on the availability of jobs.
  - ▶ In order to boost the effectiveness of local economic development efforts, the community must develop a system that operates along a continuum from assessment to education and training to job placement.
- 

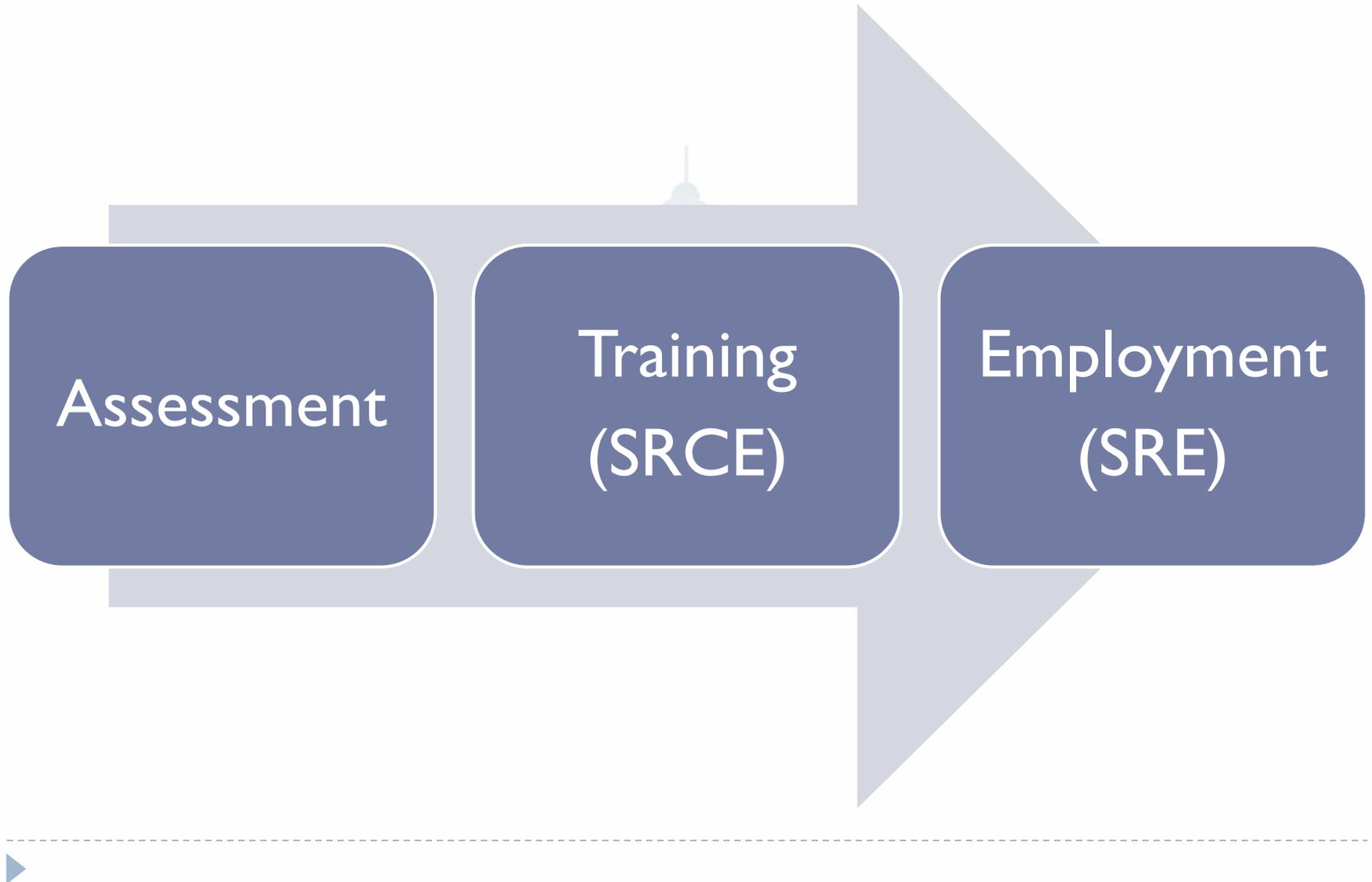


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## Community Benefits

- ▶ Develops a seamless educational and work-related training model that supports economic and workforce needs.
  - ▶ Creates a competitive workforce pipeline for demand industries in the Southeast region.
  - ▶ Creates a trained and skilled workforce system that grows the economy.
  - ▶ Establishes a nimble and responsive training model designed to deliver “just-in-time talent.”
  - ▶ Reduces barriers to employment that result from conditions that affect and individuals’ “status” (criminal record, homelessness, or erratic work history).
  - ▶ Supports an integral approach for those who may encounter life-related potholes that become insurmountable in the face of poverty (e.g., childcare, untreated physical or mental health conditions, transportations interruptions).
  - ▶ Grows the number of jobs that demand higher skills and come with higher wages.
- 





- 
- ▶ **Services currently being offered locally**
    - ▶ Skill assessment
    - ▶ Work readiness & job preparedness workshops
    - ▶ Career counseling
    - ▶ Case management
    - ▶ Support services (childcare, transportation assistance)
    - ▶ Job matching/placement assistance
    - ▶ OJT/job shadowing opportunities
    - ▶ Federal bonding assistance
  - ▶ **Additional services to be offered**
    - ▶ In demand training customized to meet local and regional employer needs
    - ▶ Access to short-term training to make job seekers more marketable
    - ▶ Entrepreneurship training
    - ▶ Attract workers and employers from across the southeast US – create a destination
    - ▶ Real job opportunities through the SRE – workers grow their job/skill portfolio and opens door to future careers
- 
- ▶

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## **Program Components**

### **Workforce Climate Study**

**\$125,000**

- ▶ Facilitated by outside consultants, will inform partners on workforce opportunities, trends and challenges to consider in development of assessment, training and placement plan.
  - ▶ Determine economic development drivers
  - ▶ Determine what areas/sectors that should be targeted
  - ▶ Establish a baseline for current perception of the workforce
- 



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## **Program Components**

### **Assessment of Jobseekers**

**\$500,000**

- ▶ The assessment of local jobseekers will identify skills local jobseekers possess and be used to determine gaps between their skills and those needed by local employers.
  - ▶ The analysis would target education, prior occupations, skills and demographics
  - ▶ Administration of the assessment will be conducted in partnership between Workforce Plus, Tallahassee Community College and the Florida Department of Economic Opportunity.
- 



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## **Program Components**

### **Southeast Regional Center of Excellence (SRCE)**

**\$2,000,000**

- ▶ The SRCE will serve as host for regional workforce training opportunities serving both local and regional residents and employers – creating a destination for regional workforce training.
  - ▶ Through the Center, participants' awareness of job opportunities will be broadened and the sharing of learning will offer local participants a flavor of what other regions expect from their workers.
  - ▶ The SRCE will add value to the overall workforce system and expose many local job seekers to the employment opportunities in the southeast region.
  - ▶ The training will be based on market demands and designed to make the participant more desirable for employers both locally and regionally.
- 



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## Program Components

### Socially Responsible Enterprise

### \$1,500,000

- ▶ The SRE will work with local employers to bridge participants with employment opportunities opening the door for program participants to available jobs and providing support to entrepreneurial endeavors.
- ▶ Using the Greyston Bakery model from New York, it is anticipated that once the SRE is up and running, that it would become a cash flow positive organization that could reinvest the funds to plant additional SREs in the region.
  - ▶ In 2012, Greyston Bakery provided employment opportunities and training to 181 residents within our community.
- ▶ The SRE will have a net positive return both in employed workers and in re-investment.
- ▶ The SRE will serve as a demonstration site for local employer practices and innovative models of employment practices that successfully recruit, retain and advance previously unemployed, underemployed or intermittently employed workers.



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**Total funding from Blueprint: \$5.125 million**

**Convening Organization: Tallahassee Community College**

**Governance: Economic Development Coordinating Council (EDCC).**

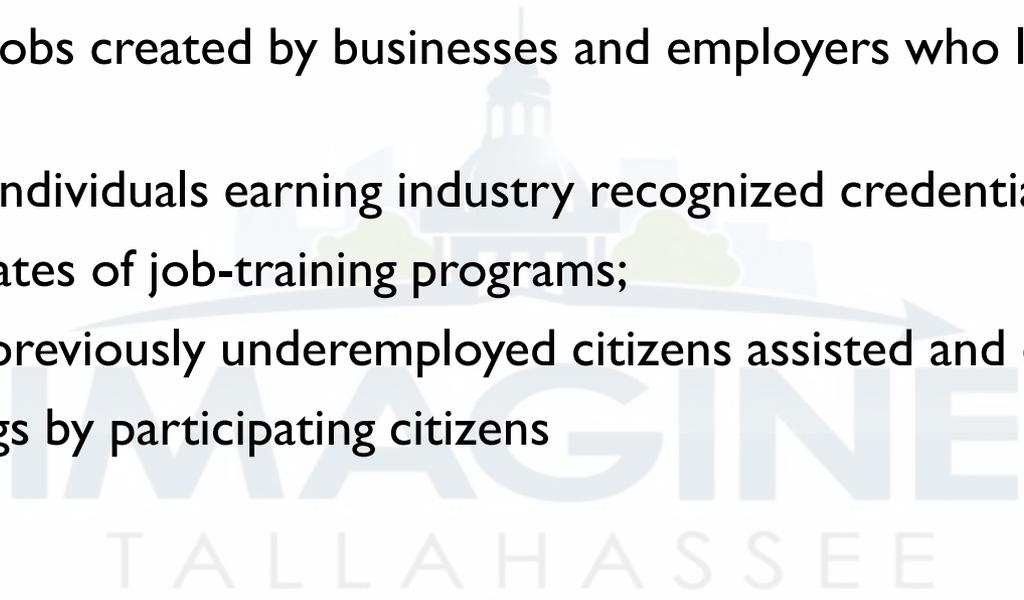
## **Partnerships & Collaboration:**

- ▶ Tallahassee Community College
  - ▶ Greater Tallahassee Chamber
  - ▶ EDC
  - ▶ Enterprise Zone
  - ▶ WORKFORCE *plus*
  - ▶ Florida Department of Economic Opportunity
  - ▶ United Way of the Big Bend
  - ▶ Early Learning Coalition
  - ▶ United Partners for Human Services
  - ▶ Leon County Schools
  - ▶ Refuge House
  - ▶ Housing Organizations
  - ▶ FAMU
  - ▶ FSU
  - ▶ ITT
  - ▶ Keiser University
  - ▶ Goodwill
  - ▶ Apalachee Center
  - ▶ Ability 1<sup>st</sup>
  - ▶ and many other local partners
- 



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## **Outcome Metrics / ROI**

- ▶ Number of jobs created by existing businesses and employers;
  - ▶ Number of jobs created by businesses and employers who locate in our community;
  - ▶ Number of individuals earning industry recognized credentials
  - ▶ Placement rates of job-training programs;
  - ▶ Number of previously underemployed citizens assisted and employed; and
  - ▶ Total earnings by participating citizens
- 



**Imagine Tallahassee**  
***Raising the Ships***  
**Sales Tax Committee Presentation**  
**December 12, 2013**

How does this project differ from programs already addressed and other programs proposed by Imagine Tallahassee?

**Services currently being offered locally**

- Skill assessment
- Work readiness and job preparedness workshops
- Career counseling
- Case management
- Support services (childcare, transportation assistance)
- Job matching/placement assistance
- OJT/job shadowing opportunities
- Federal bonding assistance

**Additional services to be offered**

- In-demand training customized to meet local and regional employer needs
- Access to short-term training to make job seekers more marketable
- Entrepreneurship training
- Attract workers and employers from across the southeast US – create a destination
- Real job opportunities through the SRE – workers grow their job/skill portfolio and opens door to future careers
- More coordinated in our approach to moving job seekers toward available jobs
- Greater sophistication in use of regional jobs data – includes alignment of workforce skills with available opportunities

# INITIAL PROJECT IMPACT ASSESSMENT

Due: October 14 (Bring to Steering Committee Meeting)

Steering Committee Member Name \_\_\_\_\_

*INSTRUCTIONS: From the Master Key 1.0 distributed with this form, select those Projects/Programs for which you would consider serving as a Champion. Complete this form for each of the Projects/Programs you select. You may also add a new Project/Program to this discussion based on best practices or other exposure you've had to innovative ideas.*

Is this a Project/Program already on the Master Key 1.0 (attached):  Yes  No

PROJECT OR PROGRAM TITLE: A Healthy Living Approach to Economic Development

Step 1: Using the list of Strategic Outputs on page \_\_ of the Master Key document, write in the short title for each of the strategic outputs created by this project.

Step 2: Circle the number to the right of each Strategic Output you've identified below to indicate the strength of the connection between the Project/Program and the output you expect it will achieve.

<b>D1</b> : Improved perception of Tallahassee as a Goal#: <u>place to live among young professionals.</u>	1 Low (unknown/indirect)	2	3 Medium (associated with)	4	5 High (directly causes)
<b>D2</b> : Increased employment in "creative industries." Goal#: _____	1 Low (unknown/indirect)	2	3 Medium (associated with)	4	5 High (directly causes)
Goal#: _____	1 Low (unknown/indirect)	2	3 Medium (associated with)	4	5 High (directly causes)
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Goal#: _____	1 Low (unknown/indirect)	2	3 Medium (associated with)	4	5 High (directly causes)

What is the anticipated level of complexity involved in implementing this project (e.g., organizational, funding, administrative)?

1 Low (minimal effort)	2	3 Medium	4	5 High (complex/intensive)
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What is the general level of sales tax funding needed to implement this project?

1 Low (unknown/indirect)	2	3 Medium (associated with)	4	5 High (directly causes)	
Goal#: _____	1 Low	2	3 Medium	4	5 High
Goal#: _____	1 Low	2	3 Medium	4	5 High

## **Project Title: A Healthy Living Approach to Economic Development**

### **D. Supporting a Creative Culture and Urban Lifestyle**



#### **Project Summary:**

Florida A&M University seeks to establish a comprehensive support system at the community level that will:

1. Increase access to locally grown foods by promoting and marketing co-ops, farmers markets and establishments that support local farms.
2. Increase opportunities for urban farming, and equip “difficult to employ” residents with skills to be successful entrepreneurs.

The project is designed to enhance and connect existing community assets in the development and implementation of local food systems as problem-solving tools to address issues ranging from recognizing the value of the South Monroe/South Adams Corridor to increasing the “coolness” of downtown. It is important to promote healthier living as an approach to economic development by ensuring local food security with agricultural management strategies that enhance sustainable agroecological production, encourage local food systems, and which embrace the benefits of local small farm populations. This project is developed as a collaborative effort that links existing community assets to academic resources related to food (FAMU College of Agriculture and Food Sciences), health (FAMU Institute of Public Health), arts (College of Social Sciences, Arts & Humanities), sustainability (School of Architecture) and economic development (School of Business and Industry)..

#### **Situation:**

Agriculture has been the economic basis for many communities in Florida, and provides significant economic development and food security opportunities for these areas. Urban farming is generally practiced for income-earning or food-producing activities, though in some communities the main impetus is recreation and relaxation. Urban agriculture contributes to food security and food safety as it increases the amount of fresh products available to people living in cities, as well as decreases the incidence food deserts. Business and market development programs and resources are critical to bolster the economic opportunities for beginning farmers. Important areas to address are market development, value-added, aggregation and distribution, product development, production management, farmer organization and networking. Additional areas include the use of timely, accurate, and appropriate information and business skills.

The evaluation of small farms in north Florida indicates that they are in a better position to respond to products/enterprises that can cater to narrow consumer tastes. These local farm entrepreneurs can directly market their production to consumers, and subsequently provide people with a healthy, fresh food supply as well as a social connection to farming. Local farm entrepreneurs are finding business opportunities by producing quality goods for nearby markets. The current market segment locally sourced food is estimated at less than one percent of the \$900 billion U.S. food industry. These local outlets range from farmers' markets to restaurants and grocery stores, as well as institutional food services such as schools, universities and hospitals. The demand for local food products greatly exceeds available supply due to the lack of efficient supply chains that link production, processing, storage and distribution. The development of localized or regionalized supply chains will allow a multitude of small-scale farm operations to profitably produce for nearby market outlets.

### **Goals:**

1. Increase access to locally grown foods by promoting and marketing co-ops, farmers markets and establishments that support local farms.
2. Increase opportunities for urban farming and equip "difficult to employ" residents with skills to be successful entrepreneurs

### **Strategies:**

#### **(1) Increase access to locally grown foods by promoting and marketing co-ops, farmers markets and establishments that support local farms.**

- Identify new local farm entrepreneurs, provide education and hands-on training in sustainable farm production/management, participatory association development, that would link new and established farmers/entrepreneurs into several market options including:
  - Support extended development and implementation of existing Farm to School Program including Leon County Schools, FAMU DRS, FSU Schools, as well as expand model to include other Farm to Table efforts with local restaurants and other institutional opportunities.
  - Support extended development and implementation of existing participatory community farmer's markets
- Provide public/community educational opportunities in sustainable living
  - Provide education and training workshops to enable healthy living, i.e. seasonal cooking demonstrations, eating for your health demonstrations, organic farming benefits.
  - Provide growing in small spaces/vertical growing, rooftop growing – encouraging healthy living and sustainable living concepts.
  - Sustainable, simple living strategies to enhance overall healthy living.

#### **(2) Increase opportunities for urban farming with grants to renovate existing vacant**

**infrastructure into greenhouses, and equip difficult to employ residents with skills to be successful entrepreneurs.**

- Development of hands-on learning facilities that would include a sustainable low-tech Integrated Aquaponic System. These facilities will support education and training in several sustainable innovative entrepreneurship opportunities including
  - Growing fresh baby vegetables, sprouts/production and management/certification program, public education
  - Fish production and management /certification program, public education
  - Aquaponic Systems
  - Marketing strategies
  - Capacity building workshops- benefits of organics, model learning tours, preventative health strategies, etc.

**Visibility/Impact**

These integrated options would provide residents with skills to be successful entrepreneurs and impact healthy living as an approach to economic development. Anticipated community visibility and impacts include:

- Innovative cooperatives and farm to community strategies that would increase access to Tallahassee and the State.
- Sustainable, innovative farm entrepreneurship opportunities
- Business strategy and planning development
- Increased awareness, knowledge and skills in farm production feasibility, alternative enterprise development, alternative production practices and management.
- Enhanced overall health living for community residents

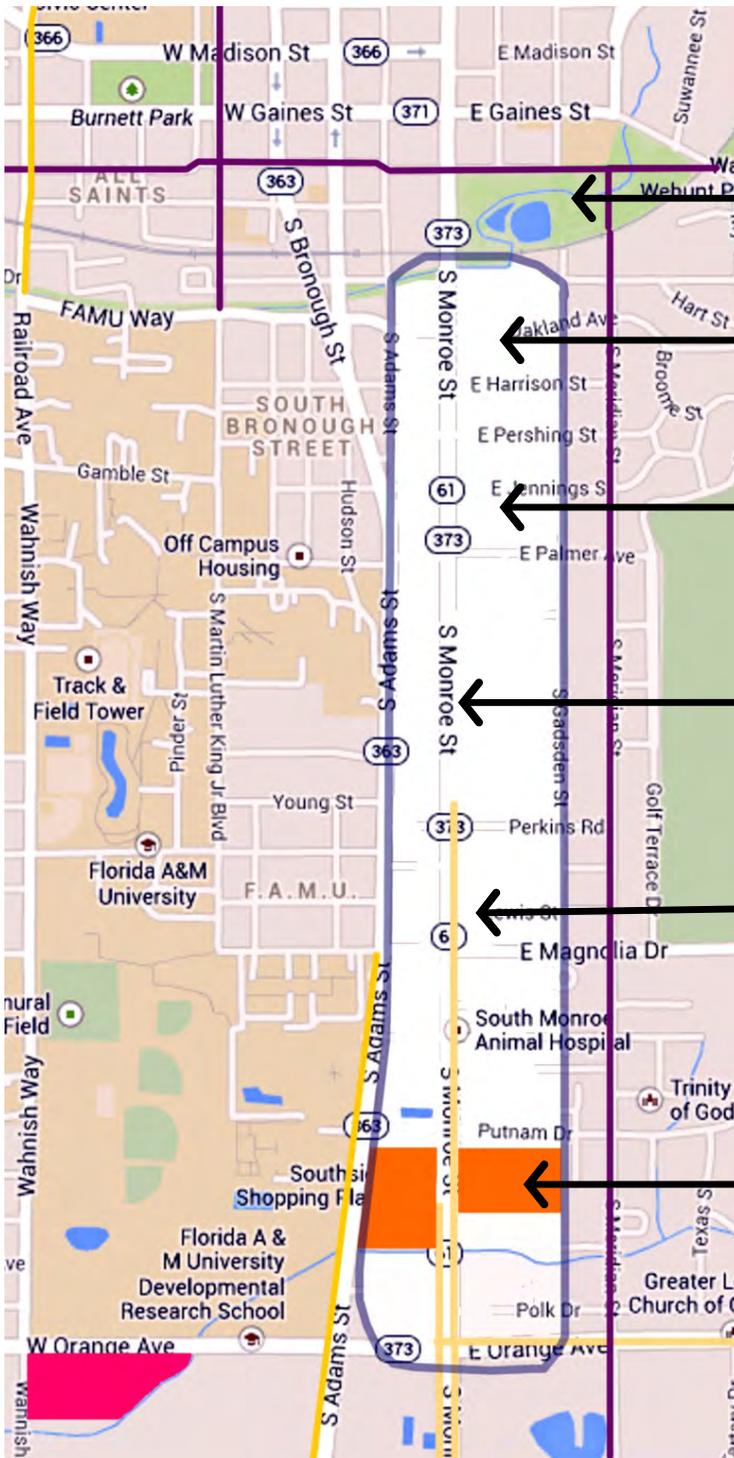
**Suggested/ Potential Project Team**

- FAMU College of Agriculture & Food Sciences (Lead)
- FAMU School of Architecture (Lead)
- United States Department of Agriculture
- United States Department of Energy
- Florida Department of Health
- Florida Farmers Market Coalition
- US Green Building Council: Florida Capital Region Chapter
- New North Florida Cooperative
- Leon County Public Schools
- Leon County Cooperative Extension
- Southside Arts Complex



# AREA OF PRIMARY IMPACT

- CU-45 ZONING
- LIGHT INDUSTRIAL & COMMERCIAL ACTIVITIES DOMINATE
- APPROPRIATE FOR INFILL / ADAPTIVE REUSE
  - SPECIALTY GREENHOUSE
  - URBAN NURSERY, HERBARIUM
  - FRESH FOOD MARKETS, ETC



*“Invest in opportunities to create and display public art downtown and in selected nearby gateway centers.”*

*“Invest in arts/culture initiatives designed to create “Quantum Leaps” for Tallahassee’s art’s/culture community.”*

--- Connect with Cascade Park

Increase funding for the city’s community redevelopment areas and emphasize economic development investments in those areas.

Increase opportunities for urban farming with grants to renovate existing vacant infrastructure into greenhouses, and equipped difficult to employ residents with skills to be successful entrepreneurs.

*“Provide events and public spaces and increase pedestrian/bike access in ways that create activity built on the city’s culture”.*

--- Convert warehouses to art houses

Increase access to locally grown foods by promoting and marketing co-ops, farmers markets, and establishments that support local farms.

--- Convert warehouses to local farm info centers

*“Invest in opportunities to create and display public art downtown and in selected nearby gateway centers.”*

--- Connect with Southside Arts Center

Increase access to locally grown foods and local farms education

--- Convert vacant retail to local food sales and local farm education centers

# Illustrating the “DayRiver Vision”

## DayRiver Green-Collar Foods

1<sup>st</sup> November 2013



Why FAMU?  
Why Now?  
Why DayRiver?

# Resetting the Context:

- ❖ On the surface, the combination of “strong regional messages” and a consistent push towards entrepreneurial innovation - Tallahassee should be ripe for investment, but investments remain stubbornly slow;
- ❖ DayRiver believes the structural divides between pockets of innovation (Technology, Health etc.) and a post crisis generation impacted by City job cuts (i.e. the primary staple of the local economy) has meant “Doing more for less in Gov.” equated to less local employment;
- ❖ Although solving this structural reality is hard, FAMU should be at the forefront of finding new areas in which to excel – possibly by leveraging the enormous existing educational platform(s) it has;
- ❖ By using these educational assets, we believe FAMU could ride the wave of an innovative growth area— **Green-Collar Job’s**, which could be expanded and replicated across not only HBCU’s , but any City with Urban needs;
- ❖ A **green job** (a.k.a. green-collar job) according to the United Nations Environment Program, is “work in agricultural, manufacturing, research and development (R&D), administrative, and service activities that contribute(s) substantially to preserving or restoring environmental quality. Specifically, but not exclusively, this includes jobs that help to protect ecosystems and biodiversity; reduce energy, materials, and water consumption through high efficiency strategies; de-carbonize the economy; and minimize or altogether avoid generation of all forms of waste and pollution.”
- ❖ DayRiver believes we can structure, support and lead this commercial journey with you - hence the reason we are discussing Hydroponics / Aquaponics .

**TALLAHASSEE  
NURTURES  
ENTREPRENEURIAL  
SPIRIT**

**Community Rankings**

**#10 College Destination, Small Metro 2012**  
AMERICAN INSTITUTE FOR ECONOMIC RESEARCH

**10 Best Cities for Millennials**  
HUFFINGTON POST 2012

**America's Leading Creative Class**  
THE ATLANTIC MEDIA COMPANY

A great idea can be born anywhere, but when it grows up has a lot to do with the long-term success. For the idea lucky enough to start in Tallahassee, there is a nurturing environment awaiting there that promotes successful in helping entrepreneurs transition innovative concepts into thriving businesses.

The Tallahassee region is home to a strong and well-coordinated entrepreneurial ecosystem that is perhaps unrivaled for a community of its size. Key players in the region, including universities and government have collaborated to create an environment that provides entrepreneurs with access to everything needed to be successful — or at least to the next level.

From having access to intellectual property, our universities, research centers, and extended entrepreneurial ecosystem, to our baseline talent pool of a vibrant mix of entrepreneurs, local managers, recent graduates, financial capital in the form of government grant and private venture capital banks, and a robust network of economic development organizations, local chambers of commerce, and government agencies, the region has a strong history of supporting entrepreneurs.

Of course, ideas can be conceived in a kitchen or garage, but in Tallahassee many of the ideas led into the entrepreneurial pipeline come from researchers at Florida A&M University and Florida State University.

Research coming from these institutions has a strong history of commercializing ideas that will lead to better and cheaper final production.

“Thirty-five startups have come out of FSU work in the past 16 years,” said John Foster, FSU assistant vice president for research and economic development and executive director of IP Development and Commercialization. “These startups are a way to create jobs locally. Universities can begin to create jobs locally. Universities can help companies grow, and we want to begin to more proactively market our research.”

To help FSU researchers get started, the FSU Research Foundation created the GAP Grant Program to commercialize research performed at the university while actively supporting the faculty in their pursuits. Each year, the program awards \$50,000 as a way to encourage faculty to pursue entrepreneurial ventures related to their research. Many of the 37 research proposals supported would have not moved forward without the help of the GAP grants.

Over the past six years, more than \$11 million in research has been commercialized through the GAP program.

**EDUCATION ATTAINMENT, 2010**

Graduate or Professional Degree -18.76%

Bachelor's Degree – 26%

Associate's Degree – 9.14%

Some college, no degree – 18.9%

High school diploma or equivalent – 18.86%

Less than high school diploma -8.32%

High School Graduation Rate, 2012 – 80.2%

**INCOME (LEON COUNTY)**

Median Household Income, 2009 – \$40,725

Average Annual Wage, 2010 – \$39,556

**TAKE YOUR SECOND-STAGE BUSINESS TO THE NEXT LEVEL!**

**To be eligible for the GrowFL program, a business must:**

- Be a for-profit, privately held, investment-grade business
- Have at least 10 employees, but no more than 50
- Have had its principal place of business within Florida for the previous two years
- Generate at least \$1 million, but not more than \$25 million in annual revenue

Programs supported by GrowFL are provided in part by DEU

www.TalEDC.com/GrowFL

Upfront Capital Cost	<ul style="list-style-type: none"> <li>✓ <u>Land</u>: Sourced responsibly from City or distressed properties</li> <li>✓ <u>Mechanical</u>: Capitalized cost for FAMU</li> <li>✓ <u>Working Capital</u>: DayRiver + FAMU Capital base</li> </ul>
Planning & Permissions	<ul style="list-style-type: none"> <li>✓ FAMU School of Architecture has superior design capabilities.</li> <li>✓ Local relationships with City planning departments.</li> </ul>
Distribution	<ul style="list-style-type: none"> <li>✓ FAMU has been in the Agriculture business for decades and has a strong reputation in the space. It is a core competency.</li> <li>✓ Entire FAMU + FSU student body to feed, before even addressing Tallahassee.</li> </ul>
Socially Impactful Theme	<ul style="list-style-type: none"> <li>✓ Ability to mindfully distribute to several variants of the population at different price points under different labels, all with “powered by FAMU” on the packaging.</li> </ul>
Thought Leadership	<ul style="list-style-type: none"> <li>✓ Faculty and students across multiple disciplines can coordinate a massive effort to build new IP.</li> <li>✓ A very progressive business model that will make the Partnership successful in the long term as a viable standalone business.</li> </ul>
Continuation & Solvency	<ul style="list-style-type: none"> <li>✓ Year-on-year campus matriculation that grows interest in the project.</li> <li>✓ Ambitious multi-Hub business model with several headline revenue streams including Licensing Fees, Royalties, and Retail/Distribution Sales</li> </ul>
Growth Strategy & “The Prize”	<ul style="list-style-type: none"> <li>✓ Partnerships with HBCU across the US to gain meaningful national traction.</li> <li>✓ International angle - finding educational partners in United Kingdom with deprivation (Barking, Oldham etc.)</li> <li>✓ Multi-revenue stream model that enables rapid growth.</li> <li>✓ Student-led growth, complimented by University enablers (Faculty, Alumni)</li> <li>✓ Nationally recognized retail chain partnerships: examples – Subway, Chipotle, etc.</li> </ul>

# Understanding the range of options today . . .



Small  
0 FTE  
Personal use



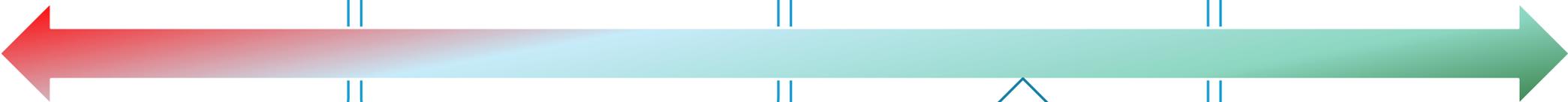
Small/Medium  
2-5 FTE  
Some volunteers



DAYRIVER – FAMU  
30 FTE  
200 volunteers



The Plant (Chicago) 2014+ Launch  
125 FTE  
1,500 volunteers



**Our Opportunity has 4 key “ingredients”  
Location, Capital, Resources & Professional / Thought Leadership**

# Enormous Innovation options

## HYDROPONICS

### Crops

- ✓ Lettuce, Kale, Fruits

### Cost

- ✓ Upfront capital cost of NFT system (or alternative), seed cost, nutrient cost, electricity (varies per method)

### Immediate “Pros”

- ✓ Proven hydroponic systems exist with baseline IP already created, now up to the students/faculty to expand on previous innovations

### Risks (that have mitigation plans)

- ✓ Crop spoilage via contamination or other mishap, poorly handled facility/undermanned, distribution penetration in first 2 years

## AQUAPONICS

### Crops

- ✓ Fish, Lettuce, Kale, Fruits

### Cost

- ✓ Water tanks, sewage systems, upfront capital cost of growing system (or alternative), seed cost, nutrient cost, electricity (varies per method)

### Immediate “Pros”

- ✓ Much larger, more robust system that is capable of producing several crops and follow-on businesses associated with byproducts of the system

### Risks (that have mitigation plans)

- ✓ Fish health and certifications, maintenance is intricate and continuously ongoing, Crop spoilage via contamination or other mishap, poorly handled facility/undermanned, distribution penetration in first 2 years

## INDOOR AGRICULTURAL / VERTICAL FARMING (As a Business Curriculum)

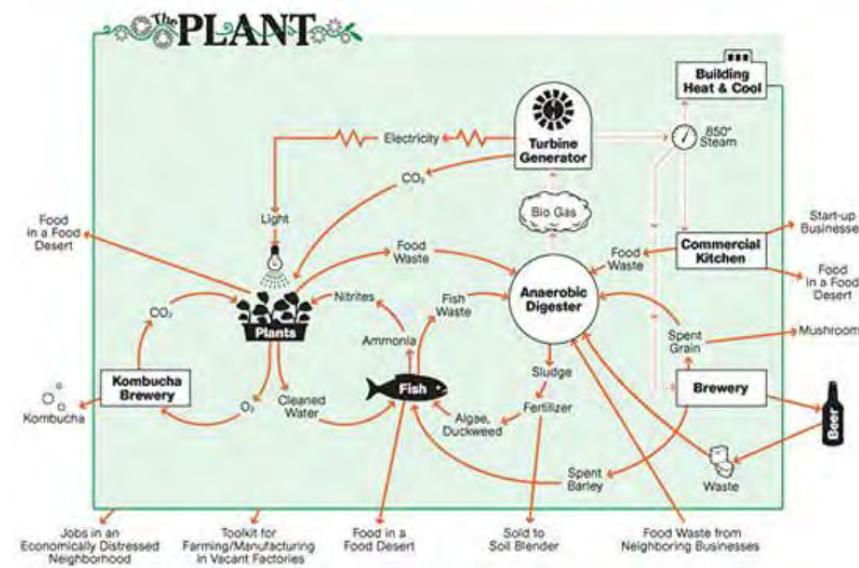
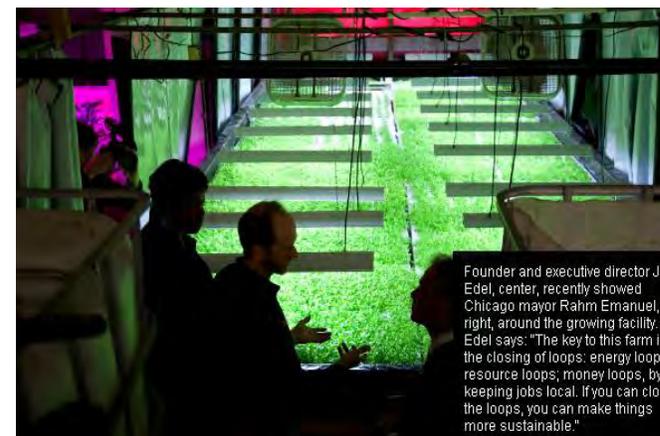
- ✓ New systems are being developed rapidly and globally
- ✓ Why not fund new development in Florida where student/faculty interests, and the broader trend toward “new age” farming are generally aligned ?
- ✓ International forums, competitions and exchanges do not take much capital or effort to “be on the field”

## FOOD AWARENESS CENTER

- ✓ Agri-incubators are popping up all over the world
- ✓ **Technology is fantastic and we love our smartphones, but we cannot eat our smartphones.**
- ✓ We strongly believe food prices will continue to increase over the coming decades (especially beef) and the average consumer will be “forced” to eat healthier meals that may be less expensive (our market to carve out)

# The Plant – A quick reminder

- ❖ Old meatpacking plant on Chicago's South Side converted into a urban farm;
- ❖ A vertical farm is an urban agriculture concept whereby food is grown in and on top of buildings in city areas. In order for this process to work, urban farmers use a variety of techniques, including hydroponics -- cultivating plants in water -- and Aquaponics, which uses by-products from fish farming to assist hydroponic growth;
- ❖ The Plant is supported by \$1.5 million in grant money from the Illinois Department of Commerce and Economic Opportunity;
- ❖ The Plant operates under a social-enterprise model, with a non-profit side and a for-profit side;
- ❖ Highly Volunteer geared – but NO direct educational Partner;
- ❖ Has received Massive Media attention, but this could become a large scale financial experiment gone wrong;
- ❖ Founders hope to have facility / farm fully operational by 2014/15 and says that the facility will create 125 new local jobs;
- ❖ However, they have grabbed a thought leader position by **DOING** an urban sustainable complex (i.e. Thought Leadership really matters)



# Lets start framing an opportunity: Ingredient #1: A Location for our Innovative Hub



## The Space

- ✓ Currently listed for \$1.8m
- ✓ We believe more realistic Mkt. Value closer to \$1.2M
- ✓ Annual Taxes - \$26,340
- ✓ +/- 30,000 sq. ft., ceiling height = 28' in center, 20'x20' bay doors, and 22' side (clear span).
- ✓ Assume purchase price of circa \$1.3M or (\$43 psf)
- ✓ Assume 40% down payment = \$0.5M if through traditional banks or possible State Capital funding schemes (?)

