



DRAFT PROJECT ENVIRONMENTAL IMPACT REPORT

Northeast Gateway: Welaunee Boulevard

Project Development and Environment Study

From Fleischmann Road to Centerville Road at Shamrock Street and Roberts Road

Tallahassee, Florida

ETDM Number: 14366

May 2021

Prepared For:



Prepared By:



PROJECT ENVIRONMENTAL IMPACT REPORT

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

- a. **Project Information:** Blueprint Intergovernmental Agency is conducting a Project Development and Environment (PD&E) Study for the proposed Northeast Gateway: Welaunee Boulevard in Tallahassee, Florida. The proposed corridor would extend approximately six (6) miles from its existing termini, east of Fleischmann Road, over Interstate 10 (I-10) to connect at the existing intersection of Centerville Road, Bradfordville Road, and Roberts Road, and includes an extension of Shamrock Street South eastward from Centerville Road to connect at an intersection with Welaunee Boulevard. See **Figure 1**. From Fleischmann Road to approximately 1.25 miles east of Fleischmann Road, Welaunee Boulevard is being constructed by others and is not evaluated as part of this study. This section of the project was included in the PD&E limits for logical termini purposes.

As part of this project, there will also be a connection to the area schools, Roberts Elementary School and Montford Middle School, and a future connection to the new Northeast Park, slated to be built in the vicinity. A potential interchange at the crossing of Welaunee Boulevard at I-10 may be evaluated in a future Interchange Justification Report and separate PD&E Study; therefore, interchange development and evaluation are not within the scope of services for this study. Though the PD&E is not evaluating the greenway and associated trailheads, the overall project includes a new Welaunee Greenway that would connect with the Miccosukee Canopy Road Greenway and cross I-10 on a proposed bicycle/pedestrian/equestrian bridge to the west of the roadway crossing.

Project Name: Northeast Gateway: Welaunee Boulevard (referred to as Welaunee Boulevard)

Project Limits: Fleischmann Road to Centerville Road at Shamrock Street and Roberts Road

County: Leon County, Florida

ETDM Number: 14366

Project Manager: Daniel Scheer, PE; Blueprint Intergovernmental Agency

- b. **Proposed Improvements:** Construction of Welaunee Boulevard from the southern end of the project area to Shamrock Street South and north to Roberts Road. The project is proposed to be a two-lane, undivided roadway, consisting of urban and rural typical sections with 45-mph design speeds and includes sidewalks, multi-use trails, and stormwater treatment facilities. The proposed improvements are described further in Section 4. The project's right-of-way (ROW) south of the proposed Shamrock Extension is wide enough to accommodate a future, divided four-lane typical section and has been evaluated/included in this study. The project proposes to cross over I-10 via an overpass, but the crossing of the I-10 ROW is not addressed in this Project Environmental Impact Report. A design concept for the bridge over I-10, including typical section, concept plans, and a conceptual profile, was developed to ensure the roadway approaches north and south of I-10 would best accommodate the bridging of the interstate. As the project moves into the Design phase and the bridge design is further developed, additional coordination with the Florida Department of Transportation will be

required, including additional environmental analyses, documentation, and permitting, consistent with Federal Highway Administration requirements.

The proposed corridor from the eastern boundary of the Canopy Development to the Centerville Road and Shamrock Street South intersection will consist of two eleven-foot wide travel lanes (one in each direction) with a twelve-foot multi-use trail and eight-foot sidewalk. The proposed corridor from the Shamrock Street Extension and Welaunee Boulevard intersection north to the Centerville Road, Bradfordville Road, and Roberts Road intersection will consist of two eleven-foot wide travel lanes (one in each direction) with a twelve-foot multi-use trail terminating at the Pimlico Drive Extension.

Roadway typical sections are illustrated in **Figures 2** through **5**.

c. Purpose and Need:

Purpose

The purpose of the project is to improve regional mobility, enhance transportation system connectivity, and serve to reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties. In addition, the Northeast Gateway Welaunee Boulevard will provide mobility and connectivity opportunities for non-motorized users.

Need

The project is needed to provide an alternative route for existing users of Centerville and Miccosukee Roads-two scenic roadways that are locally protected and designated as Canopy Roads. Ongoing and proposed development of the 7,000-acre Welaunee Critical Area Plan, which is nearly entirely located between Centerville and Miccosukee Roads, will result in increased congestion on these two Canopy Roadways, should a new transportation facility not be developed. In addition, the project is anticipated to provide relief to US 319 (Thomasville Road) and US 90 (Mahan Drive)-the first phase of a new regional gateway into Tallahassee.