## Headline Renovation Planning

- ✓ Renovation Cost / Budget for safety and retrofitting: \$0.3m
- ✓ Renovation Cost of Hydroponic specific business - \$0.4m

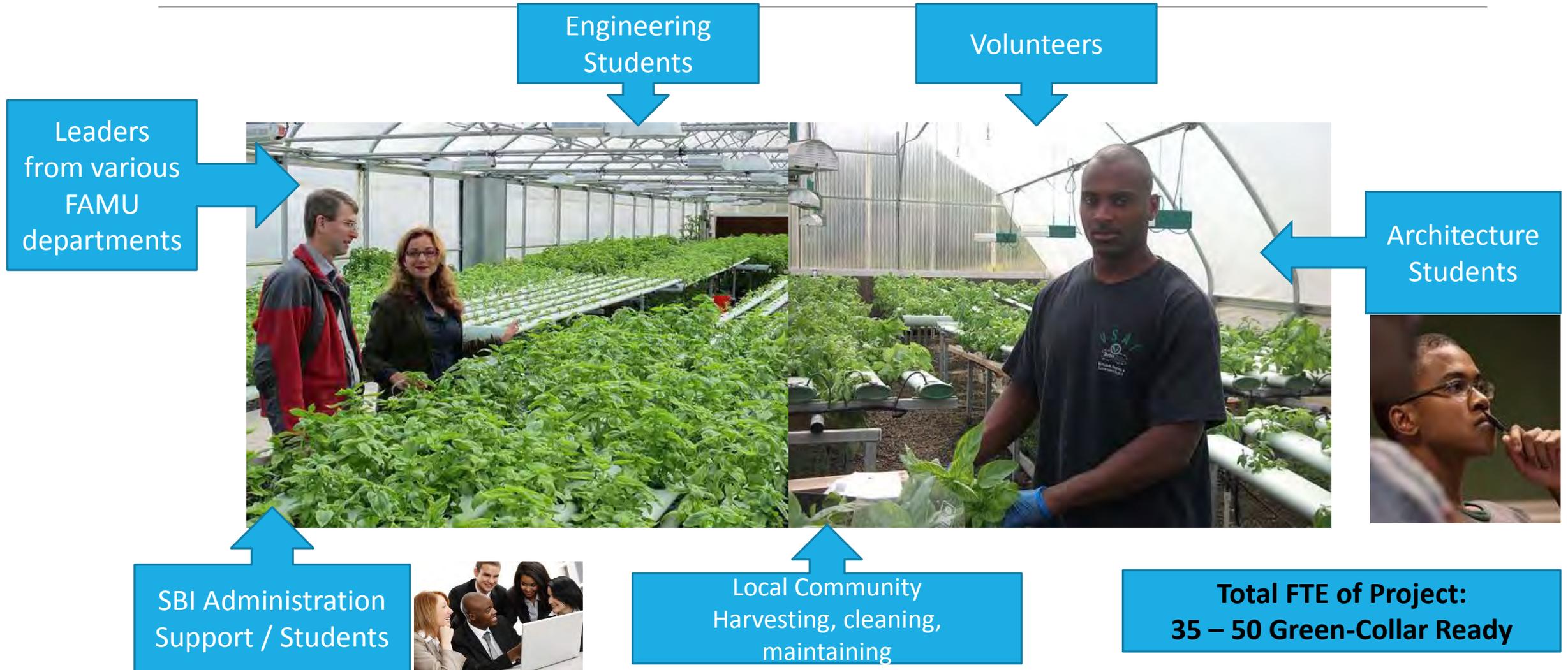
**\$2.0m for a Facility and retro fit, with up-front cash needs in the \$0.7m range**

**IT HIGHLIGHTS WHY A LOW COST OPERATING MODEL USING UNDER UTILIZED ASSETS BECOMES SO IMPORTANT**

***(This option requires too much cash upfront – but lets continue)***

**PLEASE NOTE – THIS PRE-SUPPOSES FAMU DOES NOT USE LAND/BUILDINGS THEY MAY HAVE OPTIONS ON OR ACCESS TO. UNDER THAT SCENARIO, THE ECONOMICS AND STRUCTURE COULD CHANGE MATERIALLY**

# Ingredient #2: Resources

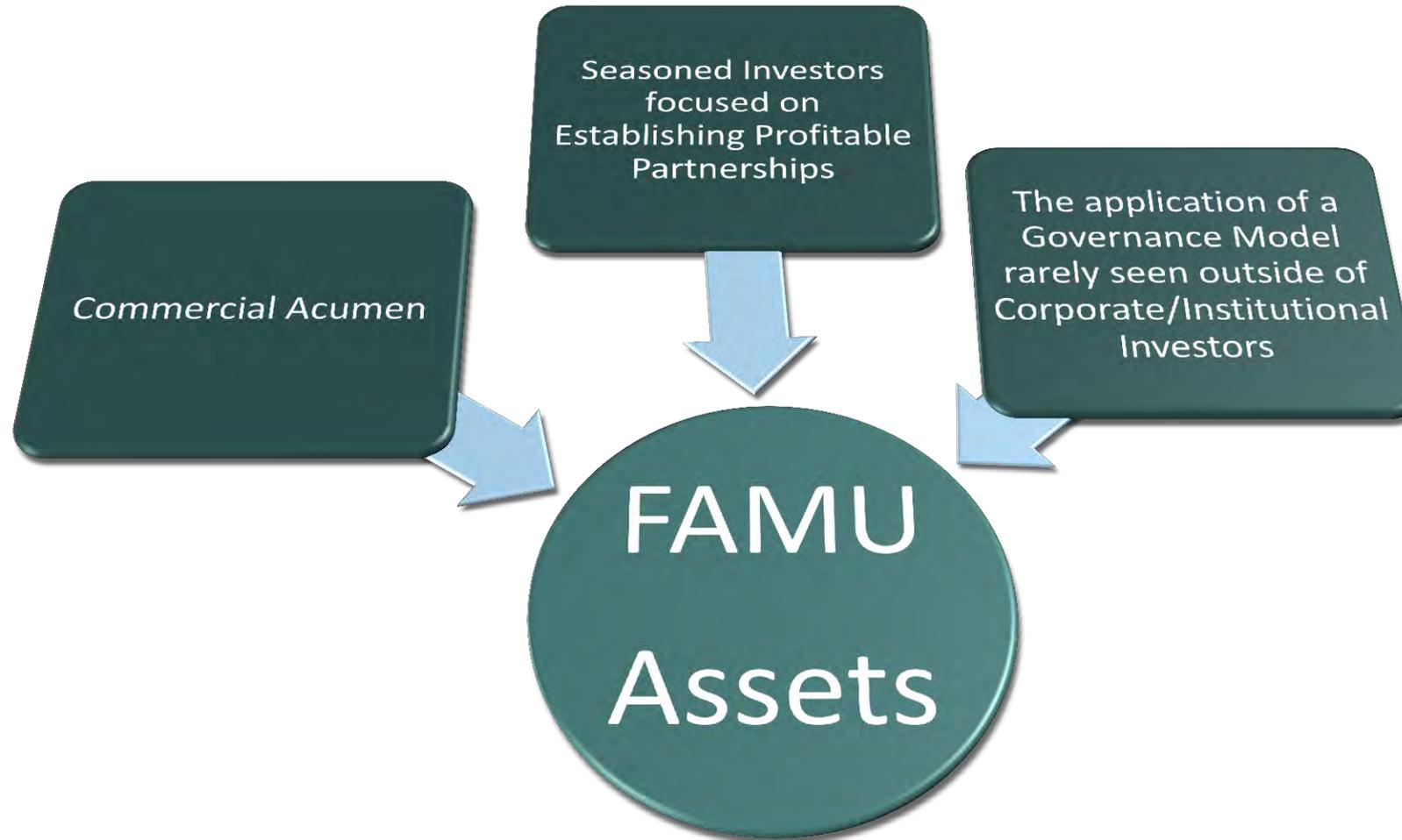


# Ingredient #3: Capital

*(highlights importance of Property Strategy – i.e. Urban Decay is key)*



# Ingredient #4: Leadership, Management & Structure / Governance



# So what could this Business look like at a gross level

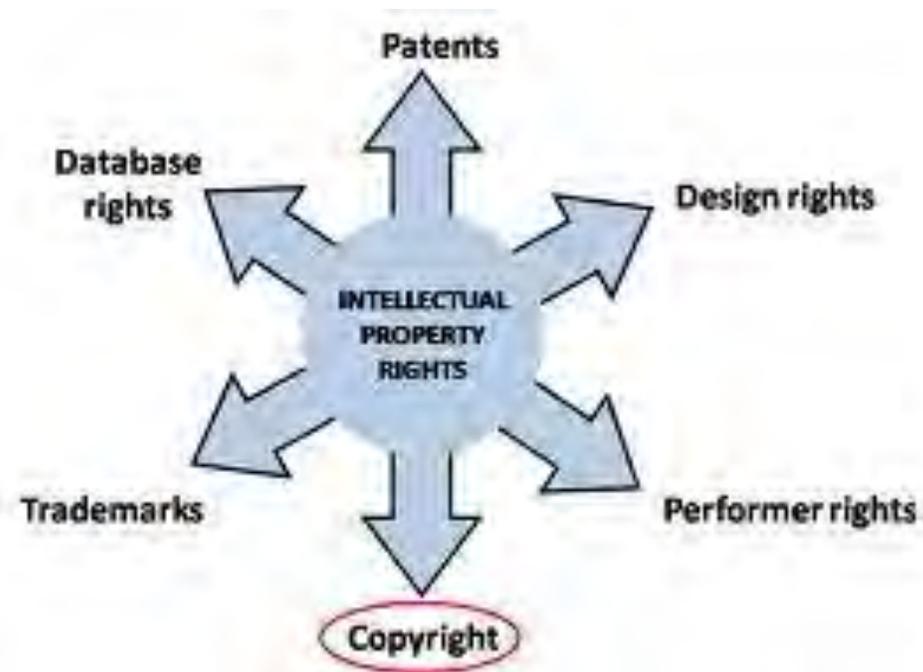
## ILLUSTRATIVE P&L ONLY

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>Revenue</b>					
Produce	\$ -	\$ 82,080	\$ 410,400	\$ 410,400	\$ 410,400
Fish	\$ -	\$ 90,000	\$ 450,000	\$ 450,000	\$ 450,000
Licensing	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 250,000
Reselling of Educational Collateral	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 150,000
Sponsorships	\$ -	\$ -	\$ -	\$ 100,000	\$ 150,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 172,080</b>	<b>\$ 935,400</b>	<b>\$ 1,160,400</b>	<b>\$ 1,410,400</b>
<b>Cost</b>					
Building / Land Amortised (10 Yrs)	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000
Renovation - Retrofitting (10 Yrs)	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000
Renovation - Hydroponic (10 Yrs)	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000
Renovation - Ongoing	\$ -	\$ 50,000	\$ 60,000	\$ 60,000	\$ 60,000
Lettuce raw organic materials	\$ -	\$ 24,624	\$ 123,120	\$ 123,120	\$ 123,120
Fish combined cost		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Electricity	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Employees	\$ 50,000	\$ 125,000	\$ 130,000	\$ 130,000	\$ 130,000
<b>Total Cost</b>	<b>\$ 270,000</b>	<b>\$ 569,624</b>	<b>\$ 683,120</b>	<b>\$ 683,120</b>	<b>\$ 683,120</b>
<b>Gross Margin to be allocated</b>	<b>\$ (270,000)</b>	<b>\$ (397,544)</b>	<b>\$ 252,280</b>	<b>\$ 477,280</b>	<b>\$ 727,280</b>

## ILLUSTRATIVE CASH FLOW

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>Revenue</b>					
Produce	\$ -	\$ 82,080	\$ 410,400	\$ 410,400	\$ 410,400
Fish	\$ -	\$ 90,000	\$ 450,000	\$ 450,000	\$ 450,000
Licensing	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 250,000
Reselling of Educational Collateral	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 150,000
Sponsorships	\$ -	\$ -	\$ -	\$ 100,000	\$ 150,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 172,080</b>	<b>\$ 935,400</b>	<b>\$ 1,160,400</b>	<b>\$ 1,410,400</b>
<b>Cost</b>					
Building / Land Amortised (10 Yrs)	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -
Renovation - Retrofitting (10 Yrs)	\$ 300,000	\$ -	\$ -	\$ -	\$ -
Renovation - Hydroponic (10 Yrs)	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Renovation - Ongoing	\$ -	\$ 50,000	\$ 60,000	\$ 60,000	\$ 60,000
Lettuce raw organic materials	\$ -	\$ 24,624	\$ 123,120	\$ 123,120	\$ 123,120
Fish combined cost		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Electricity	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Employees	\$ 50,000	\$ 125,000	\$ 130,000	\$ 130,000	\$ 130,000
<b>Total Cost</b>	<b>\$ 2,150,000</b>	<b>\$ 449,624</b>	<b>\$ 563,120</b>	<b>\$ 563,120</b>	<b>\$ 563,120</b>
<b>Cashflow</b>	<b>\$ (2,150,000)</b>	<b>\$ (277,544)</b>	<b>\$ 372,280</b>	<b>\$ 597,280</b>	<b>\$ 847,280</b>
Cashflow without significant Land/Building Cost	\$ (850,000)	\$ (277,544)	\$ 372,280	\$ 597,280	\$ 847,280
<b>Cashflow NPV @10%</b>	<b>\$ (970,177)</b>				
<b>Cashflow NPV w/out significant Land Cost</b>	<b>\$ 211,641</b>				

# And what IP do we expect to be Created & Shared



As a result of the project, we will efficiently generate valuable intellectual property

❖ Sources of IP generation include

- i. Department of Agriculture
  - i. Patents in the fields of hydroponic research etc.
- ii. School of Business and Industry
  - i. Patents for the business models, methods and processes

❖ DayRiver becomes the enabler that ensures we reach and protect these important milestones

- i. We move projects along efficiently which means we can help to quickly protect the IP so that the faculty can publish their findings on an expedited timeline
- ii. One of our Partners has expertise with Universities on commercializing their technology

# How will that IP be managed -Research and Technology Transfer



## ❖ Valuable IP Enhances FAMU

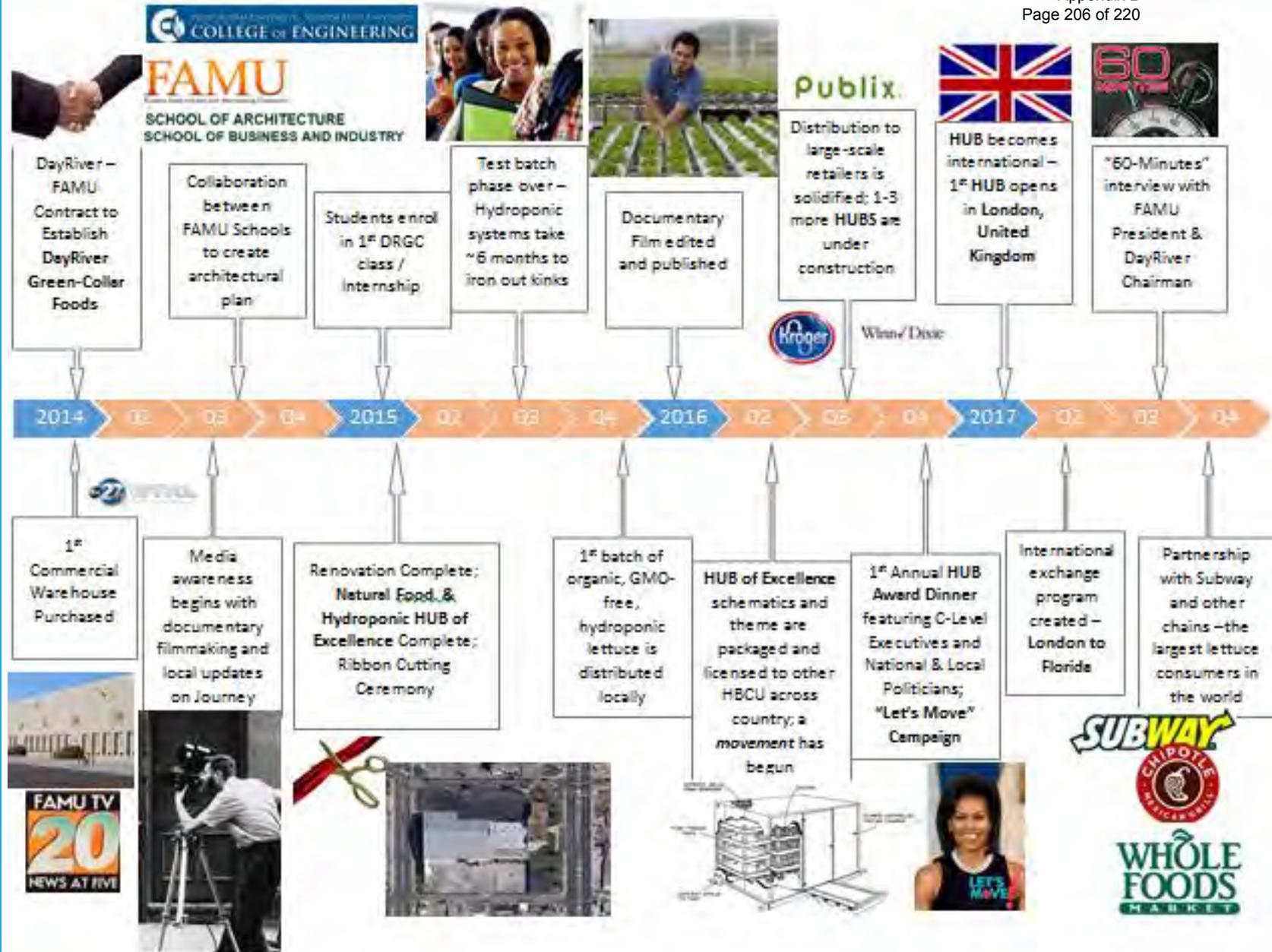
- a) We provide royalties that bring funding back into the University
- b) We strengthen the reputation of both FAMU and the Technology Transfer Office
- c) A strong reputation leads to more alumni contributions and attracting world class faculty

## ❖ DayRiver team has experience structuring projects with universities

- a) Traditional structuring can include licensing agreements with royalties and/or research funding
- b) Creative structuring can include forming for-profit entities that will help run the collaboration

## ❖ We understand that FAMU is a not-for-profit educational institution and we can work to achieve success for, both, its educational goals, as well as the economic needs of both collaborators.

# Timeline of the “Art of the Possible”



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# So what are our takeaways

	Preliminary Sound-bites
How Much Capital	\$2m - \$3m could be a headline start-up budget, BUT if the Property Strategy is right, it reduces by 50-60% of required start-up capital
How Long of a Journey	This is a strategic long-term journey (3-4 years to establish), but would have multi-decade benefits for FAMU to create “Green Collar” Ready Graduates & to spearhead the creation of an exciting Business Model
How Difficult will achieving “success” be	Difficult - BUT there is considerable talent & knowhow within FAMU, DayRiver, other stakeholders
How quickly can we build IP	2-3 Years in practice, but we believe that this is a real opportunity to build valuable IP
How Complex is the Endeavor	Critically planned activities include: Site purchase/acquisition, Procurement of build-out, curriculum planning, student activities, media, branding, distribution, etc.
How Scalable is the Model	Milestone progression from local, to regional, to international “sister” institutions and then nationally

# Next steps & questions arising?

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# APPENDIX

## DayRiver Green-Collar Foods

1<sup>st</sup> November 2013

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**Ron Reynolds**  
**Chairman & Managing Partner**

Ron was previously a Partner at Blenheim Chalcot (BC), a leading London based venture investor with approximately \$400 Million under management (GBP £265M). BC specializes in small to medium sized businesses in the UK and Asia. Ron often held Executive Management & Board roles within many of the portfolio businesses to focus on growth and/or execute critical operational and/or financial plans. Over the last few years at BC, Ron served as the Commercial Director for Agilisys and had direct commercial responsibility for over \$400m in multi-year new client revenue growth. Prior to BC, Ron held numerous Director roles within Steria (formally Xansa), including as CFO of NHS Shared Business Services Ltd, the company's Joint Venture with the UK Department of Health where Ron secured a \$50m innovative funding solution from the Royal Bank of Scotland to address the growing need to modernize the finance departments within the UK's National Health System.

Ron initially developed his finance career within GE Capital and holds an Executive MBA from The Kellogg School of Management, Northwestern University and is a FAMU SBI graduate. (Presented with the Leadership award from Dean Mobley in 1992) Ron is a dual US and UK Citizen with global commercial experience, having worked extensively in the US, UK, India, and other parts of the world.



**Daniel Casanas**  
**Partner**

Daniel was previously an Investment Manager at Blenheim Chalcot (BC), a leading UK venture investor with approximately \$400 Million under management (GBP £265M). Blenheim Chalcot specializes in small to medium sized businesses in the UK and Asia. Daniel is a U.S. Citizen who has worked extensively in the US and UK. Daniel was responsible for strategic development of new investments and working alongside management teams to help them deliver the plans for their businesses. Over the past few years at BC, Daniel focused on the business & financial services sectors, most recently with Oakbrook Finance and Wright Express International / CorporatePay.

Daniel attended the London School of Economics & Political Science (LSE) and holds a B.S. in Economics from Duke University, from where he joined Bank of America Merrill Lynch and venture fund Autumn Entertainment Partners.

**Gloria Iniguez-Reynolds**  
**Managing Partner**

Gloria served as chairperson of the Hampton Hill Association, in London, serving over 2000 households and businesses. She worked hand in hand with local government to promote the needs of the local area. In working with local government she aided in the redistricting of the voting territories and fought to keep high business standards in the area protecting existing small businesses. Gloria served in an analytical role for Blenheim Chalcot evaluating the merits of certain deals. Prior to her time in London Gloria served as a finance director in New York for an internet start-up as well as a liaison with investors. While in New York she also served as an Associate Director of finance managing the initial public offering (IPO) project for Empire Blue Cross and Blue Shield of New York.

Gloria started her career at GE Capital where she began in the financial Management Program working in various roles from GE Company headquarters to GE capital treasury. She completed an international rotation in Mexico City working for a joint venture between GE Capital and Banco Serafin. She ended her time at GE in the Equity Capital Group working on investment deals of \$50mm or less. Gloria has her bachelor's degree from George Washington University, Washington D.C. in International finance and Chinese language and linguistics and holds a dual citizenship in the USA and UK.

**Ruth Karfiol**  
**Partner**

Ruth served as President of JD Advisor, a business and strategy consulting firm in the New York Metropolitan area. Prior to founding JD Advisor, she counseled businesses, law firms and legal departments in how to effectively and efficiently operate. Organizations that Ruth has worked with include Credit Suisse, The American Trucking Association and Rutgers University. Prior to her career in business and strategy, she practiced law as a corporate and intellectual property attorney, specializing in InfoTech, BioTech and Technology Transfer. She was associated with Reboul, MacMurray in New York City and Bryan Cave LLP in both their New York and Washington, D.C. offices.

Ruth holds a Juris Doctorate from Columbia University School of Law and a Bachelors of Arts degree from Columbia College. She is also a Green Belt, trained in Six Sigma efficiency methodology.



**December 12, 2013**

**Action Item: Show a link between the Madison Mile project and the Airport Growth and Development Project.**

- Enhanced airport facilities and infrastructure make the airport more attractive for convention center passengers and business leaders that may be researching the community, workforce talent and training support.
- Will increase total passenger enplanements and results in better aircraft "load factors" (percentage of revenue generating seats filled on the aircraft) and profitability for our commercial air carriers.
- Will result in additional airport revenues (i.e. airport concessions, passenger facility charge (currently \$4.50 per enplaned passenger) that can then be used to assist with lowering costs and providing local participation dollars to federal and state grant opportunities.
- Increased passenger activity results in more competition which then results in more competitive pricing (lower air fares) by existing air carriers.
- International airport status opens new economic development opportunities related to business, research and workforce development.



**December 12, 2013**

**Action Item: Why pursue the international component?**

The Tallahassee Regional Airport serves a diverse group of users in a 34 county area encompassing north Florida, southwest Georgia and southeast Alabama. The airport realizes approximately 65,000 annual aircraft operations. These operations represent users of nearly all sizes and types of aircraft to include light piston-driven aircraft, corporate/business jets, military aircraft and commercial air carriers.

By securing an international airport designation, the City of Tallahassee and the surrounding region will benefit from increased economic development opportunities and improved air service options, while also developing a more established aviation sector and skilled workforce. The ability to accommodate international aircraft services, a foreign trade zone, bonded international freight and air cargo logistics will enhance the growth potential of the airport and entire region. Additionally, the airport will be better postured for diversification and growth of its revenue streams which could result in lower rates and charges to air carriers and, in turn, potential increased air service and commercial development opportunities. Of additional note, the airport is located in a unique geographic position in that there are four aircraft manufacturers located within a 400 mile radius. Opportunities exist to serve these manufacturers with original equipment manufacturer parts and service support.

Airport staff has completed extensive research by working closely with US Customs & Border Protection, local law enforcement, air carriers, general aviation and other airport stakeholders to gauge support and develop a course of action necessary to achieve an international airport designation. Establishment of an international airport designation will entail the airport funding the cost of US Customs & Border Protection agents and their associated office space, information technology needs and passenger processing facilities.

Erica Thaler  
Marketing Director  
COCA - Council on Culture & Arts  
Office 850.224.2500  
[www.cocanet.org](http://www.cocanet.org)  
[www.morethanyouthought.com](http://www.morethanyouthought.com)

*For immediate release*

## **Council on Culture & Arts (COCA) Announces FY14 Grantees**

Tallahassee, FL – November 15, 2013

Twenty-two local cultural organizations have been awarded grant funding which will be used to support a wide variety of programs, events, and public activities. For more than thirteen years, The Council on Culture & Arts (COCA) has administered the cultural grant program on behalf of the City of Tallahassee and Leon County, distributing funds annually to non-profit arts, cultural and heritage organizations that contribute significantly to the quality of life in our community and promote tourism.

A self-reported Economic Impact Survey was conducted as part of the FY14 cultural grant process. Based on grantees' last completed fiscal year (FY12), for every grant dollar provided through this program, the organizations collectively earned more than six dollars from additional sources, leveraging those grant funds and boosting their stability and sustainability. These organizations also employed 992 people and recorded more than 5,800 hotel/motel bed nights. A 2009 Economic Impact Survey conducted by the Americans for the Arts showed that spending by nonprofit arts and culture organizations and their audiences totaled \$74.6 million in Tallahassee/Leon County during 2008 and generated more than 7.5 million in government revenue.

“Investing in arts and culture is a major contributor to economic vitality. These needed funds help to enrich our community and serve as an economic engine by attracting visitors to the region. A community with more amenities attracts employers and is better suited to attract and retain a talented workforce,” said COCA Board member and County Commissioner, Kristin Dozier.

Successful cultural grant applicants receive awards that are funded by City dollars, County dollars or a combination of both. Recipients of City funds--from general fund revenue-- have demonstrated dedication to creating broader public access, benefit, and participation in arts and cultural activities, enhancing both quality of life and our local economy. Recipients of County funds--from tourist development tax revenue-- have demonstrated efforts to enhance Leon County's tourism impact in accordance with Florida Statutes.

Developed by a community task force, the cultural grant guidelines are reviewed and revised every year. Organizations are eligible to request funds based on funding levels and specific eligibility categories. As part of the rigorous and competitive process, a diverse panel of citizen volunteers reviews and evaluates the grant applications. The scores earned by the organizations set the funding priorities. Evaluations are based on focus areas such as: quality of programs, appeal as a visitor destination, organizational support

through other funding sources, community impact and education, outreach and service to diverse populations, and management capability of board and staff.

“Based upon the number and caliber of requests for COCA cultural grant funds, we’re in for another great year of arts and cultural offerings for our citizens and those visiting our region,” said COCA Board member and City Commissioner, Gil Ziffer.

COCA is proud to work with the City of Tallahassee and Leon County and we applaud our local government for understanding and appreciating the return on investment to the non-profit cultural sector. The programs and destinations funded, in part, by these grant dollars help make our area an exciting place to visit and, equally important, make our community a vibrant place to live, learn and work. Young and old, rich and poor, resident and visitor—every segment of our community deserves the benefit of great art and culture. The arts educate our children, stimulate our economy, beautify our surroundings, and open our minds. The capital area offers an array of inspiring and engaging activities for people of all ages. COCA invites you to join us as we celebrate and support the rich cultural tapestry of our community.

#### **FY14 Citizen Grant Review Panel Members**

Johanna Money-Panel Chair (non-voting), COCA Board of Directors  
Dr. Antonio Cuyler-Assistant Professor of Arts Administration, Florida State University  
Beth Eby-Architect, MLD Architects, Inc.  
Morgan B. Lewis-Arts Consultant, FL Department of State/Division of Cultural Affairs  
Rob Rushin-Musician/Writer/Consultant/Analyst  
Ms. Nanette Schimpf-Managing Director, Moore Communications Group  
Michelle Wilson-Director of Sales and Marketing, Hampton Inn and Suites

#### **The FY14 grant awards are as follows:**

##### **621 Gallery**

\$11,340 Total Award

##### **African Caribbean Dance Theatre**

\$35,503 Total Award

##### **Anhinga Press**

\$4,800 Total Award

##### **FAMU/Challenger Learning Center**

\$71,819.15 Total Award

##### **FSU Museum of Fine Arts**

\$15,000 Total Award

##### **FSU Seven Days of Opening Nights**

\$12,000 Total Award

##### **Goodwood Museum and Gardens**

\$20,000 Total Award

**John Gilmore Riley Center/Museum**

\$47,000 Total Award

**LeMoyne Center for the Visual Arts**

\$52,200 Total Award

**Mickee Faust Alternative Performance Community**

\$9,878.40 Total Award

**Tallahassee Bach Parley**

\$4,986 Total Award

**Tallahassee Civic Chorale**

\$3,520 Total Award

**Tallahassee Community Chorus**

\$20,332.80 Total Award

**Tallahassee Film Society**

\$4,637.40 Total Award

**Tallahassee Little Theatre**

\$45,000 Total Award

**Tallahassee Museum of History and Natural Science**

\$325,000 Total Award

**Tallahassee Symphony Orchestra**

\$68,200 Total Award

**Tallahassee Youth Orchestras**

\$13,531.20 Total Award

**The Artist Series of Tallahassee**

\$25,020 Total Award

**Theatre A La Carte**

\$6,300 Total Award

**The Tallahassee Ballet**

\$51,849.05 Total Award

**Young Actors Theatre**

\$61,350 Total Award

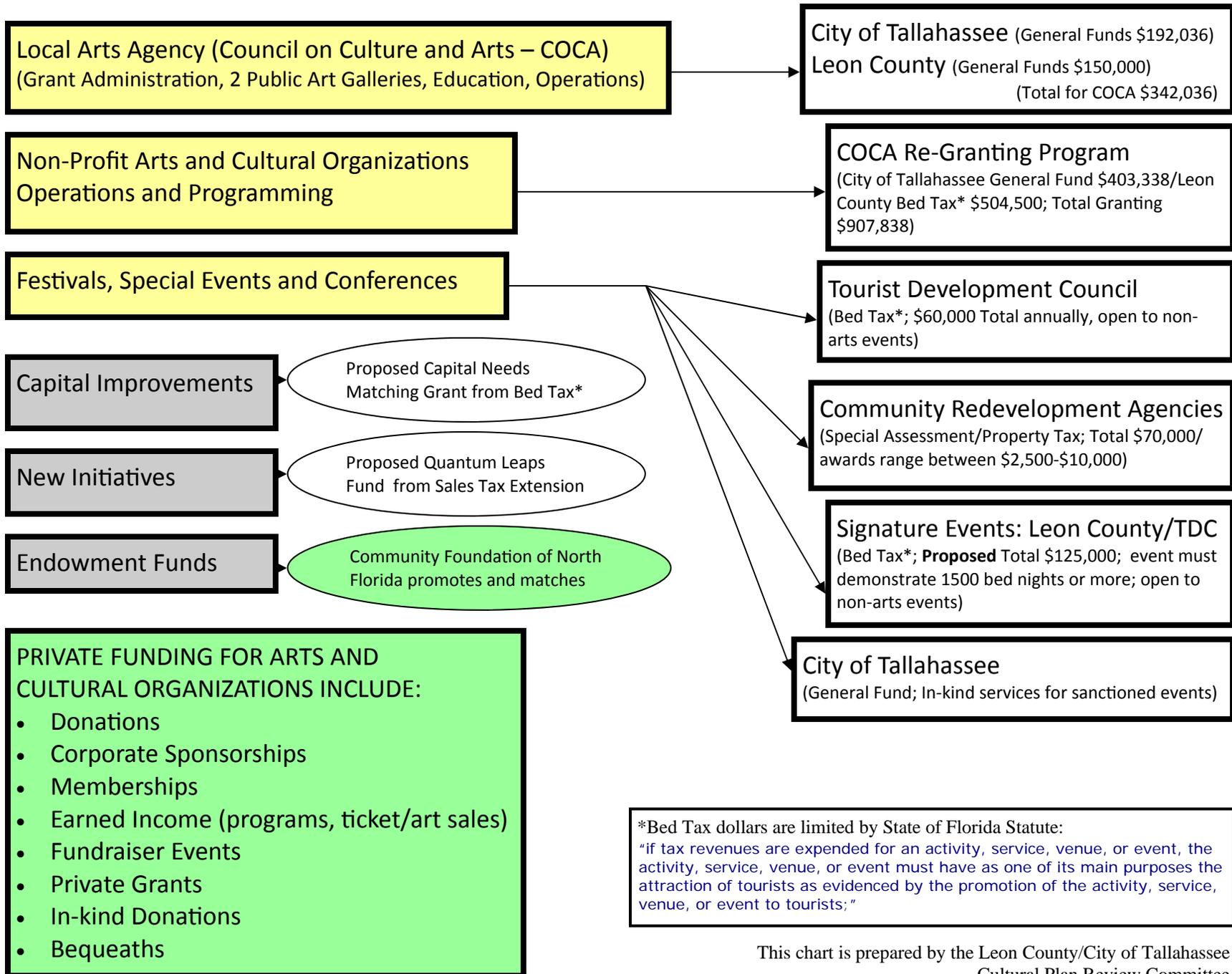
### **About the Council on Culture & Arts (COCA)**

COCA, the Council on Culture & Arts, is a non-profit organization that serves as the facilitator and voice for the arts and cultural industry in Florida's capital area. We play a dual role: providing information, and promoting the arts and culture to citizens and visitors. Designated to serve you as the local arts agency for Tallahassee and Leon County, the capital area's only umbrella agency for arts and culture, COCA, works with and for those who produce, invest in, and consume the arts and culture in the area. COCA is not a government entity, but works hand-in-hand with the city, county, state, and local school district as their cultural industry partner. To view COCA's online features such as the artist directory, the cultural attractions in our area, and ways to get involved in the arts, visit COCA at [www.cocanet.org](http://www.cocanet.org). COCA also maintains an online calendar of area events at [www.morethanyouthought.com](http://www.morethanyouthought.com). For more information about COCA call 850-224-2500 or email [cultural@cocanet.org](mailto:cultural@cocanet.org).

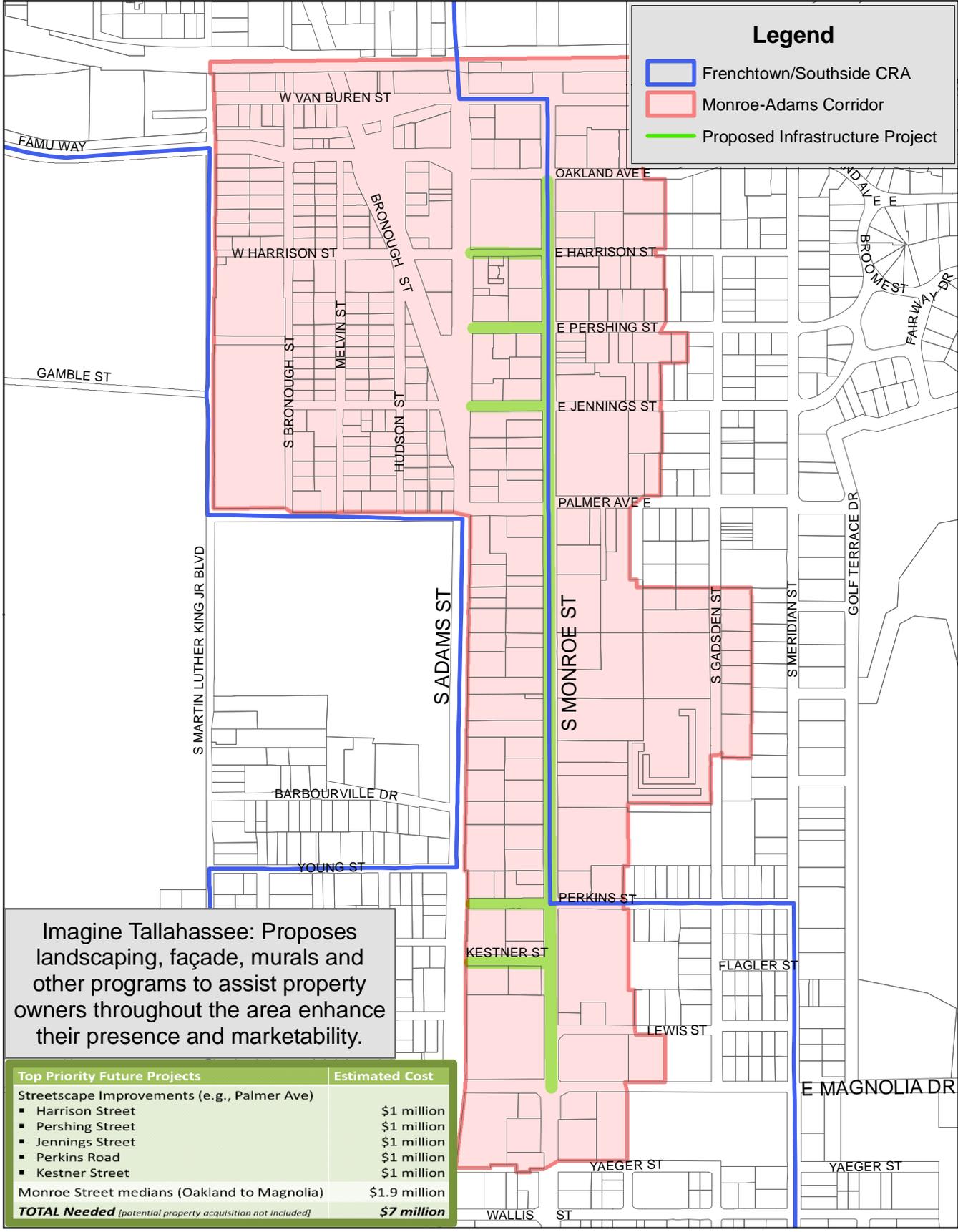
# # #

COMMUNITY IDENTIFIED FUNDING NEEDS

TAX REVENUE FUNDING SOURCES







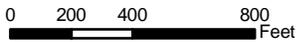
### Legend

- Frenchtown/Southside CRA
- Monroe-Adams Corridor
- Proposed Infrastructure Project

Imagine Tallahassee: Proposes landscaping, façade, murals and other programs to assist property owners throughout the area enhance their presence and marketability.

Top Priority Future Projects	Estimated Cost
Streetscape Improvements (e.g., Palmer Ave)	
▪ Harrison Street	\$1 million
▪ Pershing Street	\$1 million
▪ Jennings Street	\$1 million
▪ Perkins Road	\$1 million
▪ Kestner Street	\$1 million
Monroe Street medians (Oakland to Magnolia)	\$1.9 million
<b>TOTAL Needed</b> <i>[potential property acquisition not included]</i>	<b>\$7 million</b>

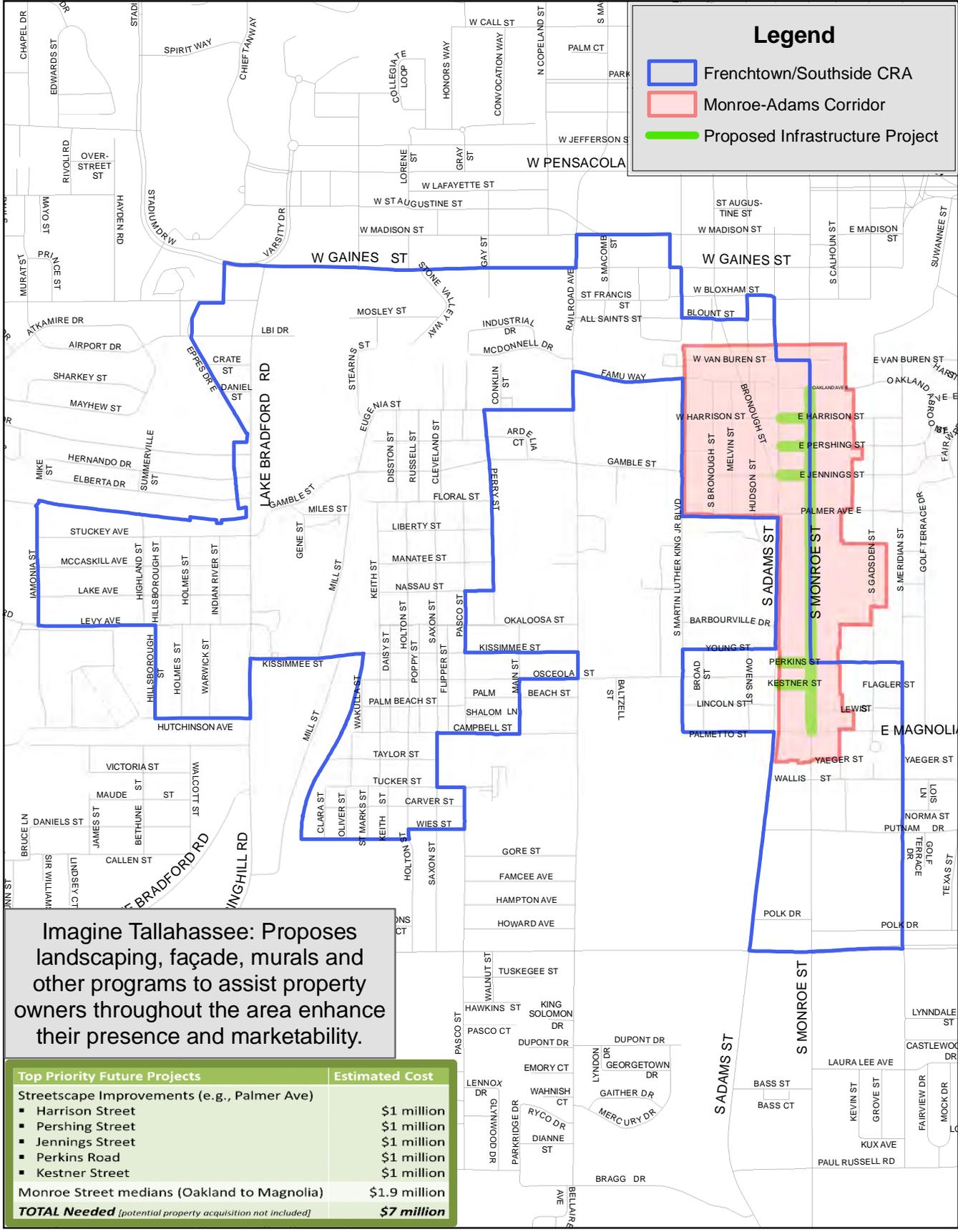
# Monroe-Adams



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.  
Map Created: December 11, 2013

### Legend

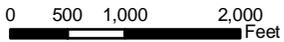
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# Monroe-Adams



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Map Created: December 11, 2013

**RESOLUTION NO. 11-58**

**A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, TO ESTABLISH AN ADVISORY COMMITTEE WHICH SHALL BE NAMED THE LEON COUNTY SALES TAX COMMITTEE AND WHICH SHALL OPERATE AND FUNCTION AS A DECISION MAKING COMMITTEE.**

**WHEREAS**, the Board of County Commissioners of Leon County, Florida (the Board) recognizes and acknowledges the importance of public involvement and input in County government; and

**WHEREAS**, in order for the Board to consider the input of the public in the matter of infrastructure sales tax issues within Leon County, it wishes to establish and appoint an advisory committee to function and operate in accordance with Board Policy No. 03-15, Board-Appointed Advisory Committees.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY**, that:

1. The Board hereby establishes an advisory committee, to be named the Leon County Sales Tax Committee, for the purpose of for the purpose of collecting public input and making recommendations regarding public policy for infrastructure sales tax issues within Leon County.

2. The Leon County Sales Tax Committee shall function and operate as a Decision Making Committee in accordance with Board Policy No. 03-15, Board-Appointed Advisory Committees.

3. The Leon County Sales Tax Committee shall be comprised as follows:

- a. one (1) member from the existing Blueprint 2000 Citizens Advisory Committee (CAC).
- b. one (1) member from the original Economic and Environmental Citizens Committee (EECC).
- c. one (1) member from the Tallahassee Chamber of Commerce.
- d. one (1) member from the Capital City Chamber of Commerce.
- e. seven (7) members to be appointed by the Board of County Commissioners, with each Commissioner choosing one member.

- f. seven (7) members to be appointed by the City of Tallahassee Commission, with each City Commissioner choosing one member, two of whom will be ratified by the Board of County Commissioners.

4. The Leon County Sales Tax Committee shall have as its goal to participate in collecting public input, and making final recommendations regarding infrastructure sales tax issues within Leon County.

5. The Leon County Sales Tax Committee shall understand the statutory framework of the infrastructure sales tax, including how it shall be spent and how the funds shall be allocated and report to the Board with recommendations, as applicable.

6. The Leon County Sales Tax Committee shall be charged with the responsibility of considering and giving input to the Leon County Board of County Commissioners as follows:

- a. the current list of projects being considered by the Board of County Commissioners.
- b. any projects being considered by the City of Tallahassee.
- c. Blueprint 2000 projects not currently funded, including Tier 2 projects.
- d. Other projects the Leon County Sales Tax Committee deems appropriate for consideration.

7. The Leon County Sales Tax Committee shall conduct at least one (1) public hearing to allow other community members/partners the opportunity to present potential additional projects to be considered for review by the Committee.

8. The Leon County Sales Tax Committee shall make final recommendations to the Board in the form of a written report, workshop, or other means, that shall include:

- a. recommendation as to the timing of an infrastructure sales tax referendum, if any.
- b. a review that contains advisory feedback on the projects considered by the Committee.

9. The members of the Leon County Sales Tax Committee shall not be subject to full and public disclosure of financial interests.

10. The Leon County Sales Tax Committee shall be assisted by staff as designated by the County Administrator and City Manager.

11. The Leon County Sales Tax Committee shall be dissolved only as follows: upon completion of its report and its acceptance by the Board, or one (1) year from the date of its establishment by the Board, whichever comes first, unless extended.

12. This Resolution shall become effective immediately upon its adoption.

**DONE, ADOPTED, AND PASSED** by the Board of County Commissioners of Leon County, Florida, this <sup>14<sup>th</sup></sup>~~13<sup>th</sup>~~ day of September 2011.



ATTESTED BY:

BY: John Stott, Deputy Clerk  
Bob Inzer  
Clerk of the Circuit Court

LEON COUNTY, FLORIDA

BY: John Dailey  
John Dailey, Chairman  
Board of County Commissioners

APPROVED AS TO FORM:

Leon County Attorney's Office  
Leon County, Florida

BY: Herbert W. A. Thiele  
Herbert W. A. Thiele  
County Attorney

# **Leon County Sales Tax Committee Meeting**

## **Summary Minutes**

### **January 26, 2012**

**Meeting began at 4:13 p.m.**

#### **Agenda Item #1: Introduction**

Committee members and staff introduced themselves. No members of the committee were absent.

County Administrator and City Manager gave an overview of purpose of Sales Tax Committee, Blueprint 2000, and importance of public/citizen involvement.

#### **Agenda Item #2: Review of the Enabling Resolution**

County Administrator and City Manager briefly reviewed Enabling Resolution and its scope.

Upon the conclusion of the introduction and review of the enabling resolution, the County Administrator and City Manager held a question and answer period with the members of the Committee. The following questions were addressed:

- How much will staff be involved?
  - Staff will ensure that the committee has the support and the information necessary to fulfill the obligations of the committee's enabling resolution.
- How will the sales tax split determine between city, county, and Blueprint 2000?
  - This will be determined by the committee, this is the revenue source used to fund infrastructure projects.
- Is there any implication on how the area will look in five (5) years?
  - Numerous projects have been established to enhance and implement our vision, such as the comprehensive plan, which will be discussed at a committee meeting.
- Will there be a system in place to measure and analyze the economic stimulus with a matrix?
  - Staff will be receiving guidance from committee.

#### **Agenda Item #3: Sunshine Law Review**

Dan Rigo, Leon County Attorney's Office, reviewed and discussed Sunshine State Laws.

#### **Agenda Item #4: Review the Proposed Calendar**

Jay Townsend, Assistant City Manager, reviewed the proposed schedule. Approximately ten meetings will be held over the next 10 months. The meetings will occur on the 4th Thursday of each month, any exception to this is noted in the proposed calendar. The Project development process will be discussed at the next scheduled meeting, February 23, 2012.

Cristina Paredes, Leon County Intergovernmental Affairs and Special Projects Coordinator reviewed the agenda distribution process with the committee. All members will have material a week in advance. Hardcopy packets will be made available at City Hall, Leon County Courthouse, and Blueprint. Electronic copies will be available online and will be emailed in Adobe (.pdf) format.