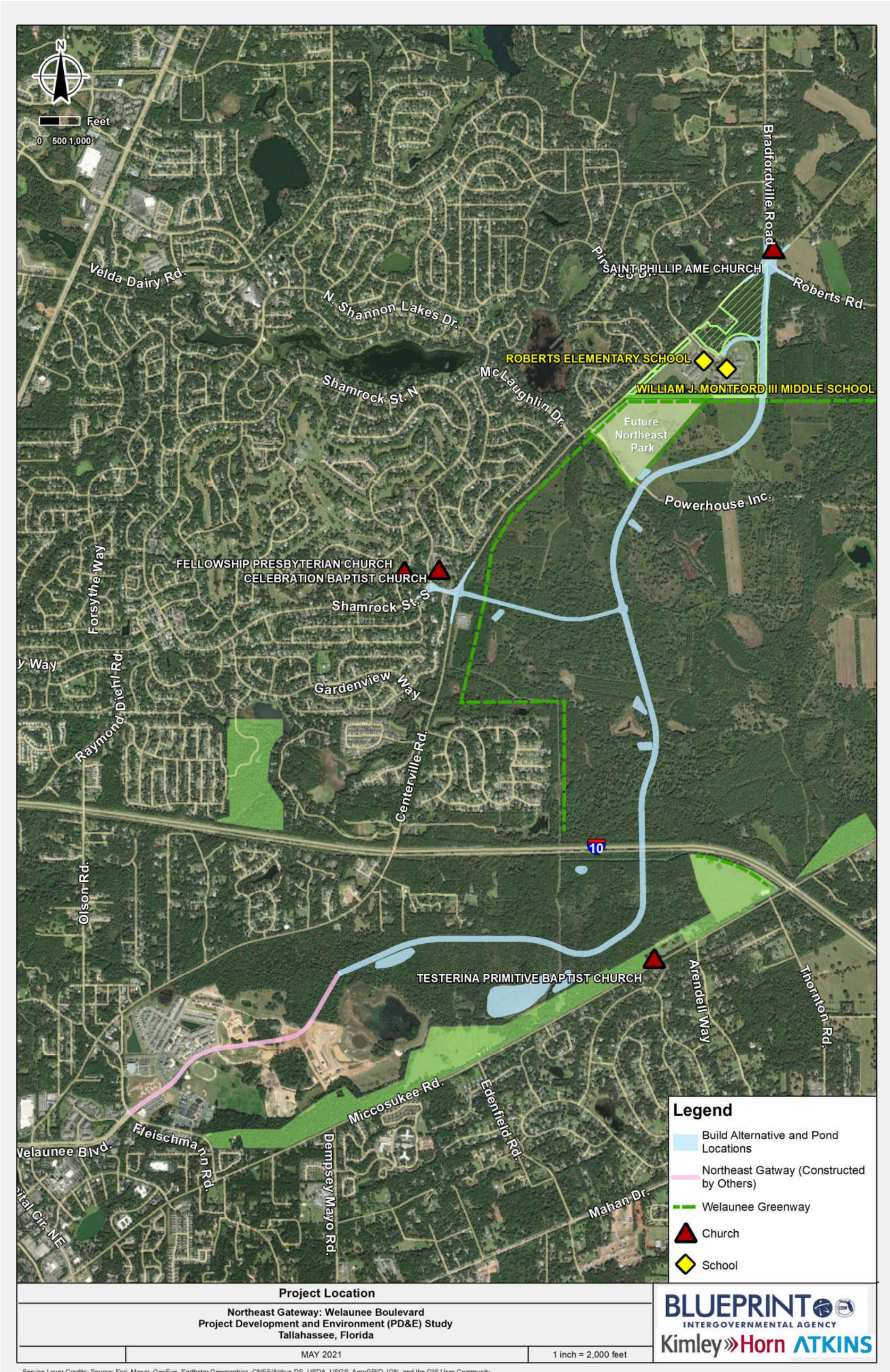
Roadway Capacity / Deficiencies

The preliminary modeling results show the project will reduce traffic demand at both the Thomasville Road/Capital Circle Northeast and Mahan Drive/US 90 interchanges by 10 percent. Similarly, the traffic demand for adjacent facilities at Centerville Road and Miccosukee Road are projected to be reduced by 25 percent and 35 percent, respectively. This assumes the full buildout of Welaunee Boulevard as well as the construction of an interchange at Welaunee Boulevard and I-10.

System Linkage

Welaunee Boulevard will provide an additional southwest to northeast connection within Leon County helping to reduce capacity demand on Centerville Road, Thomasville Road, Miccosukee Road, and US 90. The portion of US 90 within the project area is part of the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) and is designated as a SIS connector.

Figure 1: Project Location Map



2. ENVIRONMENTAL ANALYSIS

Issued/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	NoInv	
A. SOCIAL & ECONOMIC					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Section A.1</u>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Section A.2</u>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Section A.3</u>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Section A.4</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Section A.5</u>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Section A.6</u>
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B, Section B.1</u>
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B, Section B.2</u>
3. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B, Section B.3</u>
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C, Section C.1</u>
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment C, Section C.2</u>
3. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C, Section C.3</u>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment C, Section C.4</u>
5. Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C, Section C.5</u>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment C, Section C.6</u>
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C, Section C.7</u>
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment C, Section C.8</u>
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D, Section D.1</u>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D, Section D.2</u>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D, Section D.3</u>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D, Section D.4</u>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D, Section D.5</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D, Section D.6</u>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment D, Section D.7</u>

* Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement

** Supporting information is documented in the referenced attachment

3. ANTICIPATED PERMITS

The following permits are anticipated for the Welaunee Boulevard project:

- Florida Department of Environmental Protection (FDEP) State 404 General Permit
- Northwest Florida Water Management District (NWFMD)/FDEP Environmental Resource Permit (ERP)
- Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permit (10 or fewer burrows)
- City of Tallahassee Natural Features Inventory (NFI) Permit with Floodplains and Environmental Impact Analysis (EIA) Permit
- Leon County NFI Permit with Floodplains and EIA Permit

4. ENGINEERING ANALYSIS

The preferred alternative from the eastern boundary of the Canopy Development to the Centerville Road and Shamrock Street South intersection will consist of two eleven-foot wide travel lanes (one in each direction) with a twelve-foot multi-use trail and eight-foot sidewalk. The proposed corridor from the Shamrock Street Extension and Welaunee Boulevard intersection north to the Centerville Road, Bradfordville Road, and Roberts Road intersection will consist of two eleven-foot wide travel lanes (one in each direction) with a twelve-foot multi-use trail terminating at the Pimlico Drive Extension. Three (3) bridges will be constructed as a part of this project, all including a multi-use trail, with sidewalks also included for those bridges south of the Centerville Road and Welaunee Boulevard intersection. A fourth bridge (not addressed in this document) will span I-10 to provide connectivity of the project. A design concept for the bridge over I-10, including typical section, concept plans, and a conceptual profile, was developed to ensure the roadway approaches north and south of I-10 would best accommodate the bridging of the interstate.

Figures 2-5 show the typical sections of the project. Additional feasible alternatives, such as those included in **Appendix A**, may be evaluated further during the Design phase. These typical sections provided consistent utility for motorized and non-motorized users and can be accommodated within the 150 feet of right-of-way. For additional typical section or engineering details, please see the Welaunee Boulevard Preliminary Engineering Report.

5. COMMITMENTS

- Coordination will occur with the Florida Division of Historical Resources regarding the project's proximity to the newly expanded boundary of the New Hope Cemetery, south of Interstate 10. The Cultural Resource Assessment Survey will document the additional fieldwork completed in the vicinity of the historic cemetery and will be sent to the State Historic Preservation Officer for review and concurrence.
- Due to the potential habitat for Red Cockaded Woodpecker (RCW), surveys for RCW nesting trees and foraging habitat per USFWS guidelines will be implemented during the Design phase. If any RCWs or RCW tree cavities are located, further consultation with the US Fish and Wildlife Service (USFWS) will be initiated.
- Plant surveys will be conducted for the following state-/federal-listed plant species prior to construction during the appropriate survey season: Flyr's Brickell-bush, toothed savory, Florida spiny-pod, narrowleaf naiad, zigzag silkgrass, and narrow-leaved trillium. A focus will be placed on the narrowleaf naiad due to its previous documented occurrence in Lake Kanturk and its hydrologic connection to a wetland that is within the preferred alternative.

- Coordination will occur with the Florida Fish and Wildlife Conservation Commission (FWC) and the USFWS regarding the undocumented bald eagle. The utilization of the Bald Eagle Monitoring Guidelines will be coordinated with FWC/USFWS and implemented during the Design phase.
- As directed by the Blueprint Intergovernmental Agency Board, the corridor terminus at Bradfordville Road, Centerville Road, and Roberts Road is to be operational before or simultaneously as the corridor terminus at Centerville Road and Shamrock Street South.

6. SELECTED ALTERNATIVE

This section will be updated following the May 2021 Public Hearing.

7. APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)

Autumn Calder

Signature

5 / 11 / 21
Date

8. PUBLIC INVOLVEMENT:

1. A public hearing is not required.
2. A public hearing will be held on Wednesday, May 26, 2021. This draft document was publicly available from May 11, 2021 to June 7, 2021.

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3. A public hearing was held on MONTH DAY, YEAR and the summary and transcript is available in **Appendix X**.
4. An opportunity for a public hearing was afforded and was documented (insert date).

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability or family status.

The final PEIR reflects consideration of the PD&E Study and the public hearing.

Signature

____ / ____ / ____
Date

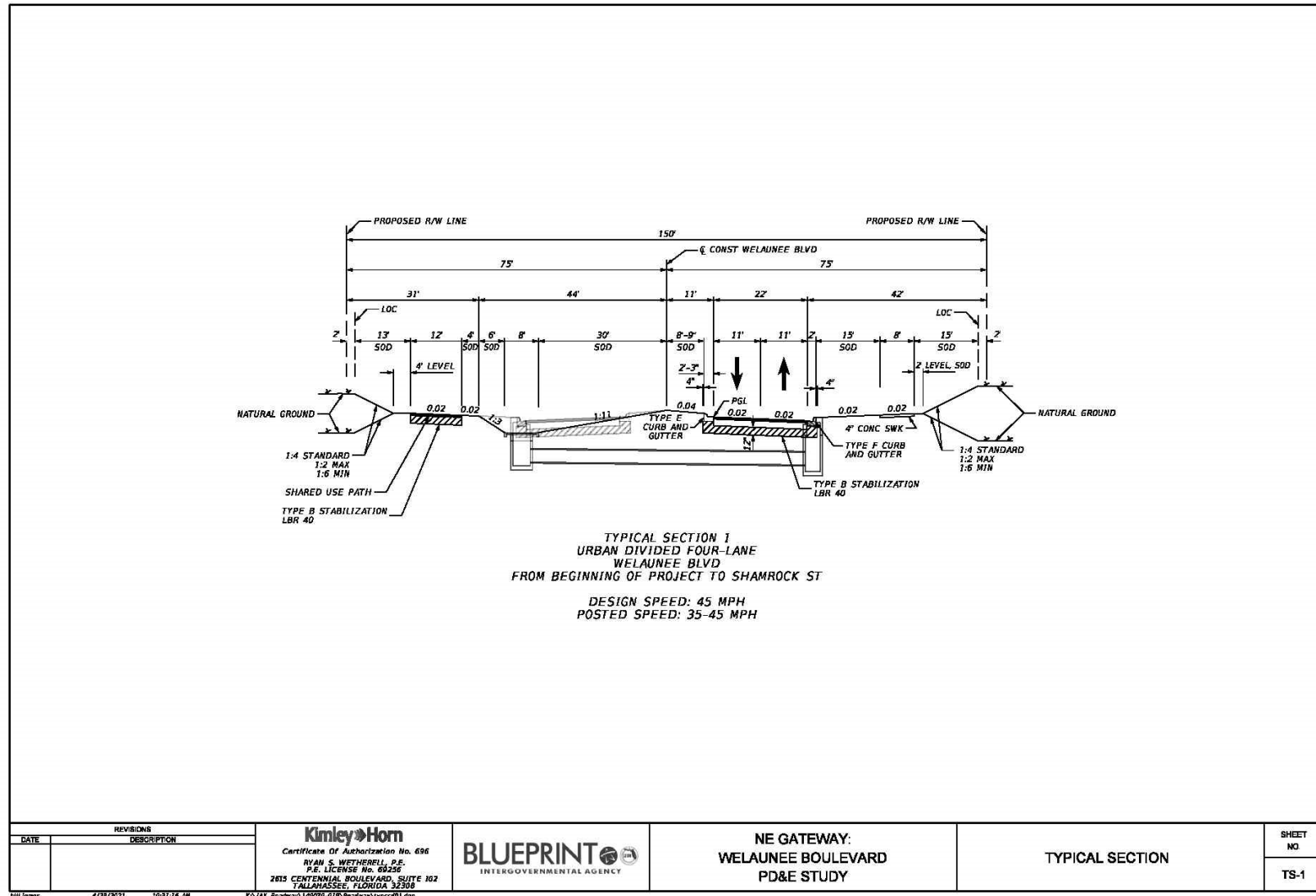
10. SUPPORTING INFORMATION

Appendix A: Feasible Alternative Typical Sections

Appendix B: Canopy and Welaunee Planned Unit Development (PUD) General Land Use Plan Figures