**Agenda Item #5: Public Input Process**

Tedder discussed the public participation and suggested that the first 15 minutes of each meeting be dedicated to public/citizen speakers. The committee did not object.

**Agenda Item #6: Approval of Bylaws**

Rosenzweig discussed the proposed bylaws.

Rick Bateman made motion to have all amendments pass with super majority (2/3) of those in attendance. The motion was seconded by Bill Peebles. The motion was opened for discussion and was discussed.

Steve Evans made a substitute motion for all amendments to the bylaws to pass by 2/3 vote of quorum. The motion was seconded by Henree Martin. The motion passed unanimously.

**Agenda Item #7: Election of Chair and Vice Chair**

Curtis Richardson nominated Steve Evans for Chair of the committee. The motion was seconded by Kim Rivers.

Steve Evans nominated Todd Sperry for Chair of the committee. The motion was seconded by Henree Martin.

All votes for Chairperson were written on vote cards requiring the voters' name and vote for chairperson.

Steve Evans was elected Chair of the Leon County Sales Tax Committee by an 11-7 vote. R.B. Holmes nominated Terrance Hinson for Vice-Chair of the committee. The motion was seconded by Dan Newman.

William Tucker nominated Curtis Richardson for Vice-Chair of the committee. The motion was seconded by Tom O'Steen.

Henree Martin nominated Todd Sperry for Vice-Chair of the committee. The motion was seconded by Kim Rivers

All votes for Vice-Chair were written on vote cards requiring the voters' name and vote for Vice-Chair. No candidate received a majority of the votes: 9 for Sperry, 5 for Richardson, 4 for Hinson. A run-off was held for the two candidates with the most votes: Sperry and Richardson.

All votes in the first run-off for Vice-Chair were written on vote cards requiring the voters' name and vote for Vice-Chair. Chairman Evans announced a tie vote: 9 votes for both Richardson and Sperry. The Chairman presented the committee with two options: (1) flip a coin or (2) take another vote. The Committee decided to have a 2<sup>nd</sup> run-off to elect a Vice-Chairperson.

All votes in the second run-off for Vice-Chair were written on vote cards requiring the voters' name and vote for Vice-Chair. Chairman Evans announced another tie vote: 9 votes for both Richardson and Sperry. Sperry withdrew his nomination.

The Chairman called for a voice vote to elect Curtis Richardson the Vice Chair of the committee. With a unanimous voice vote Richardson is named Vice-Chairman of the Sales Tax Committee.

**Other Committee Business:**

Kim Rivers announced that the next scheduled meeting conflicts with an EDC meeting.

Kim Rivers made a motion to change the February 23 meeting to 5 p.m. - 7 p.m. The motion was seconded by Todd Sperry. The motion passes unanimously

Chairman thanked everyone for their participation and stated that he looks forward to working with everyone during this process.

The meeting adjourned at 6:00 p.m.

# **Leon County Sales Tax Committee Meeting**

## **Summary Minutes**

### **February 23, 2012**

#### **Meeting began at 5:02 pm**

Chairman reviewed housekeeping rules. No members of the committee were absent.

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

Jason Justko, a Tennessee Street business owner, asked the Committee to consider assisting with the pedestrian safety issues and aesthetic improvement of Tennessee Street.

#### **Agenda Item #2: Approval of Summary Minutes for the January 26, 2012 Meeting of the Leon County Sales Tax Committee**

Christic Henry made motion for an amendment of the minutes to reflect the change of Motion passed unanimously. William Sperry made a motion to approve the Summary Minutes for the January 26, 2012 meeting of the Leon County Sales Tax Committee. The motion was seconded by Ed Murray.

#### **Agenda Item #3: Blueprint 2000 Background and Organizational Structure**

Wayne Tedder, P.L.A.C.E Director, reviewed and discussed Blueprint 2000 background and organizational structure. The following topics were reviewed:

- EECC background and history
- Blueprint 2000 history
- Governances
- Agency organization
- Identified Projects
- Keys for Success

Christic Henry made motion to approve Blueprint 2000 Background and Organizational Structure. The motion was seconded by Mark Tarmey.

#### **Agenda Item #4: Report on the Statutory Framework of the Infrastructure Sales Tax**

Cristina Paredes, Leon County Intergovernmental Affairs and Special Projects Coordinator, reviewed and discussed the Report on the Statutory Framework of the Infrastructure Sales Tax. The following topics were discussed:

- Surtax
- Authorized use of the proceeds
- Definition of Infrastructure
- Operating Costs - parks built and expanded using Sales Tax, the Sales Tax Committee can vote to pay for staffing of that amenity.

- Bonds
- Comparative Analysis to similar counties, 20 counties levied the Surtax

R.B. Holmes made a motion to accept the report on the Statutory Framework of the Infrastructure Sales Tax. The motion was seconded by William Messer. The motion passes unanimously.

**Agenda Item #5: Approval of the Sales Tax Committee Calendar and Project List Development Process**

Alan Rosenzweig, Leon County Deputy Administrator, explained the project list development process. Once the project list is developed, the Sales Tax Committee will prioritize list and then provided to the public for input. Citizens will have time at the beginning of each meeting to speak, but the Open House meetings will be dedicated to Citizens to be heard. The Sales Tax Committee will then approve the prioritized list to go before the City and County Commission. Presentations will then be made to educate the Sales Tax Committee of projects that have been completed and the community's needs and wants.

Kim Rivers made a motion to approve the Sales Tax Committee Calendar and Project List Development Process. The motion was seconded by Laurie Hartsfield.

**Agenda Item #6: Staff Report on the Status of Blueprint 2000 Projects**

Dave Bright, Blueprint 2000, presented the staff report on the status of Blueprint 2000 projects. The following projects were discussed:

- Capital Circle Typical Section
- Projects described by maps and tier.
- Capital Circle Northwest-Martha Wellman Park
- Capital Circle Northwest/Southwest- US 90 to Orange Ave
- Capital Circle Southwest- SR 20/Orange Avenue to Crawfordville Rd
- Capital Circle Southeast

Due to time constraints, Dave Bright will continue his presentation on Staff Report on the Status of Blueprint 2000 Projects at the March 29, 2012 Sales Tax Committee meeting.

**Other Committee Business:**

- Curtis Richardson suggests reaching out to Minority Women Small Business Enterprise (MWSBE) when distributing projects, in order to make the Sales Tax campaign successful.
- R.B Holmes will be unable to attend the March 29, 2012 Sales Tax Committee meeting.

The meeting adjourned at 6:30 p.m.

# **Leon County Sales Tax Committee Meeting**

## **Summary Minutes**

### **March 29, 2012**

**Meeting began at 4:05 pm**

Rick Bateman has resigned from the Leon County Sales Tax Committee. Leon County Commissioner Nick Maddox will appoint Kim Williams as Mr. Bateman's replacement during the April 10, 2012 Board of County Commissioners meeting. Mr. Williams attended the meeting but did not participate in the voting process.

Absent members: Curtis Richardson and R.B. Holmes

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

Mr. Curtis Baines, made a presentation on the Oak Ridge Sewer Project Area/Lake Munson Study Area. Mr. Baines informed the committee; the project cost is estimated at \$70 million and would provide a sewage system to about 9,000 people.

Ms. Pamela Hall, a Leon County Water Resource Committee CRPTA Committee member. Ms. Hall would like the committee to consider the unincorporated area's lack of economic development, public transportation, and other public services. She also suggests the committee invite the Water Resource Committee to speak at a future meeting.

#### **Agenda Item #2: Approval of Summary Minutes for the February 23, 2012 Meeting of the Leon County Sales Tax Committee**

Mark Tarmey made a motion to approve the Summary Minutes for the February 23, 2012 meeting of the Leon County Sales Tax Committee. The motion was seconded by Todd Sperry and the motion passed unanimously.

#### **Agenda Item #3: Acceptance of the Status Report on the Implementation of the Local Government Infrastructure Sales Surtax in Other Counties**

William Peebles stated, he requested this information because he wanted to compare how other counties used the proceeds from the surtax.

William Peebles made a motion to accept the Status Report on the Implementation of the Local Government Infrastructure Sales Surtax in Other Counties. The motion was seconded by Will Messer and the motion passed unanimously.

Leon County Sales Tax Committee Summary Minutes

March 29, 2012

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**Agenda Item #4: Continuation from the February 23, 2012 Leon County Sales Tax Committee Meeting**

Dave Bright, Blueprint 2000, continued his presentation from the February 23, 2012 Leon County Sales Tax meeting of the Staff Report on the Status of Blueprint 2000 Projects.

Wayne Tedder, P.L.A.C.E Director, provided and reviewed a map identifying where funds were used on projects.

Kim Rivers made a motion to accept the staff's report. The motion was seconded by Todd Sperry and the motion passed unanimously. The Committee asked that the presentation be posted online.

**Agenda Item #5: Acceptance of the Status Report on Leon County and City of Tallahassee Projects**

Alan Rosenzweig, Deputy County Administrator, introduced Scott Ross, Leon County Director of Financial Stewardship, and Tony Park, Leon County Director of Public Works and Community Development.

Scott Ross and Tony Park gave a brief presentation on county projects that were funded with sales tax proceeds. During the presentation, the Committee asked that staff seek the advice of the County Attorney's office on the following questions:

- Can *current* sales tax dollars be used to fund operating expenses of parks built with current sales tax dollars?
- Can *future* sales tax dollars be used to fund operating expenses of parks built with current sales tax dollars?

Due to technical issues, City of Tallahassee staff was unable to present their report. The City of Tallahassee staff report will be presented at the April 26, 2012 Sales Tax Meeting.

**Agenda Item #6: Staff Report on the Community's Profile and Comprehensive Plan for Leon County and the City of Tallahassee**

The Committee voted to postpone this item until the April 26, 2012 meeting.

**Agenda Item #7: Approval of the Procedures for the Leon County Sales Tax Committee's April 26, 2012 Open House**

The Committee discussed the procedures for the Leon County Sales Committee's April 26, 2012 Open House.

Committee agreed to start the regular meeting at 5:00 pm and the Open House at 6:30 in the City Commission Chambers at City Hall in order to accommodate a larger crowd. The Committee agreed to give each presenter five minutes. The Committee agreed to invite the

Leon County Sales Tax Committee Summary Minutes

March 29, 2012

Page 3

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Performing Arts Committee to only the Open House and will determine at a later date whether or not to invite the any group back for an additional presentation.

Dan Newman made a motion to accept option #1 and not accept option #2. The motion was seconded by Kim Rivers and the motion passed unanimously.

**Other Committee Business:**

The next meeting will be held in the City Commission Chambers at City Hall 5:00 p.m. - 6:30 p.m. and the Open House will begin at 6:30 p.m.

Curtis Richardson submitted an email to request a report on the minority/women-owned business participation with BP2000. Kim Rivers made a motion to accept the email request. The motion was seconded by Todd Sperry and the motion passed unanimously.

The meeting adjourned at 6:00 p.m.

# **Leon County Sales Tax Committee Meeting**

## **Summary Minutes**

### **April 26, 2012**

**Meeting began at 5:09pm**

**Absent:** William Peebles was absent. Christic Henry was absent for the Leon County Sales Tax Committee Meeting that began at 5:00 p.m. but was present for the Open House.

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

Mr. John Flemming addressed the committee regarding considering projects to enhance the Southwestern quadrant, between airport and downtown.

**Agenda Item #2: Approval of Summary Minutes for the March 29, 2012 Meeting of the Leon County Sales Tax Committee**

William Messer made a motion to approve the Summary Minutes for the March 29, 2012 meeting of the Leon County Sales Tax Committee. The motion was seconded by Curtis Richardson and the motion passed unanimously.

**Agenda Item #3: Requested Information from the Committee: Acceptance of the Report on the County Attorney's Opinion on the Usage Sales Tax Proceeds for Operating Impacts**

Herb Thiele, Leon County Attorney, was unable to attend the meeting. Alan Rosenzweig, Deputy County Administrator, spoke on his behalf. Mr. Rosenzweig stated no existing sales tax dollars can pay for maintenance; however future sales tax dollars can be used to pay for maintenance of existing sales tax dollars projects. Additionally, Leon County is not currently using sales tax dollars to fund roadways.

Todd Sperry made a motion to approve the Acceptance of the Report on the County Attorney's Opinion on the Usage Sales Tax Proceeds for Operating Impacts. The motion was seconded by William Messer and the motion passed unanimously.

**Agenda Item #4: Continuation from the March 29, 2012 Meeting: Acceptance of the Status Report on Leon County and City of Tallahassee Projects**

Gabe Menendez, City of Tallahassee Director of Public Works, discussed the following original projects, total project costs, sales tax funding, and funding sources:

- Projects under design or under construction
- Unfinished projects on/hold and deleted
- Added projects
  - Orange Avenue, Lipona pass, Mission Road pass, Virginia Street

Mr. Menendez stated the City Commission must vote to delete any project(s) from the list. Mr. Rosenzweig added, the County has a resolution with the initial project list, in order to add, change, or delete projects two public hearings must be held.

**Agenda Item #5: Continuation from the March 29, 2012 Meeting: Staff Report on the Community's Profile and Comprehensive Plan for Leon County and the City of Tallahassee**

Wayne Tedder, P.L.A.C.E Director, stated he has compiled and updated MBE project data up to March 31, 2012, and the item will be presented to the Committee at the next meeting.

Mr. Tedder also stated that due to the importance and length of the Community's Profile and Comprehensive Plan for Leon County and the City of Tallahassee it will be presented to the committee at the May meeting. Mr. Tedder and staff have determined at least 1 hour and 30 minutes is needed to present the Committee.

**Other Committee Business:**

Cascades Park Tour will be held April 27, 2012 at 9:30 a.m.  
Leon County Sales Tax Committee will not be meeting in July or August of 2012.

**Regular Meeting adjourned at 5:43 p.m.**

**Agenda Item #6: Open House Began at 6:30 p.m.**

Below is a list of citizens who address the Sales Tax Committee during the Open House. The project that they recommended is listed next to their name. Copies of their presentation are available upon request.

<b>Citizen</b>	<b>Recommended Project</b>
Sarah Duncan	North Monroe Corridor: Gateway into Tallahassee
Curtis Baynes	Woodville Sewer
Karen Moore	Economic Development
Lee Hinkle	Florida Center of Performing Arts and Education
Alison Voorhees	Monroe-Adams Corridor
Edward Robles	Canopy Roads Legacy Projects
Michael Mendez	No specific project recommended
Brad Trotman	Killearn Estates Stormwater Pond Management
Bob Ippolito	Killearn Estates Stormwater Pond Management
Cathy Kurtz	Ox Bottom Manner Sidewalks; Meadow Ridge Drive Park Build out; Meridian Road Greenway
Pamela Hall	No specific project recommended
Bob Scanlon	Water Quality Projects

**Open House adjourned at 7:56 pm**

# Sales Tax Committee Meeting

## Summary Minutes

### May 24, 2012

#### **Meeting began at 4:07 pm**

*Absent members:* Mr. Terrance Hinson, Mr. Will Messer, and Mr. William Tucker. Ms. Christic Henry arrived after the start of the meeting.

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

Dr. J.R. Harding addressed the Committee regarding Florida's population of people with disabilities. Dr. Harding suggested the Sales Tax Committee keep in mind that the projects considered by the Committee appeal to the population with disabilities by adhering to ADA standards.

Ms. Pam Hall addressed the Committee regarding waste water management in the unincorporated areas of Leon County. Additionally, Ms. Hall suggested that the Sales Tax Committee discuss building a good decent transit system that will provide services to residents in the unincorporated areas.

#### **Agenda Item #2: Approval of Summary Minutes for the April 26, 2012 Meeting of the Sales Tax Committee and Open House**

Kim Williams made a motion to approve the summary minutes for the April 26, 2012 meeting of the Sales Tax Committee. The motion was seconded by R.B. Holmes. The motion passed unanimously.

#### **Agenda Item #3: Requested Information from the Committee: Acceptance of the Report on Blueprint 2000 Minority and Disadvantage Business Enterprise Participation**

Wayne Tedder, P.L.A.C.E Director, discussed the Report on Blueprint 2000 Minority and Disadvantage Business Enterprise Participation. Mr. Tedder stated this report is all inclusive. He also stated, General Engineering Consultant (G.E.C.) is fully participating to meet and adhere to all MBE/WBE guidelines, and all construction processes done through consultation is an opportunity for MBE/WBE participation.

Mr. Tedder noted a correction to be made to the report to reflect the County has an adjusted 28% requirement of MBE which is higher than what Blueprint 2000 requires.

Curtis Richardson made a motion to approve the report on Blueprint 2000 minority and disadvantage business enterprise participation. The motion was seconded by Bill Peebles. The motion passed unanimously.

**Agenda Item #4: Acceptance of the Report on the Legislative Changes to Florida Statutes 212.055(2)**

Cristina Paredes, Leon County Intergovernmental Affairs and Special Projects Coordinator, confirmed that local governments can now use fund programs similar to the Property Assessed Clean Energy (PACE) projects. Mrs. Paredes stated that funding from the surtax can be used for commercial or residential energy improvements.

Alan Rosenzweig, Deputy County Administrator, explained that the County currently has commercial and residential PACE programs and that County staff is currently exploring funding options for these programs.

Ed Murray made a motion to approve the report on the legislative changes to Florida Statutes 212.055(2). The motion was seconded by Bill Peebles. The motion passed unanimously.

**Agenda Item #5: *Continuation from the March 29, 2012 Meeting:***

**Staff Report on the Community's Profile and Comprehensive Plan for Leon County and the City of Tallahassee**

Brian Wiebler, Senior Planner with the Planning Department gave a presentation on the following subjects:

- Population information
- Comprehensive plan
- Regional mobility plan

Cherie Bryant, Comprehensive Planning Manager with the Planning Department, gave a presentation on the following subjects:

- Urban Design Studio and place making
- Mobility
- Wastewater

**Agenda Item #6: Approval of the Revised Committee Calendar and Request to Extend the Committee's Completion Date until June 2013 Pursuant to the Enabling Resolution**

Chairman Evans reviewed the revised Committee calendar and the request to extend the Committee's completion date until June 2013.

Ed Murray made a motion to approve the revised Committee calendar and request to extend the Committee's completion date until June 2013 pursuant to the enabling resolution. The motion was seconded by Mark Tarmey. The motion passed unanimously.

**Other Committee Business:**

- The Economic Development Council (EDC) will be holding a workshop on June 18.
- Kim Rivers suggested that the Sales Tax Committee develop a subcommittee to discuss economic development and recommend an approach to the Sales Tax Committee. Mr. Rosenzweig suggested waiting until all the data is presented and taken to the Board before considering subcommittees and referred to the revised calendar that was previously approved by the Committee which indicated that the Committee will be discussing economic development in August.

Ms. Rivers expressed her concern in the economic development portion of the sales tax proceeds as well as in the decision making process of the approved Sales Tax Projects.

Mr. Rosenzweig stated, Leon County Office of Economic Development and Business Partnerships, City of Tallahassee Office of Community and Economic Development, and Tallahassee/Leon County Economic Development Council are working together to provide the Committee with a recommended the framework for economic development. Mr. Rosenzweig noted that the County and City have upcoming workshops on this subject and that local universities/colleges have been contacted and are working with the County, City, and EDC. Jay Townsend, Assistant City Manager, added City and County staff are currently only outlining the framework and the Committee will be responsible for recommending a percentage and the final framework for the Commissions to consider.

Mr. Rosenzweig and Mr. Townsend expressed the importance finishing the information gathering process prior to the start of project deliberation. Mr. Rosenzweig stated that staff has two components remaining (economic development and recommended County/City capital projects) to present prior to the Committee's project development and evaluation process.

Several other Committee members expressed their opposition in creating subcommittees. Instead, the Committee agreed to consider changes to their bylaws regarding meeting times and lengths during the next meeting on Thursday, August 23, 2012.

Meeting adjourned at 6:16 pm

# Sales Tax Committee Meeting

## Summary Minutes

### August 23, 2012

**Meeting began at 4:08 pm**

*Absent members: Mr. Terrance Hinson and Mr. Mark Tarmey were absent from the meeting.*

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

Ms. Pam Hall addressed the Committee regarding Agenda Item #5. She suggested that modifications be made to the ranking scale. Additionally, Ms. Hall addressed the Committee on a proposed Waste Water Management project in the unincorporated areas of Leon County. Ms. Hall wanted nitrogen reduction to be considered in any Woodville projects.

Ms. Debbie Lightsey addressed the Committee on behalf of the Wakulla Springs Alliance. Ms. Lightsey spoke of water management in Leon County and nitrogen's impact on the Springs. Ms. Lightsey noted that central sewer is not the answer since it's very expensive and one side does not fit all.

#### **Agenda Item #2: Approval of Summary Minutes for the May 24, 2012 Meeting of the Sales Tax Committee and Open House**

Mr. Todd Sperry made a motion to approve the summary minutes for the May 24, 2012 meeting of the Sales Tax Committee. The motion was seconded by Mr. Henree Martin. The motion passed unanimously.

#### **Agenda Item #3: Requested Information from the Committee: Consideration of the Amended Bylaws and the Revised Committee Meeting Location and Times**

The Chairman introduced the proposed Bylaw amendments to extend Committee meeting lengths to a max of 4 hours and to hold all future meetings at the Leon County LeRoy Collins Main Library.

Several Committee members wanted clarification that the meetings would not be regularly scheduled for all four hours but that the full four hours would only be used if needed. Committee members also questioned why the Committee was constraining itself to meet only at the library or for certain period of time instead of as needed.

Mr. Todd Sperry moved to approve the bylaws with the following modifications, to remove the location and meeting frequency restraints, and Mr. Kim Williams seconded. The motion passed unanimously.

*Attached are the revised bylaws as approved by the Committee during the August 23, 2012 meeting.*

**Agenda Item #4: Additional Project Identification by Committee Members**

Committee members were given an option to weigh in on project identification

Mr. Curtis Richardson expressed a desire for a project that addresses the widening of Orange Avenue (from Wahnish Way to Capitol Circle SW) to be added to the list of projects. Mr. Wayne Tedder, PLACE Director, noted that that Orange Avenue, from Wahnish Way to Capital Circle SW, was a State Road. The project was placed on the list for future consideration.

Mr. William Peeples brought up the issue of the City placing utility lines underground, citing this as an economic development issue. The project was placed on the list for future consideration.

Ms. Kim Rivers noted that Blue Print 2000 came out with a signature project that tied all the projects together. The project was placed on the list for future consideration.

**Agenda Item #5: Preliminary Discussion Regarding the Decision Making Process for Project Evaluation**

Mr. Rosenzweig introduced the proposed decision making process for project evaluation.

Mr. Townsend mentioned that the criteria will be used to demonstrate what the project encompasses. The Committee is not restricted to the listed to the criteria shown; it is just a starting point for conversation. The Committee may choose to add and/or delete criteria.

Mr. Rosenzweig stated that staff would evaluate the proposed projects brought forth by residents. He noted that there is a point in the process (step 7) where staff will estimate the costs for each project. Mr. Rosenzweig then referred the Committee to Exhibit B in Attachment #1 to address Step 5: Refinement Process. At this step, the Committee would narrow down the project list. Step 5 is an opportunity for the Committee to vote on projects that the Committee really wants to pursue and eliminate those they do not wish to consider. Mr. Rosenzweig noted that project cost estimates would be done in current dollars with no inflation on revenue or expenses.

Several Committee members asked about economic development. Mr. Rosenzweig noted that the Committee would have to determine what percentage is allocated to economic development is outside of infrastructure improvements.

The Committee voted to continue the discussion after hearing the Economic Development presentation under Agenda item #6.

*Note: Due to the time constraints this item will be discussed during the September 27<sup>th</sup> meeting.*

**Agenda Item #6: Consideration of the City, County, Economic Development Council, and Community Partners Proposal for Economic Development Portion of the Local Government Infrastructure Surtax**

The presentation was a combined view of the City, County, and Economic Development Council on how to address Economic Development. Beth Kirkland, Executive Director of the Tallahassee/Leon County Economic Development Council, presented on the public-private model of economic development, what economic development has occurred in the area and discussed some missed opportunities.

Michael Parker, Director of Economic and Community Development for the City presented on the idea of sustainable economic development, and how to turn Sales Tax Proceeds for economic development into potential revenue for economic development.

Ken Morris, Director of Economic Development and Business Partnerships for the County, presented on the strengths of the proposal, and further explained the proposed economic development structure.

Prior to the conclusion of the presentation, Committee began to discuss issues related to the current structure of the Economic Development. The Committee decided to invite back Mr. Morris, Mr. Parker, and Ms. Kirkland to conclude their presentation during the September 27, 2012 meeting.

**Other Committee Business:**

The Committee expressed concerns about being behind schedule.

Ms. Rivers motioned to add an additional meeting on October 11 at the Main Library at 4pm. The motion was seconded by Ms. Henry. The motion passed unanimously.

The Committee's next meeting will be held on Thursday, October 11, 2012 in the First Floor Program Room of the Main Library at 4pm. During this meeting, the County and City will begin their presentations on infrastructure projects.

Meeting adjourned at 7:04 pm.

**AMENDED BYLAWS OF THE**  
**Leon County Sales Tax Committee**

In order to govern its function and operation in a manner consistent with the Enabling Resolution No. 11-58 adopted by the Leon County Board of County Commissioners (hereinafter the "BCC") on 13<sup>th</sup> day of September 2011, the Leon County Sales Tax Committee (hereinafter the "Committee") hereby amends its Bylaws, originally adopted on January 26, 2012, to reflect the revisions as shown in legislative format hereinbelow, and adopts as its Amended Bylaws the following:

**ARTICLE I.**  
**APPLICABLE FLORIDA LAWS AND BCC POLICIES**

**Section 1.1 Public Records Law and E-Mails:** Each member of the Committee shall comply with the Florida's Public Records Law, Chapter 119, Florida Statutes, and BCC Policy 96-4, "Policy on Public Records Law and E-Mail", as may be amended from time to time, and each member of the Committee shall be provided a copy of BCC Policy 96-4.

**Section 1.2 Government In the Sunshine Law:** Each member of the Committee shall comply with the Florida Government in the Sunshine Law, Chapter 286, Florida Statutes, as may be amended from time to time.

**Section 1.3 Code of Ethics:** The Committee shall comply with the following state laws and BCC Policies with regard to the Florida Code of Ethics for Public Officers and Employees:

**Clause 1.3.1** Each member of the Committee shall comply with Section 112.3143, Florida Statutes, "Voting Conflicts", as may be amended from time to time, and shall be provided a copy of Section 112.3143.

**Clause 1.3.2** Each member of the Committee shall abide by the Standards of Conduct set forth in Section 112.313, Florida Statutes, as may be amended from time to time, and shall be provided a copy of Section 112.313, Florida Statutes.

**ARTICLE II.**  
**OFFICERS AND DUTIES**

**Section 2.1** Immediately upon adoption of these Bylaws, the Committee shall elect from among its members a Chairperson and a Vice-Chairperson, each of whom shall serve until the dissolution of the Committee.

**Section 2.2** The Chairperson shall preside at all meetings. In the event of the Chairperson's absence, or at the direction of the Chairperson, the Vice-Chairperson shall assume the powers and duties of the Chairperson.

**Section 2.3** In the event that either the Chairperson or the Vice-Chairperson is unable to complete their terms, the Committee shall, as soon as reasonably possible, elect a replacement from among its members.

### ARTICLE III. TERM OF MEMBERS

**Section 3.1** Each member shall serve on the Committee until the dissolution of the Committee.

### ARTICLE IV. MEETINGS

**Section 4.1 Regular Meetings:** The Committee shall hold regular meetings at a place and time agreeable to the members. ~~Such regular meetings shall begin at 4:00 p.m. on the fourth Thursday of each month and be held at the Renaissance Center Second Floor Conference Room unless an alternate time and location is selected by the Committee.~~ Such regular meetings shall be held at least once a month. The meeting will begin at 4:00 p.m. at a location to be determined unless an alternate time and location is selected by the Committee. The duration of meetings shall not exceed ~~two~~ four hours unless extended by a majority vote of the Committee. In order to expedite meetings, the Chairperson may place time limits on discussion of agenda items.

**Section 4.2 Special Meetings:** The Chairperson may call a special meeting of the Committee to discuss any issue properly before the Committee. Such special meeting may be convened only after notification is given to each member of the Committee and after public notice is given no later than forty-eight (48) hours before the special meeting is scheduled to begin.

**Section 4.3 Public Participation:** Although all meetings of the Committee will be open to the public, the Committee is not obligated to honor requests from the public to participate in the meetings. The Committee may, by majority vote, allow limited participation by the public if it deems it appropriate.

**Section 4.4 Meeting Agendas:** The County Staff Support Person shall assist the Chairperson of the Committee in developing an agenda for each meeting of the Committee. Any member of the Committee may request that appropriate items be placed on the agenda.

**Section 4.5 Official Acts and Quorum:** Any and all official acts by the Committee shall require a majority vote of the members present. However, the Committee shall take no such action unless a quorum is present at the meeting. In order to constitute a quorum, there must be a majority of the Committee's current membership present at the meeting. The minutes of the meeting shall reflect the number of affirmative votes on a motion and shall specify the names of any members voting against the motion.

**Section 4.6 Meeting Minutes:** Minutes shall be taken at all regular and special meetings of the Committee. The County Staff Support Person shall assist the Chairperson in determining the manner in which the minutes of the meeting shall be prepared and filed with the County in accordance with BCC Policy No. 03-15, "Board-Appointed Advisory Committees".

**Section 4.7 Procedure:** Roberts' Rules of Order Revised shall govern the procedure of all meetings.

**ARTICLE V.  
AMENDMENTS TO BYLAWS**

**Section 5.1 Amendments:** At any regular or special meeting of the Committee, these Bylaws may be amended by an affirmative vote of a supermajority (two-thirds) of the members present at the meeting.

**Section 5.2 Approval:** The Amended Bylaws shall become effective upon the approval of the County Attorney as to the legality of the form and content of such amendment.

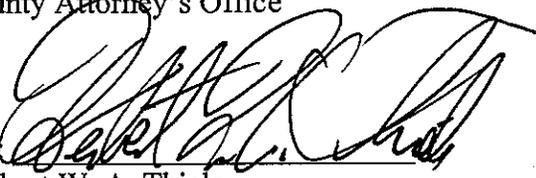
**ARTICLE VI.  
ATTENDANCE AND REPLACEMENT OF MEMBERS**

**Section 6.1 Attendance at Meetings:** In the event a member is absent from two of three successive regular meetings of the Committee, the Chairperson shall notify the entity which appointed the member and request that a replacement be made. For the purposes of this Section, a member must be present to be considered 'in attendance' and will be considered absent if he/she is absent from more than half the duration of the meeting. Telephonic participation is not allowed.

**Section 6.2 Replacement of Members:** In the event a vacancy occurs in the membership of the Committee, either through dismissal, voluntary termination, or other means, the entity which appointed the member shall determine whether the vacancy should be filled. If it is determined that the vacancy will be filled, a new member shall be appointed as soon as reasonably possible in accordance with the procedure for appointment of members to advisory committees contained in BCC Policy No. 03-15 "Board-Appointed Advisory Committees".

Approved As To Legality of Form and Content:

County Attorney's Office

BY 

Herbert W. A. Thiele  
County Attorney

# Sales Tax Committee Meeting Summary Minutes September 27, 2012

Absent members: Mr. Terrance Hinson, Mr. Mark Tarmey, and Mr. Bill Tucker

## Meeting Began at 4:05 p.m.

The Chairman reminded the Committee that Reverend R.B. Holmes resigned from the Sales Tax Committee and introduced Ms. Glenda Thorton as Mayor Mark's new appoint to the Sales Tax Committee. Ms. Thorton's appoint will be confirmed during the October 10, 2012 City Commission meeting. Ms. Thorton did not participate in the voting process during this meeting.

## **Item #1: Consideration of the City, County, Economic Development Council, and Community Partners Proposal for Economic Development Portion of the Local Government Infrastructure Surtax**

Ken Morris, Director of Economic Development and Business Partnerships for the County, continued his presentation from the August 23, 2012 meeting. Mr. Morris presented on the strengths of the proposal, and further explained the proposed economic development structure.

Upon the conclusion of the presentation, the members of the Economic Development Panel were introduced and spoke briefly on the importance of this issue in the community. The panel of community partners included: Dr. Jim Murdaugh, Tallahassee Community College, Mr. Keith Bowers, Florida A&M University, and Mr. John Fraser, Florida State University.

The Committee had an opportunity to discuss among themselves and ask questions of the panel. Several questions were asked about the proposed governing framework of the economic development. In addition, the Committee had several questions for the panel on incubators and funding for programs similar to the one located in at the University of Central Florida.

Due to other commitments, the panel concluded their presentation. After the panel left, the Committee continued to thoroughly discuss economic development and the proposal presented by Economic Development Council and County and City staff.

Ms. Henree Martin made motion to approve the proposed governance structure. Mr. Todd Sperry seconded. The Committee discussed the motion and during the discussion, Ms. Martin withdrew her motion.

Subsequently, the Chairman made a motion to ask Leon County, City of Tallahassee, Tallahassee Chamber of Commerce, members of the proposed E-TCC, and Economic Development Council, to present to the Committee at a future meeting with recommendations on projects that drive economic development, leverage our current assets, and create a unified approach to develop an economic development plan. The motion was seconded by Ms. Henree Martin. The motion passed unanimously.

**Item #2: Citizens to be Heard**

Ms. Pam Hall addressed the committee regarding placemaking. She supported the discussion of establishing different incubators throughout the community to promote intellectual placemaking. Ms. Hall also urged the committee not to ignore this area's strong physical placemaking possibilities.

Ms. Sherry Kelly the Market District Merchants Association President, Mr. Warren Jones, Tallahassee Memorial Hospital CEO, Mr. Sam Varn, Market district Merchants Association Vice President presented the committee with the following Market District potential projects for consideration:

- Traffic Safety
- Public Spaces- pedestrian bridges, McClay storm water pond amenity
- Gateways-Visitor's center
- Signage
- Streetscape Beautification

**Item #3: Approval of Summary Minutes for the August 23, 2012 Meeting of the Leon County Sales Tax Committee**

Mr. Bill Peebles made a motion to approve the summary minutes for the August 23, 2012 meeting of the Sales Tax Committee. The motion was seconded by Mr. Todd Sperry. The motion passed unanimously.

**Item #4: Preliminary Discussion Regarding the Decision Making Process for Project Evaluation**

Mr. Alan Rosenzweig, Deputy County Administrator, discussed the proposed decision making process, and recommended a super majority vote to approve. Mr. Rosenzweig stated that throughout the process project may be added, deleted, or modified based on a simple majority vote. This will help ensure that the Committee's the final recommended project list properly balances the evaluation criteria with geographical diversity.

Mr. Curtis Richardson moved to approve the decision making process for project evaluation. The motion was seconded by Mr. William Messer. The motion passed unanimously. The approved decision making process is attached.

The committee requested the following groups be invited to future meetings and/or Open Houses to their potential projects for consideration. In addition, the Committee added a November 29<sup>th</sup> and January 10<sup>th</sup> meeting to their calendar in order to allow each group time to present to the Committee.

- FAMU, FSU, TCC regarding Infrastructure Improvements
- StarMetro
- Airport
- Gateways
- Performing Arts Center
- Sports Complex
- Convention Center
- Capital City Chamber
- Hispanic Chamber
- Water Resources Committee
- FDOT and BP 2000 funding issues
- Woodville Sewer Project
- Underground Utilities
- CRTPA
- Leon County School Board

**Other Committee Business:**

The Committee's next meeting will be held on Thursday, October 11, 2012 in the First Floor Program Room of the Main Library at 4pm.

The next Sales Tax Committee Open House will be held on Thursday, November 15, 2012 in the First Floor Program Room of the Main Library at 6pm.

**Meeting Adjourned at 7:11 p.m.**

# Sales Tax Committee Meeting

## Summary Minutes

### October 11, 2012

Absent members: Ms. Laurie Hartsfield, Mr. Bill Peebles, Mr. Mark Tarmey, and Mr. Bill Tucker.

#### **Meeting began at 4:07 pm**

Mr. Wayne Tedder, Director of PLACE, introduced Charles Hargraves as the new Blueprint 2000 Manager.

The Chairman moved to amend the Committee's absence policy to apply to four total absences before dismissal, instead of two consecutive absences. Mr. Will Messer seconded. The motion passed unanimously. Attached are the revised bylaws.

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

Mr. Bruce Screws addressed the Committee to recommend that the Committee consider spending money on roads and infrastructure.

Mr. Brad Trotman addressed the Committee regarding two lakes in Killearn Estates, which are polluted and need to be cleaned to improve water quality. The Committee asked if money was contributed to the lake cleanup whether the lakes would remain private; the answer requires further research and will be addressed in the November meeting.

Ms. Debbie Lightsey addressed the Committee on behalf of the Wakulla Springs Alliance. She requested that the Wakulla Springs Alliance be included in the discussion regarding sewage and water treatment during the November 29<sup>th</sup> meeting. Ms. Henree Martin made a motion to invite the Wakulla Springs Alliance to present to the Committee during the November 29<sup>th</sup> meeting. The motion was seconded by Mr. Will Messer. The motion passed unanimously.

#### **Agenda Item #2: Approval of Summary Minutes for the September 27, 2012 Meeting of the Leon County Sales Tax Committee**

Ms. Glenda Thorton wanted the minutes to reflect that she was not included in the voting since she had not yet been confirmed by the City Commission.

Mr. Ed Murry made a motion to approve the summary minutes for the September 27, 2012 meeting of the Sales Tax Committee. The motion was seconded by Mr. Terrance Hinson. The motion passed unanimously.

#### **Agenda Item #3: Requested Information from the Committee: Tentative Timeline for "Community Meetings"**

Mrs. Cristina Paredes discussed grouping presentations together around themes as she walked the Committee through its schedule for the rest of the year. Mrs. Paredes noted that Gateways would be covered in this meeting through County project descriptions, and the October 25<sup>th</sup> meeting with City project descriptions.

The November 15<sup>th</sup> meeting would be ‘Transportation’ themed with presentations on regional transportation issues. County projects #12-16 will be now be presented at this time. The Home Owners Associations will be invited to an open house meeting, also on November 15, at 6:00pm.

The November 29<sup>th</sup> meeting will focus on water resources and water quality. There will be presentations from the Water Resources Committee, Killearn Estates Homeowners Association, and Wakulla Springs Alliance. The later part of that evening will feature presentations from the Capital City Chamber, Florida Hispanic Professionals Association, and schools/universities in the area.

The December 13<sup>th</sup> meeting will feature presentations on the Convention Center, Sports Complex, and Performing Arts Center.

January 10<sup>th</sup>'s meeting will include a presentation on economic development.

The Committee requested that KCCI be invited to the next meeting in regards to Gateways.

**Agenda Item #4: Additional Project Identification by Committee Members**

None.

**Agenda Item #5: Presentation on the Leon County Infrastructure Projects for the Sales Tax Committee's Consideration**

Mr. Vince Long, County Administrator, introduced each of the County projects to the Committee before turning to staff to present each individual component of the projects. Mr. Long noted that the County's approach was holistic and kept with the original Blueprint 2000 philosophy. There will be an opportunity to merge County, City, and citizen projects once they've been presented. The County evaluated each project based on whether it contributed to: 1) the Comprehensive Plan; 2) the Regional Mobility Plan; 3) the Greenway Master Plan; 4) Connectivity; 5) Compliments Blueprint 2000 Projects; 6) Water Quality Enhancements and Green Infrastructure; 7) Stormwater/Sewer Capacity Improvements; 8) Transportation Capacity Improvements. Each of these criteria was addressed for each project description.

Proposed County Projects:

- Northeast Connector Corridor
- Lake Jackson Preservation and Mobility Enhancements
- Northwest Connector Corridor
- Westside Student Corridor Enhancements and Flood Relief
- Pine Flats Trail
- Southside Gateway Enrichment
- Lake Lafayette and St. Marks Regional Linear Park
- Market District Activity Center Connectivity
- Northeast Park

Sales Tax Committee

Summary Minutes: October 11, 2012

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Due to time constraints, staff suggested presenting the projects regarding water resources at the same night of the Water Resources Committee on November 29<sup>th</sup>. Projects 12-16 'county infrastructure' projects will presented on November 15<sup>th</sup> with the transportation presentations.

Before adjourning, the Committee discussed the projects overall. The Committee asked if any of these projects had been on a capital improvement plan in the last five years. The Committee also asked what other resources are available for funding these projects besides the sales tax? Mr. Rosenzweig replied that none of the projects were on a capital improvements plan. Some projects, like Tharpe Street, were defunded due to budget constraints, but all projects in the capital improvements plan are budgeted for and are not being presented to the Committee.

The Committee also asked the following information be provided to the committee on the county projects. This information includes the following:

- On-going maintenance cost included for each project.
- Additional information on the flood mitigation for the Westside Student Corridor Project.
- Break out costs for each component of the projects.
- Population impacts of the projects.

**Other Committee Business:**

The Committee's next meeting will be held on Thursday, October 25, 2012 in the First Floor Program Room of the Main Library at 4pm.

The next Sales Tax Committee Open House will be held on Thursday, November 15, 2012 in the First Floor Program Room of the Main Library at 6pm.

Ms. Glenda Thorton made a motion to conclude meeting. The motion was seconded by Mr. Tom O'Steen. The motion passed unanimously.

**Meeting adjourned at 7:00 pm.**

# Sales Tax Committee Meeting

## Summary Minutes

### November 15, 2012

Absent members: Mr. Terence Hinson, Mr. Will Messer, Mr. Mark Tarmey, and Mr. William Tucker

#### Meeting began at 4:05 pm

The Chairman discussed the upcoming meeting schedule with the Committee.

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

Mr. John McEachern addressed the Committee in support of a performing arts center in Tallahassee.

Ms. Kate Kile addressed the Committee in support of a performing arts center.

Mr. J.T. Burnette addressed the Committee on the need for the Community to determine a vision for the community before selecting projects for funding.

#### Agenda Item #2: Approval of Summary Minutes for the October 11, 2012 Meeting of the Leon County Sales Tax Committee

Mr. Curtis Richardson made a motion to approve the summary minutes for the October 11, 2012 meeting of the Sales Tax Committee. The motion was seconded by Ms. Glenda Thornton. The motion passed unanimously.

#### Agenda Item #3: Presentation on the City of Tallahassee Infrastructure Projects for the Sales Tax Committee's Consideration

Ms. Anita Favors-Thompson introduced the City and Planning staffs and spoke on creating a Destination City before turning to staff to present each individual component of the projects. There will be an opportunity to merge County, City, and citizen projects once they've been presented. The City evaluated each project based on whether it: 1) provides regional impact/geographic equity; 2) enhance mobility; 3) supports recreation and quality of life; 4) benefits the environment; 5) supports economic development/revitalization; 6) is on an existing Master Plan or Blueprint List; 7) leverages other funds.