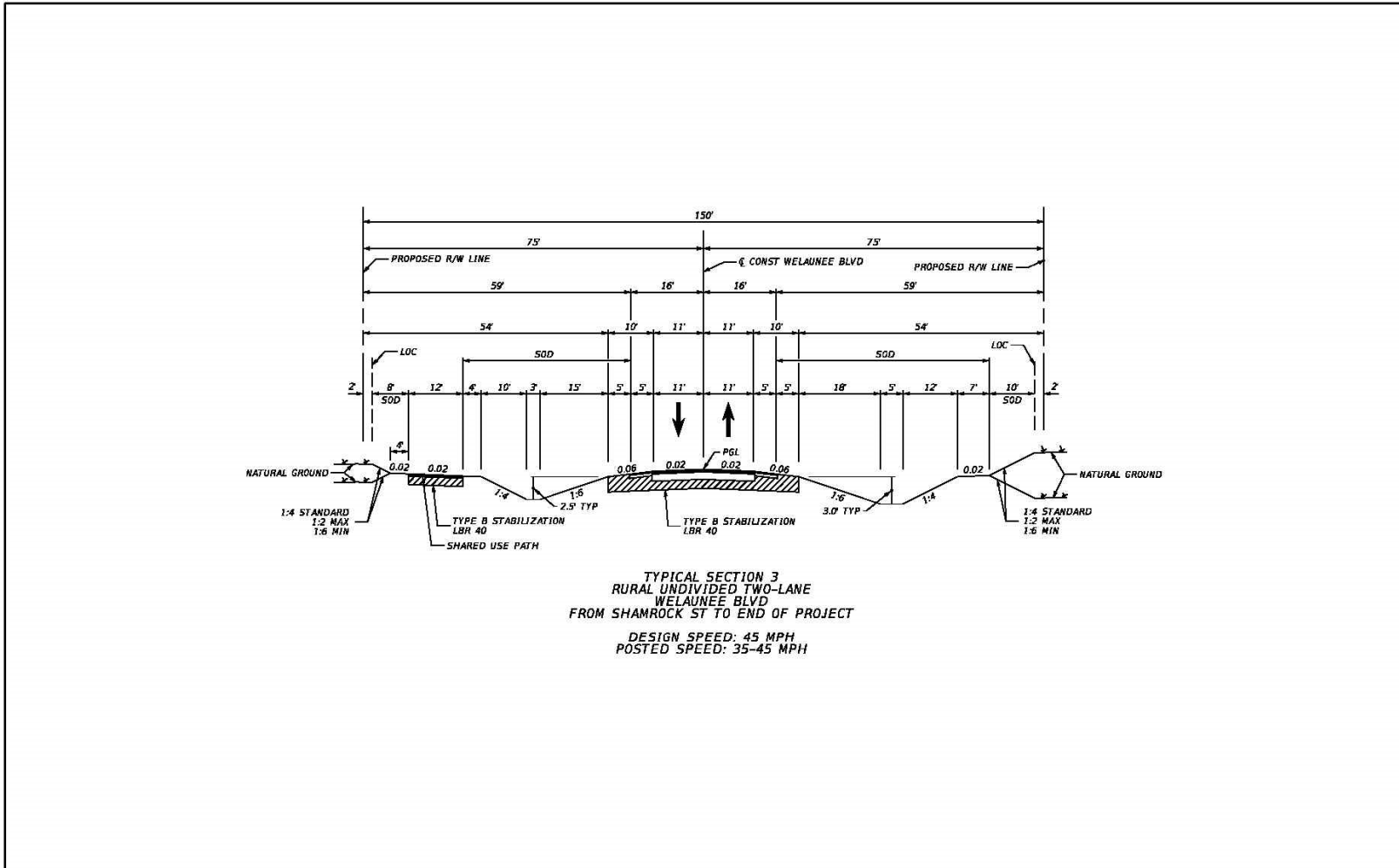
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**Figure 2: Typical Section No. 1
(Southern Terminus of Project to Shamrock Street Extension)**



REVISIONS DATE DESCRIPTION		Kimley-Horn Certificate Of Authorization No. 696 RYAN S. WETHERELL, P.E. P.E. LICENSE No. 69256 2815 CENTENNIAL BOULEVARD, SUITE 102 TALLAHASSEE, FLORIDA 32308	BLUEPRINT INTERGOVERNMENTAL AGENCY	NE GATEWAY: WELAUNEE BOULEVARD PD&E STUDY	TYPICAL SECTION	SHEET NO. TS-1

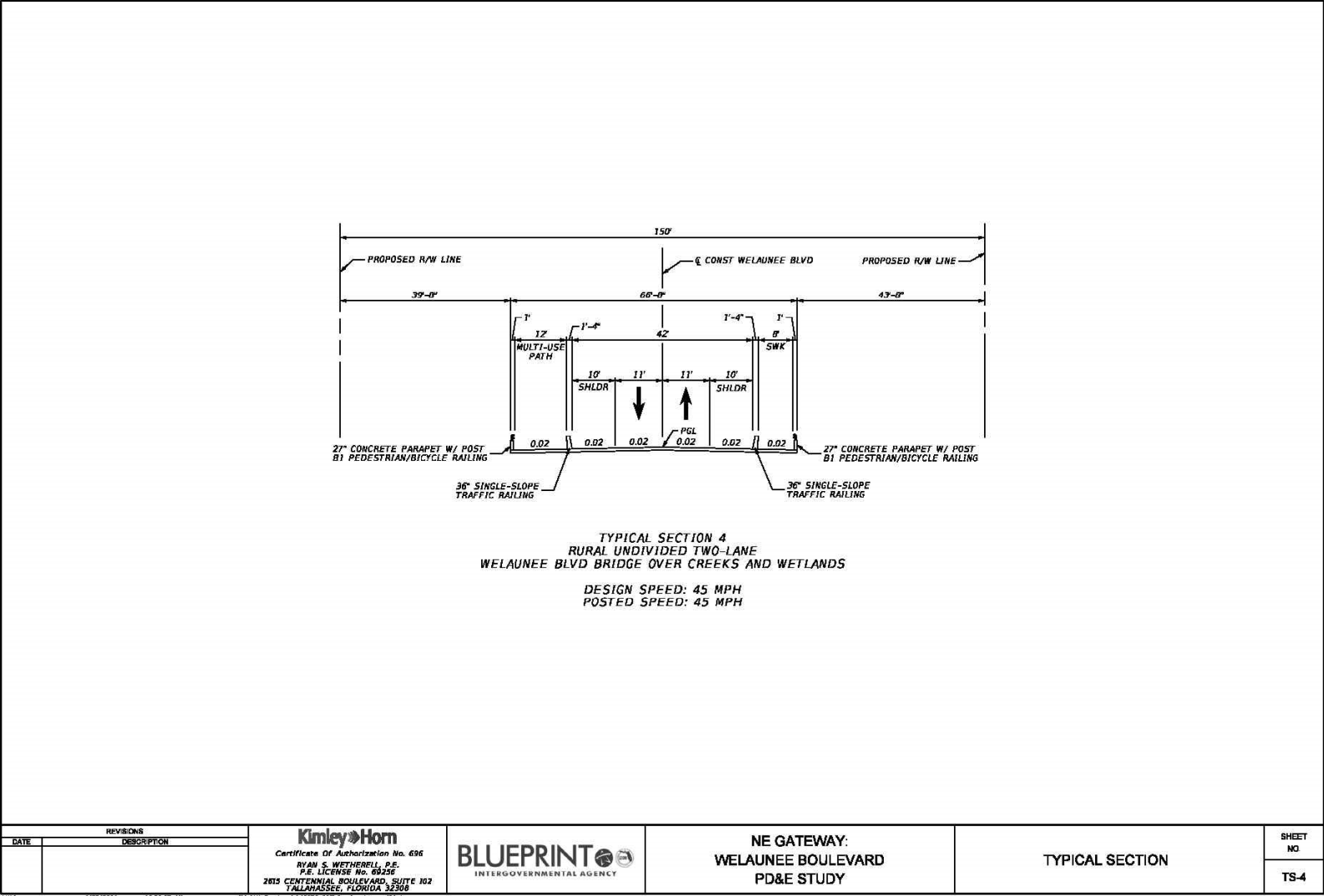
**Figure 3: Typical Section No. 3
(Shamrock Street Extension to Northern Terminus)**