#### Proposed City Projects:

- Building the Core: Outdoor Pedestrian Mall
- Building the Core: Stormwater Improvements
- Building the Core: Lake Bradford Gateway
- Moving People: Redevelop C.K. Steele Plaza
- Moving People: Expand the Facility and Fleet
- Moving People: Build SuperStops
- Moving People: Build the Regional Transfer Station
- Connecting the Community: Implement the Greenways Master Plan
- Connecting the Community: Build the Bike Route System
- Connecting the Community: Complete the Sidewalk Network

- Inspiring the Creative Class: Midtown Placemaking
- Inspiring the Creative Class: Monroe-Adams Corridor Placemaking
- Inspiring the Creative Class: The Market District Placemaking
- Inspiring the Creative Class: College Avenue Placemaking
- Inspiring the Creative Class: Revitalize the North Monroe Gateway
- Inspiring the Creative Class: Goodwood Playground & Community Garden
- Inspiring the Creative Class: “America’s First Christmas” Desoto Winter Encampment
- Catalyzing Airport Development: Complete Capital Circle Southwest

Before adjourning, the Committee discussed the projects individually and overall.

The Committee asked the following information be provided to the committee on the city projects:

- A list of properties that could be opened to development if stormwater improvements are made.
- Separate dollar amounts for the signature items in each project presented.
- Project price for redeveloping C.K. Steele Center without the added retail space.
- Separate sidewalk and bike path improvement projects in school areas where ‘Safe Routes To School’ program funding might be applied.
- StarMetro project alternatives, such as more routes and smaller scale stops to provide a broader distribution of coverage.
- Information on what StarMetro would do if they found funding elsewhere.
- Incentives plan for new sewer hookups

Additionally, Sunil Harman, Tallahassee Regional Airport Director, presented a brief update on the state of the airport to address any related questions since several of the projects discussed development around the airport. Much of the report detailed the great accomplishments of the airport over the past fiscal year

#### **Agenda Item #4: Open House**

Peggy Meserve asked that the Committee consider purchasing a 25-30 acres property for a park/green space in the Eastgate neighborhood.

Richard Polangin, representing the Florida Alliance of Retired Americans, addressed the Committee on improving StarMetro. Mr. Richard Polangin also represented himself to express his desire to see a performing arts center in Tallahassee.

Joe Foster and Melanie Yeager from Knight Creative Communities Institute (KCCI) addressed the Committee on a gateway project for N. Monroe.

#### **Agenda Item #5: Additional Project Identification by Committee Members**

Mr. Ed Murry requested to see a gateway project for Tennessee Street.

Ms. Henree Martin asked to see a possible project on the widening of a road that runs parallel to Tennessee St that could alleviate the traffic pressures.

The Committee asked for information on relocating the Fairgrounds be brought back to them during the December meeting.

Mr. Todd Sperry made a motion to conclude meeting. The motion was seconded by Ms. Henree Martin. The motion passed unanimously.

**Meeting adjourned at 7:00 pm.**

# Sales Tax Committee Meeting

## Summary Minutes

### November 29, 2012

Absent members: Ms. Laurie Hartsfield, Mr. Terrance Hinson, Ms. Kim Rivers, and Mr. Mark Tarmey.

**Meeting began at 4:10 pm**

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

Mr. Curtis Bynes addressed the Committee on his support of providing sewer for the Woodville inside the urban service area as well as sewer in the Oak Ridge subdivision.

#### **Agenda Item #2: Approval of Summary Minutes for the November 15, 2012 Meeting of the Leon County Sales Tax Committee**

Mr. Curtis Richardson made a motion to approve the summary minutes for the November 15, 2012 meeting of the Sales Tax Committee. The motion was seconded by Ms. Glenda Thornton. The motion passed unanimously.

#### **Agenda Item #3: Additional Project Identification by Committee Members**

The Committee asked to see a project beautifying the Orange Avenue Stormwater Pond.

#### **Agenda Item #4: Presentation on Leon County's Water Quality Improvement Projects for the Sales Tax Committee's Consideration**

Mr. Alan Rosenzweig, Deputy County Administrator, introduced each of the County's Water Quality projects to the Committee before turning to staff to present each individual component of the projects. Mr. Rosenzweig noted that the County's approach was holistic and kept with the original Blueprint 2000 philosophy. There will be an opportunity to merge County, City, and citizen projects once they've been presented. The County evaluated each project based on whether it contributed to: 1) the Comprehensive Plan; 2) the Regional Mobility Plan; 3) the Greenway Master Plan; 4) Connectivity; 5) Compliments Blueprint 2000 Projects; 6) Water Quality Enhancements and Green Infrastructure; 7) Stormwater/Sewer Capacity Improvements; 8) Transportation Capacity Improvements.

The proposed County Water Quality Projects:

- Lake Jackson Preservation and Mobility Enhancements
- Centerville Trace Water Resources
- Woodville Water Quality

Mr. Rosenzweig and Mr. Tony Park, Leon County Public Works Director, also introduced a County and City's proposal to provide incentives for new hookups associated with the proposed projects. County and City staff were on hand to answer questions. Mr. John Buss, the City of Tallahassee Director of Water Resource Engineering also assisted in answer the Committee's questions regarding water quality projects.

Commissioner Bill Proctor addressed the Committee in support of the Woodville Water Quality project.

Mr. Anthony Gaudio addressed the Committee on septic tank alternatives other than sewer hookups.

**Agenda Item #5: Presentation by the Community Groups**

Mr. Jim Stephenson addressed the Committee on behalf of the Wakulla Springs Alliance. He spoke on Wakulla Springs' history and amenities. Mr. Stephenson summarized the threats to the springs, the need to protect drinking water sources, and explained the flow of the aquifer.

Mr. Robert Scanlon, Ms. Pamela Hall, and Ms. Debbie Lightsey presented on behalf of the Water Resources Committee about:

- The degradation of water quality and its implications.
- The need for restoration, not just regulation
- The nitrogen cycle and sources of nitrogen impacts
- The Water Resources Committee's perspective on County Water Quality projects
- Alternatives to septic tanks and central sewer systems
- The Lombardo Report
- The Committee putting aside money to address Water Quality more specifically in the future.

**Agenda Item #6: Presentation by Leon County Office of Financial Stewardship and Consideration of Leon County Infrastructure Projects**

Scott Ross, Director of the County Office of Financial Stewardship, addressed the Committee on an analysis of the limited resources for the County's Capital Improvements Plan.

Mr. Tony Parks, Director of County Public Works, briefly presented the County Infrastructure projects for the Committee's consideration:

- Additional Sidewalks and Mobility Improvements
- County Intersections and Safety Improvements
- County Road Resurfacing
- County Facilities Infrastructure
- Private Dirt Road Paving Program

**Meeting adjourned at 7:30 pm.**

# Sales Tax Committee Meeting

## Summary Minutes

### December 13, 2012

*Absent members: Mr. Ed Murray.*

**Meeting began at 4:04 pm**

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

Ms. Debbie Lightsey addressed the Committee in support of the Performing Arts Center.

Mr. Bob Carver addressed the Committee in support of the 'Private Dirt Road Paving Program' project.

Ms. Lori Danello Roberts addressed the Committee in support of the Performing Arts Center.

#### **Agenda Item #2: Approval of Summary Minutes for the November 29, 2012 Meeting of the Leon County Sales Tax Committee**

Mr. Todd Sperry amended the minutes to reflect that Mr. Curtis Baines also discussed Oak Ridge sewer project during Agenda Item #1.

Mr. Curtis Richardson made a motion to approve the summary minutes for the November 15, 2012 meeting of the Sales Tax Committee. The motion was seconded by Ms. Glenda Thornton. The motion passed unanimously.

#### **Agenda Item #3: Additional Project Identification by Committee Members**

The Committee identified several additional projects for consideration such as:

- Alternative sewer solutions, including a proposal for Harbinwood Estates Neighborhood.
- Classify sidewalk projects improvements as Primary (one sidewalk on onese side of the road) or Secondary (a sidewalk on both sides of the road.)

#### **Agenda Item #4: Additional Information Requested by Committee Members**

Staff provided the Committee with information that was requested regarding the North Florida Fairgrounds. Ms. Kim Rivers asked for more information about what can be legally done with the Fairgrounds redevelopment under the constraints of the current lease. Ms. Henree Martin suggested that perhaps instead of relocating the Fairgrounds that the Committee should consider a project to beautify and improve the North Florida Fairgrounds. The Committee agreed and this project was added to the list of projects for the Committee to consider.

Staff provided the Committee with a status report on the Hotel Conference Center. Mr. Rick McCraw from the Tallahassee Community Redevelopment Agency answered Committee questions.

#### **Agenda Item #5: Presentation by Community Groups: Killlearn Estates**

Mr. Bob Ippolito presented on behalf of the Killlearn Estates Homeowners Association about the history of development around Lake Killarney and its deterioration. Mr. Ippolito also spoke on the findings of a study his organization commissioned in regards to the degradation of Lake Killarney and what can be done to restore it.

Mr. John Buss, City of Tallahassee's Director of Water Resource Engineering, stated that City staff disagreed with the study's findings. The University of Florida will act as an impartial third

party and review the data. Mr. Buss stated that the problem is due to low water levels and periodic flooding. City staff believes that the reports suggestions would only give temporary relief, while some of the suggested actions would worsen the issue of water shortage if implemented.

**Agenda Item #6: Presentation by Community Groups: Performing Arts Center**

The presentation opened with a video showcasing support of community members for a Performing Arts Center. Mr. Bob Inzer, Mr. Tim Edmond, Ms. Lee Hinkle, and Mr. Jon Moyle presented on behalf of the Florida Center for Performing Arts and Education.

The Committee had several questions for the panel. Chairman Evans requested that the group come back to the Committee on February 21, 2013 with more information on:

- Clarification on the direct economic impact of the performing arts center;
- Clarification on the capital and operating costs for the Performing Arts Center;
- Discussion regarding the time limit on fundraising and the amount raised to date;
- An inventory of current cultural art venues.

Commissioner Bill Proctor spoke on the possibility of renovating an existing structure like the Tallahassee Mall, combining the performing arts center with a convention center, and localizing the name of the center.

**Agenda Item #8: Proposed Modifications to the Decision Making Process**

Mr. Alan Rosenzweig, Deputy County Administrator, proposed to the Committee a modified calendar for the decision making process and project selection. After significant discussion, the Committee agreed that one day retreat would be held to discuss the vision for the Committee. The retreat will be held on Friday, February 1, 2013. In addition, the Committee agreed to form a small subcommittee consisting of Chair Steve Evans, Kim Rivers, and Christic Henry to outline the proposed retreat day. Mr. Peebles requested that at the end of the retreat the Committee discuss the project evaluation and decision making process.

Ms. Kim Rivers moved to accept the amended proposed calendar. The motion was seconded by Mr. Will Messer seconded the motion. The motion passed unanimously.

**Agenda Item #7: Presentation by Community Groups: KCCI on the Sports Complex**

Adam Watson presented on behalf of the Knight Creative Communities Institute Capital Sports Initiative.

Mr. Ken Morris, Director of Leon County Office of Economic Development and Business Partnerships, provided information on the action taken by the Board of County Commissioners over the summer on the Sports Complex. Mr. Morris stated the Board decided not to take any action on the Sports Complex report due to the high cost of the proposal and concern that Sports Complex dependent on gym memberships would not be financially feasible. Mr. Morris noted that the Board hadn't heard the proposals involving private investors. He also noted that the Sports Complex could not be funded with bed taxes at this time since all bed tax proceeds are committed.

**Meeting adjourned at 7:46 pm.**

# Sales Tax Committee Meeting Summary Minutes January 10, 2013

*Absent members:* Ms. Laurie Hartsfield.

**Meeting began at 4:06 pm**

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

Ms. Karen Wendland ~~Woodland~~ addressed the Committee on a consultant report on a Performing Arts Center.

Mr. J.T. ~~Barnett~~ Burnette addressed the Committee on the importance of a vision for our community.

Mr. Tim Edmond addressed the Committee on infrastructure to expand development around Welaunee Boulevard.

Ms. Pamela Hall addressed the Committee on water quality and wastewater management.

**Agenda Item #2: Approval of Summary Minutes for the December 13, 2012 Meeting of the Leon County Sales Tax Committee**

Mr. Kim Williams made a motion to approve the summary minutes for the December 15, 2012 meeting of the Sales Tax Committee. The motion was seconded by Mr. Ed Murray. The motion passed unanimously.

**Agenda Item #3: Additional Project Identification by Committee Members**

The Committee did not identify any additional projects for consideration.

**Agenda Item #4: Presentation on Regional Transportation Issues**

Mr. Harry Reid, Director of Capital Regional Transportation Planning Agency, presented on:

- CRTPA's structure
- Long range planning
- The Regional Mobility Plan
- Recent and Current transportation improvement projects
- Leveraging Federal and State funds for transportation projects
- Including Committee projects in the CRTPA's long range plan.

**Agenda Item #5: Proposed Committee Retreat Day**

The retreat will take place February 1<sup>st</sup>, 2013 at the Main Library at 9:00am.

Mr. Wayne Tedder will facilitate a planning session, various community visions will be discussed, and a project evaluation process will be finalized. Mr. Ed Murray will not be present for the retreat.

**Meeting adjourned at 5:44 pm.**

# Sales Tax Committee Retreat

## Summary Minutes

### February 1, 2013

*Absent members:* Mr. Ed Murray

**Meeting began at 9:07 am**

#### **Agenda Item #1: Opening Remarks by Chair Evans**

After welcoming the Committee and going over the agenda, Chairman Steve Evans reviewed the Committee's enabling resolution and the direction that the County and City Commissions had given the Committee.

Mr. William Pebbles expressed his concern about the Imagine Tallahassee presentation, noting that it was not on the agenda the Committee approved. He requested that the Committee ~~considering~~ discussing this proposal during the February 21, 2013 meeting as originally scheduled.

#### **Agenda Item #2: Overview of the Community's Vision Statements**

The County Administrator, Vince Long, presented to the Committee the County's Vision Statement. He detailed how the County developed its Vision and gave examples of how the Vision is incorporated into everything the County does.

The City of Tallahassee Manager, Ms. Anita Favors-Thompson, presented to the Committee on the City's Vision Statement. She encouraged the Committee to think big and outside of process.

Mr. Wayne Tedder, Director of PLACE, presented to the Committee on the Blueprint 2000 Vision Statement. He noted that BP2000 projects focus on cost effectiveness and keeping citizens involved as the projects adjust to other circumstances. Mr. Tedder also noted the Blueprint 2000's holistic philosophy ensures that multiple benefits are derived from projects, such as a stormwater pond that doubled as a park.

Mr. Tedder also presented the Comprehensive Plan Vision Statement. He discussed the challenges that the Comprehensive Plan has faced.

#### **Agenda Item #3: Imagine Tallahassee Presentation**

Dr. Jim Murdaugh, Mr. J.T. Burnette, and Ms. Karen Moore presented to the Committee on Imagine Tallahassee. Dr. Murdaugh discussed the importance of setting aside funds for things that are important so that they're not consumed by what's perceived as an urgent need today. Mr. Burnette explained the concept of Imagine Tallahassee and showed the Committee video testimonials that gave support of Imagine Tallahassee. Ms. Karen Moore proposed that the Committee set aside the 15% portion of the sales tax for economic development to allow Imagine Tallahassee to develop a vision for economic vitality which will be presented to the Committee in the fall for approval and inclusion in the final recommendations to be presented to the County and City Commission. Ms. Moore mentioned that Committee will be able continue its process on discussing infrastructure projects while Imagine Tallahassee worked through its process on the economic development portion.

Mr. Will Messer reminded the Committee that they were picked specially to determine how all the funding regarding the sales tax would benefit the community and cautioned the Committee against passing that responsibility off.

Ms. Laurie Hartsfield noted that the City and County only recommended 10% be set aside for Economic Development. Ms. Moore pointed out that the 15% would only be set aside for the time being, but not necessarily all allocated to economic development.

Many Committee members expressed their support of the Imagine Tallahassee proposal, noting that the community needed to develop an identity. Mr. William Peebles stated that he was not sure that the Imagine Tallahassee Steering Committee was the right group of people to develop proposal for the economic development portion of the sales tax.

Mr. Peebles moved that the Committee support paragraph (A) of the Imagine Tallahassee Visioning Concept which states: "There will be a distinct and inclusive visioning process associated with identifying the future of the economic vitality of Leon County and the City of Tallahassee. The process will be funded by Imagine Tallahassee, Inc. and staffed by Leon County and the City of Tallahassee." Mr. Messer seconded the motion.

The Committee discussed the motion. Mr. Messer also stated that BP2000 vision statement should be amended to reflect the economic development portion of the sales tax.

After the discussion, Ms. Henree Martin made a substitute motion that 15% of the Sales Tax would remain undesignated until after the Imagine Tallahassee visioning process and associated action plan are completed, presented, and agreed upon by the Committee. Mr. Kim Williams seconded the motion. The substitute motion passed with Mr. Will Messer and Mr. William Peebles in opposition.

Mr. Kim Williams moved that the Committee endorse the proposed Imagine Tallahassee Citizen Steering Committee. Ms. Henree Martin seconded the motion.

Mr. Darryl Jones, Chair of the Tallahassee-Leon County Planning Commission, addressed the Committee on involving the human services community in any visioning process for Tallahassee and Leon County.

Mr. Tom O'Steen expressed his discomfort at telling Imagine Tallahassee how to select its steering committee.

County Commissioner Nick Maddox reminded the Committee that they would be the ones making the final recommendation to the County and City Commissions and suggested that because of that, they should be involved in the Imagine Tallahassee process.

Mr. Kim Williams restated his motion to have the Committee endorse the proposed Imagine Tallahassee Citizen Steering Committee, with the caveat that it could recommend members, until the Steering Committee had reached 25 members. Ms. Henree Martin seconded the motion. The motion passed with Mr. Will Messer and Mr. William Peebles opposed.

After a short break, the Committee reconvened. Mr. Messer moved that the following representatives be added to the Imagine Tallahassee Steering Committee: faith based community, non-profit sector, and Network of Entrepreneurs and Business Advocates. Mr. Williams seconded the motion. The motion passed unanimously.

**Agenda Item #4: Our Community: Past, Present, and Future**

Mr. Wayne Tedder presented to the Committee an overview of the community's population, land area, and infrastructure, and trends for growth.

Mr. Ed Young, Research Division Manager with the Planning Department, supplemented Mr. Tedder's information on population, noting that the community is still growing, but not as fast as in the past. Mr. Young also noted that there might be some over count of college students living at home with their family, but that the over count was negligible.

The Committee discussed the City and County Master Sewer Plan. Mr. John Buss, Director of Water Resource Engineering with Tallahassee Utilities, noted that in the sewer master plan, most of the areas outside the urban service boundary were not funded. Mr. Buss stated that if funding were made available for the unfunded sewer projects, the City stands ready to build the sewer capacity. Some of the rural communities, like Woodville, are targeted growth areas. Mr. Buss also noted that there are rebate sewer incentives to developers building inside the city.

The Committee continued the discussion regarding transportation issues within the community. Mr. Gabriel Menendez, City of Tallahassee Public Works Director, discussed roadway Level of Service and gave examples of roads that are over capacity. He noted that the more over capacity a roadway is the longer the peak hour (ie, rush hour).

Mr. Tedder discussed discrepancies in the Comprehensive Plan, citing how areas around Lake Jackson and Woodville are zoned for higher density, but constrained by environmental overlays.

Ms. Christic Henry noted the desire to consider aesthetics when planning for stormwater and not just building canals and ditches.

**Agenda Item #5: Project Themes and Action Statements**

Mr. Wayne Tedder presented to the Committee a map displaying all the sales tax projects have been discussed by the Committee in the past year. The Committee requested that they be provided with a summary of the County decision on the sewer workshop, as well as digital copies of the maps handed out.

Mr. Tedder than facilitated a discussion with the Committee that identified the following project themes:

- Regional Mobility/Transportation (Starmetro, airport, road capacity, bike/pedestrian)
- Sense of Community (special urban places, sense of place, creative class)
- Water Quality (Protects natural resources, stormwater)
- Connectivity (greenways, sidewalks, trails, bikes)
- Economic Vitality
- Parks/Ecotourism
- Vertical Infrastructure
- Gateways

The Committee requested that staff develop action statements to define each of the themes. These action statements will be reviewed by the Committee for edits at the next meeting.

The Committee determined that all projects that are ultimately recommended to the Commissions be holistic and improve the quality of life in the community. The Committee also began brainstorming marketing ideas such as signs highlighting Blueprint 2000 projects - similar to how the School Board advertised the impact of their half penny sales tax.

**Agenda Item # 6: Finalize the Infrastructure Project Decision Making Process**

Mr. Alan Rosenzweig, Deputy County Administrator, presented to the Committee a revised decision making process.

The Committee requested that FAMU and FSU present on February 21<sup>st</sup>. The Committee also adjusted the calendar to meet April 18<sup>th</sup> instead of April 11<sup>th</sup>. Additionally, the Committee postponed the open house planned for May 23<sup>rd</sup> and decided to hold it in the fall after Imagine Tallahassee has presented to the Sales Tax Committee. Instead, the Committee decided to hold another meeting for project deliberation and discussion on this date.

Ms. Henree Martin moved to accept the infrastructure project decision making process. Ms. Kim Rivers seconded the motion. The motion passed unanimously.

**Meeting adjourned at 2:18 pm.**

# Sales Tax Committee Meeting

## Summary Minutes

### March 14, 2013

**Absent members:** Mr. Ed Murray Jr., Mr. William Tucker, Mr. Terrence Hinson, Ms. Christic Henry, and Mr. Will Messer.

**Meeting began at 4:12 pm**

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

The following citizens voiced their support of the performing arts center project:

Ms. Marcia Mathis, on behalf of Senator Bill Montford

Mr. Sean Singleton

Mr. Don Gibson

Ms. Kay Stephenson

Mr. Dan MacDonald

Ms. Shannon Grooters

Ms. Janet Pichard

Mr. Bob Ippolito addressed the Committee on behalf of the Killearn Homeowners Association, speaking in favor of the Killearn Lakes project.

Mr. Curtis Baynes addressed the Committee on the Committee's project selection process.

#### **Agenda Item #2: Approval of Summary Minutes for the January 10th, 2013 Meeting of the Leon County Sales Tax Committee and Summary Minutes for the February 1<sup>st</sup>, 2013 Sales Tax Committee Retreat**

Mr. Tom O'Steen made a motion to amend the January 10<sup>th</sup>, 2013 summary minutes to spell Karen Wendland's name correctly, approve the amended summary minutes for the January 10<sup>th</sup>, 2013 meeting of the Sales Tax Committee, and approve the summary minutes for the February 1<sup>st</sup>, 2013 Sales Tax Committee Retreat. The motion was seconded by Ms. Laurie Hartsfield. The motion passed unanimously.

#### **Agenda Item #3: Imagine Tallahassee Update**

Mr. J.T. Burnette gave an update of Imagine Tallahassee. Imagine Tallahassee is currently in the process of finalizing the contract with the WRT firm. The WRT contract is \$208,000. Imagine Tallahassee will also work with the Center for Regional Economic Competiveness to develop an action plan at the end of its process. Imagine Tallahassee is on track to present the Committee its findings in October 2013. The Committee requested that Mr. Burnette provide the Committee with a copy of the executed WRT contract and scope of services.

Mr. Burnette closed by emphasizing that Imagine Tallahassee looks to address economic vitality, not just economic development.

#### **Agenda Item #4: Presentation from the Community:**

This was the last meeting before the Committee begins its project selection process on March 28<sup>th</sup>, 2013. The Committee invited several community partners to present to the Committee. These community partners presented additional projects and gave feedback on previously proposed projects.

#### Goodwood Plantation

Mr. Rick Barnett, Chairman of the Goodwood Plantation Board of Directors, proposed that the Committee consider purchasing three parcels of Goodwood Plantation property to build public amenities including playgrounds, passive park space, and a community garden.

#### Downtown Improvement Authority

Mr. Jay Revel, Downtown Improvement Authority Director, presented on the current state of Downtown Tallahassee. He expressed his support for the City's proposed project on Downtown stormwater enhancements. Mr. Revel also expressed his support for the City's College Avenue placemaking project.

#### Florida State University

Mr. Denis Bailey, FSU Associate Vice President of Facilities, offered his support for:

- County Project: Westside Student Corridor Enhancement and Flood Relief
- City Project: Building the Core; Stormwater Improvements.

Mr. Bailey also offered suggestions for improvements on:

- City Project Building the Core: Lake Bradford Gateway - specifically requested to expand this gateway project to Orange Avenue
- City Project Connecting the Community: Complete the Sidewalk Network - specifically identified several sidewalks around the Florida State University campus for increased pedestrian mobility.
- City Project Inspiring the Creative Class: College Avenue Placemaking.

Mr. Bailey additionally proposed that the Committee consider funding a project to build a parking garage that would complement the redevelopment around the Civic Center.

#### Florida Agricultural and Mechanical University

Mr. Sam Houston, FAMU Director of Facility Planning and Construction, presented on FAMU's Master Plan. He also discussed the Cascades Park and FAMU Way Extension projects and expressed his support for the City's South Monroe Placemaking project. Mr. Houston then presented on new gateway and traffic improvement projects for the Committee to consider:

- Gaines St./Railroad Ave. FAMU Campus Entrance Enhancement
- Monroe St./FAMU Way FAMU Campus Entrance Enhancement
- Gamble St./Perry St. Intersection Enhancement
- E. Palmer Ave./W. Palmer Ave Intersection Enhancement
- Osceola St./Adams St. Intersection Access Improvements

#### **Agenda Item #5: Presentation from Florida Center for Performing Arts and Education**

Ms. Valencia Matthews, Board Member of the Florida Center for Performing Arts and Education (FCPA), began the presentation by introducing the panel of speakers. Mr. Glen Robertson presented on the economic impact the performing arts center could have. Mr. James Baudoin, Executive Director for the Asheville, NC Performing Arts Center, presented on the economic sustainability the performing arts center could have. Mr. Richard Crow, Partner with Gilchrist Ross Crowe Architects, presented on the need for the performing arts center and the new performing arts center design. Mr. Bob Inzer, Chairman of the FCPA Board, closed the presentation.

FCPA Board Members John Moyle and Lee Hinkle joined the presenters in answering questions from the Committee. The Committee discussed with the presenters, and amongst themselves, many aspects of this project.

**Agenda Item #6:**

**A) Review of Infrastructure Project Themes and Action Statements Identified at the February 1, 2013 Sales Tax Committee Retreat**

The Committee discussed the Project List and Project Themes developed during the February 1<sup>st</sup>, 2013 retreat. Mr. Wayne Tedder, Director of P.L.A.C.E, answered questions related to the project themes. The Committee amended the 'Water Quality' theme to 'Environmental and Water Quality.' Ms. Kim Rivers motioned to accept the amended Project Themes and Action Statements. Ms. Henree Martin seconded and the motion passed unanimously.

**B) Review of the Decision Making Process Approved at the February 1, 2013 Sales Tax Committee Retreat**

Mr. Alan Rosenzweig, Deputy County Administrator, reviewed the project decision making process and the Committee's meeting schedule, which was approved by the Committee at the February 1, 2013 retreat. The Committee agreed to continue to move forward with the decision making process as previously approved.

**Meeting adjourned at 7:11 pm.**

# Sales Tax Committee Meeting

## Summary Minutes

### March 28, 2013

*Absent members:* Ms. Laurie Hartsfield.

**Meeting began at 4:05 pm**

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

Mr. Curtis Baynes addressed the Committee in support of the Oakville and Woodville sewer projects.

Mr. Robert Scanlon, Ms. Debbie Lightsy, and Ms. Pamela Hall addressed the Committee in support of Project #43, creating a regional management entity for wastewater.

Mr. Brad Trotman, Mr. Bob Ippolito, and Ms. Jennifer Winegardner addressed the Committee in support of the Killlearn Estates Freshwater Restoration Project.

#### **Agenda Item #2: Approval of Summary Minutes for the March 14, 2013 Meeting of the Leon County Sales Tax Committee and Summary Minutes**

Mr. Kim Williams made a motion to approve the summary minutes for the March 14, 2013 meeting of the Sales Tax Committee. The motion was seconded by Ms. Kim Rivers. The motion passed unanimously.

#### **Agenda Item #3: Update on the Progress of Imagine Tallahassee**

Mr. J.T. Burnette gave an update of Imagine Tallahassee. Imagine Tallahassee has had their first meeting between the consultant and staff. The consultant and staff have tentatively agreed to hold the first meeting of the Resource Team and Steering Committee on April 15-16, 2013. In addition, the dates for the first two Community Forums will be held on May 20-21, 2013.

#### **Agenda Item #4: Familiarization of the Proposed Infrastructure Projects**

Chairman Evans led the Committee through a review of the project list. Staff answered any questions that the Committee had about projects on the list. During the review, Committee members suggested changes to one of the some of the projects:

- Project #1: Directed staff to provide more information on alternative routes that could serve as a gateway to the airport.
- Project #28: Strike everything after 'Killlearn Estates' and add 'Freshwater Restoration Project'.

#### **Agenda Item #5: Consideration of the Projects to Move Forward for Further Committee Discussion**

The Committee asked that staff provide each Committee member with a single binder that consolidates similar projects, re-numbers the projects, and include all the maps previously discussed. Projects that are combined will be clearly delineated.

The Committee went through its first round of project selection. Projects would move to the next round if a Committee member motioned for it to move on and received a second. With the exception of the projects listed below, all projects moved to the next round via this process:

- Project #14 Canopy Roads Legacy Projects: received no motion – removed.
- Project #22 DeSoto Winter Encampment: Mr. William Peebles objected. The project did not receive a majority vote – removed.

- Project #29 Meadow Ridge Drive Park: Mr. William Peebles objected. The project did not receive a majority vote – removed.
- Project #30 Parallel Road to Tennessee Street: received no motion – removed.
- Project #32 StarMetro: Build Regional Transfer Station: Ms. Henree Martin objected. The project did not receive a majority vote – removed.
- Project #34 StarMetro: Expand Facilities and Fleet: Ms. Henree Martin objected. The project received a majority vote – moves on.
- Project #35 StarMetro: Redevelop C.K. Steele Plaza: Ms. Henree Martin objected. The project received a majority vote – moves on.  
*Note: During the discussion regarding the StarMetro projects, the Committee requested that staff review the projects that moved on and bring a new comprehensive project forward regarding the future needs of StarMetro.*
- Project #36 Canopy PUD Infrastructure (Welanuee Blvd): Mr. William Peebles objected. The project received a majority vote – moves on.  
*Note: During the discussion regarding the Welanuee project, the Committee requested more detailed information be provided at the next meeting.*
- Project #38 Underground Utilities: received no motion – removed.
- Project # 48 County Infrastructure Improvements to Public Safety Facilities: Courthouse and Jail: Mr. Dan Newman objected. The project did not receive a majority vote – removed.
- Project # 49 County Road Resurfacing: Mr. Dan Newman objected. The project did not receive a majority vote – removed.
- Project #55 Northeast Park: Mr. Lamar Taylor objected. The project did not receive a majority vote – removed.
- Project # 60 Private Dirt Road Paving Program: Ms. Henree Martin objected. The project did not receive a majority vote – removed.
- Project #65 Sports Complex: received no motion – removed.
- Project #68 Downtown Parking Garage: Mr. Bill Berlow objected. The project received a majority vote – moves on.
- Project # 72 Goodwood Land Purchase for Community Parks and Gardens. Mr. Lamar Taylor objected. The project did not receive a majority vote – removed.
- Project # 73 Operating Costs for Parks Build with Blueprint 2000 Funds. Mr. William Messer objected. The project received a majority vote – moves on.

### **Other Committee Business**

The Committee agreed to reschedule their April 18<sup>th</sup> and April 25<sup>th</sup> meeting to Friday, April 26<sup>th</sup>. The Committee requested that this meeting begin at noon in order to provide adequate time for discussion regarding the projects.

In addition, the Committee canceled their May 23<sup>rd</sup> meeting.

The revised meeting scheduled approved by the Committee is listed below:

- Friday, April 26, 2013: Meeting begins at 12:00 p.m.
- Thursday, May 9, 2013: Meeting begins at 4:00 p.m.
- Thursday, June 13, 2013: Meeting begins at 4:00 p.m.

**Meeting adjourned at 6:53 pm.**

# 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 preliminary allocate 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	O'Steen, 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 greenscapes.
23	Orange/Meridian Placemaking: <i>Beautification of the Stormwater Pond at S. Monroe &amp; Orange Ave.</i>	<b>1</b>	Henry, Christic	Thornton, Glenda	-	Passed without objection	
24	Beautification and Improvements to the	3	Peebles, Bill	Henry, Christic	Martin, Henree	The motion failed	
		<b>1</b>	Martin, Henree	Murray, Ed	Messer, Will	The motion failed	

\* 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
	Fairgrounds	<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	Peebles, Bill	Passed with Mr. Peebles and Mr. Taylor in 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. O'Steen, 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	
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	

\* 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
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. O'Steen 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

Project Number	Project Name	Priority Level	Motioned	Seconded	Objection	Vote	Notes
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

# Sales Tax Committee Meeting

## Summary Minutes

### May 9, 2013

*Absent members:* Mr. William Tucker.

**Meeting began at 4:04 pm**

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

Mr. Bert Pope and Mr. Rick Minor addressed the Committee in support of the DeSoto Winter Encampment project.

Mr. Brad Trotman and Ms. Jennifer Winegardner addressed the Committee in support of the Killlearn Estates Freshwater Restoration project.

Ms. Betsy Henderson addressed the Committee, on behalf of the Southside Advisory Redevelopment Council, in support of projects in the Southside (Monroe-Adams Corridor Placemaking, Orange/Meridian Placemaking, and the StarMetro South Adams SuperStop).

Ms. Pamela Hall addressed the Committee to give more information on the Alternative Sewer Solutions project. Ms. Hall also urged the Committee to not pursue the Welaunee Critical Area Plan Regional Infrastructure project.

Ms. Emily Fritz addressed the Committee in support of County and City infrastructure needs, urging the Committee to consider increasing the County and City portion of the Sales Tax over the preliminary 10% each.

Mr. Curtis Baynes addressed the Committee over concerns regarding nitrogen loading in the primary spring's protection zone and projects that would address those concern (the Woodville Water Quality Project and Oakridge Sewer Project).

#### **Agenda Item #2: Approval of Summary Minutes for the April 26, 2013 Meeting of the Leon County Sales Tax Committee**

Mr. Bill Berlow asked that Mr. Tom O'Steen and Bill Peebles' names are corrected. Ms. Kim Rivers asked that the minutes note that the 10% allocation to both the County and City was only a 'preliminary' allocation.

Mr. Peebles made a motion to approve the April 26, 2013 summary minutes. The motion was seconded by Mr. Kim Williams. The motion passed unanimously.

#### **Agenda Item #3: Update on Progress of Imagine**

Ms. Rivers discussed the upcoming Community Open Houses to be held May 20<sup>th</sup>, at 5:30pm, at Bethel AME Church and on May 21<sup>st</sup>, at 2:00pm, in the City Commission Chambers in City Hall. A third Open House will be held June 10<sup>th</sup>, with time and location to be announced. Ms. Rivers also discussed the launch of [www.imaginetallahassee.com](http://www.imaginetallahassee.com). Mr. Steve Evans asked about Imagine Tallahassee's process for reviewing economic development project proposals. Ms. Rivers replied that the process was not a project process and was more focused on taking input from the community.

#### **Agenda Item #4: Presentation on Project #28: Northeast Gateway (Welaunee Critical Area Plan Regional Infrastructure)**

Mr. David Powell, on behalf of Powerhouse, Inc., and Mr. Reggie Bouthillier, on behalf of CNL, presented on Project #28: Northeast Gateway (Welaunee Critical Area Plan Regional Infrastructure) project. Mr. Powell discussed that the main aspect of the project would be to

create a road network to support a new I-10 interchange. The project would also include a greenway. He also emphasized that a local commitment to the area, such as funding this project, would make it easier to secure state and federal commitments on funding aspects of the project. Additionally, Mr. Powell acknowledged that the expensive costs of new roads and suggested that the project could be broken up over three phases as listed in the table below:

Phase	Phase Description	Cost
I	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	\$ 39.5 million (net cost of \$26.5 million)
IIA	4-lane Welaunee Boulevard North from Shamrock Way Extension to Roberts Road	\$16.0 million
IIB	2-lane Shamrock Way Extension from Welaunee Boulevard to U.S. 90	\$14.0 million

Mr. Powell proposed that the Committee could make the funds contingent upon commitments from DOT's to build the interchange. Mr. Harry Reed, Director of Capital Regional Transportation Planning Agency (CRTPA), noted that it could take 17 years to build the project even if money was available today. The Committee also discussed if there were parts of the project that could be cut to save money. Mr. Powell informed the Committee that Powerhouse, Inc. is interested in a big idea, as presented in the project.

**Agenda Item #5: Presentation on Project #3 and Project #5: Airport Gateway (Springhill Road and Lake Bradford Road)**

Mr. Wayne Tedder, Director of P.L.A.C.E., presented to the committee a holistic Airport Gateway project which would merge Project #3 (Springhill Road) and Project #5 (Lake Bradford Road). The Lake Bradford component of the project would extend from Gaines St. to the Orange Avenue intersection. The improvements to this portion of the project would include roundabouts, gateway streetscaping, and roadway reconstruction. The Springhill Road section of the proposed project begins the Orange Avenue intersection and extends down to Capital Circle Southwest (Project #1). The improvements to this portion of the project would include transportation improvements and right of way acquisition and beautification. The estimated cost of the Airport Gateway Project is \$58.7 million.

**Agenda Item #6: Continue Committee Project Discussion on Recommended Project List and Length of the Sales Tax**

**A) Consideration of Priority Levels of Tabled Projects**

Mr. O'Steen moved that the DeSoto Winter Encampment project be categorized at Priority Level 1, contingent on receiving state funding for the remainder of the unfunded improvements. Ms. Christic Henry seconded the motion. Mr. Peebles moved to amend the motion to only provide \$500,000 for land acquisition. Mr. O'Steen accepted the motion as a friendly amendment. The motion to make the project Priority Level 1, with caveats, passed without opposition.

Ms. Henree Martin moved that the Northeast Park project be categorized at Priority Level 1. Mr. Will Messer seconded the motion. The motion passed without opposition.

Mr. Gabriel Menendez, Director of Tallahassee Public Works, presented more information on options for beautification and safety improvements for West Tennessee Street, state roadway system. A previous City proposal was to reduce lane widths and reserve the outside traffic lane for buses and cyclists. However, the Florida Department of Transportation (FDOT) weighed in

on the project and has begun their on study on safety improvements to the roadway. Mr. Menendez also discussed that FDOT was looking at putting a fence in the medians on Tennessee Street. Mr. O'Steen moved that the project be moved to Priority Level 3 and asked the City continue to update the Committee on FDOT's future plans regarding this roadway. Ms. Henree Martin seconded the motion, which passed without opposition.

**B) Preliminary Consideration of Sales Tax Length of Term**

Ms. Martin moved that the Sales Tax be extended for 25 years. The Committee discussed the merits of extending the Sales Tax between 15 and 25 years. Mr. Lamar Taylor pointed out that 20 years is a common bond term. He also noted that a shorter bond term would have compressed bond payments, which could impact the present value of the dollars. Ms. Martin made a substitute motion to extend the Sales Tax for 20 years. Mr. Peebles seconded the motion. The motion passed without opposition.

**C) Continued Project Discussion**

Ms. Martin motioned that the Committee move that the Project #27 (Orange Avenue Widening) be moved from a Priority Level #1 to Priority Level #3, noting that there are a lot of projects in the Southside and that the Florida Department of Transportation has allocated funding for Orange Avenue improvements in its Five Year Work Plan. Mr. Curtis Richardson strongly objected, citing that the DOT project only repaves the road and doesn't bring the benefits of the Committee's proposed project. Mr. Peebles said that it should be kept at Priority Level 1 and the FDOT's funding makes the project better.

Mr. Newman addressed the Committee's evaluation process and discussed the possibility that the community at large may be getting the wrong idea when the Committee discussed a project in terms of priority levels. He suggested that the Committee not assume that a project that was ranked at Priority #1 would automatically be placed in a funded Tier 1 project list. Ms. Martin withdrew the motion.

Mr. Dan Newman noted that the Committee should provide staff with a list of additional information they would like to have prior to evaluating projects and placing them into Tiers at the next meeting. The Committee asked for:

- geographic visualization on the location of the project proposals;
- list of the CRTPA priority roadway projects;
- information on the environmental aspects of projects and whether or not segments can be removed from projects.

**Other Committee Business**

Mr. Peebles asked to see if it was possible to schedule an earlier meeting in order to continue the project evaluation process. The Committee ultimately agreed not to schedule an earlier meeting. The next meeting of the Committee will be on June 13, 2013, at 1 p.m. The Committee did agree that during this meeting the focus should be on evaluating projects and asked that no presentations and citizens comments be included in the agenda.

**Meeting adjourned at 6:37 pm.**

# Sales Tax Committee Meeting

## Summary Minutes

### June 13, 2013

*Absent members: Mr. Lamar Taylor and Ms. Laurie Hartsfield*

**Meeting began at 1:39pm**

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

At its May 9, 2013 meeting, the Committee decided not to hear public testimony during its June 13, 2013 meeting. However, the public had the opportunity to send written comments to staff, which were provided to the Committee in its agenda packet.

**Agenda Item #2: Approval of Summary Minutes for the May 9, 2013 Meeting of the Leon County Sales Tax Committee**

Mr. Terence Hinson made a motion to approve the May 9, 2013 summary minutes. The motion was seconded by Mr. Ed Murray. The motion passed without opposition.

**Agenda Item #3: Update on Progress of Imagine Tallahassee**

Ms. Kim Rivers updated the Committee on the results of the May 20<sup>th</sup> and 21<sup>st</sup> Imagine Tallahassee community forums and discussed the positive turnout at the June 10<sup>th</sup> community forums. She also reviewed the Imagine Tallahassee draft schedule through December 2013. Finally, Ms. Rivers encouraged the Committee members to hold a 'Meeting in a Box' with their respective organizations to help Imagine Tallahassee continue to gather community input for the community visioning process. The Meeting in a Box material can be found at [www.imagnetallahassee.com](http://www.imagnetallahassee.com).

**Agenda Item #4: Continue Committee Project Discussion to Discuss the Recommended Project List and Length of the Sales Tax**

**A. Review of the Table on Additional Information on the Proposed Transportation Road Improvement Projects**

Mr. Wayne Tedder, Director of P.L.A.C.E., presented additional transportation project information for Projects 1, 2, 3, 4, 5, 10, 26, 28, 32, and 33 (Attachment #1). The information included total project cost, whether the project had investments from other entities, whether the project was recommended by the County or City, and whether the project was in any Capital Regional Transportation Planning Agency (CRTPA) plans. Staff also discussed new maps presented to the Committee that illustrate where proposed projects are located in the County, based on Priority Levels determined at the previous meetings.

Mr. Harry Reed, Director of CRTPA, further discussed possibilities for federal and state funding of the listed transportation projects and how CRTPA identified projects for its Significant Benefits List and Cost Feasibility Plan.

**B. General Project Discussion by Committee Members**

The Committee briefly discussed several projects in terms of how to prioritize them for Tier 1 or Tier 2 status as part of their discussion on defining targets for Tier 1 and Tier 2 (below).

**C. Define Targets for Tier 1 and Tier 2**

The Committee discussed different ideas on how to proceed. Common concerns among the Committee members were: 1.) the selected projects should provide geographic equity; 2.) the Committee should consider public appeal of the proposed Sales Tax projects; 3.) the Committee should consider the project Action Statements developed the February 1<sup>st</sup> Retreat.