TYPICAL SECTION 3
RURAL UNDIVIDED TWO-LANE
WELAUNEE BLVD
FROM SHAMROCK ST TO END OF PROJECT
DESIGN SPEED: 45 MPH
POSTED SPEED: 35-45 MPH

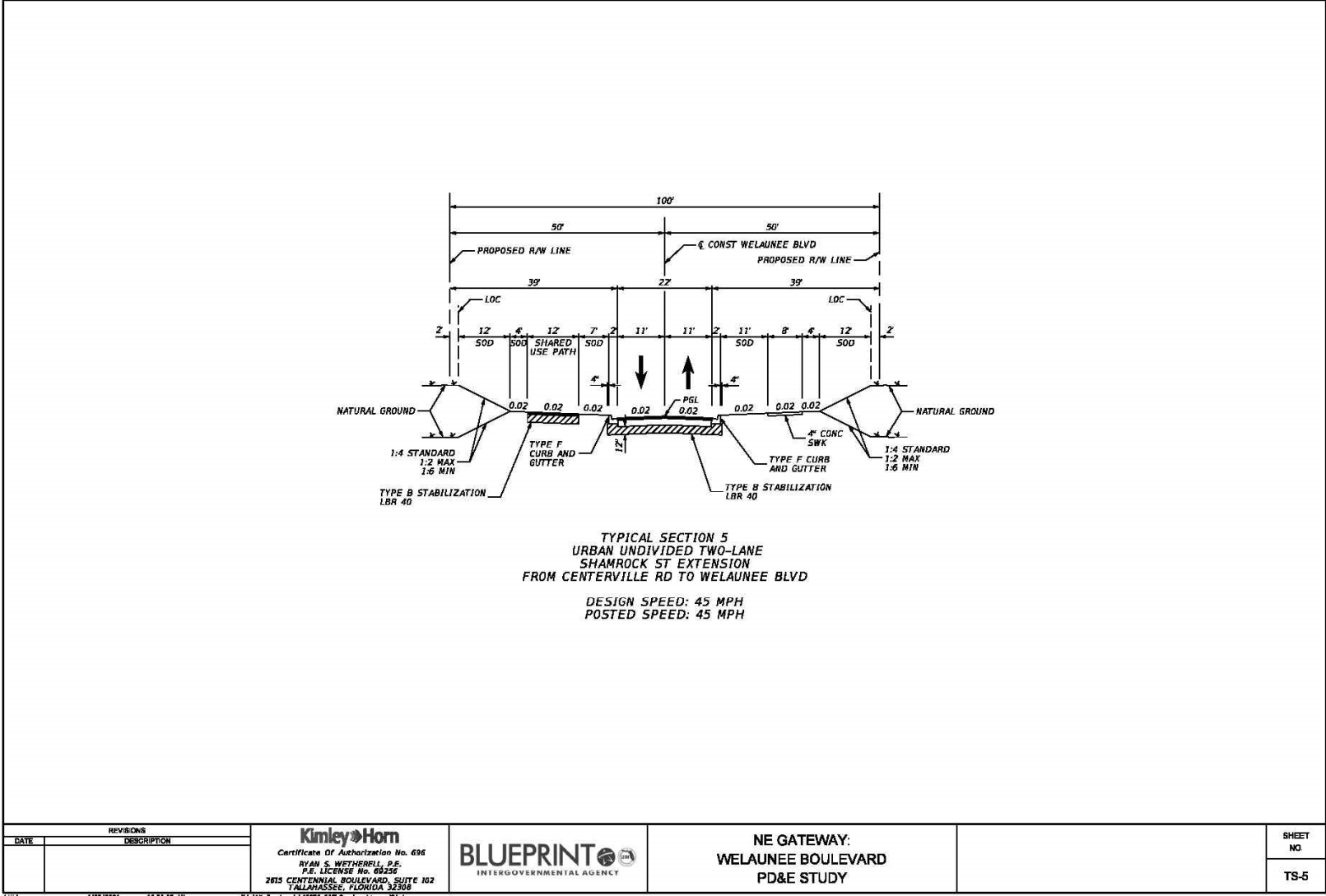
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**Figure 4: Typical Section No. 4
(Welaunee Boulevard Bridge over Creeks and Wetlands)**



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**Figure 5: Typical Section No. 5
(Centerville Road to Welaunee Boulevard)**



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REVISIONS	DESCRIPTION								
DATE									
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ENVIRONMENTAL ANALYSIS

The following sections summarize the results of the socio-economic, cultural, natural, and physical environmental data collection and analysis conducted as part of this Project Development and Environment (PD&E) Study. The project area is a 500-foot buffer area surrounding the preferred alternative centerline and nine potential stormwater ponds. The purpose of this analysis was to determine the effects associated with the proposed project. This analysis also utilized information obtained from comments made by the various Environmental Technical Advisory Team (ETAT) members during Efficient Transportation Decision Making (ETDM) Programming Screen. This information is available for review at <https://etdmpub.fl-etat.org/> (ETDM number 14366).

Attachment A. Social & Economic

A.1 Social

Except for the southern and northern terminuses of the project, most of the property encompassing the project area (80.7%) is undeveloped, either densely wooded land or pasture, which is all vacant land. At the southern terminus of the project area, the preferred alternative will provide connectivity to a residential area comprised of three developments: Canopy, The Grove at Canopy, and Arbor Trace at Canopy. The preferred alternative will have no impacts to these residential areas as they are located outside the footprint of the preferred alternative in the 1.25-mile segment of Welaunee Boulevard that is being constructed by others. The Canopy development is currently comprised of approximately 60 single-family residences, The Grove at Canopy is a senior living community, while Arbor Trace at Canopy is multi-family townhomes. It is of note that the Canopy development is still under construction and covers 505 acres, consisting of 1,417 dwelling units. The future residential areas include low, medium, and high-density residential use. The residential areas of this development are shown in **Appendix B**. This project will be beneficial to these new communities by providing enhanced access.

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the project area are listed in **Table A-1**. Some of the community services/providers are listed more than once as they fall within multiple categories and some of the schools/group care facilities have the same address as the churches with which they are associated.

Not included in the list of community services, but also of importance due to the access benefits they would experience from implementation of the project are fire and police protection services. The closest fire station is located at 2805 Shamrock Street South, approximately 1.3 mile west of the project area. The Tallahassee Police Department has an office at 234 East 7th Avenue, approximately 4.1 miles west of the project. The delivery of both fire and police protection services will be greatly enhanced, especially for the existing and planned developments in the surrounding area.

Table A-1: Community Service Providers in the Project Area

TYPE	NAME	ADDRESS
Schools	Roberts Elementary School	5777 Pimlico Drive
	William J Montford III Middle School	5789 Pimlico Drive
Religious Centers	Saint Phillip African Methodist Episcopal Church	6200 Centerville Road
	Celebration Baptist Church	3300 Shamrock Street E
	Fellowship Presbyterian Church	3158 Shamrock Street S

The EST Sociocultural Data Report (SDR) was used for demographic data. The SDR uses the 2015 to 2019 American Community Survey (ACS) data and reflects the approximation of the population based on the area of a 500-foot buffer intersecting the Census block groups along the project corridor. It is important to note that the project traverses an undeveloped area. Census data provided here shows a snapshot of sociocultural data of the area surrounding the project but is not a reflection of the area within the preferred alternative boundaries.

The SDR identified that the total population is 370 persons totaling 144 households, of which 4.86% households were below poverty level and 0.69% of households received public assistance income. The Census data indicates the median household income, within a 500-foot buffer of the project area, is \$78,500.

Of the 370 people, 25 years and over, living within the 500-foot buffer of the project area, 271 people (98.19%) were high school graduates or higher and 168 people (60.87%) had a bachelor's degree or higher.

Most of the population (84.05%) was "White Alone". Minority Groups represented in the project area include "Black or African American Alone" with 28 people (7.57%), "Asian Alone" with 13 people (3.51%), "Some Other Race Alone" with 9 people (2.43%) and "Claimed 2 or More Races" with 8 people (2.16%).

There are 145 housing units in the project area with a median value of \$285,600. Of these 127 are owner-occupied, 16 are renter-occupied units, and one is a vacant unit. The majority are single-family homes (95.86%). There is one occupied housing unit with no vehicle.

Also, within the project area, the Census data indicates that one person (0.28%) speaks English "not well" and none of the population speaks English "not at all".

Table A-2 presents the demographics of the 500-foot buffer of the project area in comparison with that of Leon County. The analysis of Geographic Information System (GIS) data indicates the project area is comprised of a smaller minority population percentage and a higher household income as compared to Leon County as a whole.

Table A-2: Project Area Demographics

DEMOGRAPHIC	500-FOOT BUFFER OF THE PROJECT AREA		LEON COUNTY	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Total Population	370	100.00%	289,770	100.00%
Racial Characteristics				
White Alone (Race)	311	84.05%	177,974	61.42%
Black or African-American Alone (Race)	28	7.57%	89,536	30.90%
Asian Alone (Race)	13	3.51%	10,183	3.51%
Some Other Race Alone (Race)	9	2.43%	3,301	1.14%
Claimed 2 or More Races	8	2.16%	8,130	2.81%
Ethnicity Characteristics				
Hispanic or Latino (Ethnic Group)	25	6.76%	18,570	6.41%
Language Ability				
Speaks English Not at All	0	0.0%	644	0.23%
Speaks English Not Well	1	0.28%	1,347	0.49%
Age and Disability Trends				
Median Age	48	-	31	-
Age 65 and Over	-	22.16%	-	12.90%
Population 16 to 64 Years with a disability	23	11.22%	16,922	9.54%
Income Characteristics				
Total Households	144	100.00%	113,658	100.00%
Median Household Income	\$78,500	-	\$53,106	-
Households Below Poverty Level	-	4.86%	-	19.49%
Households with Public Assistance	-	0.69%	-	1.76%
Education Characteristics				
High School Graduate or Higher	271	98.19%	161,065	93.52%
Bachelor's Degree or Higher	168	60.87%	79,612	46.23%
Housing Characteristics				
Total Housing Units	145	100.00%	130,005	100.00%
Owner-Occupied Units*	127	87.59%	60,192	46.30%
Renter Occupied Units*	16	11.03%	53,466	41.13%
Vacant Units*	1	0.01%	16,347	12.57%