**D. Begin Tier 1 and Tier 2 Project Deliberation**

Ms. Rivers began the Tier 1 and Tier 2 project deliberations by moving that the Committee review the current Priority Level 1 projects. If no Committee member objected then the project would be assumed to have unanimous support from the Committee and be placed in the Tier 1 project category. If there was an objection the Committee would discuss the project further in a follow up discussion. Ms. Christic Henry seconded the motion. The Committee accepted the motion without objection and began the first round of selecting projects for Tier 1. The results of this discussion can be found attached (Attachment #2).

After the first round of deliberations that moved twelve projects to Tier 1 status, the Committee discussed projects more in-depth. The results of this second round of deliberations can be found attached (Attachment #3).

**Agenda Item #5: Next Steps**

The Committee will recess for the summer and not meet again until October 10, 2013. Below is a draft schedule for the upcoming Committee meetings:

- October 10, 2013 at 4:00 p.m.: Update on Imagine Tallahassee and review progress of the project description write ups.
- December 12, 2013 at 12:00 p.m.: Review Imagine Tallahassee recommendations and discuss percentage allocations.
- January 16, 2014 at 12:00 p.m.: Continue discussion on Imagine Tallahassee and percentage allocations.
- January 30, 2014
  - 4:00 Meeting Presentation and Review of Draft Report.
  - 5:30 p.m. Open House.

**Meeting adjourned at 5:39pm.**

**Attachments:**

1. Additional Transportation Project Information
2. Results of First Round of Project Prioritization
3. Results of Second Round of Project Prioritization

## Additional Information on the Sales Tax Proposed Transportation Road Improvement Projects

A brief definition for each of the criteria is listed below.

Project Number	Project Name	Priority Level	Geographic Location	Total Project Cost	Current Investment (Expended and Allocated Funds)	Project Recommended by the County/City Commissions	Significant Benefits List	CRTPA's Transportation Improvement Program FY 2014-2018	CRTPA's Cost Feasibility Plan
1	Capital Circle Southwest	1	Quadrant 3	\$ 114,421,000	\$2.83 million: PD&E Study \$4.8 million: Design (FDOT)	X		\$2.89 million: FDOT Resurfacing (Orange Avenue to Springhill Road)	X
2	Gateway: Westside Student Corridor Enhancements: Widening of Pensacola Street	1	Quadrant 4	\$ 29,700,000		X			
5	Lake Bradford Gateway	1	Quadrant 3,4	\$ 37,271,738		X			
10	Northwest Connector Corridor: Widening of Tharpe Street	1	Quadrant 4	\$ 53,600,000	\$1.4 million: PD&E Study \$1.56 million: 60% Design	X	X		X
26	Northeast Connector Corridor: Widening of Bannerman Road	1	Quadrant 1	\$ 36,300,000	\$1.1 million: PD&E Study	X	X		
27	Orange Avenue: Widening from Adams Street to Springhill Road	1	Quadrant 3	\$ 39,100,000				\$5.73 million: Bridge Replacement \$1.87 million: Resurfacing	
28*	Northeast Gateway: Welaunee Critical Plan Regional Infrastructure (includes the Shamrock Ext)	1	Quadrant 1	\$ 78,000,000					X
3	Springhill Road Gateway: Beautification and Minor Transportation Improvements	2	Quadrant 2	\$ 21,426,400		X			
3/5**	Airport Gateway: Springhill Road and Bradford Road		Quadrant 2,3,4	\$ 58,698,138		X			
4	Southside Gateway Enrichment: Widening of Woodville Highway	2	Quadrant 2	\$ 29,700,000	\$1.2 million: PD&E Study	X	X	\$1.97 million: Design	X
32	Tram Road	3	Quadrant 2,3	\$ 41,900,000		X			
33	Extension of Jackson Bluff Road	3	Quadrant 3,4	\$ 26,000,000		X			
<b>Total Cost</b>				<b>\$ 507,419,138</b>	<b>\$ 11,790,000</b>			<b>\$ 12,460,000</b>	

\* Project #28: The Committee has not determined a cost for the Northeast Gateway project. During the May 9th meeting, a tiered cost approach was presented to the Committee for consideration but no formal action was taken regarding the project. The cost listed in the table above reflects the total cost to implement the entire project as presented during the May 9th meeting.

\*\* Project #3/5: During the May 9th meeting, the Committee was presented a revised Airport Gateway project that combined Projects #3 and #5. This project is not a capacity improvement project but it is intended to serve as the gateway into urban Tallahassee from the Airport. Through the acquisition of right of way this project will allow for future roadway enhancements. The Committee has not yet taken any action on this proposed project or placed it into a priority. The cost for this project has not been included in the total cost of the projects at the bottom of the table due to the fact that Projects 3 and 5 are included in the cost.

**Criteria Definitions:**

Priority Levels: assigned to all proposed projects by the Committee members at the April 26th and May 9th meetings.

Geographic Location: each project has been assigned to one of four quadrants in the County in order to assist the committee with developing a geographically diverse project list.

Total Project Cost: This is the total cost of the project developed by staff and presented to the Committee at the April 26th meeting.

Current Investment: identifies the funding that has currently been expended or allocated expenditures on the projects.

Project Recommended by the County/City Commissions: identifies if the project was recommended to the Committee by the County/City Commissions - including the Blueprint Intergovernmental Agency

Significant Benefit List: a formal executed agreement between Leon County, the City of Tallahassee, and the Florida Department of Transportation for the expenditure of proportionate share funds. Essentially, proportionate fair-share funds from development would be "pipelined" to a few major projects that provide "significant benefit" to the transportation network by geographic location.

CRTPA's Transportation Improvement Program (TIP): provides a five-year listing of state and federally funded transportation projects within the capital region (Gadsden, Jefferson, Leon and Wakulla counties). Additionally, the TIP includes locally funded transportation projects that are included in the region's local government capital budgets.

CRTPA's Cost Feasible Plan: Federal and Florida statutes and rules require plans to cover at least a twenty-year time horizon. Plans must also be cost-feasible, which is defined as containing only projects that can be funded with reasonably expected revenue sources over the life of the document, identifies projects that follow federal guidelines and are eligible for federal, state, and local funding.

Project #	Project Name	Objection/Action
1	Capital Circle Southwest	No Objection, Moves to Tier 1 Status
2	Gateway: Westside Student Corridor Enhancements and Flood Relief (Widening of Pensacola Street)	Objection by Mr. Bill Berlow
3&5	Lake Bradford Gateway	Objection by Mr. Will Messer
6	North Monroe Gateway	No Objection, Moves to Tier 1 Status
7	Build Bike Route System	No Objection, Moves to Tier 1 Status
8	Complete Sidewalk Network	No Objection, Moves to Tier 1 Status
10	Northwest Connector Corridor: Widening of Tharpe St	No Objection, Moves to Tier 1 Status
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	Objection by Mr. Todd Sperry
14	Market District Activity Center Connectivity	Objection by Mr. Will Messer
15	Midtown Placemaking	No Objection, Moves to Tier 1 Status
17	College Avenue Placemaking	Objection by Mr. Todd Sperry
19	Florida A&M Entry Points	Objection by Mr. Todd Sperry
22	Monroe-Adams Corridor Placemaking	No Objection, Moves to Tier 1 Status
23	Orange/Meridian Placemaking	No Objection, Moves to Tier 1 Status
26	Northeast Connector Corridor: Widening of Bannerman Road	No Objection, Moves to Tier 1 Status
27	Orange Avenue Widening from Adams Street to Springhill Road	Objection by Ms. Henree Martin
28	Welaunee Critical Area Plan Regional Infrastructure within the Canopy Project - Welaunee Boulevard and the Dove Pond Regional Stormwater Facility	Objection by Mr. Bill Peebles
29	StarMetro	No Objection, Moves to Tier 1 Status
30	Weems Road Flood Control	Objection by Mr. Bill Peebles
36	Killearn Estates Freshwater Restoration Project	Objection by Mr. Bill Peebles
37	Lake Lafayette Basin Improvements and Floodplain Protection and Eastgate Neighborhood Park/Greenspace	Objection by Mr. Todd Sperry
38	Downtown Stormwater Improvements	Objection by Mr. Bill Peebles
39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	Objection by Mr. Bill Peebles
46A	Operating Costs for Parks Built with Blueprint 2000 Funds: <u>County Portion</u>	Objection by Ms. Glenda Thornton
46B	Operating Costs for Parks Built with Blueprint 2000 Funds: <u>City Portion</u>	Objection by Ms. Glenda Thornton
	Water Quality Program: Projects 40-45	Objection by Mr. Will Messer
48	Northeast Park	No Objection, Moves to Tier 1 Status
47	Desoto Winter Encampment	No Objection, Moves to Tier 1 Status
4	Southside Gateway Enrichment: Widening of Woodville Highway	Objection by Mr. Todd Sperry

Project Number	Project Name	Final Status	Motion	Motioned	Seconded	Vote	Members Not Present	Notes
1	Capital Circle Southwest	Tier 1	Reduce the project funding from \$114.4 million to \$85.5 million.	Ms. Rivers	Mr. Messer	Motion passes 16-0	Mr. Taylor and Ms. Hartsfield.	
	Water Quality Program: Projects 40-45	Tier 1	Add projects 30 and 36-39 to the Water Quality Program to be funded at \$75 million.	Ms. Martin	Mr. Peebles	-	-	Amendment Proposed.
			Amendment: Add projects 30 and 36-39 to the Water Quality Program funded at \$75 million. Add \$10 million specifically to fund project 36 (Killearn Lakes Restoration) and \$2 million to specifically fund project 37 (Lake Lafayette Basin Improvements). Move the Program to Tier 1.	Mr. Messer	Mr. Berlow	Motion fails 6-10 with Ms. Henry, Mr. Hinson, Ms. Thornton, Ms. Martin, Mr. Murray, Mr. O'Steen, Mr. Peebles, Ms. Rivers, Mr. Sperry, and Mr. Tucker in opposition.	Mr. Taylor and Ms. Hartsfield.	Amendment failed. Committee considered original motion.
			<u>Final Motion</u> : Add projects 30 and 36-39 to the Water Quality Program to be funded at \$75 million.	-	-	Motion passes 11-5 with Ms. Henry, Ms. Thornton, Mr. Messer, Mr. Sperry, and Mr. Tucker in opposition.	Mr. Taylor and Ms. Hartsfield.	
	Water Quality Program: Projects 30 & 36-45		Increase Program funding from \$75 million to \$85 million and note that consideration for funding be giving to the following projects 30 and 36-45.	Mr. Newman	Mr. Sperry	Motion passes 13-3 with Ms. Henry, Mr. Peebles, and Mr. Tucker in opposition.	Mr. Taylor and Ms. Hartsfield.	
2	Gateway: Westside Student Corridor Enhancements and Flood Relief (Widening of Pensacola Street)	Tier 1	Move project to Tier 1.	Mr. Hinson	Mr. Messer	Motion passes 12-4 with Mr. Newman, Mr. Peebles and Mr. Richardson, and Mr. Williams in opposition.	Mr. Taylor and Ms. Hartsfield.	
4	Southside Gateway Enrichment: Widening of Woodville Highway	Tier 1	Move project to Tier 1.	Mr. Williams	Ms. Henry	Motion passes 14-2 with Mr. Messer and Mr. Peebles in opposition.	Mr. Taylor and Ms. Hartsfield.	

Second Project Votes  
June 13, 2013

Project Number	Project Name	Final Status	Motion	Motioned	Seconded	Vote	Members Not Present	Notes
3&5	Airport Gateway: Springhill Road and Lake Bradford	Tier 1	Move both projects to Tier 1.	Mr. Peebles	Mr. Richardson	-	-	Amendment Proposed. See next line for Amendment.
			Amendment: Do not move project 3 (Springhill Rd).	Mr. Messer	-	-	-	Amendment dies with no Second.
			<u>Final Motion</u> : Move both projects to Tier 1.	-	-	Motion passes 14-2 with Mr. Messer and Mr. Sperry in opposition.	Mr. Taylor and Ms. Hartsfield.	
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	Priority Level 3 (Not Recommended for Funding)	Move project to Tier 1.	Ms. Henry	Mr. Sperry	-	-	Amendment Proposed.
			Amendment: Move Project 13 to Water Quality Program list.	Mr. Messer	Mr. Berlow	-	-	Amendment to the Amendment Proposed.
			Amendment to the Amendment: Increase Water Quality Program funding by \$10 Million.	Mr. Sperry	-	-	-	Mr. Messer accepts the amendment. Later, Mr. Messer withdraws his amended amendment - no vote taken.
			<u>Final Motion</u> : Move project to Tier 1.	-	-	Motion fails 4-12 with Mr. Berlow, Mr. Evans, Ms. Thornton, Ms. Martin, Mr. Messer, Mr. Murray, Mr. Newman, Mr. O'Steen, Mr. Richardson, Ms. Rivers, Mr. Sperry, and Mr. Williams in opposition.	Mr. Taylor and Ms. Hartsfield.	

Second Project Votes  
June 13, 2013

Project Number	Project Name	Final Status	Motion	Motioned	Seconded	Vote	Members Not Present	Notes
8	Complete Sidewalk Network	Tier 1	Decrease project funding from \$50 million to \$40 million.	Mr. O'Steen	Mr. Newman	-	-	Mr. O'Steen withdrew his motion - no vote taken.
14	Market District Activity Center Connectivity	Tier 1	Move project to Tier 3.	Ms. Messer	Ms. Thornton	Motion fails 5-11 with Mr. Berlow, Mr. Evans, Ms. Henry, Mr. Hinson, Ms. Martin, Mr. Murray, Mr. O'Steen, Mr. Richardson, Ms. Rivers, Mr. Sperry, and Mr. Williams in opposition.	Mr. Taylor and Ms. Hartsfield.	
			Move project to Tier 2.	Mr. Messer	Mr. Williams	-	-	Amendment Proposed. See Next Line
			Amendment: Move Project 14 and all other Gateway Projects (Projects 2, 3, 4, 5, 6, and 28) into a 'bucket' and allow the City/County Commissions to determine project funding priority.	Mr. Messer	-	-	-	Amendment dies with no Second - no vote taken - back to original motion.
			Move project to Tier 2.	-	-	Motion fails 7-9 with Mr. Berlow, Ms. Henry, Mr. Hinson, Ms. Martin, Mr. Murray, Mr. O'Steen, Mr. Richardson, Ms. Rivers, and Mr. Sperry in opposition.	Mr. Taylor and Ms. Hartsfield.	
			Move project to Tier 1.	Mr. Murray	Mr. Sperry	Motion passes 12-4 with Ms. Thornton, Mr. Messer, Mr. Tucker, and Mr. Williams in opposition.	Mr. Taylor and Ms. Hartsfield.	

Second Project Votes  
June 13, 2013

Project Number	Project Name	Final Status	Motion	Motioned	Seconded	Vote	Members Not Present	Notes
17	College Avenue Placemaking	Tier 1	Move project to Tier 1.	Mr. Berlow	Mr. O'Steen	Motion passes 15-1 with Mr. Hinson in opposition.	Mr. Taylor and Ms. Hartsfield.	
19	Florida A&M Entry Points	Tier 1	Move project to Tier 1.	Ms. Martin	Mr. Richardson	Motion passes 16-0.	Mr. Taylor and Ms. Hartsfield.	
27	Orange Avenue Widening from Adams Street to Springhill Road	Tier 1	Move project to Tier 1.	Mr. Peebles	Mr. Richardson	Motion passes 15-1 with Mr. Williams in opposition.	Mr. Taylor and Ms. Hartsfield.	
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure within the Canopy Project	Tier 1: Phase 1 Tier 2: Phase 2&3	Move Phase 1 of the project to Tier 1	Mr. Murray	Mr. Sperry	-	-	Amendment Proposed.
			Amendment: Make funding contingent upon FDOT commitment to build interchange w/in 5 years and ROW donation by project site landowners.	Ms. Rivers	-	-	-	Amendment is accepted by Mr. Murray
			<u>Final Motion:</u> Move Phase 1 of Project 28(\$47.8 Million for road plan and Greenway) to Tier 1, with the funding condition that FDOT must commit within 5 years of the new Sales Tax taking effect to building the proposed Welaunee I-10 interchange and that the project site landowners donate all right-of-way.	-	-	Motion passes 15-1 with Mr. Peebles in opposition.	Mr. Taylor and Ms. Hartsfield.	
			Move Phase 2 and 3 to Tier 2.	Mr. Murray	Ms. Rivers	Motion passes with 12-2 Mr. Messer and Mr. Peebles in opposition.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	

Second Project Votes  
June 13, 2013

Project Number	Project Name	Final Status	Motion	Motioned	Seconded	Vote	Members Not Present	Notes
46A and 46B	Operating Costs for Parks Built with Blueprint 2000 Funds: <u>County and City Portions, respectively</u>	Tier 1	Move projects to Tier 2.	Mr. O'Steen	-	-	-	Motion dies with no Second.
			Move projects to Tier 1.	Mr. Williams	Mr. Berlow	-	-	Amendment Proposed.
			Amendment: strike where the project description says parks build with Blueprint 2000 funds and instead allow funds from this project to be used for operation/maintenance of parks from this sales tax.	Ms. Rivers	-	-	-	Amendment dies with no Second - no vote taken - back to original motion.
			Amendment: allow project funds to be used for past Blueprint 2000 parks and any new park facilities built with money from the future Sales Tax.	Mr. Williams	Ms. Rivers	-	-	Amendment is accepted by Mr. Mr. Williams
			<u>Final Motion</u> : Move Projects 46 A&B to Tier 1 status and allow the project funds to be utilized for maintenance of parks created with the previous and the upcoming Sales Tax.	-	-	Motion passes 8-6 with Ms. Thornton, Mr. Messer, Mr. Newman, Mr. O'Steen, Mr. Peebles, and Mr. Sperry in opposition.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	
9, 21, &24	Implement Greenways Master Plan, Florida Center of Performing Arts and Education, Beautification and Improvements to the Fairgrounds		Move projects to Tier 3.	Mr. Newman	Mr. Peebles	-	-	Amendment Proposed.
			Consider the projects separately.	Mr. Richardson	Ms. Rivers	Motion passes.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	The motion passed via a voice vote.

Second Project Votes  
June 13, 2013

Project Number	Project Name	Final Status	Motion	Motioned	Seconded	Vote	Members Not Present	Notes
9	Implement Greenways Master Plan	Tier 2	Move project to Priority Level 3.	Mr. Newman	Mr. O'Steen	-	-	Motion withdrawn.
			Move project to Tier 2.	Mr. Newman	Mr. Peebles	Motion passes 16-0.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	
21	Florida Center of Performing Arts and Education	Priority Level 3 (Not Recommended for Funding)	Move project to Tier 2	Mr. Richardson	Ms. Thornton	Motion fails 2-12 with Mr. Berlow, Mr. Evans, Ms. Henry, Ms. Martin, Mr. Messer, Mr. Murray, Mr. Newman, Mr. O'Steen, Mr. Peebles, Ms. Rivers, Mr. Sperry, and Mr. Williams in opposition.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	
			Move project to Tier 3	Mr. Newman	Ms. Henry	Motion passes 12-2 with Ms. Thornton and Mr. Richardson in opposition.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	
24	Beautification and Improvements to the Fairgrounds	Tier 1	Move project to Tier 1.	Ms. Martin	Mr. Richardson	Motion passes 9-5 with Mr. Berlow, Ms. Thornton, Mr. Messer, Mr. Newman, and Mr. Williams in opposition.	Ms. Hartsfield, Mr. Hinson, Mr. Taylor, and Mr. Tucker	

# Sales Tax Committee Meeting

## Summary Minutes

### September 26, 2013

*Absent members: None*

**Meeting began at 4:05 p.m.**

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

Mr. David S. Ferguson and Mr. Brad Trotman addressed the Committee in support of completing the sidewalk along Shamrock Way in the Killearn Lakes neighborhood.

Ms. Peggy Meserve, Ms. Michelle Naiman, and Mr. Forrest Watson addressed the Committee in support of a greenspace for the Eastgate neighborhood.

Ms. Betsy Henderson addressed the Committee in support of projects in the Southside.

Ms. Christic Henry moved to remove Project #36 (Killearn Freshwater Restoration) and Project #37 (Lake Lafayette Basin Improvements and Floodplain Protection and Eastgate Neighborhood Park/Greenspace) out of the 'water quality bucket' (Project #49). Mr. Will Messer seconded the motion. After some discussion, the motion failed.

Mr. Dan Newman moved to include the Shamrock Sidewalk to its lists of the sidewalk projects and requested staff to provide a cost estimate of the updated project to the Committee. The motion was seconded by Mr. Bill Peebles. The motion passed without opposition. The Committee additionally requested that Safe Routes to School sidewalk eligible projects be denoted with an asterisk.

#### **Agenda Item #2: Approval of Summary Minutes for June 13, 2013 Meeting of the Leon County Sales Tax Committee**

Mr. Curtis Richardson made a motion to approve the June 13, 2013 summary minutes. The motion was seconded by Mr. Lamar Taylor. The motion passed without opposition.

#### **Agenda Item #3: Update on Progress of Imagine Tallahassee**

Mr. Dale Brill, consultant with Thinkspot, presented an update on Imagine Tallahassee to the Committee. The public provided feedback on Imagine Tallahassee's Strategic Directions during the Open Houses held August 27<sup>th</sup> and 28<sup>th</sup>. Imagine Tallahassee Steering Committee's next step is to evaluate economic development projects. The public will be able to provide feedback on these projects November 4<sup>th</sup> and 5<sup>th</sup>. The Committee will receive a more thorough briefing on Imagine Tallahassee at its December 5<sup>th</sup> meeting, in preparation for Imagine Tallahassee's final recommendations presentation on December 12<sup>th</sup>.

#### **Agenda Item #4: Approval of Updated Greenway Project Descriptions and Costs**

Ms. Cherie Bryant, Interim Planning Manager, presented an update on the now complete Greenway Master Plan and provided updates on Sales Tax projects with greenways elements.

Mr. Dan Newman motioned to accept the project modifications as presented. Ms. Christic Henry seconded the motion. The motion passed without opposition.

Mr. Curtis Richardson motioned to move Project 37: Lake Lafayette Basin Improvements and Floodplain Protection and Eastgate Neighborhood Park/Greenspace out of the 'Water Quality Bucket' (Tier 1 Status) and into the 'Greenway Bucket' (Project 9: Implement Greenways Master Plan, Tier 2). Ms. Christic Henry seconded the motion. The motion passed without opposition. The motion was made and approved by the Committee after staff confirmed that the project no longer includes a water quality component.

**Agenda Item #5: Presentation on Welaunee I-10 Interchange**

Mr. Richard Barr and Ryan Weatherall of Kimley Horn and Associates presented to the Committee on a study of the potential Welaunee I-10 interchange. The study indicates that the Welaunee I-10 interchange would significantly reduce traffic on the surrounding I-10 Interchanges and the roads that support those interchanges. At the time of the presentation, the study was not yet finalized.

The Committee also discussed their concerns about committing such a large portion of the Sales Tax revenues without the guarantee that an interchange would be built.

**Agenda Item #6: Continue Committee Project Discussion to Discuss the Recommended Projects List**

Mr. Lamar Taylor discussed his concern about funding for projects in the 'Greenway, Sidewalks, and Water Quality Buckets', noting that inflation and higher project costs in the future might mean that fewer projects than anticipated are actually implemented. Mr. Alan Rosenzweig, Deputy County Administrator noted that the Committee could clarify that funding for 'Bucket' projects is a minimum and could recommend to the Intergovernmental Agency that as the Sales Tax revenue stream grows, the 'Bucket' funding accordingly grows. Mr. Lamar Taylor motioned that the money allocated for a 'Bucket' project be noted as a minimum level of funding. Ms. Christic Henry seconded the motion. The motion passed without opposition.

The Committee discussed that the quadrants on the summary maps are arbitrary and that they need another way to compare projects. Staff will provide the Committee a matrix of projects with costs by the themes established at the Committee's retreat.

Mr. Peebles requested an update on Project 27: Orange Avenue Widening from Adams St. to Springhill Rd, to reflect Florida Department of Transportation's plans to repave the road and replace the bridge.

**Agenda Item #7: Next Steps**

The Committee re-scheduled its October 24, 2013 meeting until December 5, 2013. Below is a draft schedule for the upcoming Committee meetings:

- December 5, 2013 at 9:30 a.m.: Update on Imagine Tallahassee and review progress of the project description write ups.
- December 12, 2013 at 12:00 p.m.: Review Imagine Tallahassee recommendations and discuss percentage allocations.
- January 16, 2014 at 12:00 p.m.: Continue discussion on Imagine Tallahassee and percentage allocations.
- January 30, 2014: 4:00 p.m. Meeting Presentation and Review of Draft Report.

**Meeting adjourned at 7:10 p.m.**

# Sales Tax Committee Meeting Summary Minutes December 5, 2013

*Absent members:* Glenda Thorton and Will Messer

**Meeting began at 9:30 a.m.**

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

None.

**Agenda Item #2: Approval of Summary Minutes for September 26, 2013 Meeting of the Leon County Sales Tax Committee**

Mr. Steve Evans informed the Committee that additional edits were being made to the minutes and would be provided to the Committee for its December 12, 2013 meeting.

**Agenda Item #3: Update on Progress of Imagine Tallahassee**

Kim Rivers introduced Presidents Jim Murdaugh, Eric Barron, and Larry Robinson who each provided brief remarks on the Imagine Tallahassee. [The Presidents urged the Sales Tax Committee to support the Imagine Tallahassee proposals.](#)

Dale Brill provided an outline of the Imagine Tallahassee presentation and gave an overview of the process undertaken by Imagine Tallahassee over the past eight months.

Subsequently presentations were provided on individual Imagine Tallahassee projects in the following order which reflects the presenters, the funding requests, and the Committee's request for additional information that will be provided for its December 12<sup>th</sup> meeting:

*Entrepreneurial Development Fund*

Presenter: Larry Lynch

Request: \$15 million over 20 years

Committee Request for Additional Information: The Committee requested for additional information on the governing structure and decision-making process of the Economic Development Coordinating Council (EDCC).

*Minority and Women Business Investment Fund (Micro-lending program)*

Presenter: Sean Pittman

Request: \$7.5 million over 10 years

Committee Request for Additional Information: The Committee requested for additional information on the proposed program's capability to leverage funds to allow eligible businesses to secure traditional lending. Additionally, there was considerable discussion on expanding the eligibility for the proposed micro-lending program.

*Madison Mile Convention District*

Presenter: Eric Barron

Request: \$20 million one-time funding

Committee Request for Additional Information: The Committee did not request additional information.

*Technology and Innovation Incubators*

Presenter: Kim Williams

Request: \$10 million over 20 years

Committee Request for Additional Information: The Committee requested for additional information on how the proposal would complement incubator and business support programs in Leon County (i.e. Domi Ventures, JMI, etc.). Additionally, the Committee asked for the number of incubators in Leon County and overall description of who owns them, how they work, and how long they have been in existence.

*South Monroe/Adams Corridor Catalyst*

Presenter: Curtis Richardson

Request: \$1,450,000 one-time funding for Existing Action Plan Project

\$2 million one-time funding for FAMU Urban Agriculture Project

\$150,000 a year for 20 years for FAMU SBDC (\$3 million total)

Committee Request for Additional Information: The Committee requested additional information on how the proposal complements the Sales Tax Committee's Monroe-Adam Corridor Placemaking Infrastructure Project. The Committee asked for a map that illustrates the proposal's infrastructure improvement elements and the Monroe-Adam Corridor Placemaking Infrastructure Project overlaid with the CRA boundaries. Additionally, the Committee requested for information on how many businesses may be attracted into the Corridor through the proposal.

*Regional Airport Growth and Development*

Presenter: Cassandra Jackson

Request: \$15 million over 10 years

Committee Request for Additional Information: The Committee requested additional information on the proposal to convert the Regional Airport into an International Airport. Additionally, the Committee requested that the presenter meet with the EDC to provide clarification on opportunities for which the community could not compete for due to the lack of funding and current state of the airport.

*Retention, Expansion, and Attractions*

Presenter: Kyle Touchstone

Request: \$10 million in programs over 20 years

\$5 million in marketing over 20 years

Committee Request for Additional Information: The Committee requested additional information and breakdown of the estimated cost for marketing in the proposal.

*Economic Opportunity Rapid Response*

Presenter: Henree Martin

Request: \$7.5 million over 20 years

Committee Request for Additional Information: The Committee requested the presenter further define the parameter of what would trigger the Rapid Response Fund and how to ensure that the Rapid Response Fund complies with Sunshine Laws.

*Quantum Leap Fund and Signature Festival*

Presenters: Kelly Dozier and Chucha Barber

Request: \$5 million over 20 years

Committee Request for Additional Information: The Committee requested a chart of the current funding sources for culture arts in Leon County.

*Raising the Ship Talent Development*

Presenter: Scott Balog

Request: \$5.125 million

Committee Request for Additional Information: The Committee did not request additional information.

Total Imagine Tallahassee Request: \$103.725 million

Additional Committee Request of Imagine Tallahassee:

- The Committee requested Imagine Tallahassee consider combine a number of the proposals that may overlap in certain areas, specifically: Entrepreneurial Development Fund; Minority and Women Business Investment; Technology and Innovation Incubators; Business Retention, Expansion, and Attraction; and Raising The Ship Talent Development.
- The Committee requested that Imagine Tallahassee address potential cash flows issues that may arise due to some proposals that are 10 years versus 20 years.
- The Committee requested that Imagine Tallahassee review the potential connection of the micro-lending proposal and FAMU SBDC proposal.

The Committee agreed that it will receive the updates on the additional information requested for the Imagine Tallahassee proposals. ~~Additionally, new books will be provided to the Committee at that time.~~ New inserts will be added to the existing notebooks with the additional information that the Committee requested at this meeting.

The Committee agreed to change the time of its January 16 meeting from 12 p.m. to 9 a.m.

**Meeting adjourned at 2:20 p.m.**

# Sales Tax Committee Meeting

## Summary Minutes

### December 12, 2013

*Absent members:* Mr. William Pebbles and Mr. Terence Hinson.

**Meeting began at 12:06.**

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

Mr. Curtis Baynes addressed the Committee on clarifying to the public that the funding for the water quality and stormwater ‘bucket’ of projects potentially includes funding sewer projects. Mr. Baynes also spoke on his concerns of how citizens would perceive the various economic development funds being proposed by Imagine Tallahassee.

#### **Agenda Item #2: Approval of Summary Minutes for September 26, 2013 and December 5, 2013 Meetings of the Leon County Sales Tax Committee**

Mr. Curtis Richardson moved to approve the Summary Minutes for the September 26, 2013 and December 5, 2013 meetings of the Leon County Sales Tax Committee. Ms. Henree Martin seconded the motion. The motion passed without opposition.

#### **Agenda Item #3: Imagine Tallahassee Final Recommendations on the Economic Development portion of the Sales Tax**

Ms. Kim Rivers thanked the Imagine Tallahassee Steering Committee members and the public for their support and participation in its process. Mr. Dale Brill, consultant with Thinkspot, addressed the Committee’s the requests for additional information. Mr. Brill noted that some of the Imagine Tallahassee recommendations seem to duplicative because there is overlap in large target groups and target problems that the projects are meant to address.

Next, Mr. Brill reviewed the proposed three-tiered governance structure of the economic development portion of the sales tax. The Intergovernmental Agency (IA), which oversees Blueprint 2000, would ultimately have final say on economic development project utilizing sales tax revenues. The IA would be advised by the Economic Development Coordinating Council (EDCC), which would be comprised of representatives from various community agencies. Attachment #1 depicts a summary of the potential members of the EDCC, the EDCC’s roles and responsibilities as well as a visual of the three-tiered governance approach. Mr. Brill also reviewed the final recommendations with a cost breakdown (Attachment #2). Mr. Brill also handed out to the Committee a list of requests for additional information from the December 5, 2013 meeting (Attachment #3).

Imagine Tallahassee representatives addressed the Committee on the following projects:

- South Monroe/Adams Corridor Catalyst - Dr. Shawnta Friday-Stroud, Dean of the FAMU School of Business, spoke on how the FAMU Urban Agriculture aspect of the project could provide social and economic benefits for the surrounding area. Mr. Keith Bowers, Director of the FAMU Small Business Development Center (SBDC), spoke on the current services the SBDC provides, how the new FAMU SBDC satellite office would expand those services, and how the SBDC would support other projects proposed by Imagine Tallahassee. Mr. Curtis Richardson provided a map of the South Monroe/Adams Corridor Infrastructure Sales Tax project and clarified the difference between the Infrastructure project and the proposed Economic Development project (Attachment #4).

- Madison Mile Convention District – Dr. Eric Barron, President of Florida State University, discussed a 2010 study showing that there is enough demand to support a convention center. Dr. Barron noted that the project requested a one-time capital costs and annual operating expenses would be covered by a private hotel entity. Dr. Barron also discussed FSU's intentions to connect Cascade Park to FSU via the Madison Mile concept. FSU is in the process of creating a master plan that would further expound upon the interconnectivity of Cascades and Madison Mile. Additionally, an economic feasibility study concerning the convention center should be completed in the next several months. Dr. Barron also mentioned that a hotel entity could be named by Spring. Once the hotel is established, then the convention center would have some of the logistical support it needs to function and a construction timeline could be developed. Finally, Dr. Barron noted that FSU intends to bond the project and would be amenable to either getting a portion of its requested funding over time rather than a lump sum.
- Entrepreneurial Development Fund – Mr. Larry Lynch, Director of the Entrepreneurial Excellence Program, walked the Committee through the Tallahassee Entrepreneurial Life Cycle, which illustrates the different resources available for entrepreneurs at different stages (Attachment #5). Mr. Lynch also discussed the Entrepreneurial Excellence Program, its demographic breakdown, and potential education resources to be provided out of the proposed Fund (Attachment #6). Finally, Mr. Lynch discussed how the fund could be used to market Tallahassee's entrepreneurial resources and recruit new entrepreneurial resources (Attachment #7).
- Minority and Women Business Investment Fund – Mr. Sean Pittman, Chairman of the Big Bend Minority Chamber of Commerce, clarified that the fund would be used for provide structured loans with oversight requirements that would help the borrower with training and financial management. Mr. Pittman also noted that the loans would be made through banks and not the convening organization. Mr. Pittman explained that it was not feasible to determine the interest rate so far down the road, but that dollars from the interest rate would be reinvested into the program to keep the fund 'evergreen'. Mr. Pittman noted the special needs of the minority and women business target group and how the convening group had established social capital and trust with those target groups.
- Technology and Innovation Incubators – Mr. Kim Williams noted that the proposed incubator program would provide resources to all community members. Mr. Williams noted that current incubators focus on providing working space while the proposed incubator program would support current and future incubators with an inventory of resources and training. The funding might additionally be used to assist with feasibility studies to develop new incubators. Mr. Williams suggested that requirements to make a business stay in the community is not considered a business incubator best practice and discussed the incubator at the University of Central Florida as an example of how incubators operate. Finally, Mr. Williams noted that the funding could be used for space, furniture/equipment, staff, programing, and anything else that would promote commercialization and job creation.

- Tallahassee Regional Airport Growth and Development – Ms. Cassandra Jackson, Assistant City Manager, discussed the benefits of improving the airport to an international designation, principally the new opportunities from international freight and logistics (Attachment #8). Ms. Jackson also discussed the synergy between a convention center and an improved airport and how both could work together to grow Tallahassee’s economy (Attachment #8). Finally, Ms. Jackson discussed missed opportunities from not having parts of the airport property accessible and ready for development.
- Quantum Leaps and Signature Festivals – Ms. Kelly Dozier, Chair of the Cultural Plan Update Committee, discussed different sources of funding for the arts, other than the sales tax, and how this project would leverage those additional funding sources (Attachment #9). Ms. Dozier also discussed how this project could provide signature public art pieces for gateway projects like the South Monroe/Adams Corridor. Next, Ms. Dozier discussed how the project could support, grow, and market existing festivals to attract new visitors. Mr. Bill Berlow noted that this project has good opportunities for education components with the schools.
- Raising the Ship Talent Development – Dr. Jim Murdaugh, President of Tallahassee Community College, Mr. Scott Balog, TCC President’s Chief of Staff, Ms. Kim Moore, TCC Vice President for Workforce Development, and Mr. Jim McShane, Executive Director for Workforce Plus, collectively answered questions and demonstrated the collaboration inherent in this project. The group distinguished the project from services already being offered and noted that this project would breakdown the silos existing between various organizations providing workforce training (Attachment #10). The group reviewed the cost breakdown of the project’s elements and noted that the project allows the community to be proactive in workforce training instead of reactive.
- Business Retention, Expansion, and Attraction Fund – Ms. Sue Dick, President of the Greater Tallahassee Chamber of Commerce, noted how the fund could be used to brand and market existing assets and resources to better attract or retain businesses and help existing businesses expand (Attachment #11). Ms. Dick also discussed how the fund could be used to provide additional incentives, such as procuring hard assets. Next, Ms. Dick noted how this fund is different from existing funds and other funds being presented by Imagine Tallahassee. Finally, Ms. Dick discussed how the fund could be used to develop a crisis management plan to make the community economically resilient.
- Economic Opportunity Rapid Response Fund – Ms. Henree Martin differentiated this fund from the other funds previously discussed. Ms. Martin stated that this fund could quickly respond in a crisis to save jobs, compared to the other funds that have a long process and aren’t immediately available. Ms. Martin noted the governance structure previously discussed and that the IA would establish rules and guidelines and has final say on the sales tax funds. Ms. Martin also explained that the members of the EDCC overseeing the fund would be subject to sunshine. Mr. Dan Newman asked whether there are cities that have a similar fund and the Ms. Rivers noted that the State of Florida has a similar Quick-Action Closing Fund.

**Agenda Item #4: Next Steps: Discussion on the January 16, 2014 meeting: - Final Allocations and Infrastructure Project Recommendations**

Staff distributed a book of updated information on the infrastructure Sales Tax projects for the Committee to review prior to its meeting on January 16, 2014. During this meeting, the Committee will deliberate their final recommendations on the infrastructure projects and the economic development portion of the sales tax.

Mr. Lamar Taylor noted his desire to see a citizen committee in the governance structure with discretion and flexibility over the future Blueprint process. Chairman Steven Evans asked that Mr. Taylor provide his comments in writing to the Committee and staff prior to the next meeting on January 16, 2014.

In preparation for the January 16, 2014 meeting, Chairman Evans charged the Committee to remember that its objective is to make the tough recommendations that will benefit the community as a whole over the next twenty years. Chairman Evans cited the community's extraordinary needs and the Committee's opportunity to help provide a safe, healthy and dynamic community that people can grow, live, and prosper. He additionally urged the Committee to remember civility, respectful discussion and debate and in the end, that the Committee will vote as a team.

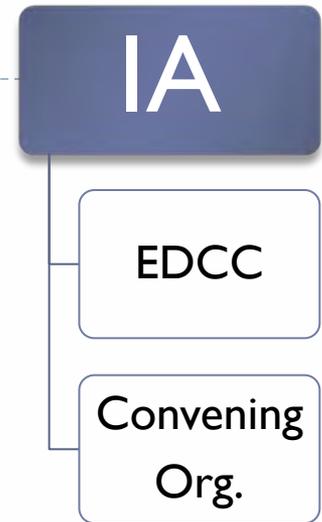
**Meeting adjourned at 2:19 p.m.**

**Attachments:**

1. Proposed Governance Structure with EDCC
2. Final Imagine Tallahassee Project Recommendations and Costs
3. Requests for additional information from the December 5, 2013 Sales Tax Committee meeting
4. Map of South Monroe/Adams Corridor Infrastructure Sales Tax project
5. Tallahassee Entrepreneurial Life Cycle
6. Entrepreneurial Excellence Program Demographics
7. Marketing Investment for Entrepreneurial Eco System
8. Airport Responses
9. Arts Alternative Funding Sources
10. Raising the Ship New Services
11. Business Retention/Expansion/Attraction Marketing

# Governance

- Three tiered approach
- Economic Development Coordinating Council (EDCC)
  - County Economic Development Director
  - City Economic Development Director
  - FSUVP of Research
  - FAMUVP of Research
  - TCCVP of Economic & Workforce Development
  - Executive Director of Leon County Research and Development Authority
  - CEO of Workforce Plus
  - Executive Director of the EDC
  - President of the Greater Tallahassee/Leon County Chamber of Commerce
  - President of the Capital City Chamber of Commerce
  - President of the Big Bend Minority Chamber of Commerce
- EDCC Roles & Responsibilities
  - A. Evaluate timing and forward recommendations
  - B. Build and leverage social capital
  - C. Evaluate performance and provide accountability



## ***FINAL RECOMMENDATIONS***

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### **A. Creating & Sustaining an Entrepreneurial Ecosystem**

Entrepreneurial Development	\$15 million
Minority & Women Business Investment	\$7.5 million
Technology & Innovation Incubators	\$10 million

### **B. Competing as an Economic Hub**

Regional Airport Growth & Development	\$15 million
Business Retention, Expansion & Attraction	\$15 million
Economic Opportunity Rapid Response	\$7.5 million

### **C. Growing Our Destination Product for Travel and Tourism**

Madison Mile Convention District	\$20 million
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### **D. Supporting a Creative Culture and Urban Lifestyle**

Quantum Leaps & Signature Festivals	\$5.0 million
South Monroe / Adams Corridor Catalyst	\$5.1 million

### **E. Investing in Human Capital**

Raising the Ship Talent Development	<u>\$5.125 million</u>
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**TOTAL:** **\$105.225 million** **13.9%**

### Entrepreneurial Development Fund

- Are there educational components tied to the program?
- What percentage of participants in the existing program minorities?
- What will be the governance structure?
- What will be the metrics?
  - How many jobs created?
  - What will be measurements of growth?

### Minority and Women Business Investment Fund

- What interest rate would be charged to keep the fund evergreen?
- What is the need for a separate entity to process these funds instead of the entrepreneurial program?
- What mechanics will be built in for participants who encounter difficulties after loans are made?
- Could the program be changed to one driven by geographical parameters? (i.e. available to businesses on the south side)

### Technology and Innovation Incubators

- Is this limited to universities or does it serve the whole community?
- How is this different from incubators in the community that already exist?
- How does this compare to university incubators?
- Could a maintenance requirement be added? Require that jobs or businesses stay here for a period of time?
- Detailed information on other incubators:
  - Who is in charge of them?
  - How are they used?
  - Who uses them?
  - What are their successes?
- Where will funding be used? Space, furniture, staff?

### Tallahassee Regional Airport Growth and Development

- Show a link between the Madison Mile project and this project
- Why pursue the international component?

### Business Retention, Expansion, and Attraction Fund

- How does this help small businesses?
- Does this help service industry businesses?
- What is the EDC's role for existing businesses? What has been examples of success?
- How is this different from the Entrepreneurial Development Fund?

### Economic Opportunity Rapid Response

- What is the difference between this program and the Retention, Expansion and Attraction Fund?

- What special circumstances would trigger the use of this fund?
- How does this comply with sunshine requirements?
- Would priorities or goals change each year? Could EDC have the flexibility to deal with that?

#### Madison Mile Convention District

- What are demand projections for the hotel?
- How would the annual operating expenses be handled?
- Emphasize the pedestrian connectivity that currently ends at the law school. How can it be connected to downtown?
- What is the specific timeline of the project?

#### Quantum Leaps and Signature Festivals

- What is relation to funding already being provided?
- What specifically will funding address? Measure shouldn't be number of grants given out, but what we get in return.

#### South Monroe/Adams Corridor Catalyst

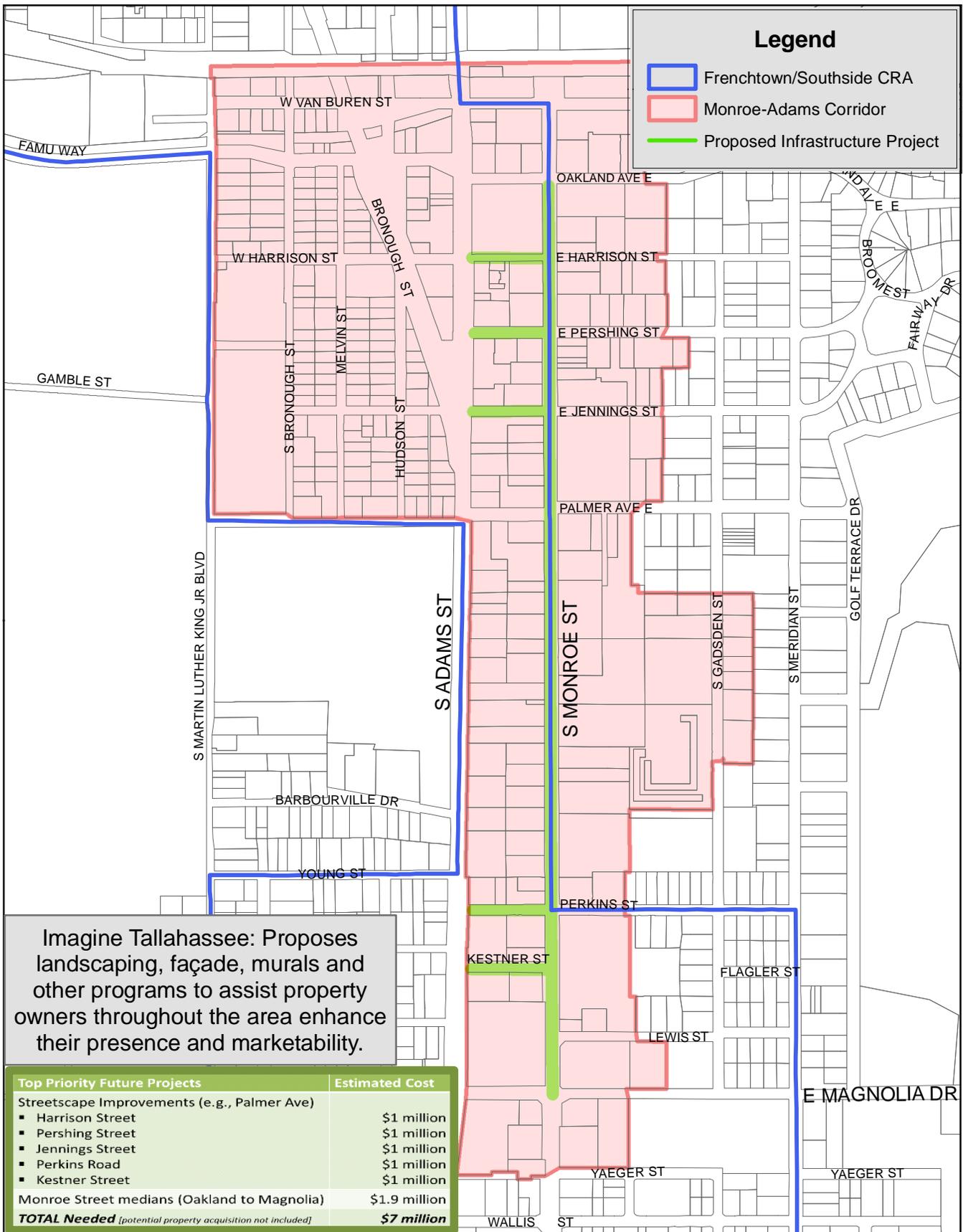
- Need a clearer understanding of what investments will be made and how they complement infrastructure investments already being examined.
- How will this expand what the SBDC already does? Will specific activities be targeted by them?
- Show on a map the Blueprint funded South Monroe project and the changes this proposed project would fund.

#### Raising the Ship Talent Development

- Show how this project is different from programs already being addressed and other similar programs proposed by Imagine Tallahassee.

#### Overarching Questions

- How should these projects be prioritized?
- What will be the oversight structure?
- Could any of the programs be combined?



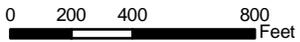
### Legend

- Frenchtown/Southside CRA
- Monroe-Adams Corridor
- Proposed Infrastructure Project

Imagine Tallahassee: Proposes landscaping, façade, murals and other programs to assist property owners throughout the area enhance their presence and marketability.

Top Priority Future Projects	Estimated Cost
Streetscape Improvements (e.g., Palmer Ave)	
▪ Harrison Street	\$1 million
▪ Pershing Street	\$1 million
▪ Jennings Street	\$1 million
▪ Perkins Road	\$1 million
▪ Kestner Street	\$1 million
Monroe Street medians (Oakland to Magnolia)	\$1.9 million
<b>TOTAL Needed</b> [potential property acquisition not included]	<b>\$7 million</b>

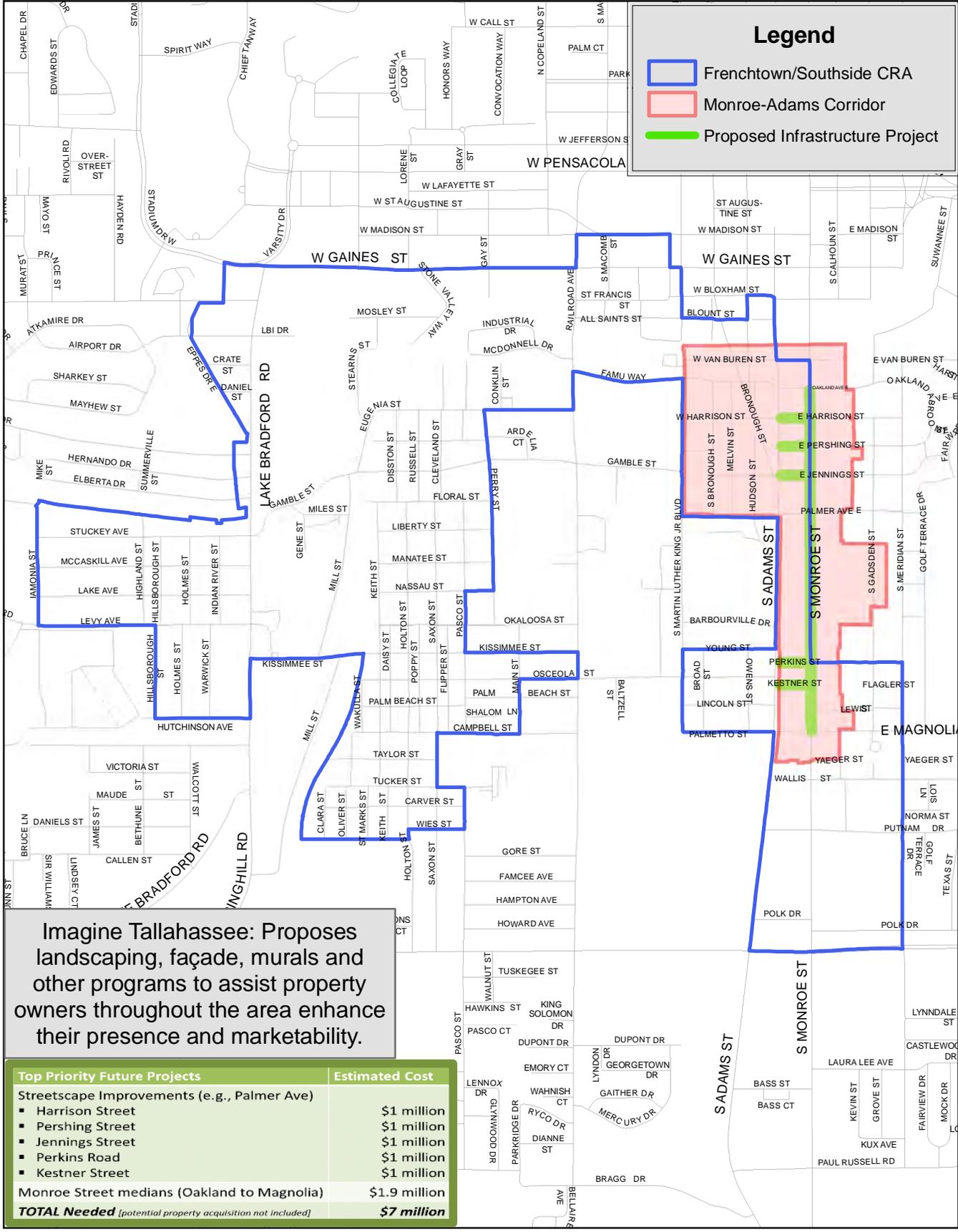
# Monroe-Adams



This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.  
Map Created: December 11, 2013

### Legend

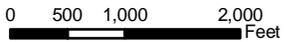
- Frenchtown/Southside CRA
- Monroe-Adams Corridor
- Proposed Infrastructure Project



Imagine Tallahassee: Proposes landscaping, façade, murals and other programs to assist property owners throughout the area enhance their presence and marketability.

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# Monroe-Adams



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Map Created: December 11, 2013

# The Tallahassee Entrepreneurial Life Cycle



## Stage 1. Opportunity Recognition

Recognize a business opportunity exists

## Stage 2. Opportunity Focusing

Figure out if the opportunity has merit/is real

## Stage 3. Commitment of Resources

Develop and execute the plans to make a business out of the opportunity

## Stage 4. Market Entry

Test the business idea/start for real

## Stage 5. Full Launch and Growth

Make the business work on an everyday basis

## Stage 6. Maturity and Expansion

You have had success, now expand and build on it

## Stage 7. Liquidity Event

Execute the exit strategy from Stage 3

Entrepreneurial Excellence Program

Small Business Development Center

Incubation Ecosystem

Help find the initial funding  
(GAP/Venture Capital/Federal)

The Jim Moran Institute

Talent Supply (TCC, WORKFORCE plus)

Economic Development Council

Buy the jet plane and mansion  
(AND become a mentor helping  
the great Tallahassee Success Story)

## Breakdown of Companies Attending EEP Classes 1-6

Number of Businesses Attending EEP Class	68	100%
Number of Businesses headed by White Males	28	41%
Number of Businesses headed by White Females	15	22%
Number of Businesses headed by Black Males	12	18%
Number of Businesses headed by Black Females	8	12%
Businesses headed by Asian/Hispanic Males	5	7%

# Marketing Investment for Entrepreneurial Eco System

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- Joint marketing with Universities and Leon County Research & Development Authority
- Attendance at high tech symposiums and conferences
  - aerospace, engineering, bio/medical
- Tallahassee hosted conferences to attract venture capital/investor interest in local startups
  - University & private sector
- Advertising in specific entrepreneurial focused media

*Funding Request - \$250,000 per year*

*\*Comparable university high-tech communities currently invest \$750,000 to \$2.15 M per year*



**December 12, 2013**

**Action Item: Show a link between the Madison Mile project and the Airport Growth and Development Project.**

- Enhanced airport facilities and infrastructure make the airport more attractive for convention center passengers and business leaders that may be researching the community, workforce talent and training support.
- Will increase total passenger enplanements and results in better aircraft "load factors" (percentage of revenue generating seats filled on the aircraft) and profitability for our commercial air carriers.
- Will result in additional airport revenues (i.e. airport concessions, passenger facility charge (currently \$4.50 per enplaned passenger) that can then be used to assist with lowering costs and providing local participation dollars to federal and state grant opportunities.
- Increased passenger activity results in more competition which then results in more competitive pricing (lower air fares) by existing air carriers.
- International airport status opens new economic development opportunities related to business, research and workforce development.



**December 12, 2013**

**Action Item: Why pursue the international component?**

The Tallahassee Regional Airport serves a diverse group of users in a 34 county area encompassing north Florida, southwest Georgia and southeast Alabama. The airport realizes approximately 65,000 annual aircraft operations. These operations represent users of nearly all sizes and types of aircraft to include light piston-driven aircraft, corporate/business jets, military aircraft and commercial air carriers.

By securing an international airport designation, the City of Tallahassee and the surrounding region will benefit from increased economic development opportunities and improved air service options, while also developing a more established aviation sector and skilled workforce. The ability to accommodate international aircraft services, a foreign trade zone, bonded international freight and air cargo logistics will enhance the growth potential of the airport and entire region. Additionally, the airport will be better postured for diversification and growth of its revenue streams which could result in lower rates and charges to air carriers and, in turn, potential increased air service and commercial development opportunities. Of additional note, the airport is located in a unique geographic position in that there are four aircraft manufacturers located within a 400 mile radius. Opportunities exist to serve these manufacturers with original equipment manufacturer parts and service support.

Airport staff has completed extensive research by working closely with US Customs & Border Protection, local law enforcement, air carriers, general aviation and other airport stakeholders to gauge support and develop a course of action necessary to achieve an international airport designation. Establishment of an international airport designation will entail the airport funding the cost of US Customs & Border Protection agents and their associated office space, information technology needs and passenger processing facilities.



COUNCIL ON CULTURE & ARTS  
FOR TALLAHASSEE/LEON COUNTY

Erica Thaler  
Marketing Director  
COCA - Council on Culture & Arts  
Office 850.224.2500  
[www.cocanet.org](http://www.cocanet.org)  
[www.morethanyouthought.com](http://www.morethanyouthought.com)

*For immediate release*

## **Council on Culture & Arts (COCA) Announces FY14 Grantees**

Tallahassee, FL – November 15, 2013

Twenty-two local cultural organizations have been awarded grant funding which will be used to support a wide variety of programs, events, and public activities. For more than thirteen years, The Council on Culture & Arts (COCA) has administered the cultural grant program on behalf of the City of Tallahassee and Leon County, distributing funds annually to non-profit arts, cultural and heritage organizations that contribute significantly to the quality of life in our community and promote tourism.

A self-reported Economic Impact Survey was conducted as part of the FY14 cultural grant process. Based on grantees' last completed fiscal year (FY12), for every grant dollar provided through this program, the organizations collectively earned more than six dollars from additional sources, leveraging those grant funds and boosting their stability and sustainability. These organizations also employed 992 people and recorded more than 5,800 hotel/motel bed nights. A 2009 Economic Impact Survey conducted by the Americans for the Arts showed that spending by nonprofit arts and culture organizations and their audiences totaled \$74.6 million in Tallahassee/Leon County during 2008 and generated more than 7.5 million in government revenue.

"Investing in arts and culture is a major contributor to economic vitality. These needed funds help to enrich our community and serve as an economic engine by attracting visitors to the region. A community with more amenities attracts employers and is better suited to attract and retain a talented workforce," said COCA Board member and County Commissioner, Kristin Dozier.

Successful cultural grant applicants receive awards that are funded by City dollars, County dollars or a combination of both. Recipients of City funds--from general fund revenue-- have demonstrated dedication to creating broader public access, benefit, and participation in arts and cultural activities, enhancing both quality of life and our local economy. Recipients of County funds--from tourist development tax revenue-- have demonstrated efforts to enhance Leon County's tourism impact in accordance with Florida Statutes.

Developed by a community task force, the cultural grant guidelines are reviewed and revised every year. Organizations are eligible to request funds based on funding levels and specific eligibility categories. As part of the rigorous and competitive process, a diverse panel of citizen volunteers reviews and evaluates the grant applications. The scores earned by the organizations set the funding priorities. Evaluations are based on focus areas such as: quality of programs, appeal as a visitor destination, organizational support

through other funding sources, community impact and education, outreach and service to diverse populations, and management capability of board and staff.

“Based upon the number and caliber of requests for COCA cultural grant funds, we’re in for another great year of arts and cultural offerings for our citizens and those visiting our region,” said COCA Board member and City Commissioner, Gil Ziffer.

COCA is proud to work with the City of Tallahassee and Leon County and we applaud our local government for understanding and appreciating the return on investment to the non-profit cultural sector. The programs and destinations funded, in part, by these grant dollars help make our area an exciting place to visit and, equally important, make our community a vibrant place to live, learn and work. Young and old, rich and poor, resident and visitor—every segment of our community deserves the benefit of great art and culture. The arts educate our children, stimulate our economy, beautify our surroundings, and open our minds. The capital area offers an array of inspiring and engaging activities for people of all ages. COCA invites you to join us as we celebrate and support the rich cultural tapestry of our community.

#### **FY14 Citizen Grant Review Panel Members**

Johanna Money-Panel Chair (non-voting), COCA Board of Directors  
Dr. Antonio Cuyler-Assistant Professor of Arts Administration, Florida State University  
Beth Eby-Architect, MLD Architects, Inc.  
Morgan B. Lewis-Arts Consultant, FL Department of State/Division of Cultural Affairs  
Rob Rushin-Musician/Writer/Consultant/Analyst  
Ms. Nanette Schimpf-Managing Director, Moore Communications Group  
Michelle Wilson-Director of Sales and Marketing, Hampton Inn and Suites

#### **The FY14 grant awards are as follows:**

##### **621 Gallery**

\$11,340 Total Award

##### **African Caribbean Dance Theatre**

\$35,503 Total Award

##### **Anhinga Press**

\$4,800 Total Award

##### **FAMU/Challenger Learning Center**

\$71,819.15 Total Award

##### **FSU Museum of Fine Arts**

\$15,000 Total Award

##### **FSU Seven Days of Opening Nights**

\$12,000 Total Award

##### **Goodwood Museum and Gardens**

\$20,000 Total Award

**John Gilmore Riley Center/Museum**

\$47,000 Total Award

**LeMoyne Center for the Visual Arts**

\$52,200 Total Award

**Mickee Faust Alternative Performance Community**

\$9,878.40 Total Award

**Tallahassee Bach Parley**

\$4,986 Total Award

**Tallahassee Civic Chorale**

\$3,520 Total Award

**Tallahassee Community Chorus**

\$20,332.80 Total Award

**Tallahassee Film Society**

\$4,637.40 Total Award

**Tallahassee Little Theatre**

\$45,000 Total Award

**Tallahassee Museum of History and Natural Science**

\$325,000 Total Award

**Tallahassee Symphony Orchestra**

\$68,200 Total Award

**Tallahassee Youth Orchestras**

\$13,531.20 Total Award

**The Artist Series of Tallahassee**

\$25,020 Total Award

**Theatre A La Carte**

\$6,300 Total Award

**The Tallahassee Ballet**

\$51,849.05 Total Award

**Young Actors Theatre**

\$61,350 Total Award

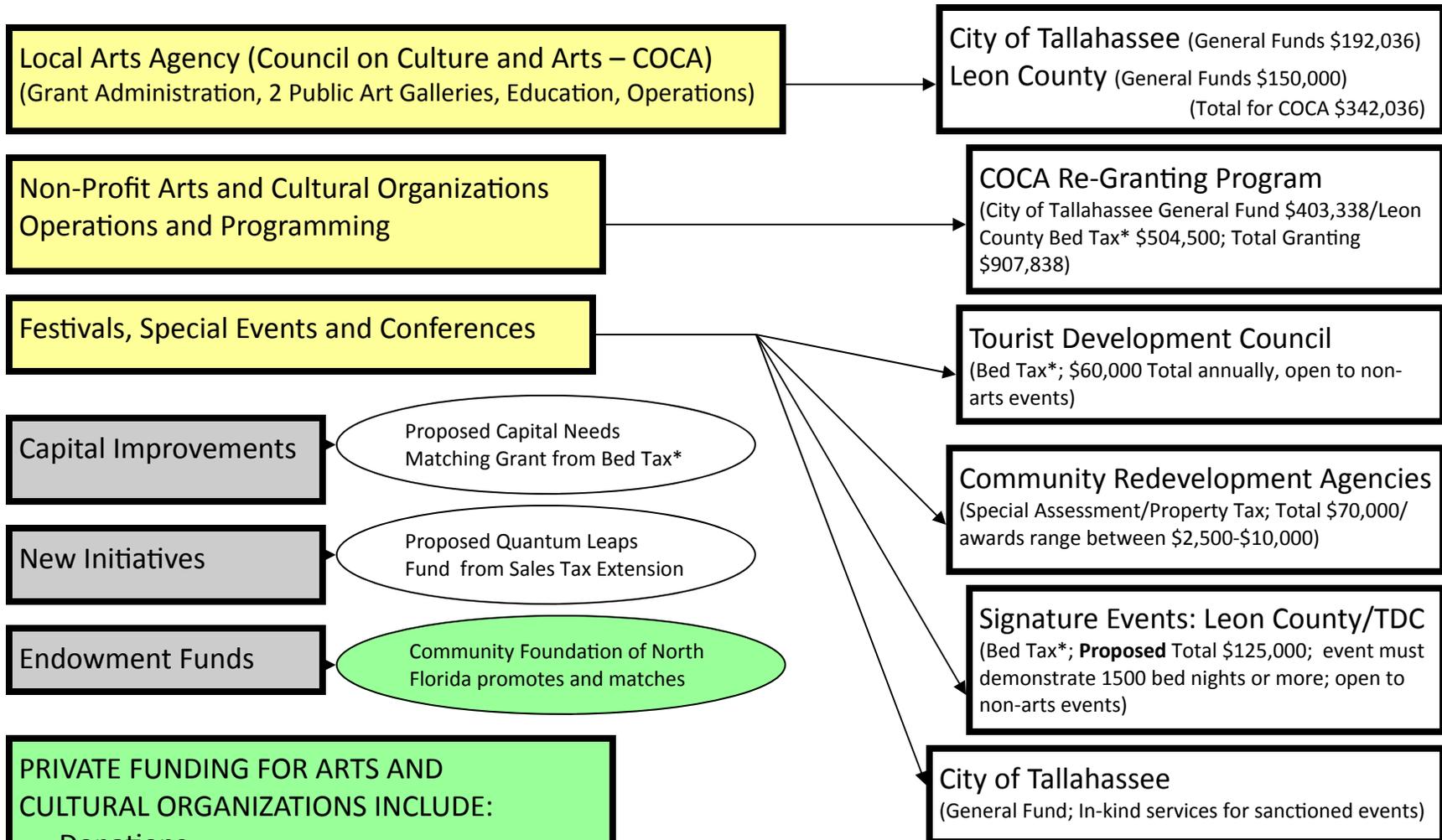
### **About the Council on Culture & Arts (COCA)**

COCA, the Council on Culture & Arts, is a non-profit organization that serves as the facilitator and voice for the arts and cultural industry in Florida's capital area. We play a dual role: providing information, and promoting the arts and culture to citizens and visitors. Designated to serve you as the local arts agency for Tallahassee and Leon County, the capital area's only umbrella agency for arts and culture, COCA, works with and for those who produce, invest in, and consume the arts and culture in the area. COCA is not a government entity, but works hand-in-hand with the city, county, state, and local school district as their cultural industry partner. To view COCA's online features such as the artist directory, the cultural attractions in our area, and ways to get involved in the arts, visit COCA at [www.cocanet.org](http://www.cocanet.org). COCA also maintains an online calendar of area events at [www.morethanyouthought.com](http://www.morethanyouthought.com). For more information about COCA call 850-224-2500 or email [cultural@cocanet.org](mailto:cultural@cocanet.org).

# # #

COMMUNITY IDENTIFIED FUNDING NEEDS

TAX REVENUE FUNDING SOURCES



- PRIVATE FUNDING FOR ARTS AND CULTURAL ORGANIZATIONS INCLUDE:
- Donations
  - Corporate Sponsorships
  - Memberships
  - Earned Income (programs, ticket/art sales)
  - Fundraiser Events
  - Private Grants
  - In-kind Donations
  - Bequeaths

\*Bed Tax dollars are limited by State of Florida Statute:  
 "if tax revenues are expended for an activity, service, venue, or event, the activity, service, venue, or event must have as one of its main purposes the attraction of tourists as evidenced by the promotion of the activity, service, venue, or event to tourists;"

**Imagine Tallahassee  
Raising the Ships  
Sales Tax Committee Presentation  
December 12, 2013**

How does this project differ from programs already addressed and other programs proposed by Imagine Tallahassee?

**Services currently being offered locally**

- Skill assessment
- Work readiness and job preparedness workshops
- Career counseling
- Case management
- Support services (childcare, transportation assistance)
- Job matching/placement assistance
- OJT/job shadowing opportunities
- Federal bonding assistance

**Additional services to be offered**

- In-demand training customized to meet local and regional employer needs
- Access to short-term training to make job seekers more marketable
- Entrepreneurship training
- Attract workers and employers from across the southeast US – create a destination
- Real job opportunities through the SRE – workers grow their job/skill portfolio and opens door to future careers
- More coordinated in our approach to moving job seekers toward available jobs
- Greater sophistication in use of regional jobs data – includes alignment of workforce skills with available opportunities

# Marketing Investment for Retention/Expansion

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- Branding existing assets and resources
- Target Industry Sector Survey/Data Development
- Small Business – Supplier Chain Marketing
- Digital/Social Media Marketing
- Corporate Headquarters Outreach Program
- Crisis Management Plan

# Marketing Investment for Attraction

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- Branding to target industry sectors
- Industry sector – higher education events
- Business decision maker outreach
  - site consultant familiarization
  - corporate real estate markets/shows
- Media relations, Social media, Paid advertising,
  - Regional, national, international
- Sites & building database and research
- Competitive city analysis – Industry sector assessment

Funding Request - \$250,000 per year

\*Comparable communities currently invest \$500,000 to \$1.2 M per year

# Sales Tax Committee Meeting

## Summary Minutes

### January 16, 2014

*Absent members:* None

**Meeting began at 9:10 AM**

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

Mr. Rick Minor addressed the Committee on behalf of the Mayor in support of the Desoto Winter Encampment project.

Mr. Wilson Wright addressed the Committee in support of using the sales tax revenues to enhance the water quality of Lake Jackson.

Mr. David Ferguson addressed the Committee in support of providing sidewalks along Shamrock Way.

Mr. Brad Trottman addressed the Committee on behalf of the Killearn Homeowners Association in support of the Killearn Estates Freshwater Restoration project.

Chairman Steve Evans also shared with the Committee resolutions in support of dedicating 15% of the sales tax revenue to Economic Development. These resolutions came from the Tallahassee-Leon County Economic Development Council and the Leon County Research and Development Authority.

#### **Agenda Item #2: Approval of Summary Minutes for the December 12, 2013 Meeting of the Leon County Sales Tax Committee**

Mr. Curtis Richardson moved to approve the Summary Minutes for the December 12, 2013 meeting of the Leon County Sales Tax Committee. Mr. Bill Tucker seconded the motion. The motion passed without opposition.

#### **Agenda Item #3: Committee Discussion on the Project Evaluation Process**

Chairman Evans proposed a 'three strikes' evaluation process to the Committee. Under the process, each Committee member would receive three dots to place next to Tier I infrastructure projects for further discussion on reduction or elimination. Projects with three or more dots would then be discussed as The Committee agreed to the proposed process by assent.

Staff then provided the Committee with cost adjustments to several infrastructure projects. Mr. Wayne Tedder, Director of P.L.A.C.E., notified the Committee that Staff had identified additional cost savings that reduced the funding for Capital Circle Southwest from \$85.5 million to \$70 million. It is anticipated that the Florida Department of Transportation (FDOT) will receive funding the widening of Capital Circle. Sales tax funding supports making the necessary improvements to make Capital Circle a 'Blueprint' roadway, such as larger right of way, sidewalks and multiuse paths, and landscaping. Ms. Cassandra Jackson, Assistant City Manager, informed the Committee that the City has commitments from CNL to cover their portion of the infrastructure within Project #28 (Northeast Gateway), which is about \$13 million. Ms. Jackson suggested that the cost of Project #28 could be reduced from \$47.3 million to \$34.3 million.

**Agenda Item #4: Committee Discussion on the Final Recommendations on the Infrastructure Projects List and Imagine Tallahassee/Economic Development portion of the Sales Tax**

The Committee reviewed the Tier 1 infrastructure projects, starting with the projects that received the most ‘strikes’. The table below provides a list of the Committee members and their initials, which corresponds to the initials below the table.

<b>Project #</b>	<b>Project Name</b>	<b>Committee Members (Initials)<sup>1</sup></b>
1	Capital Circle Southwest	
2	Westside Student Corridor Gateway	CR, BT, CH, BP, WM, and EM (6).
3,5	Airport Gateway: Springhill Road and Lake Bradford	KR and TS (2).
4	Southside Gateway Enrichment	
6	North Monroe Gateway	
7	Build Bike Route System	LH (1).
8	County/City Independent Sidewalk Projects	KR (1).
10	Northwest Connector Corridor	
14	Market District Activity Center Connectivity	
15	Midtown Placemaking	
17	College Avenue Placemaking	GT, CR, and TH (3).
19	Florida A&M Entry Points	HM, BP, and WM (3).
22	Monroe-Adams Corridor Placemaking	
23	Orange/Meridian Placemaking	
24	Beautification and Improvements to the Fairgrounds	GT, BT, BP, and KW (4).
26	Northeast Connector Corridor	
27	Orange Avenue Widening from Adams Street to Springhill Road	LH, HM, TO, SE, and TS (5).
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	LT, TH, SE, CH, and BP (5).
29	StarMetro	DN, BB, SE, KR, EM, HM, WM, BT, and LH (9).
9 & 37	Implement Greenways Master Plan	
46A&B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): A - County (59%) & B - City (41%)	GT, KR, TO, EM, DM, CH, and KW (7).
47	Desoto Winter Encampment	
48	Northeast Park	TH, TO, CR, DM, TS, BB, and LT (7).
49	Water Quality and Stormwater Funding: Projects 30, 36, & 38-45	

<sup>1</sup> Mr. Bill Berlow (BB), Mr. Steve Evans (SE), Ms. Laurie Hartsfield (LH), Ms. Christic Henry (CH), Mr. Terence Hinson (TH), Ms. Henree Martin (HM), Mr. Will Messer (WM), Mr. Ed Murray (EM), Mr. Dan Newman (DN), Mr. Tom O’Steen (TO), Mr. Bill Peebles (BP), Mr. Curtis Richardson (CR), Ms. Kim Rivers (KR), Mr. Todd Sperry (TS), Mr. Lamar Taylor (LT), Ms. Glenda Thornton (GT), Mr. Bill Tucker (BT), Mr. Kim Williams (KW).

- #29 – StarMetro
  - The Committee discussed the merits of funding the ADA Compliance and SuperStops aspects of the project.
  - Mr. Bill Peebles moved that the Committee not fund the ADA Compliance and SuperStops aspects of Project #29 (the remainder of the project provides \$7.55 million for bus stop enhancements). Mr. Lamar Taylor seconded the motion. The motion passed without opposition.
  
- #48 – Northeast Park
  - The Committee discussed the need for a park in the northeast and scaling the project cost down.
  - Ms. Henree Martin moved to reduce the project funding from \$13.2 million to \$10 million. Mr. Bill Berlow seconded the motion. The motion passed 12-6 with Hinson, Newman, O’Steen, Peebles, Taylor, and Williams opposed.
  
- #46 – Operating Costs for Parks Build with Sales Tax Funds: County and City
  - The committee discussed the need for the County and City to operate and maintain the new parks and the merits of reducing project funding.
  - Mr. Ed Murray moved that the Committee proportionally reduce the project funding to \$10 million. Mr. Curtis Richardson seconded the motion.
  - Mr. Lamar Taylor moved to amend the motion to eliminate Project #46 from Tier I funding. Ms. Glenda Thornton seconded the motion. The motion to amend the motion failed 3-15 with all but O’Steen, Peebles, and Thornton in opposition.
  - The original motion failed 8-10 with Berlow, Henry, Hinson, Martin, Messer, Peebles, Rivers, Taylor, Thornton, and Tucker in opposition.
  - Ms. Henree Martin moved that the Committee proportionally reduce the project funding to \$20 million and keep it as a Tier I project. The motion was seconded by Mr. Lamar Taylor. The motion passed 10-8 with Murray, Newman, O’Steen, Peebles, Rivers, Thornton, Williams, and Evans in opposition.
  
- #2 – Westside Student Corridor Gateway
  - The Committee discussed the importance of the stormwater improvements and the redundancy of gateway improvements to W. Pensacola since the Committee has determined that Lake Bradford/Springhill should be the gateway from the airport.
  - Mr. Kim Williams moved that the \$21 million for road and gateway improvements be moved to Tier II while \$8,936,800 remains in Tier I to fund stormwater and connectivity improvements. Mr. Bill Peebles seconded the motion. The motion passed without opposition.
  
- #28 – Northeast Gateway
  - The Committee discussed the impact this project would have on the community.
  - Mr. Ed Murray moved that the Committee allocate full funds as recommended by staff (\$34.3 million) in Tier I. Mr. Kim Williams seconded the motion.
  - Mr. Bill Peebles moved to amend the motion to further reduce the project funding by \$13 million. The motion failed without a second.
  - The Committee discussed that the federal and state agencies should see the full commitment of \$47.3 million and the \$13 million adjustment discussed by staff should be reflected internally as a payback from the developer.

- Mr. Curtis Richardson offered a substitute amendment to fund the project at \$47.3 million with the caveat that any developer contributions associated with the project be returned to Blueprint. Mr. Ed Murray accepted the motion. The amended motion passed 16-2 with Peebles and Taylor in opposition.
- #27 – Orange Avenue Widening
  - The Committee discussed the impacts the widening would have and if it was possible to do the project in phases.
  - Mr. Bill Peebles moved that the Committee retain the project in Tier I at full funding. Ms. Christic Henry seconded the motion. The motion passed 17-1 with Sperry in opposition.
- #24 – Beautification and Improvements to the Fairgrounds
  - Mr. Curtis Richardson moved that the Committee retain the project in Tier I at full funding. Mr. Terence Hinson seconded the motion. The motion passed 16-2 with Messer and Peebles in opposition.
- #19 – FAMU Entry Points
  - The Committee discussed whether or not Blueprint funds should be used to fund FAMU Way from S. Martin Luther King Boulevard to S. Monroe Street, which is a City project.
  - Mr. Bill Peebles moved that the Committee remove project funding for the FAMU Way extension improvements; project reduced from \$16.5 million to \$1.5 million. Ms. Glenda Thornton seconded the motion. The motion passed 15-3 with Henry, Hinson, and Williams in opposition.
- #17 – College Avenue Placemaking
  - During discussion, the Committee established that elements of this project do not overlap with elements from the Downtown Stormwater Improvements and Madison Mile Convention District projects.
  - Mr. Ed Murray moved to retain the project in Tier I at full funding. Mr. Bill Peebles seconded the motion. The motion passed without opposition.

As a result of the ‘three strikes’ process, the Committee reduced the Tier I infrastructure project allocations from \$644,014,038 to \$597,669,738.

The Committee moved on to discuss how much to allocate to economic development and to determine how to fund the economic development projects.

Mr. Lamar Taylor shared his recommendations regarding the need for oversight and transparency regarding the economic development projects (Attachment #1). His five recommendations entailed:

1. Require all economic development projects and participating groups to maintain (for the life of the tax) detailed records of activities and expenditures.
2. Full Accounting transparency, including sources and uses of funds.
3. Periodic reports detailing the relevant successperformance metrics of each funded project.
4. Full financial and compliance audits performed by nationally recognized independent auditing firms.
5. Allocate sufficient funding from the economic development portion to provide financial oversight and accountability.

The Committee further discussed how these measures would allow the Economic Development Coordinating Council and the Intergovernmental Agency to review economic development projects for efficiency and effectiveness. Mr. Bill Peebles moved that the Committee endorse Mr. Lamar Taylor's recommendations. Ms. Kim Rivers seconded the motion. The motion passed without opposition.

Ms. Kim Rivers moved that in the event of program reductions, dollars allocated for economic development projects would remain within the economic development bucket. Mr. Kim Williams seconded the motion. The motion failed 8-10 with Berlow, Hartsfield, Henry, Hinson, Martin, Messer, Newman, O'Steen, Peebles, and Sperry in opposition.

The Committee further discussed the allocation of the economic development dollars and whether they should be allocating a percentage or a specific dollar amount. Mr. Bill Peebles moved that the Committee allocate up to 10% of the sales tax dollars to economic development, with the Madison Mile Convention Center project and the Raising the Ship/Talent Development project being fully funded from the 10%; the rest of the economic development projects would be funded from the remaining 10%. Mr. Bill Berlow moved to amend the motion to allocate 12% instead of 10%; Mr. Bill Peebles did not accept the amendment and the amendment died without a second. Ms. Henree Martin moved to amend the motion to also include the full Regional Airport Growth & Development project as fully funded. Mr. Bill Peebles accepted the motion as friendly. The Committee discussed whether or not some economic development projects should be fully funded and others not, or if there should be across the board cuts.

Mr. Bill Peebles revised his motion to state that the Committee should allocate 10% of the sales tax dollars to economic development, with the Madison Mile Convention District project fully funded from the 10%, and the remaining economic development projects adjusted pro rata. The Committee discussed different percentage allocations. Mr. Bill Peebles retracted his motion and instead moved that the Committee allocate up to 10% of the sales tax dollars to economic development. Mr. Dan Newman seconded the motion. The motion failed 6-12 with Berlow, Evans, Henry, Martin, Messer, Murray, Rivers, Sperry, Taylor, Thornton, Tucker, and Williams in opposition.

Mr. Ed Murray moved that the Committee allocate 12% of the sales tax dollars to economic development. Mr. Bill Berlow seconded the motion. The motion passed 16-2 with Hinson and Peebles in opposition.

Mr. Dan Newman moved that the Committee fully fund the Madison Mile Convention District project (\$20 million) out of the 12%, prorating the funding for the remaining economic projects. Mr. Ed Murray moved to amend the motion to also fully fund the airport infrastructure in the Regional Airport Growth & Development project (\$3 million for hanger development and \$2.5 million for utilities); the funding for the remaining aspects of the airport project would be prorated along with the remaining economic development projects. Mr. Ed Murray accepted the amendment. Ms. Henree Martin moved to amend the motion to include \$5 million to fund the Raising the Ship/Talent Development project. Ms. Kim Rivers seconded the amendment. After discussion on the amendment, Ms. Henree Martin withdrew her amendment. The motion as amended passed 17-1 with Taylor in opposition.

The Committee again reviewed their entire project list. Mr. Will Messer moved that the Committee move the Lake Lafayette and St. Marks Regional Linear Park project into Tier II. Mr. Bill Peebles seconded the motion. The motion passed without opposition.

Mr. Bill Peebles moved that the Committee put the stormwater elements of the Lake Lafayette and St. Marks Regional Linear Park project (\$2.2 million) into Project #49: Water Quality and Stormwater Funding (Tier I). Mr. Todd Sperry seconded the motion. The motion passed without opposition.

Mr. Bill Peebles moved that Project #9: Implement the Greenways Master Plan be moved to Tier I. Ms. Henree Martin seconded the motion. Ms. Henree Martin moved to amend the motion to fund Project #9 at \$10 million in Tier I and \$10 million in Tier II. Mr. Bill Peebles accepted the amendment. The motion passed without opposition.

The Committee reviewed the Sales Tax allocations at that time. The Committee asked staff to include a five percent 'hedge' to account for increased Sales Tax revenues, grants, and other leveraged funds that might be secured.

The Committee discussed how the project costs as presented might change in the future. It was noted that Blueprint 2000 projects often increased in cost as project scopes were developed. For example, through community planning Cascade Park evolved beyond what was originally envisioned by the Economic and Environmental Consensus Committee.

Ms. Henree Martin moved to close discussion and submit the current project list and funding allocations as the Committee's final project recommendations. These funding recommendations, as shown in the attached Sales Tax Committee's Recommended Project List (Attachment #2), include:

- 25 Tier I infrastructure projects.
- Four Tier II infrastructure projects; Tier II projects would only be funded only if there is a revenue surplus available after funding all Tier I projects.
- 12% of sales tax revenues set aside for economic development projects.
- 10 economic development projects. The Madison Mile Convention District project and airport infrastructure in the Regional Airport Growth & Development project are to be fully funded; the remaining economic development projects will be proportionally funded from the remaining 12% economic development funds.

Ms. Kim Rivers seconded the motion. The motion passed without opposition.

#### **Agenda Item #5: Committee Discussion on Possible Referendum Date**

Mr. Curtis Richardson moved that the Committee recommend placing the Sales Tax Extension Referendum on the November 2014 general election ballot. Mr. Tom O'Steen seconded the motion. The motion passed without opposition.

#### **Agenda Item #6: Next Steps**

The Committee will review their final report at its next meeting on January 30, 2014.

**Meeting adjourned at 2:26 p.m.**

**Attachments:**

1. Email from Mr. Lamar Taylor regarding oversight and transparency for Economic Development projects.
2. Sales Tax Committee's Recommended Project List

## Cristina Paredes - Re: Sales Tax Committee: Infrastructure Notebooks

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**From:** <ltaylor99@comcast.net>  
**To:** Cristina Paredes <ParedesC@leoncountyfl.gov>  
**Date:** Thursday, December 19, 2013 10:28 PM  
**Subject:** Re: Sales Tax Committee: Infrastructure Notebooks

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Hi, Cristina. In an effort to follow up on Chairman Evan's request to send you an email detailing the points I made at the end of the last meeting, I submit the following:

In order to maintain the credibility that the Blueprint 2000 brand has garnered over the past decade, it is important that the economic development portion of the proposed tax extension be subject to rigorous oversight and accountability standards. Oversight and accountability is no less important for the infrastructure portion of the tax; however, those projects will be subject to a tried-and-true process that has worked well over the past decade. Moreover, the infrastructure projects are largely discrete, identifiable projects, which have been publicly vetted and discussed.

In contrast, certain aspects of the economic development projects, e.g. the innovation fund, the rapid response fund, and others, will entail the deployment of resources on a much more discretionary basis and in some cases on a more expedited basis than is typical in a more traditional government function. I agree that in some cases this kind of discretion and speed is essential to maintain our community's competitiveness in attracting and retaining the high quality, clean, sustainable enterprises we all desire in Tallahassee. However, this same speedy and discretionary allocation process may give rise to reasonable concerns about the disinterestedness of the parties involved and the quality of the due diligence surrounding the underwriting of the funding decisions. In this regard, the Imagine Tallahassee participants have proposed an oversight committee (the EDCC - not the EDC), comprised of FSU, FAMU and TCC stakeholders, City and County economic development staff as well as local economic development professionals, which will serve as a technical coordinating committee to advise on resource allocation decisions. It is my understanding, that beyond this advice (along with input to the extent feasible from a CAC), the IA will ultimately be responsible and accountable for the decisions made.

In the main, this proposed structure seems reasonable to me to provide a measure of oversight on the front-end of these decisions while retaining the degree of flexibility sought by the proponents of these projects which they feel is necessary to make these economic development options truly meaningful. However, I submit this structure is not, by itself, sufficient to ensure the degree of oversight and accountability necessary to preserve the credibility of the Blueprint brand going forward.