Median Housing Value	\$285,600	-	\$203,100	-
Occupied Housing Units w/ No Vehicle	1	0.69%	7,013	6.17%

Source: 2015 – 2019 Census American Community Survey

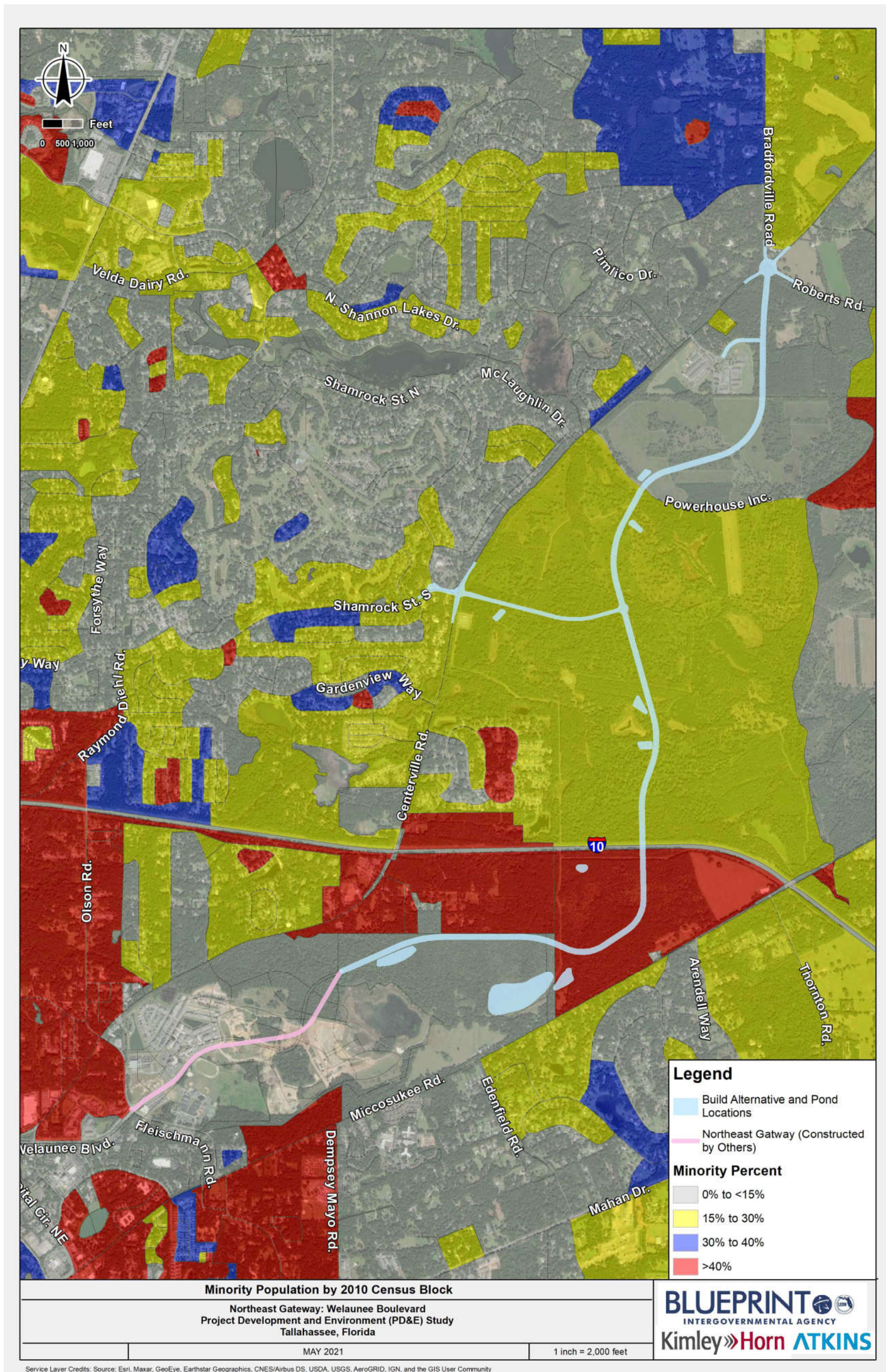
* These percentages do not equal 100%. The remaining percentages were not assigned to an occupancy.

Figure A-1 shows the 2010 census blocks location of minority populations with concentrations greater than 40%, but the preferred alternative traverses through an undeveloped area and will not directly impact these populations.

The preferred alternative does not separate residences from community facilities such as churches, schools, shopping areas, or civic or cultural facilities. Also, no relocations are expected as the project is within an undeveloped area. Based on the analysis conducted, the project will not result in high or disproportionate impacts to any minority, ethnicity, elderly or handicapped groups, and/or low-income populations.

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Figure A-1: Minority Populations by Census Block



Public Engagement

A Public Involvement Plan (PIP) was developed in association with this project in accordance with Part 1, Chapter 11 of the PD&E Manual to ensure that the study reflects the values and needs of the communities it is designed to benefit. Public involvement efforts have also been conducted in compliance with Section 339.155, Florida Statutes, Executive Orders 11990 and 11988, Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and 23 Code of Federal Regulations 771. The efforts conducted throughout the course of this PD&E Study are highlighted below. A Public Involvement Summary Report is being prepared as part of this PD&E Study.

An Advance Notification was issued in May 2019 to the Florida State Clearinghouse, Department of Environmental Protection/Office of Intergovernmental Programs with copies to federal, state and local agencies and other interested parties, including tribal representatives, to inform the recipients of the initiation of the proposed project, obtain agency input on the project's potential for involvement with resources under their jurisdiction, and to document the need for resource agency or tribal involvement with the project.

In February 2021, due to adjustments made in the potential alignment, the project was re-screened in the ETDM process and a second Advance Notification package was issued to recipients of the original package.

Kickoff Public Meeting

A kickoff public meeting for the Northeast Gateway PD&E Study was conducted on March 11, 2019 at Holy Comforter Episcopal School in Tallahassee. The meeting had approximately two hundred and ninety (290) attendees. During this meeting the original project was presented and members from Blueprint and the project team were available to take comments and answer questions. Sixty (60) written comments were received at the meeting and following the meeting, which were addressed by the project team with responses that were sent via mail. Comments received included concerns about impacts to the Killearn Estates neighborhood, preference for the no build alternative, suggestion for utilization of existing roadways, and suggestion for the project to connect to Roberts Road vicinity instead of Shamrock Street South.