In addition to the structure proposed by Imagine Tallahassee, I propose a back-end (after-the-fact) evaluation of all economic development programs funded through the sales tax. This back-end evaluation would have five key components:

1. The requirement for all economic development projects and participating groups to create and maintain (for the life of the tax) detailed records of their activities and expenditures. For example, I believe full transcripts of all meetings of all parties should be prepared and maintained. This should not be an overly burdensome requirement as all meetings are already

subject to the minutes requirement of Chapter 286. Although it has been a standard practice the County to prepare summary minutes for Blueprint activities (as permitted by Chapter 286), a full transcript should be transcribed from the audio recordings of the meetings and maintained on file--even for meetings that are exempt from Chapter 286, so long as they are held with respect to decisions pertaining to sales-tax funded economic development decisions.

2. Detailed accounting transaction records should be prepared and maintained for the life of the tax. These records would be the equivalent of a financial transcript of all dollars flowing through the economic development portion of the tax. These records should also be coded and recorded in such a way as to be distinct and segregated from other City/County/Blueprint transactions. The goal of such detailed financial records would be to enable one to literally trace one dollar of sales tax funding through to its ultimate economic development expenditure. I submit that these records and reporting requirements should be more detailed than what I presume is necessary to comply with what I understand to be existing requirements to provide reports to the Bureau of Economic and Demographic Research per Section 125.045, Fla. Stat.
3. All projects funded from sales tax dollars should be monitored going forward. To the extent possible all funding should be conditioned on providing on-going periodic, detailed reporting on the relevant success metrics of the project, e.g. jobs produced, value added to property tax rolls, etc. To the extent funding is provided that is not conditioned on such on-going periodic reporting, an explanation should be documented.
4. Full financial and compliance audits performed by nationally-recognized independent auditing firms. From my perspective, these audits need not be every year, but should be performed with reasonable regularity, i.e. every two to three-years max.
5. Finally, in order to ensure that these oversight controls remain robust and in place, I propose that some portion of the economic development component of the sales tax be set aside to fund the above oversight activities. This funding portion should, in my opinion, be elevated to the status of a project in its own right to be voted on by the electorate in concert with the other economic development projects.

In my view the single, most important output of a robust review process described above is the production of a data set that will irrefutably establish (i) what dollars were allocated to which projects, (ii) who were the parties involved in the decision, and (iii) the ultimate outcome of the economic development project. This data will truly enable the economic development portion of the tax to stand or fall on its own merits. It might also provide a rich source of information to help us as a community determine which economic development projects and funding processes were most productive, which programs or processes did not work as well as hoped. In the end, I think Blueprint and our community will be well served by such a robust review process.

The above is largely stream-of-consciousness, and I may refine this as the January 16th meeting draws closer. However, I did want to provide this to you now to be responsive to Chairman Evan's request.

I hope you and yours have a very Happy Holiday Season. Please let me know if you have any questions or need anything further from me.

Best regards,

Lamar

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**From:** "Cristina Paredes" <ParedesC@leoncountyfl.gov>  
**To:** cabaide@aol.com, SteEva8@aol.com, TRHinson@aol.com, bill@billpeebles.com, "Amy Harlee" <office@billpeebles.com>, "Lamar Taylor" <ltaylor99@comcast.net>, "Will Messer" <wmesser@earlbacon.com>, thortong@flalottery.com, drbilltucker@gmail.com, dsnewman77@gmail.com, "Kim Rivers" <kim@inkbridge.com>, "laurie hartsfield" <laurie.hartsfield@kccitallahassee.com>, christic@kingdomfirstrealty.com, kim@marpan.com, "Terrie Brooks" <Terrie@marpan.com>, llawler@moorebass.com, "Tom O'Steen" <tosteen@moorebass.com>, hmartin@nettally.com, wrb55@nettally.com, tsperry@oliverrenovation.com, "Jennifer Beerli" <jennifer@talcov.com>, murray@talcov.com  
**Cc:** "Charles Hargraves" <Charles.Hargraves@blueprint2000.org>, "Jon Brown" <BrownJon@leoncountyfl.gov>, "Mathieu Cavell" <CavellM@leoncountyfl.gov>, "Victoria Connell" <ConnellV@leoncountyfl.gov>, "Deborah Craig" <CraigD@leoncountyfl.gov>, "Stephanie Holloway" <HollowayS@leoncountyfl.gov>, "Julian Cano" <InternPIO@leoncountyfl.gov>, "Courtney Roberts" <InternPIO2@leoncountyfl.gov>, "Lindsay Jordan" <JordanL@leoncountyfl.gov>, "Shington Lamy" <LamyS@leoncountyfl.gov>, "Jean McCarter" <McCarterJ@leoncountyfl.gov>, "Ken Morris" <MorrisK@leoncountyfl.gov>, "Tony Park" <ParkT@leoncountyfl.gov>, "Rebecca Vause" <RLVause@leoncountyfl.gov>, "Alan Rosenzweig" <RosenzweigA@leoncountyfl.gov>, "Angeline Taylor" <TaylorA@leoncountyfl.gov>, "Carol Gerrell" <Carolyn.Gerrell@talgov.com>, "Cassandra Jackson" <Cassandra.Jackson@talgov.com>, "Gabriel Menendez" <Gabriel.Menendez@talgov.com>, "Jessica Miller" <Jessica.Miller@talgov.com>, "Michael Parker" <Michael.Parker@talgov.com>, "Wayne Tedder" <Wayne.Tedder@talgov.com>  
**Sent:** Thursday, December 19, 2013 9:48:29 AM  
**Subject:** Sales Tax Committee: Infrastructure Notebooks

Good Morning -

A electronic copy of the notebooks that were distributed last week has been posted online. It is a user friendly site that will allow you to click through the projects individually. It can be found on the following website:

<http://cms.leoncountyfl.gov/Home/LeonCountySalesTaxCommittee/Projects>

Please note, these will be your materials for the January 16th meeting. This meeting will begin at 9:00 am and will be held in the First Floor Program Room of the Main Library. Coffee and donuts will be available in the morning and lunch will be provided as well.

Please let me know if you have any questions regarding the notebooks or a specific project.

Thank you and Happy Holidays, Merry Christmas, and Happy New Year!

Cristina L. Paredes  
Intergovernmental Affairs & Special Projects Coordinator  
Leon County Office of Economic Development & Business Partnerships  
301 South Monroe Street Suite #502  
Tallahassee, FL 32301  
Phone: (850) 606-5300  
Website: [www.leoncountyfl.gov](http://www.leoncountyfl.gov)

*"People Focused. Performance Driven."*

Please note: Under Florida's Public Records laws, most written communications to or from county staff or officials regarding county business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

Sales Tax Recommended Project List			
Project #	Project Name	Location	Totals
<b>TIER 1 Projects</b>			
1	Capital Circle Southwest	Quadrant 3	\$ 70,000,000
2	Westside Student Corridor Gateway	Quadrant 4	\$ 8,936,800
3,5	Airport Gateway: Springhill Road and Lake Bradford	Quadrant 3,4	\$ 58,698,138
4	Southside Gateway Enrichment	Quadrant 2,3	\$ 29,700,000
6	North Monroe Gateway	Quadrant 4	\$ 9,400,000
7	Build Bike Route System	Quadrant 1,2,3,4	\$ 15,000,000
8	County/City Independent Sidewalk Projects	Quadrant 1,2,3,4	\$ 50,000,000
10	Northwest Connector Corridor	Quadrant 4	\$ 53,184,800
14	Market District Activity Center Connectivity	Quadrant 1	\$ 9,400,000
15	Midtown Placemaking	Quadrant 1,4	\$ 22,000,000
17	College Avenue Placemaking	Quadrant 4	\$ 7,000,000
19	Florida A&M Entry Points	Quadrant 3,4	\$ 1,500,000
22	Monroe-Adams Corridor Placemaking	Quadrant 3	\$ 7,000,000
23	Orange/Meridian Placemaking	Quadrant 3	\$ 4,100,000
24	Beautification and Improvements to the Fairgrounds	Quadrant 2,3	\$ 12,000,000
26	Northeast Connector Corridor	Quadrant 1	\$ 36,300,000
27	Orange Avenue Widening from Adams Street to Springhill Road	Quadrant 3	\$ 33,100,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	Quadrant 1	\$ 47,300,000
29	StarMetro	Quadrant 1,2,3,4	\$ 7,550,000
9 & 37	Implement Greenways Master Plan	Quadrant 1,2,3,4	\$ 10,000,000
46A	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): County (59%)	Quadrant 1,2,3,4	\$ 12,000,000
46B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): City (41%)	Quadrant 1,2,3,4	\$ 8,000,000
47	Desoto Winter Encampment	Quadrant 2	\$ 500,000
48	Northeast Park	Quadrant 1	\$ 10,000,000
49	Water Quality and Stormwater Funding: Projects 30, 36, & 38-45	Quadrant 1,2,3,4	\$ 85,000,000
<b>Tier 1 Subtotal</b>			<b>\$ 607,669,738</b>
<b>TIER 2 Projects</b>			
9 & 37	Implement Greenways Master Plan	Quadrant 1,2,3,4	\$ 10,000,000
11	Lake Lafayette and St. Marks Regional Linear Park	Quadrant 1,2	\$ 13,616,640
2	Westside Student Corridor Gateway	Quadrant 4	\$ 21,000,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase II)	Quadrant 1	\$ 30,690,000
<b>Tier 2 Subtotal</b>			<b>\$ 75,306,640</b>
<b>Imagine Tallahassee/Economic Development Projects</b>			
	Madison Mile Convention District	NA	\$ 20,000,000
	Regional Airport Growth & Development Part 1	NA	\$ 5,500,000
	Entrepreneurial Development Fund	NA	\$ 12,270,931
	Minority & Women Business Investment Fund	NA	\$ 6,135,466
	Technology & Innovation Incubators	NA	\$ 8,180,621
	Regional Airport Growth & Development Part 2	NA	\$ 7,771,590
	Business Retention, Expansion & Attraction Fund	NA	\$ 12,270,931
	Economic Opportunity Rapid Response Fund	NA	\$ 6,135,466
	Quantum Leaps & Signature Festivals	NA	\$ 4,090,310
	South Monroe / Adams Corridor Catalyst	NA	\$ 4,172,117
	<i>Raising the Ship</i> Talent Development	NA	\$ 4,192,568
<b>Imagine Tallahassee/Economic Development Projects Subtotal</b>			<b>\$ 90,720,000</b>

<b>Sales Tax Recommended Project List</b>			
<b>Project #</b>	<b>Project Name</b>	<b>Location</b>	<b>Totals</b>
<b>Projects Placed into Project #49 (\$85 million): Water Quality &amp; Stormwater Funding</b>			
30	Weems Road Flood Control	Quadrant 1	\$ 7,800,000
36	Killearn Estates Freshwater Restoration Project	Quadrant 1	\$ 10,000,000
38	Downtown Stormwater Improvements	Quadrant 3,4	\$ 25,000,000
11	Lake Lafayette and St. Marks Regional Linear Park	Quadrant 1,2	\$ 2,200,000
39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	Quadrant 1,2,3,4	\$ 2,800,000
40	Woodville Water Quality	Quadrant 2	\$ 25,800,000
41	Oak Ridge Sewer Project	Quadrant 2,3	\$ 30,600,000
42	Centerville Trace Water Resources	Quadrant 1	\$ 5,000,000
43A&B	Alternatives to Central Sewer in Harbinwood Estates: A) Decentralized Cluster System or B) Advanced Wastewater Treatment Plant	Quadrant 4	\$ 29,300,000
44	Lake Jackson Preservation and Mobility Enhancements	Quadrant 4	\$ 29,400,000
45	Sewer Hookups Incentive Program	Quadrant 1,2,3,4	\$ 33,100,000
<b>Water Quality 'Bucket' Subtotal</b>			<b>\$ 201,000,000</b>
<b>Projects Not Recommended for Funding by the Sales Tax Extension</b>			
12	Pine Flats Trail	Quadrant 3	\$ 15,333,200
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	Quadrant 3	\$ 15,000,000
16	Goodwood Playground and Community Garden	Quadrant 1	\$ 200,000
18	Downtown Outdoor Pedestrian Mall	Quadrant 4	\$ 6,000,000
20	Downtown Parking Garage	Quadrant 4	\$ 25,000,000
21	Florida Center of Performing Arts and Education	Quadrant 4	\$ 30,000,000
25	Tennessee Street Beautification and Pedestrian Safety Enhancement	Quadrant 4	\$ -
31	Intersection Safety and Improvements	Quadrant 1,2,3,4	\$ 5,800,000
32	Tram Road	Quadrant 2,3	\$ 41,900,000
33	Extension of Jackson Bluff Road	Quadrant 3,4	\$ 26,000,000
34	Service Road (Capital Circle NW)	Quadrant 4	\$ 41,800,000
35	Phase II: Water Quality 'Bucket'	Quadrant 1,2,3,4	\$ 50,000,000
<b>Priority 3 Subtotal</b>			<b>\$ 257,033,200</b>

# Sales Tax Committee Meeting Summary Minutes January 30, 2014

**Absent members:** Ms. Kim Rivers, Mr. Will Messer, and Mr. Terence Hinson.

**Meeting began at 4:04 p.m.**

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

Mr. Curtis Baines addressed the Committee to thank the members for their work.

## **Agenda Item #2: Comments from the County Administrator and City Manager**

Mr. Vince Long, County Administrator, thanked the Committee for their time and commitment and spoke on the impact their recommendations would have on the community. Mr. Long also discussed the process for the sales tax moving forward to the referendum.

The Committee's recommendations will be reviewed by the Board of County Commissioners at their workshop on February 11, 2014. The City Commission will similarly review the Committee's recommendations at their retreat on February 13, 2014. Based on the County and City's deliberations, they may hold additional workshops. Following that, the joint County-City Intergovernmental Agency will formerly adopt a plan and interlocal agreement regarding the sales tax. Finally, the County Commission will determine if the sales tax extension referendum will be placed on the November 2014 general election ballot or voted on in a future election.

Mr. Long invited the Committee members to stay involved in the process and asked that they direct any requests to speak on the sales tax to Ms. Cristina Paredes, Intergovernmental Affairs and Special Projects Coordinator, as County staff will be coordinating educational outreach efforts.

After Mr. Long spoke, Ms. Henree Martin asked that he commend the County and City staff for their good work supporting the Committee.

## **Agenda Item #3: Approval of the Summary Minutes for the January 16, 2014 Meeting of the Sales Tax Committee**

Mr. Lamar Taylor asked that the Committee amend page 4 of the minutes to better reflect his recommendations regarding the need for oversight and transparency regarding the economic development projects. The changes are as follows (added text is underlined, ~~deleted text~~ is struck through):

1. Require all economic development projects and participating groups to maintain (for the life of the tax) detailed records of activities and expenditures.
2. Full Accounting transparency, including sources and uses of funds.
3. Periodic reports detailing the relevant ~~success~~performance metrics of each funded project.
4. Full financial and compliance audits performed by nationally recognized independent auditing firms.
5. Allocate sufficient funding from the economic development portion to provide financial oversight and accountability.

Mr. Tom O'Steen moved to accept the minutes as amended. Mr. Henree Martin seconded the motion. The motion passed without opposition.

## **Agenda Item #4: Committee Discussion on the Sales Tax Committee's DRAFT Report**

The Committee reviewed the Draft Report. Staff submitted technical corrections, such as spelling and formatting, which were approved by the Committee. Mr. Todd Sperry proposed moving the Madison Mile Convention District and Regional Airport Growth & Development (Part I), which have infrastructure components, off of the Economic Development project list and into the Tier I Infrastructure project list. Mr. Sperry noted that this would appear to reduce the amount of sales tax dollars being spent on economic development and may make it more palatable to the public. Ms. Henree Martin argued that the projects in question strengthen the economic development package and make it easier to sell to the public. The Committee agreed not to move projects.

When the Committee reviewed the Economic Development section of the report (page 7), they also reviewed a memo from Ms. Kim Rivers regarding her proposed edits to the report. The Committee agreed to accept Ms. Rivers' edits to the report (Attachment #1). Mr. Lamar Taylor also requested that his edits to the January 16, 2014 Summary Minutes regarding oversight and transparency of economic development projects be incorporated into the final report.

Ms. Glenda Thornton moved that the Committee approve the Sales Tax Committee's report on their Final Recommendations Regarding the Continuation of the Local Government Infrastructure Surtax, as edited by the Committee (Attachment #2). Mr. Curtis Richardson seconded the motion. The motion passed without opposition.

Chairman Steve Evans thanked the Committee members for their work and expressed his respect and appreciation for each individual member.

**Final Sales Tax meeting adjourned at 4:30p.m.**

**Attachments:**

1. Memo from Kim Rivers regarding edits to the Draft Report.
2. Sales Tax Committee's report on their Final Recommendations Regarding the Continuation of the Local Government Infrastructure Surtax, as edited by the Committee.

## MEMORANDUM

**DATE:** January 30, 2014

**TO:** Members of the Sales Tax Committee

**FROM:** Kim Rivers

**SUBJECT:** Recommended Modifications to Our Final Report

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As a follow-up to my e-mail on January 27, 2014, I would like to offer the following specific modifications to staff's draft of our committee's final report. My recommended changes are reflected as underlined text. I will be unable to attend the meeting today and have asked the Chairman and County staff to have this document distributed at the meeting.

### **p. 7**

#### *Sales Tax Committee's Recommendations on Economic Development*

Based on the Steering Committee's final report, the Committee recommends that 12% of the sales tax proceeds be set aside for the purposes of funding economic development. The committee recommends the 12% for economic development percentage will remain constant regardless of fluctuations in revenue receipts from the sales tax.

The Committee fully endorsed the governance structure and the creation of an advisory committee in charge of project oversight and recommendations. The Committee also discussed having a citizen advisory component related to the economic development funds in an effort to truly mirror the current Blueprint 2000 process. In addition, the Committee...

In regards to the economic development projects, the Committee recommends the Madison Mile Convention District and the Regional Airport Growth and Development (Part 1) be fully funded at the request amount. The Committee recommends that the remaining funding be proportionally divided amongst the other projects – if these projects are deemed eligible for funding by the advisory committee and the IA. Each of the recommended economic development projects has a "champion organization" to present the project to the advisory committee. Table #2 lists....

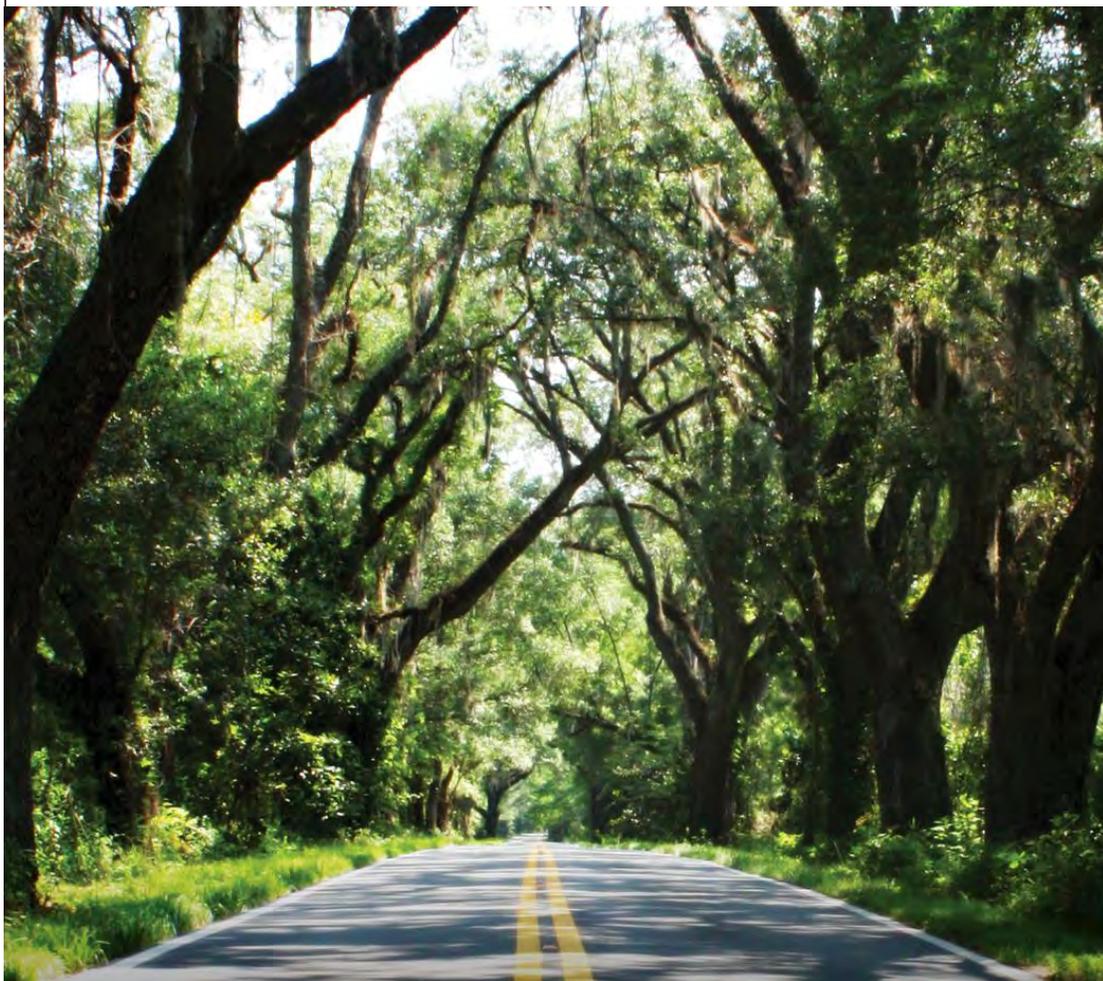
**Table #2: Sales Tax Committee’s Economic Development Recommendations**

<b>Project Name</b>	<b>Project Cost</b>	<b>Percent (12% total)</b>
Madison Mile Convention District	\$ 20,000,000	<u>22.05%</u>
Regional Airport Growth & Development (Part I)	\$ 5,500,000	<u>6.06%</u>
Regional Airport Growth & Development (Part II)	\$ 7,771,590	<u>8.57%</u>
Entrepreneurial Development Fund	\$ 12,270,931	<u>13.53%</u>
Minority & Women Business Investment Fund	\$ 6,135,466	<u>6.76%</u>
Technology & Innovation Incubators	\$ 8,180,621	<u>9.02%</u>
Business Retention, Expansion & Attraction Fund	\$ 12,270,931	<u>13.53%</u>
Economic Opportunity Rapid Response Fund	\$ 6,135,466	<u>6.76%</u>
Quantum Leaps & Signature Festivals	\$ 4,090,310	<u>4.51%</u>
South Monroe / Adams Corridor Catalyst	\$ 4,172,117	<u>4.60%</u>
<i>Raising the Ship</i> Talent Development	\$ 4,192,568	<u>4.62%</u>
<b>Total:</b>	<b>\$ 90,720,000</b>	<b>100% (12% of total)</b>

**p. 8**

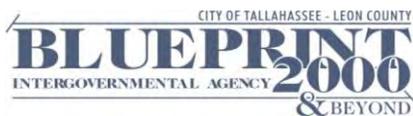
**G. Conclusion**

- For economic development:
  - Allocate 12% (\$90,720,000) in support of Imagine Tallahassee Steering Committee recommendations; the 12% will remain constant regardless of fluctuations in revenue receipts from the sales tax.
  - Develop an advisory committee to provide the IA with policy recommendations and provide reporting on performance and accountability.
  - Incorporate the citizens advisory committee to ensure a mirroring of the existing Blueprint 2000 process.
  - Develop a series of quality control mechanisms to ensure accountability.



# **LEON COUNTY SALES TAX COMMITTEE**

**FINAL RECOMMENDATIONS REGARDING THE  
CONTINUATION OF THE LOCAL  
GOVERNMENT INFRASTRUCTURE SURTAX**



# LEON COUNTY SALES TAX COMMITTEE

## FINAL RECOMMENDATIONS REGARDING THE CONTINUATION OF THE LOCAL GOVERNMENT INFRASTRUCTURE SURTAX

### Introduction

On September 13, 2011, the Leon County Board of County Commissioners adopted the enacting resolution to establish the Leon County Sales Tax Committee (Committee) (Attachment #1). The existing one-cent infrastructure sales tax, levied for a 15-year period, expires on December 31, 2019. This revenue source generates approximately \$37.8 million annually and has been vital to developing many of the significant infrastructure projects throughout Leon County, such as Capital Circle and Cascades Park. Pursuant to an existing interlocal agreement, the County and City created the Blueprint 2000 Intergovernmental Agency (BP2000) to oversee the implementation of a specific project list, which utilized 80% of the proceeds; the balance (20%) is divided equally between the County and the City. The BP2000 Intergovernmental Agency consists of the entire County and City Commissions.

The County and City Commissions and community partners appointed 18 citizens to serve on this Committee. The enacting resolution states that the Committee “shall make final recommendations to the Board of County Commissioners and the City Commission in the form of a written report, workshop, or other means that shall include: (1) recommendations as to the timing of the infrastructure sales tax referendum, if any; and (2) a review that contains advisory feedback on the projects considered by the committee.” Both the County and City Commissions agreed to convene the Committee to address the continuation of the infrastructure tax beyond December 2019. The County and the City developed a list of projects for the Committee’s consideration, and recommended that the Committee consider allocating a portion of the sales tax proceeds for economic development purposes.

This document serves as the Leon County Sales Tax Committee’s final report and contains the following sections:

- A. The Leon County Sales Tax Committee
- B. Public Participation
- C. Length of the Infrastructure Surtax
- D. Allocation of the Infrastructure Surtax
  - 1. County and City Percentage Allocation
  - 2. Infrastructure Projects Allocation
  - 3. Economic Development Allocation
- E. Additional Funding Options
- F. Referendum Date
- G. Conclusion
- H. Appendix

## **A. The Leon County Sales Tax Committee**

On September 13, 2011, the Leon County Board of County Commissioners adopted the enacting resolution (Resolution No. 11-58) to establish the Leon County Sales Tax Committee. The Committee is a group of 18 citizens appointed by the Leon County Board of County Commissioners and City of Tallahassee Commissioners representing a broad cross section of our community and includes representatives from the Greater Tallahassee Chamber of Commerce, Capital City Chamber of Commerce, Blueprint 2000 Citizen Advisory Committee, and the Economic and Environmental Consensus Committee. Pursuant to the resolution, the committee was to meet for a period of one year from the date of the resolution, which could be extended by the Board if additional time was requested. The Committee did request additional time to ensure a thorough and complete evaluation of all infrastructure and economic development projects. The Board granted the Committee's request and the Committee completed its charge on January 30, 2014.

As with many Commission appointed boards, the members of this Committee were volunteers who dedicated their personal time over the past two years. The Committee was subject to Florida Sunshine Laws and comprised of the following representatives:

- Steve Evans, Chairman
- Curtis Richardson, Vice Chair
- Bill Berlow
- Laurie Hartsfield
- Christic Henry
- Terrence Hinson
- Henree Martin
- Will Messer
- Ed Murray
- Daniel Newman
- Tom O'Steen
- Bill Peebles
- Kim Rivers
- Todd Sperry
- Lamar Taylor
- Glenda Thornton
- Bill Tucker
- Kim Williams

The Committee held its first meeting in January 2012 and spent the first year gathering information on the Florida Statutes governing the local infrastructure sales tax, past sales tax projects, understanding the BP2000 governance structure, reviewing the Comprehensive Plan and Community Profile, and hearing County, City, BP2000, and public input on proposed projects. The Committee received testimonies from citizens, civic organizations, home-owner associations, consultants, Florida State University, Florida A&M University, and Tallahassee Community College. Throughout this process, a series of projects were identified and placed on the list for the Committee's consideration. During the second year, the Committee engaged in a thorough evaluation process of all the projects brought forth for its consideration. Attachment #2 contains the summary minutes from the Committee's meetings.

## **B. Public Participation**

The Committee was committed to engaging the public during this process and reserved the first portion of each meeting to allow the community time to voice their comments, recommendations, or preferred projects for consideration. According to the enacting resolution, the Committee was required to host one open house to receive public input on the process. The Committee hosted its first open house on April 26, 2012 followed by a second one on November 15, 2012 to give the public the opportunity to provide their input and recommendations on the future projects for Committee consideration. Invitations were extended to Florida State University, Florida A&M University, Tallahassee Community College, Capital City Chamber, the Greater Tallahassee Chamber, all residents and neighborhood associations.

In addition, a website was maintained throughout the process in order to keep the public up to date on the Committee's progress. The website posted the Committee's meeting times and locations, agenda items, summary minutes, and project descriptions. The website also listed the names of the Committee members and a list of frequently asked questions. Please see <http://cms.leoncountyfl.gov/Home/LeonCountySalesTaxCommittee> for more information.

### **C. Length of the Infrastructure Surtax and Revenue Forecast**

The Committee recommends that the sales tax be continued for a period of twenty years. A twenty year sales tax is estimated to provide \$756 million in revenue or \$37.8 million annually. All revenue and expenditures are in current dollars; as revenues increase it is also anticipated that expenditure costs will also increase.

### **D. Allocation of Infrastructure Surtax**

The Committee recommends that the allocation of the infrastructure surtax be divided amongst the County, City, and BP2000. Consistent with the current sales tax extension, it is recommended that the County and City receive 20% (10% each) of the sales tax proceeds and that the remaining 80% should be allocated to BP2000. However, the Committee recommends that 68% of the BP2000 proceeds be dedicated to funding infrastructure needs and the remaining 12% for economic development.

This section reviews the Committee's recommendations as they pertain to the County/City revenue split, economic development, and infrastructure projects.

#### ***D1. County and City Percentage Allocation***

The Committee unanimously agreed to recommend that 20% of the sales tax proceeds be allocated to the County and City (10% each) to use at their discretion on infrastructure projects including but not limited to transportation, stormwater, water quality, and recreation needs. This recommendation is consistent with the current allocation of infrastructure sales tax proceeds.

#### ***D2. Infrastructure Projects***

Consistent with BP2000, the Committee agreed that the final recommended infrastructure projects must be holistic and have multiple benefits to the community. This approach to infrastructure planning results in projects that not only address transportation or flooding problems but also protect our natural resources and create amenities for the community to enjoy.

Prior to the start of the evaluation process, the Committee held a retreat to develop project themes and action statements which would be utilized to evaluate the list of projects. After considering the vision statements of the County, the City, the Comprehensive Plan, and BP2000, the Committee developed the following themes and action statements. These themes and action statements served as a guide throughout the Committee's project evaluation process.

***Regional Mobility/Transportation:*** Projects that create an integrated regional multimodal network that considers air, mass transit, automobile, bike, and pedestrian transportation modes. This holistic transportation network provides the most options for moving people and goods economically, effectively, and safely while protecting the environment, promoting economic development, and maintaining a high quality of life with sustainable development patterns.

**Sense of Community:** Projects that create special urban places which foster a sense of community and inspire a creative class that builds relationships to solve local problems with local solutions in an inclusive environment.

**Water Quality:** Projects that protect our natural environment through sensitive land acquisitions and by providing the appropriate infrastructure.

**Connectivity:** Projects that link current amenities, neighborhoods, and/or multi-modal nodes through sidewalks, multi-use paths, bike lanes, transit, and roadway improvements.

**Economic Vitality:** Projects that encourage quality development/ redevelopment within our community that will promote the creation of new employment opportunities, sustain and enhance economic vitality, and promote the quality of life in our community.

**Parks/Ecotourism:** Projects that promote public recreation and eco-tourism while protecting and preserving the community's environment and natural resources.

**Vertical Infrastructure:** Projects that are fixed capital assets associated with the construction, reconstruction, or improved public facility with a life expectancy of five years or more in accordance with Florida Statute.

**Gateways:** Projects that develop distinct community entryways that showcase the character and beauty of Tallahassee and foster a unique sense of place.

The evaluation process began with a list of 73 projects and ended with 25 Tier I (first priority) and four Tier II (second priority) projects. Attachment #3 displays the recommended projects by theme. The final list of Tier I and Tier II represent the Committee's first and second priority projects. Tier III represents projects that are not recommended for sales tax funding. Table #1 on page 5 lists the Committee's final project recommendations. Listed in Appendix A is a detailed description of each project. In addition, attachment #4 chronologically lists the actions that the Committee took on each project.

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**Table #1: Recommended Infrastructure Projects**

Project #	Project Name	Totals
<b>TIER I Projects</b>		
1	Capital Circle Southwest	\$ 70,000,000
2	Westside Student Corridor Gateway	\$ 8,936,800
3,5	Airport Gateway: Springhill Road and Lake Bradford	\$ 58,698,138
4	Southside Gateway Enrichment	\$ 29,700,000
6	North Monroe Gateway	\$ 9,400,000
7	Build Bike Route System	\$ 15,000,000
8	County/City Independent Sidewalk Projects	\$ 50,000,000
<u>9 &amp; 37</u>	<u>Implement Greenways Master Plan</u>	<u>\$ 10,000,000</u>
10	Northwest Connector Corridor	\$ 53,184,800
14	Market District Activity Center Connectivity	\$ 9,400,000
15	Midtown Placemaking	\$ 22,000,000
17	College Avenue Placemaking	\$ 7,000,000
19	Florida A&M Entry Points	\$ 1,500,000
22	Monroe-Adams Corridor Placemaking	\$ 7,000,000
23	Orange/Meridian Placemaking	\$ 4,100,000
24	Beautification and Improvements to the Fairgrounds	\$ 12,000,000
26	Northeast Connector Corridor	\$ 36,300,000
27	Orange Avenue Widening from Adams Street to Springhill Road	\$ 33,100,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	\$ 47,300,000
29	StarMetro	\$ 7,550,000
<del>9 &amp; 37</del>	<del>Implement Greenways Master Plan</del>	<del>\$ 10,000,000</del>
46A	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): County @ 59%	\$ 12,000,000
46B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): City @ 41%	\$ 8,000,000
47	Desoto Winter Encampment	\$ 500,000
48	Northeast Park	\$ 10,000,000
49	Water Quality and Stormwater Funding: Projects 30, 36, & 38-45	\$ 85,000,000
<b>Tier 1 Subtotal</b>		<b>\$ 607,669,738</b>
<b>TIER II Projects</b>		
9 & 37	Implement Greenways Master Plan	\$ 10,000,000
11	Lake Lafayette and St. Marks Regional Linear Park	\$ 13,616,640
2	Westside Student Corridor Gateway	\$ 21,000,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase II)	\$ 30,690,000
<b>Tier 2 Subtotal</b>		<b>\$ 75,306,640</b>

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### ***D3. Economic Development***

During the February 1, 2013 Sales Tax Committee Retreat, the Committee approved the Imagine Tallahassee concept to create an action plan for economic development and tentatively agreed to allocate up to 15% for economic development. The Committee heard several proposals on economic development, but ultimately decided that it required a process separate from the infrastructure discussion. Consistent throughout the discussion was the need to develop a governance structure to serve as an advisory committee on economic development. This advisory committee was first proposed by County, City, and Economic Development Council and later recommended by Imagine Tallahassee Steering Committee.

Private funds were raised and professional consultants were hired to assist with the economic development recommendations for the Committee. The County and City approved the utilization of staff resources on February 12, 2013 and February 13, 2013, respectively. This private/public partnership then conducted a process that guided the development of recommendations for the economic development portion of the sales tax. The recommendations were presented to the Committee, which considered the proposals and made final recommendations to the County and City Commissions. The Imagine Tallahassee Steering Committee's final report can be found in Appendix B.

A 25-member Imagine Tallahassee Steering Committee (Steering Committee) was created to assist the consultants. The Steering Committee's role was to engage citizens, businesses, higher education, and governmental partners in a process that would help establish how the community envisions economic development. The Steering Committee was responsible for taking public input, creating a vision for economic development, and developing recommendations. The Steering Committee was subject to Florida Sunshine Laws and comprised of representatives from: the institutions of higher education, local government, the Greater Tallahassee Chamber, the Big Bend Minority Chamber, Capital City Chamber, Economic Development Council, the local hospitals, Leon County Schools, the Sales Tax Committee, and the Faith based and non-profit community. Imagine Tallahassee held open house events to allow the public the opportunity to provide input on the current economic climate and opportunities for economic development. The public input was used to create a vision statement and five strategic directions to guide economic development. The Steering Committee used its vision to begin developing economic development projects. On December 12, 2013, the Imagine Tallahassee Steering Committee presented its final recommendations to the Sales Tax Committee. Imagine Tallahassee recommended 10 economic development projects, which would utilize \$105,225,000 over 20 years, or 13.9% of the total estimated Sales Tax proceeds.

Additionally, the Steering Committee proposed an economic development governance structure to the Committee. Under the proposal, the BP2000 Intergovernmental Agency (IA) has final authority on use of the sales tax proceeds. Under the IA, an Economic Development Coordinating Committee would provide the IA with policy recommendations and reports on performance and accountability of the approved economic development projects. This advisory committee would provide oversight regarding the economic development projects and would include the following representatives:

- County Economic Development Director
- City Economic Development Director
- FSU Vice President of Research
- FAMU Vice President of Research

- CEO of Workforce Plus
- TCC Vice President, Economic and Workforce Development
- Executive Director, Leon County Research and Development Authority
- Executive Director, Economic Development Council

Sales Tax Committee's Recommendations on Economic Development

~~The committee recommends the 12% for economic development percentage will remain constant regardless of fluctuations in revenue receipts from the sales tax.~~

~~The Committee fully endorsed the governance structure and the creation of an advisory committee in charge of project oversight and recommendations. The Committee also discussed having a citizen advisory component related to the economic development funds in an effort to truly mirror the current Blueprint 2000 process. Based on the Steering Committee's final report, the Committee recommends that 12% of the sales tax proceeds be set aside for the purposes of funding economic development.~~

~~The Committee fully endorsed the governance structure and the creation of an advisory committee in charge of project oversight and recommendations.~~ In addition, the Committee recommends the following quality control mechanisms be put in place related to economic development to ensure the accountability necessary to preserve the credibility of the Blueprint brand (Attachment #5):

1. Require all economic development projects and participating groups to maintain (for the life of the tax) detailed records of activities and expenditures.
2. Full Accounting transparency including sources and uses of funds.-
3. Periodic reports detailing the relevant success-performance metrics of each funded project.
4. Full financial and compliance audits performed by nationally recognized independent auditing firms.
5. Allocate sufficient f-funding from the economic development portion to provide financial oversight and accountability.

~~In regards to the economic development projects, the Committee recommends the Madison Mile Convention District and the Regional Airport Growth and Development (Part 1) be fully funded at the request amount. The Committee recommends that the remaining funding be proportionally divided amongst the other projects – if these projects are deemed eligible for funding by the advisory committee and the IA. Each of the recommended economic development projects has a "champion organization" to present the project to the advisory committee. In regards to the economic development projects, the Committee recommends the Madison Mile Convention District and the Regional Airport Growth and Development (Part I) be fully funded at the requested amount. The Committee recommends that the remaining funding be proportionally divided amongst the other projects – if these projects are deemed eligible for funding by the advisory committee and IA.~~ Table #2 lists the final recommendations for the economic development projects. A comparison of the Committee and the Steering Committee's recommendations can be found in Attachment #6. A detailed description of each of project can be found beginning on page 89 in Appendix B.

**Table #2: Sales Tax Committee's Economic Development Recommendations**

Project Name	Project Cost	Percentage
Madison Mile Convention District	\$ 20,000,000	22.05%
Regional Airport Growth & Development (Part I)	\$ 5,500,000	6.06%

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<u>Regional Airport Growth &amp; Development (Part II)</u>	<u>\$ 7,771,590</u>	<u>8.57%</u>
Entrepreneurial Development Fund	\$ 12,270,931	<u>13.53%</u>
Minority & Women Business Investment Fund	\$ 6,135,466	<u>6.76%</u>
Technology & Innovation Incubators	\$ 8,180,621	<u>9.02%</u>
<del>Regional Airport Growth &amp; Development (Part II)</del>	<del>\$ 7,771,590</del>	
Business Retention, Expansion & Attraction Fund	\$ 12,270,931	<u>13.53%</u>
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Quantum Leaps & Signature Festivals	\$ 4,090,310	<u>4.50%</u>
South Monroe / Adams Corridor Catalyst	\$ 4,172,117	<u>4.60%</u>
<i>Raising the Ship</i> Talent Development	\$ 4,192,568	<u>4.62%</u>
<b>Total:</b>	<b>\$ 90,720,000</b>	<b><u>100%</u></b>

### E. Additional Funding Options

The Committee recommends that the County and the City continue to leverage the sales tax proceeds in order to pursue additional funding options such as matching grants, conservation easements, and state and federal resources.

### F. Referendum Date

The Committee recommends the Leon County Board of County Commissioners place the referendum authorizing the continuation of the one-cent local government infrastructure surtax for 20 years on the November 2014 General Election ballot.

### G. Conclusion

The Committee recommends the following:

- Authorize the continuation of the one-cent local government infrastructure surtax for a period of 20 years
- Conduct the referendum in November 2014
- Allocate 10% each to the County and City
- Recommend \$607,669,738 Tier I, first priority projects
- Recommend \$75,306,640 as Tier II, second priority projects
- For economic development:
  - Allocate 12% (\$90,720,000) in support of Imagine Tallahassee Steering Committee recommendations; the 12% will remain constant regardless of fluctuations in revenue receipts from the sales tax.
  - Develop an advisory committee to provide the IA with policy recommendations and provide reporting on performance and accountability.
  - Incorporate the citizens advisory committee to ensure a mirroring of the existing Blueprint 2000 process.
  - Develop a series of quality control mechanisms to ensure accountability.
- ~~Allocate 12% (\$90,720,000) in support of Imagine Tallahassee Steering Committee recommendations.~~
- ~~Develop an advisory committee to provide the IA with policy recommendations and provide reporting on performance and accountability.~~
- ~~Develop a series of quality control mechanisms to ensure accountability.~~

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The ~~CC~~ Committee understands that there will be a limited amount of revenue, inclusive of potential future leveraging, available to support the final implementation of the proposed Tier I and Tier II projects and that current revenue estimates do not support the entire recommended list. The Committee endorses the Tier I and Tier II project lists as priority projects to be considered for funding if the continuation of the one-cent local government infrastructure surtax is approved by the citizens of Leon County.

## H. Appendix

Appendix A	Infrastructure Project Descriptions
Appendix B	Imagine Tallahassee Steering Committee's Final Report

### Attachments:

1. Enabling Resolution
2. Leon County Sales Tax Committee's Meeting Summary Minutes
3. Infrastructure Projects by Theme
4. Chronological List of the Leon County Sales Tax Committee's Actions on Infrastructure Projects
5. Quality Control Mechanisms for Economic Development Projects
6. Comparison Chart of the Leon County Sales Tax Committee and Imagine Tallahassee Steering Committee's Recommendations

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September 26, 2013 Revised Sales Tax Matrix Subject to Change

Project #	Project Name	Major Elements	Location	Regional Mobility/ Transportation	Sense of Community	Environmental/ Water Quality	Connectivity				Economic Vitality	Ecotourism/ Parks	Vertical Infrastructure	Gateways	Project Total	Total Allocated by Committee
							Greenways	Sidewalks	Trails	Bike Lanes						
							<b>Tier 1 Projects</b>									
1	Capital Circle Southwest	Widen road from Orange Ave. to Crawfordville Rd.; Stormwater Improvements and Water Quality Protection; Greenways; Sidewalks; Bike Lanes.	Quadrant 3	114,245,800		X	175,200	X	X	X	X				\$ 114,421,000	\$ 70,000,000
2	Westside Student Corridor Gateway	Widen Pensacola St. to 4 lanes from Capital Circle to Appleyard; Stormwater Improvements and Flood Relief; Sidewalks; Bike Lanes; Gateway Bridge; Portion of University Greenway (Project #9)	Quadrant 4	20,000,000		\$7,000,000 (part of the project) or \$12,000,000 (stand alone project)	1,936,800	X	X	X	X		1,000,000	\$ 29,936,800	\$ 8,936,800	
3,5	Airport Gateway: Springhill Road and Lake Bradford	Springhill Rd. - Lake Bradford Rd. to Capital Circle Southwest; Sidewalks; Bike Lanes; RoW for Future 4-Lane; Landscaping. Lake Bradford Rd. - Stadium/Gaines St. to Springhill Rd.: Roundabouts; Gateway Streetscaping; Bike Lanes; Sidewalks; Landscaping & Lighting.	Quadrant 3,4	57,698,138							X	X	1,000,000	\$ 58,698,138	\$ 58,698,138	
4	Southside Gateway Enrichment	Widen Woodville Hwy. to 4 Lanes from Capital Circle to Gaile Ave.; Median Improvements; Sidewalks; Bike Lanes; Gateway; St. Marks Trail Improvements; Stormwater Treatment.	Quadrant 2,3	18,500,000				300,000	100,000	200,000	X		10,600,000	\$ 29,700,000	\$ 29,700,000	
6	North Monroe Gateway	Gateway (I-10 to W. 7th Ave.) enhancements, including signage, art, landscaping, crosswalks, and pedestrian safety enhancements; Sidewalk rehabilitation or widening where necessary; Monroe Street Access Management and Lake Ella Implementation Study Area for CRTPA (John Knox to Tharpe Street).	Quadrant 4	X	4,400,000	X		2,900,000			X	2,100,000	X	\$ 9,400,000	\$ 9,400,000	
7	Build Bike Route System	Phase 1: signage; Phase 2: bicycle infrastructure (road enhancements, bridges, and intersection improvements; midblock crossings, off-road trails, etc.).	Quadrant 1,2,3,4	X			X			15,000,000	X	X		\$ 15,000,000	\$ 15,000,000	

September 26, 2013 Revised Sales Tax Matrix Subject to Change

Project #	Project Name	Major Elements	Location	Regional Mobility/ Transportation	Sense of Community	Environmental/ Water Quality	Connectivity				Economic Vitality	Ecotourism/ Parks	Vertical Infrastructure	Gateways	Project Total	Total Allocated by Committee
							Greenways	Sidewalks	Trails	Bike Lanes						
							8	County/City Independent Sidewalk Projects	79 sidewalk projects from City and County priority lists, as well as those recommended by the community. Project funding priority will be given to areas that are Safe Routes to School eligible.	Quadrant 1,2,3,4						
9 & 37	Implement Greenways Master Plan	Complete the remaining 139 miles of the Greenways System.	Quadrant 1,2,3,4	X	X	X	19,203,400			X	X				\$ 19,203,400	\$ 10,000,000
10	Northwest Connector Corridor	Widen Tharpe St to 4 lanes from Ocala Road to Capital Circle NW; Landscaped medians; Sidewalks; Trails; Bike Lanes; Public transit improvements; Stormwater facility upgrades; Park Place Recreational Area; Northwest Greenway (Project #9).	Quadrant 4	50,000,000	X	X	1,384,800	1,400,000		X	400,000				\$ 53,184,800	\$ 53,184,800
14	Market District Activity Center Connectivity	Stormwater facility improvements; Streetscaping; Sidewalks; Trails; Misc. Pedestrian Improvements.	Quadrant 1	X	4,400,000	X		2,900,000		X	2,100,000		X		\$ 9,400,000	\$ 9,400,000
15	Midtown Placemaking	Intersection Improvements at 5 Points; Monroe Streetscaping; Thomasville Rd. Streetscaping (Post to Grape); Thomasville Rd. Streetscaping (7th to Monroe); Streetscaping estimates include treatments such as wider sidewalks, enhanced crosswalks, benches, lighting, landscaping, and signage.	Quadrant 1,4	X	22,000,000		X			X			X		\$ 22,000,000	\$ 22,000,000
17	College Avenue Placemaking	Streetscaping along College, Park, and Macomb; Pedestrian walkways to connect Civic Center, FSU Main Campus, Law School and Downtown; Signage; Intersection improvements and filling in missing sidewalk links.	Quadrant 4	X	7,000,000		X			X	X				\$ 7,000,000	\$ 7,000,000
19	Florida A&M Entry Points	Railroad Ave. aesthetic enhancements (Gaines St. to FAMU Way); FAMU Way aesthetic enhancements (Monroe St to MLK. Blvd); Traffic Signal (Palmer Ave./ Adams St.); Aesthetic intersection enhancements (Osceola St./ Adams St. & Perry St./ Gamble St.); Monument gateway signs (Gaines St. & Monroe St.).	Quadrant 3,4	15,000,000	X					X		X	1,500,000		\$ 16,500,000	\$ 1,500,000

September 26, 2013 Revised Sales Tax Matrix Subject to Change

Project #	Project Name	Major Elements	Location	Regional Mobility/ Transportation	Sense of Community	Environmental/ Water Quality	Connectivity				Economic Vitality	Ecotourism/ Parks	Vertical Infrastructure	Gateways	Project Total	Total Allocated by Committee
							Greenways	Sidewalks	Trails	Bike Lanes						
							22	Monroe-Adams Corridor Placemaking	Monroe Street Medians (Oakland to Magnolia); Streetscape Improvements with sidewalks, lighting, signage, landscaping, underground utilities, and street parking (where possible) at Harrison Street, Pershing Street, Jennings Street, Perkins Road, Kestner Street.	Quadrant 3						
23	Orange/Meridian Placemaking	Enclose East Drainage Ditch between Monroe and Meridian; Stormwater improvements; Beautification of stormwater pond at S. Monroe St./ Orange Ave; StarMetro SuperStop at Orange Ave./Meridian Rd. Right-of-way costs for stormwater improvements; SuperStop relies on independent site development	Quadrant 3	1,000,000	X	3,100,000							X		\$ 4,100,000	\$ 4,100,000
24	Beautification and Improvements to the Fairgrounds	Phase 1: reconfigure fairgrounds on-site. Phase 2: incorporate infrastructure on-site to allow for redevelopment.	Quadrant 2,3		12,000,000								X	X	\$ 12,000,000	\$ 12,000,000
26	Northeast Connector Corridor	Widen Bannerman Rd. to 4 lanes (Bull Headley to Thomasville); Multi-use path; Sidewalks; Meridian Rd. Trail; Bike routes; Green Infrastructure enhancements.	Quadrant 1	15,800,000		X	700,000	X					X	19,800,000	\$ 36,300,000	\$ 36,300,000
27	Orange Avenue Widening from Adams Street to Springhill Road	Widen Orange Ave. to 4 lanes (Adams St. to Springhill Rd.); Multi-use path; Stormwater facilities; Misc. transit, pedestrian, and bicycle improvements.	Quadrant 3	33,100,000		X	X						X		\$ 33,100,000	\$ 33,100,000
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	Regional roads to support a new I-10 interchange (4-lane Welaunee Blvd. Fleischman to Shamrock & 2-lane Shamrock Way Extension from Centerville to Welaunee Blvd.); Greenway; Pedestrian/bicycle bridge; Cost-recovery from Canopy property owners.	Quadrant 1	39,500,000		X	7,800,000						X	X	\$ 47,300,000	\$ 47,300,000
29	StarMetro	Making every stop ADA Compliant; Improved bus stop amenities; SuperStops.	Quadrant 1,2,3,4	12,250,000									X		\$ 12,250,000	\$ 7,550,000

September 26, 2013 Revised Sales Tax Matrix Subject to Change

Project #	Project Name	Major Elements	Location	Regional Mobility/ Transportation	Sense of Community	Environmental/ Water Quality	Connectivity				Economic Vitality	Ecotourism/ Parks	Vertical Infrastructure	Gateways	Project Total	Total Allocated by Committee		
							Greenways	Sidewalks	Trails	Bike Lanes								
46A	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): County	Provides funding to mitigate increased operating costs from Sales Tax parks to County.	Quadrant 1,2,3,4								X	16,500,000			\$ 16,500,000	\$ 12,000,000		
46B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): City	Provides funding to mitigate increased operating costs from Sales Tax parks to City.	Quadrant 1,2,3,4								X	10,514,300			\$ 10,514,300	\$ 8,000,000		
47	Desoto Winter Encampment	Improve Goodbody Lane for enhanced access to DeSoto site; Entrance features; Sidewalks; Landscaping; Crosswalks.	Quadrant 2		X						X	500,000			\$ 500,000	\$ 500,000		
48	Northeast Park	55 acres active park; 45 acres passive park; Road improvements.	Quadrant 1	X							X	11,700,000	1,500,000		\$ 13,200,000	\$ 10,000,000		
49	Water Quality and Stormwater Funding: Projects 30, 36-45	Stormwater and Water Quality Improvements.	Quadrant 1,2,3,4			198,800,000					X				\$ 198,800,000	\$ 85,000,000		
<b>Tier 1 Subtotal</b>						<b>377,093,938</b>	<b>56,800,000</b>	<b>208,900,000</b>	<b>31,200,200</b>	<b>116,458,338</b>	<b>100,000</b>	<b>15,200,000</b>	<b>-</b>	<b>63,614,300</b>	<b>1,500,000</b>	<b>14,100,000</b>	<b>\$ 884,966,776</b>	<b>\$ 607,669,738</b>
<b>Tier 2 Projects</b>																		
2	Westside Student Corridor Gateway	Widen Pensacola St. to 4 lanes from Capital Circle to Appleyard; Stormwater Improvements and Flood Relief; Sidewalks; Bike Lanes; Gateway Bridge; Portion of University Greenway (Project #9)	Quadrant 4			20,000,000		\$7,000,000 (part of the project) or \$12,000,000 (stand alone project)	1,936,800	X	X	X			1,000,000	\$ 29,936,800	\$ 21,000,000	
9 & 37	Implement Greenways Master Plan	Complete the remaining 139 miles of the Greenways System.	Quadrant 1,2,3,4	X	X		X	19,203,400				X	X			\$ 19,203,400	\$ 10,000,000	
11	Lake Lafayette and St. Marks	Trails; Sidewalks; Recreational facilities;	Quadrant 1,2		X	2,200,000		10,316,640				X	3,300,000			\$ 15,816,640	\$ 13,616,640	
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase II)	4-lane Welaunee Boulevard (Shamrock Way Extension to Roberts Road); 2-lane Shamrock Way Extension (Welaunee Boulevard to U.S. 90).	Quadrant 1		X	30,000,000	X	690,000				X	X			\$ 30,690,000	\$ 30,690,000	
<b>Tier 2 Subtotal</b>						<b>30,000,000</b>	<b>-</b>	<b>2,200,000</b>	<b>30,210,040</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,300,000</b>	<b>-</b>	<b>-</b>	<b>\$ 49,893,400</b>	<b>\$ 75,306,640</b>
															<b>GRAND TOTAL</b>	<b>\$ 934,860,176</b>	<b>\$ 682,976,378</b>	
<b>Projects Placed into Project #49: Water Quality &amp; Stormwater Funding</b>																		
30	Weems Road Flood Control	Weems Rd. reconstruction (Mahan Dr. to Easterwood); Sidewalks; Bike lanes; Flood relief.	Quadrant 1			2,300,000		2,500,000		1,500,000		1,500,000	X			\$ 7,800,000	-	
36	Killearn Estates Freshwater Restoration Project	Upstream treatment ponds; Removing sediment; Over-excavating lakes.	Quadrant 1		X			10,000,000					X			\$ 10,000,000	-	
38	Downtown Stormwater Improvements	Underground stormwater conveyance to allow redevelopment that is inhibited by the need for onsite stormwater ponds.	Quadrant 3,4					25,000,000					X			\$ 25,000,000	-	
11	Lake Lafayette and St. Marks Regional Linear Park	Trails; Sidewalks; Recreational facilities; Ecosystem restoration; Floodwater analysis; Stormwater treatment. \$2.2 million dedicated towards water quality only.	Quadrant 1,2		X			2,200,000	10,316,640				X	3,300,000		\$ 15,816,640		

September 26, 2013 Revised Sales Tax Matrix Subject to Change

Project #	Project Name	Major Elements	Location	Regional Mobility/ Transportation	Sense of Community	Environmental/ Water Quality	Connectivity				Economic Vitality	Ecotourism/ Parks	Vertical Infrastructure	Gateways	Project Total	Total Allocated by Committee
							Greenways	Sidewalks	Trails	Bike Lanes						
							39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	Wastewater Management Plan and Execution: Determine RME, Establish regulations, Wastewater Treatment Facilities Plan, Financing Plan, Woodville Stormwater Treatment/Flood Study.	Quadrant 1,2,3,4						
40	Woodville Water Quality	Sanitary Sewer Construction in Rural Community (Landowner Connection assistance under Project #45); Woodville Recharge Basin Flood Study.	Quadrant 2			25,800,000					X				\$ 25,800,000	-
41	Oak Ridge Sewer Project	Sanitary Sewer Construction for Lake Munson Target Area (Landowner Connection assistance under Project #45).	Quadrant 2,3			30,600,000					X				\$ 30,600,000	-
42	Centerville Trace Water Resources	Sanitary Sewer Construction for Centerville Trace Subdivision (Landowner Connection assistance under Project #45)	Quadrant 1			5,000,000					X				\$ 5,000,000	-
43A&B	Alternatives to Central Sewer in Harbinwood Estates: A) Decentralized Cluster System or B) Advanced Wastewater Treatment Plant	Two alternatives to Central Sewer in Harbinwood have been proposed. Only one will be funded, therefore the more expensive cost is shown as the project total. A.) Use of cluster septic tank disposal sites within Harbinwood Estates Subdivision instead of connection to City central sewer. (\$14.1 million) Or B.) Sanitary Sewer Construction to new wastewater treatment plant in Harbinwood Estates Subdivision instead of connection to City central sewer (\$29.3 million)	Quadrant 4			29,300,000					X				\$ 29,300,000	-
44	Lake Jackson Preservation and Mobility Enhancements	Sanitary Sewer Construction to City central sewer for Harbinwood Estates Subdivision (Landowner Connection assistance under Project #45); Intersection improvement; sidewalks; trails; Habitat Restoration Project for Eastern Shore (Subject to Owner)	Quadrant 4	X		27,900,000	X	1,400,000	100,000		X	X			\$ 29,400,000	-
45	Sewer Hookups Incentive Program	Landowner Connection Assistance to pay physical connection expenses and service charges	Quadrant 1,2,3,4			33,100,000					X				\$ 33,100,000	-
<b>Water Quality 'Bucket' Subtotal</b>				<b>2,300,000</b>	<b>-</b>	<b>194,200,000</b>	<b>10,316,640</b>	<b>2,900,000</b>	<b>100,000</b>	<b>1,500,000</b>	<b>-</b>	<b>3,300,000</b>	<b>-</b>	<b>-</b>	<b>\$ 214,616,640</b>	<b>\$ 85,000,000</b>

September 26, 2013 Revised Sales Tax Matrix Subject to Change

Project #	Project Name	Major Elements	Location	Regional Mobility/ Transportation	Sense of Community	Environmental/ Water Quality	Connectivity				Economic Vitality	Ecotourism/ Parks	Vertical Infrastructure	Gateways	Project Total	Total Allocated by Committee
							Greenways	Sidewalks	Trails	Bike Lanes						
							<b>Projects Not Recommended for Funding by the Sales Tax Extension</b>									
12	Pine Flats Trail	Ecosystem restoration; Water quality improvements; Trails.	Quadrant 3		X	10,400,000	4,933,200				X	X			\$ 15,333,200	\$ -
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	Floodplain protection; Water quality enhancements; Greenway.	Quadrant 3		14,750,000	X	200,000				X	50,000			\$ 15,000,000	\$ -
16	Goodwood Playground and Community Garden	Park; Playground; Community Garden.	Quadrant 1		X						X	200,000			\$ 200,000	\$ -
18	Downtown Outdoor Pedestrian Mall	Plaza, similar to Kieiman Plaza, along Gaines Street.	Quadrant 4		X		X				6,000,000	X	X		\$ 6,000,000	\$ -
20	Downtown Parking Garage	1,200 car parking garage in Gaines St. District.	Quadrant 4								X		25,000,000		\$ 25,000,000	\$ -
21	Florida Center of Performing Arts and Education	1,700 seat arts venue.	Quadrant 4		X						X		30,000,000		\$ 30,000,000	\$ -
25	Tennessee Street Beautification and Pedestrian Safety Enhancement	Sidewalks; Enhanced pedestrian crossings; Enhanced transit service; Bike facilities; Landscaping; Streetscaping.	Quadrant 4	X	X		X				X			X	\$ -	\$ -
31	Intersection Safety and Improvements	Road construction; Signalization.	Quadrant 1,2,3,4		5,800,000		X				X				\$ 5,800,000	\$ -
32	Tram Road	Greenways; ROW acquisition; Provide mobility choices.	Quadrant 2,3		32,225,200		574,800	7,900,000			X	1,200,000			\$ 41,900,000	\$ -
33	Extension of Jackson Bluff Road	Extends Jackson Bluff west from Appleyard Drive to CCNW/SW.	Quadrant 3,4		24,100,000			1,900,000			X				\$ 26,000,000	\$ -
34	Service Road (Capital Circle NW)	Service roads located in rear of parcels fronting CCNW to serve site access in the segment between 90 and I-10.	Quadrant 4		41,800,000		X				X				\$ 41,800,000	\$ -
35	Phase II: Water Quality 'Bucket'	Stormwater and water quality retrofit to be split 50/50 between City and County.	Quadrant 1,2,3,4			50,000,000					X				\$ 50,000,000	\$ -
<b>Priority 3 Subtotal</b>														<b>\$ 1,717,526,696</b>	<b>\$ 887,589,658.00</b>	

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>TIER 1 PROJECTS</b>		
1	Capital Circle Southwest	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1 and the Committee allocated \$85.5 million with the anticipation that the remaining funding will be allocated by the Florida Department of Transportation.</p> <p>January 16, 2014: Staff decreased the recommended funding level to \$70 million.</p>
2	Westside Student Corridor	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>January 16, 2014: Moved Stormwater and Connectivity project aspects (\$8,936,800) to Tier 1. Moved Widening and Gateway project aspects (\$21,000,000) to Tier 2.</p>
3,5	Airport Gateway: Springhill Road and Lake Bradford	<p>March 28, 2013: Both projects moved to a second round for consideration.</p> <p>April 26, 2013: Project #3 (Airport Gateway: Springhill Road Gateway) Moved to Priority Level 2 and Project #5 (Lake Bradford Gateway) Moved to Priority Level 1.</p> <p>May 9, 2013: Staff presented the Airport Gateway project (combining Project #3 (Springhill Road) and Project #5 (Lake Bradford Road)).</p> <p>June 13, 2013: Moved the combined project to Tier 1.</p>
4	Southside Gateway Enrichment	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 2.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>
6	North Monroe Gateway	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>
7	Build Bike Route System	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
8	County/City Independent Sidewalk Projects	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1 and reduced the proposed project funding from \$101.4 million to \$50 million, with a priority placed on Safe Routes to School eligible sidewalks.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>September 26, 2013: Added Shamrock Way to the list of sidewalk projects. Also noted that the money allocated for the 'Sidewalk Bucket' is to be a minimum level of funding; should additional funding be available, unfunded sidewalk projects should be considered for funding.</p>
9	Implement Greenways Master Plan	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>September 26, 2013: Moved Project #37 (Eastgate Greenway) out of the Project #49 Water Quality/Stormwater Funding list of projects (Tier 1), and to Project #9: Implement Greenways Master Plan (Tier 2). The Committee also noted that the money allocated for the Project #9: Implement Greenways Master Plan is to be a minimum level of funding.</p> <p>January 16, 2014: Moved \$10 million to Tier 1 and \$10 million to Tier 2.</p>
10	Northwest Connector Corridor	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>
14	Market District Activity Center Connectivity	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>
15	Midtown Placemaking	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
17	College Avenue Placemaking	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 1. June 13, 2013: Moved the project to Tier 1.
19	Florida A&M Entry Points	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to the Priority Level 1. Cost reduced from \$20 million to \$16.5 million since the City is in the process of enhancing Railroad Ave, between FAMU Way and Gaines Street. June 13, 2013: Moved the project to Tier 1. January 16, 2014: Moved \$1.5 million for FAMU Gateways into Tier 1.
22	Monroe-Adams Corridor Placemaking	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to the Priority Level 1 and requested that this project not include medians, but other greenscape and street-scape alternatives. June 13, 2013: Moved the project to Tier 1.
23	Orange/Meridian Placemaking	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 1. June 13, 2013: Moved the project to Tier 1.
24	Beautification and Improvements to the Fairgrounds	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 2. June 13, 2013: Moved the project to Tier 1.
26	Northeast Connector Corridor	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 1. June 13, 2013: Moved the project to Tier 1.

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
27	Orange Avenue Widening from Adams Street to Springhill Road	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1 and revised the project to widen Orange Ave. (from Adams Street to Springhill Road.), thereby reducing the cost from \$78.2 million to \$39.1 million.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>September 26, 2013: Requested an update to the project to reflect Florida Department of Transportation's plans to repave the road and replace the bridge.</p> <p>December 5, 2013: Staff reduced the project cost from \$39.1 million to \$33.1 million to reflect the bridge replacement by FDOT.</p>
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase I Only until 2024)	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1 and asked the Welaunee consultant team to present more project information on May 9, 2013.</p> <p>June 13, 2013: Moved Phase 1 of Project 28 (\$47.8 Million for road plan and Greenway) to Tier 1 status, with the funding condition that the Florida Department of Transportation must commit to building the proposed Welaunee I-10 interchange within 5 years of the new Sales Tax taking effect and that the project site landowners donate all right-of-way. Phases 2 and 3 of the project moved to Tier 2 status.</p> <p>January 16, 2014: Recommended that all developer contributions should be returned to Blueprint.</p>
29	StarMetro	<p>March 28, 2013: Directed staff to combine projects related to StarMetro.</p> <p>April 26, 2013: Moved the consolidated Project #29 to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>January 16, 2014: Moved \$7.55 million for bus stop improvements to Tier 1.</p>
46 A&B	Operating Costs for Parks Built with Sales Tax Funds (Past and Future): County (A) & City (B)	<p>March 28, 2013: Moved the projects to a second round for consideration.</p> <p>April 26, 2013: Moved the projects to Priority Level 1.</p> <p>June 13, 2013: Moved the projects to Tier 1.</p> <p>January 16, 2014: Proportionally reduced funding to \$20 million (\$12 million for County, \$8 million for City).</p>

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
47	Desoto Winter Encampment	<p>March 28, 2013: Removed the project from consideration.</p> <p>April 26, 2013: Moved to reconsider the project at its next meeting.</p> <p>May 9, 2013: Moved the project to the Priority Level 1 category and amended project funding to \$500,000 for land acquisition, contingent on receiving state funding for the remainder of the unfunded improvements.</p> <p>June 13, 2013: Moved the project to Tier 1.</p>
48	Northeast Park	<p>March 28, 2013: Removed the project from consideration.</p> <p>April 26, 2013: Moved to reconsider the project at its next meeting.</p> <p>May 9, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>January 16, 2014: Reduced project funding to \$10 million.</p>
49	Water Quality Program: Projects 30, 36, 38-45	<p>April 26, 2013: Combined Projects #40-45 into a single project (Project #49) to address water quality issues throughout Leon County and allocated \$75 million for the Blueprint to use on water quality improvement projects. Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1, added Projects #30 and #36-45 and therefore increased program funding from \$75 million to \$85 million.</p> <p>September 26, 2013: Noted that the money allocated for the 'Water Quality Bucket' is to be a minimum level of funding; should additional funding be available, unfunded water projects should be considered for funding. Also Moved Project #37 out of the Project #49 Water Quality bucket list of projects (Tier 1) and into Project #9: Implement Greenways Master Plan.</p> <p>January 16, 2014: Added Stormwater aspect of Project #11 (\$2.2 million).</p>

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>Tier 2 Projects</b>		
2	Westside Student Corridor Gateway	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>January 16, 2014: Split funding priority for the project - Tier 1 for Stormwater and Connectivity (\$8,936,800). Tier 2 for Widening and Gateway (\$21,000,000)</p>
9	Implement Greenways Master Plan	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved the project to Tier 1.</p> <p>September 26, 2013: Moved Project #37 (Eastgate Greenway) out of the Project #49 Water Quality/Stormwater Funding list of projects (Tier 1), and to Project #9: Implement Greenways Master Plan (Tier 2). The Committee also noted that the money allocated for the Project #9: Implement Greenways Master Plan is to be a minimum level of funding.</p> <p>January 16, 2014: Split project funding prioritization - Tier 1 at \$10 million. Tier 2 at \$10 million.</p>
11	Lake Lafayette and Street Marks Regional Linear Park	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 3.</p> <p>January 16, 2014: Moved the Stormwater aspect of this project (\$2,200,000) under Project 49: Water Quality and Stormwater Funding. Moved the remaining \$13,616,640 to Tier 2.</p>
37	Lake Lafayette Basin Improvements/Floodplain Protection and Eastgate Neighborhood Park/Greenspace	<p>April 26, 2013: moved to Priority Level 1 and the Committee reduced the scope of this project to a trail and possible park area, reducing project costs from \$36.3 million to \$2 million.</p> <p>June 13, 2013: added to the Project #49 Water Quality bucket list of projects (Tier 1).</p> <p>September 26, 2013: Moved into the 'Greenway Bucket' (Project #9: Implement Greenways Master Plan, Tier 2).</p>
28	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure (Phase II)	<p>June 13, 2013: Moved Phase 2 and 3 of Project #28 (Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure) to Tier 2 Status.</p>

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>Economic Development Projects</b>		
	Madison Mile Convention District	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$20,000,000.
	Regional Airport Growth & Development	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$7,771,590.
	Entrepreneurial Development Fund	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$12,270,931.
	Minority & Women Business Investment Fund	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$6,135,466.
	Technology & Innovation Incubators	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$8,180,621.
	Business Retention, Expansion, & Attraction Fund	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$12,270,931.
	Economic Opportunity Rapid Response Fund	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$6,135,466.
	Quantum Leaps & Signature Festivals	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$4,090,310.
	South Monroe/Adams Corridor Catalyst	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$4,172,117.
	<i>Raising the Ship</i> Talent Development	December 5, 2013: Accepted project from Imagine Tallahassee. January 16, 2014: Allocated \$4,192,568.

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>Projects Placed into Project #49: Water Quality &amp; Stormwater Funding</b>		
11	Lake Lafayette and Street Marks Regional Linear Park	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 3.</p> <p>January 16, 2014: Moved the Stormwater aspect of this project (\$2,200,000) under Project 49: Water Quality and Stormwater Funding. Moved the remaining \$13,616,640 to Tier 2.</p>
30	Weems Road Flood Control	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Placed into Project #49 <i>Water Quality/Stormwater Funding</i> for funding consideration.</p>
36	Killearn Estates Freshwater Restoration Project	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Placed into Project #49 <i>Water Quality/Stormwater Funding</i> for funding consideration.</p>
38	Downtown Stormwater Improvements	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Placed into Project #49 <i>Water Quality/Stormwater Funding</i> for funding consideration.</p>
39	Alternative Sewer Solutions: Creating Comprehensive Wastewater Management for Leon County Unincorporated Area (Nitrogen Reduction and Infill Development)	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Moved the project to Priority Level 1.</p> <p>June 13, 2013: Moved to only fund Part 1 of this project (Wastewater Management Plan and Execution Study), reducing the project cost from \$67 million to \$2.8 million, and placed into Project #49 <i>Water Quality/Stormwater Funding</i> for funding consideration.</p>
40	Woodville Water Quality	<p>March 28, 2013: Moved the project to a second round for consideration.</p> <p>April 26, 2013: Placed into Project #49 <i>Water Quality/Stormwater Funding</i> for funding consideration.</p>

### Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
41	Oak Ridge Sewer Project	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Placed into Project #49 <i>Water Quality/ Stormwater Funding</i> for funding consideration.
42	Centerville Trace Water Resources	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Placed into Project #49 <i>Water Quality/ Stormwater Funding</i> for funding consideration.
43A	Alternatives to Central Sewer in Harbinwood Estates: Decentralized Cluster System	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Placed into Project #49 <i>Water Quality/ Stormwater Funding</i> for funding consideration.
43B	Alternatives to Central Sewer in Harbinwood Estates: Advanced Wastewater Treatment Plant	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Placed into Project #49 <i>Water Quality/ Stormwater Funding</i> for funding consideration.
44	Lake Jackson Preservation and Mobility Enhancements	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Placed into Project #49 <i>Water Quality/ Stormwater Funding</i> for funding consideration.
45	Sewer Hookups Incentive Program	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Placed into Project #49 <i>Water Quality/ Stormwater Funding</i> for funding consideration.

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>Projects Not Recommended for Funding by the Sales Tax Extension</b>		
12	Pine Flats Trail	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
13	Black Swamp Restoration, Regional Pond and Cascades to Munson Slough Greenway Trail Developments	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Staff revised the cost of this project from \$33.6 million to \$15 million. Moved the project to Priority Level 1. June 13, 2013: Did not approve a vote to move the project to Tier 1. As such, the project has not been placed in a Tier 1 or 2 category and defaults to Tier 3: Projects not recommended for funding by the Sales Tax Extension.
16	Goodwood Playground and Community Garden	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
18	Downtown Outdoor Pedestrian Mall	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
20	Downtown Parking Garage	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
21	Florida Center of Performing Arts and Education	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to the Priority Level 2. June 13, 2013: Moved the project to Tier 3 Status.
25	Tennessee Street Beautification and Pedestrian Safety Enhancement	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Tabled prioritizing the project until more information was presented. May 9, 2013: Moved the project to the Priority Level 3.
31	Intersection Safety and Improvements	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
32	Tram Road	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
33	Extension of Jackson Bluff Road	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
34	Service Road (Capital Circle NW)	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.
35	Phase II: Water Quality 'Bucket'	March 28, 2013: Moved the project to a second round for consideration. April 26, 2013: Moved the project to Priority Level 3.

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>Projects Not Moved Forward for Consideration</b>		
	Canopy Roads Legacy Project	March 28, 2013: Removed the project from consideration.
	Meadow Ridge Drive Park	March 28, 2013: Removed the project from consideration.
	Parallel Road to Tennessee Street	March 28, 2013: Removed the project from consideration.
	StarMetro: Build Regional Transfer Station	March 28, 2013: Removed the project from consideration.
	Underground Utilities	March 28, 2013: Removed the project from consideration.
	County Infrastructure Improvements to Public Safety Facilities: Courthouse and Jail	March 28, 2013: Removed the project from consideration.
	County Road Resurfacing	March 28, 2013: Removed the project from consideration.
	Private Dirt Road Paving Program	March 28, 2013: Removed the project from consideration.
	Sports Complex	March 28, 2013: Removed the project from consideration.
	Goodwood Land Purchase for Community Parks and Gardens	March 28, 2013: Removed the project from consideration.

## Committee Actions by Project as of January 16, 2014

*SUBJECT TO CHANGE*

Project #	Project Name	Action
<b>Projects Removed by Staff Due to Being Consolidated with Other Projects</b>		
	Airport Gateway: Connector from Capitol Circle SW to Lake Bradford	Project overlapped with Capital Circle Southwest and Implement the Greenways Master Plan projects.
	Greenway Connections Timberland Ravine to Klapp-Phipps Overstreet Park	Project overlapped with Implement the Greenways Master Plan, Market District Activity Center Connectivity, and Meridian Road Greenway projects.
	Ochlockonee River Basins: Stormwater Improvements, Groundwater Protection, and Greenway Acquisition	Project overlapped Northwest Connector Corridor project.
	Phase II: Eastern Leon County Groundwater and Floodplain Protection	Project overlapped with Lake Lafayette and St. Marks Regional Linear Park project and previous land acquisitions by the State and BP2000.
	EastGate Neighborhood Park/Green Space	Combined with Lake Lafayette Basin Improvements and Floodplain Protection project.
	StarMetro: Bus Stop Enhancements (benches and covered seating)	Combined with other StarMetro projects.
	StarMetro: Build Super Stops	Combined with other StarMetro projects.
	StarMetro: Expand Facilities and Fleet	Combined with other StarMetro projects.
	StarMetro: Redevelop C.K.Steele Plaza	Combined with other StarMetro projects.
	Sidewalks: Primary (1 side) vs Secondary (both sides)	Combined with Complete Sidewalk Network project.
	Additional Sidewalks and Mobility Improvements	Combined with Complete Sidewalk Network project.
	Meridian Road Greenway	Combined with Implement the Greenways Master Plan project.
	Ox Bottom Manner Sidewalks	Combined with Complete Sidewalk Network project.
	Florida State University: Pedestrian Mobility Enhancements	Combined with Complete Sidewalk Network project.
	Florida State University and Tallahassee Downtown Improvement Authority: College Avenue Placemaking	Combined with College Avenue Placemaking project.
	Florida State University: Lake Bradford Gateway Extension to Orange Avenue	Combined with Lake Bradford Gateway project.

## Cristina Paredes - Re: Sales Tax Committee: Infrastructure Notebooks

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**From:** <ltaylor99@comcast.net>  
**To:** Cristina Paredes <ParedesC@leoncountyfl.gov>  
**Date:** Thursday, December 19, 2013 10:28 PM  
**Subject:** Re: Sales Tax Committee: Infrastructure Notebooks

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Hi, Cristina. In an effort to follow up on Chairman Evan's request to send you an email detailing the points I made at the end of the last meeting, I submit the following:

In order to maintain the credibility that the Blueprint 2000 brand has garnered over the past decade, it is important that the economic development portion of the proposed tax extension be subject to rigorous oversight and accountability standards. Oversight and accountability is no less important for the infrastructure portion of the tax; however, those projects will be subject to a tried-and-true process that has worked well over the past decade. Moreover, the infrastructure projects are largely discrete, identifiable projects, which have been publicly vetted and discussed.

In contrast, certain aspects of the economic development projects, e.g. the innovation fund, the rapid response fund, and others, will entail the deployment of resources on a much more discretionary basis and in some cases on a more expedited basis than is typical in a more traditional government function. I agree that in some cases this kind of discretion and speed is essential to maintain our community's competitiveness in attracting and retaining the high quality, clean, sustainable enterprises we all desire in Tallahassee. However, this same speedy and discretionary allocation process may give rise to reasonable concerns about the disinterestedness of the parties involved and the quality of the due diligence surrounding the underwriting of the funding decisions. In this regard, the Imagine Tallahassee participants have proposed an oversight committee (the EDCC - not the EDC), comprised of FSU, FAMU and TCC stakeholders, City and County economic development staff as well as local economic development professionals, which will serve as a technical coordinating committee to advise on resource allocation decisions. It is my understanding, that beyond this advice (along with input to the extent feasible from a CAC), the IA will ultimately be responsible and accountable for the decisions made.

In the main, this proposed structure seems reasonable to me to provide a measure of oversight on the front-end of these decisions while retaining the degree of flexibility sought by the proponents of these projects which they feel is necessary to make these economic development options truly meaningful. However, I submit this structure is not, by itself, sufficient to ensure the degree of oversight and accountability necessary to preserve the credibility of the Blueprint brand going forward.

In addition to the structure proposed by Imagine Tallahassee, I propose a back-end (after-the-fact) evaluation of all economic development programs funded through the sales tax. This back-end evaluation would have five key components:

1. The requirement for all economic development projects and participating groups to create and maintain (for the life of the tax) detailed records of their activities and expenditures. For example, I believe full transcripts of all meetings of all parties should be prepared and maintained. This should not be an overly burdensome requirement as all meetings are already

subject to the minutes requirement of Chapter 286. Although it has been a standard practice the County to prepare summary minutes for Blueprint activities (as permitted by Chapter 286), a full transcript should be transcribed from the audio recordings of the meetings and maintained on file--even for meetings that are exempt from Chapter 286, so long as they are held with respect to decisions pertaining to sales-tax funded economic development decisions.

2. Detailed accounting transaction records should be prepared and maintained for the life of the tax. These records would be the equivalent of a financial transcript of all dollars flowing through the economic development portion of the tax. These records should also be coded and recorded in such a way as to be distinct and segregated from other City/County/Blueprint transactions. The goal of such detailed financial records would be to enable one to literally trace one dollar of sales tax funding through to its ultimate economic development expenditure. I submit that these records and reporting requirements should be more detailed than what I presume is necessary to comply with what I understand to be existing requirements to provide reports to the Bureau of Economic and Demographic Research per Section 125.045, Fla. Stat.
3. All projects funded from sales tax dollars should be monitored going forward. To the extent possible all funding should be conditioned on providing on-going periodic, detailed reporting on the relevant success metrics of the project, e.g. jobs produced, value added to property tax rolls, etc. To the extent funding is provided that is not conditioned on such on-going periodic reporting, an explanation should be documented.
4. Full financial and compliance audits performed by nationally-recognized independent auditing firms. From my perspective, these audits need not be every year, but should be performed with reasonable regularity, i.e. every two to three-years max.
5. Finally, in order to ensure that these oversight controls remain robust and in place, I propose that some portion of the economic development component of the sales tax be set aside to fund the above oversight activities. This funding portion should, in my opinion, be elevated to the status of a project in its own right to be voted on by the electorate in concert with the other economic development projects.

In my view the single, most important output of a robust review process described above is the production of a data set that will irrefutably establish (i) what dollars were allocated to which projects, (ii) who were the parties involved in the decision, and (iii) the ultimate outcome of the economic development project. This data will truly enable the economic development portion of the tax to stand or fall on its own merits. It might also provide a rich source of information to help us as a community determine which economic development projects and funding processes were most productive, which programs or processes did not work as well as hoped. In the end, I think Blueprint and our community will be well served by such a robust review process.

The above is largely stream-of-consciousness, and I may refine this as the January 16th meeting draws closer. However, I did want to provide this to you now to be responsive to Chairman Evan's request.

I hope you and yours have a very Happy Holiday Season. Please let me know if you have any questions or need anything further from me.

Best regards,

Lamar

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**From:** "Cristina Paredes" <ParedesC@leoncountyfl.gov>  
**To:** cabaide@aol.com, SteEva8@aol.com, TRHinson@aol.com, bill@billpeebles.com, "Amy Harlee" <office@billpeebles.com>, "Lamar Taylor" <ltaylor99@comcast.net>, "Will Messer" <wmesser@earlbacon.com>, thortong@flalottery.com, drbilltucker@gmail.com, dsnewman77@gmail.com, "Kim Rivers" <kim@inkbridge.com>, "laurie hartsfield" <laurie.hartsfield@kccitallahassee.com>, christic@kingdomfirstrealty.com, kim@marpan.com, "Terrie Brooks" <Terrie@marpan.com>, llawler@moorebass.com, "Tom O'Steen" <tosteen@moorebass.com>, hmartin@nettally.com, wrb55@nettally.com, tsperry@oliverrenovation.com, "Jennifer Beerli" <jennifer@talcor.com>, murray@talcor.com  
**Cc:** "Charles Hargraves" <Charles.Hargraves@blueprint2000.org>, "Jon Brown" <BrownJon@leoncountyfl.gov>, "Mathieu Cavell" <CavellM@leoncountyfl.gov>, "Victoria Connell" <ConnellV@leoncountyfl.gov>, "Deborah Craig" <CraigD@leoncountyfl.gov>, "Stephanie Holloway" <HollowayS@leoncountyfl.gov>, "Julian Cano" <InternPIO@leoncountyfl.gov>, "Courtney Roberts" <InternPIO2@leoncountyfl.gov>, "Lindsay Jordan" <JordanL@leoncountyfl.gov>, "Shington Lamy" <LamyS@leoncountyfl.gov>, "Jean McCarter" <McCarterJ@leoncountyfl.gov>, "Ken Morris" <MorrisK@leoncountyfl.gov>, "Tony Park" <ParkT@leoncountyfl.gov>, "Rebecca Vause" <RLVause@leoncountyfl.gov>, "Alan Rosenzweig" <RosenzweigA@leoncountyfl.gov>, "Angeline Taylor" <TaylorA@leoncountyfl.gov>, "Carol Gerrell" <Carolyn.Gerrell@talgov.com>, "Cassandra Jackson" <Cassandra.Jackson@talgov.com>, "Gabriel Menendez" <Gabriel.Menendez@talgov.com>, "Jessica Miller" <Jessica.Miller@talgov.com>, "Michael Parker" <Michael.Parker@talgov.com>, "Wayne Tedder" <Wayne.Tedder@talgov.com>  
**Sent:** Thursday, December 19, 2013 9:48:29 AM  
**Subject:** Sales Tax Committee: Infrastructure Notebooks

Good Morning -

A electronic copy of the notebooks that were distributed last week has been posted online. It is a user friendly site that will allow you to click through the projects individually. It can be found on the following website:

<http://cms.leoncountyfl.gov/Home/LeonCountySalesTaxCommittee/Projects>

Please note, these will be your materials for the January 16th meeting. This meeting will begin at 9:00 am and will be held in the First Floor Program Room of the Main Library. Coffee and donuts will be available in the morning and lunch will be provided as well.

Please let me know if you have any questions regarding the notebooks or a specific project.

Thank you and Happy Holidays, Merry Christmas, and Happy New Year!

Cristina L. Paredes  
Intergovernmental Affairs & Special Projects Coordinator  
Leon County Office of Economic Development & Business Partnerships  
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## Comparison of Sales Tax Committee & Imagine Tallahassee Steering Committee Recommendations

Project Name	Imagine Tallahassee Steering Committee	Sales Tax Committee	Percentage of Economic Development Funds (12%)
Madison Mile Convention District	\$ 20,000,000	\$ 20,000,000	22.05%
Regional Airport Growth & Development (Part I)	\$ 15,000,000	\$ 5,500,000	6.06%
Regional Airport Growth & Development (Part II)		\$ 7,771,590	8.57%
Entrepreneurial Development Fund	\$ 15,000,000	\$ 12,270,931	13.53%
Minority & Women Business Investment Fund	\$ 7,500,000	\$ 6,135,466	6.76%
Technology & Innovation Incubators	\$ 10,000,000	\$ 8,180,621	9.02%
Business Retention, Expansion & Attraction Fund	\$ 15,000,000	\$ 12,270,931	13.53%
Economic Opportunity Rapid Response Fund	\$ 7,500,000	\$ 6,135,466	6.76%
Quantum Leaps & Signature Festivals	\$ 5,000,000	\$ 4,090,310	4.51%
South Monroe / Adams Corridor Catalyst	\$ 5,100,000	\$ 4,172,117	4.60%
<i>Raising the Ship</i> Talent Development	\$ 5,125,000	\$ 4,192,568	4.62%
<b>Total:</b>	<b>\$ 105,225,000</b>	<b>\$ 90,720,000</b>	<b>100.00%</b>