Family Stakeholder Meetings

Blueprint and the project team met and continues to meet with adjacent landowners that could potentially be impacted by the proposed Northeast Gateway, including potential impact from considered intersection alternatives over the course of the project. Families met with include the Lang, Bailey, Archibald, Suber, and Kennerly families. Alternatives were shown at each meeting and Blueprint staff and project team members were available to answer questions and gather comments and concerns made by the respective family. Comments received included concerns about right-of-way acquisition and minimizing property impacts, and concerns about light pollution and additional traffic and noise. The project team will continue to work closely with potentially impacted landowners as the project moves into the Design phase

Conservation Committees

Blueprint and the project team met and continues to meet with local communities regarding land and natural features that could potentially be impacted by the proposed Northeast Gateway. These committees include the Centerville Rural Community Association (CeRCA), Keep It Rural, and the Canopy Roads Citizens Advisory Committee. Comments received included concerns about impacts to the conservation easement

surrounding Roberts Elementary and Montford Middle Schools. The project team will continue to work closely with these committees as the project moves into the Design phase.

Neighborhoods

Blueprint and the project team met and continues to meet with local neighborhoods that could potentially be impacted by the proposed Northeast Gateway. Neighborhoods met with include Killlearn Estates, Buckhead, Centerville Conservation, Chemonie Crossing, and Northshire. Alternatives were shown to these neighborhoods and Blueprint staff and project team members were available to answer questions and gather comments and concerns made by the respective neighborhoods. Comments received included concerns about additional traffic and noise, safety of pedestrians, and future northeast area land use. The project team will continue to work closely with neighborhoods as the project moves into the Design phase.

Schools/Places of Worship

Blueprint and the project team met and continues to meet with Leon County School Board and local places of worship, including St. Phillip African Methodist Episcopal (AME) Church and Celebration Baptist Church, that could potentially be impacted by the proposed Northeast Gateway. Alternatives were shown to these establishments and Blueprint staff and project team members were available to answer questions and gather comments and concerns made. Comments received from the Leon County School Board included concerns for student pedestrian safety, support for the Pimlico Drive Extension to provide another ingress/egress, and for access to the proposed Welaunee Greenway from the school property. Comments received from the local places of worship include concerns about driveway access, and concerns about right-of-way acquisition and minimal impacts to their property. The project team will continue to work closely with Leon County School Board and local places of worship as the project moves into the Design phase.

Virtual Public Engagements

Two virtual public engagement events were held to give project updates to and interact with the public on any questions, concerns, or inputs they may have about the project.

The first virtual public engagement held three (3) sessions on August 25-27, 2020 gave the public a project update and project staff were available to take comments and answer questions. The August 25th, 26th, and 27th meetings had twelve (12), seventeen (17), and eighteen (18) attendees, respectively. Comments received included the desire for an I-10 interchange, traffic control types at the northern and western termini, and concern for the nearby Roberts Elementary and Montford Middle Schools.

The second virtual public engagement held two (2) sessions on February 24-25, 2021 gave the public a project update and staff members were available in four (4) breakout rooms to take comments and answer questions focusing on assigned topics including intersection operations at Centerville Road, Bradfordville Road, and Roberts Road, intersection operations at Shamrock Street South and Centerville Road, Welaunee Greenway, and Northeast Area Planning. The February 24th and 25th meetings had approximately seventy (70) and fifty (50) attendees, respectively. Comments received included support for the preservation of the current Centerville Road, Bradfordville Road, and Roberts Road intersection, desire for congestion relief at nearby Roberts Elementary and Montford Middle Schools, concern for pedestrian safety crossing Centerville Road at the Shamrock Street intersection to the proposed Welaunee Greenway, concerns for traffic volumes and travel speeds in the Killlearn Estates neighborhood, inquiries regarding how the proposed Welaunee Greenway will tie-in to the existing Miccosukee Greenway, and inquiries regarding future area roadway extensions and proposed land uses in the area.

Pop-up Events

In efforts to outreach to the rural community and neighborhoods in the northern terminus vicinity, pop-up events were held to inform the public of the project. Members from Blueprint and the project team were available to take comments and answer questions. A range of approximately twenty (20) to (70) Postcards were distributed to attendees and each event, directing them to the project website and informing them of project status and upcoming public engagement opportunities. These events and locations included Pemberton door-to-door outreach, twice at Northtown Getdown at Bannerman Crossings, Tallahassee Farmer's Market, Pumpkin Patch at Tallahassee Heights United Methodist Church, Centerville Conservation Annual Meeting, Chemonie Crossing, and Saturday afternoon at Bannerman Crossing.

Public Hearing

A Public Hearing for this PD&E Study will be held on Wednesday, May 26, 2021, to present the preferred alternative and receive public input. This section will further be developed and finalized following the public hearing.

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A.2 Economic

As part of the Welaunee Boulevard PD&E Study, an Economic Impact Analysis Report was prepared and will be included in the project record. The residential and mixed-use development assumptions used in this study were based on the City of Tallahassee PUD and coordination with the City of Tallahassee Planning Department. An economic impact and traffic flow analysis were conducted of at least three build alternatives or scenarios, for these areas. The No Build Alternative is equivalent to the current or existing condition with no development.

An analysis was conducted of the PUD using the IMPLAN economic impact modelling forecasting technology. Based on the three density percentage scenarios (low, medium, and high), the project team reported economic benefits from the project in total output (sale/revenues), total employment, and total income in all density range scenarios.

Additionally, the project team conducted an economic analysis of an improved traffic system. By utilizing the travel time analysis and publicly available data, the project team found that the NE Gateway project will save about \$752,376 for those heading away from Tallahassee and \$1,297,273 for those heading towards Tallahassee in 2025. By 2045, the value of annual total savings is \$2,082,539 for those heading away from Tallahassee and \$2,666,155 for those heading towards Tallahassee, depending on the time of day, in car

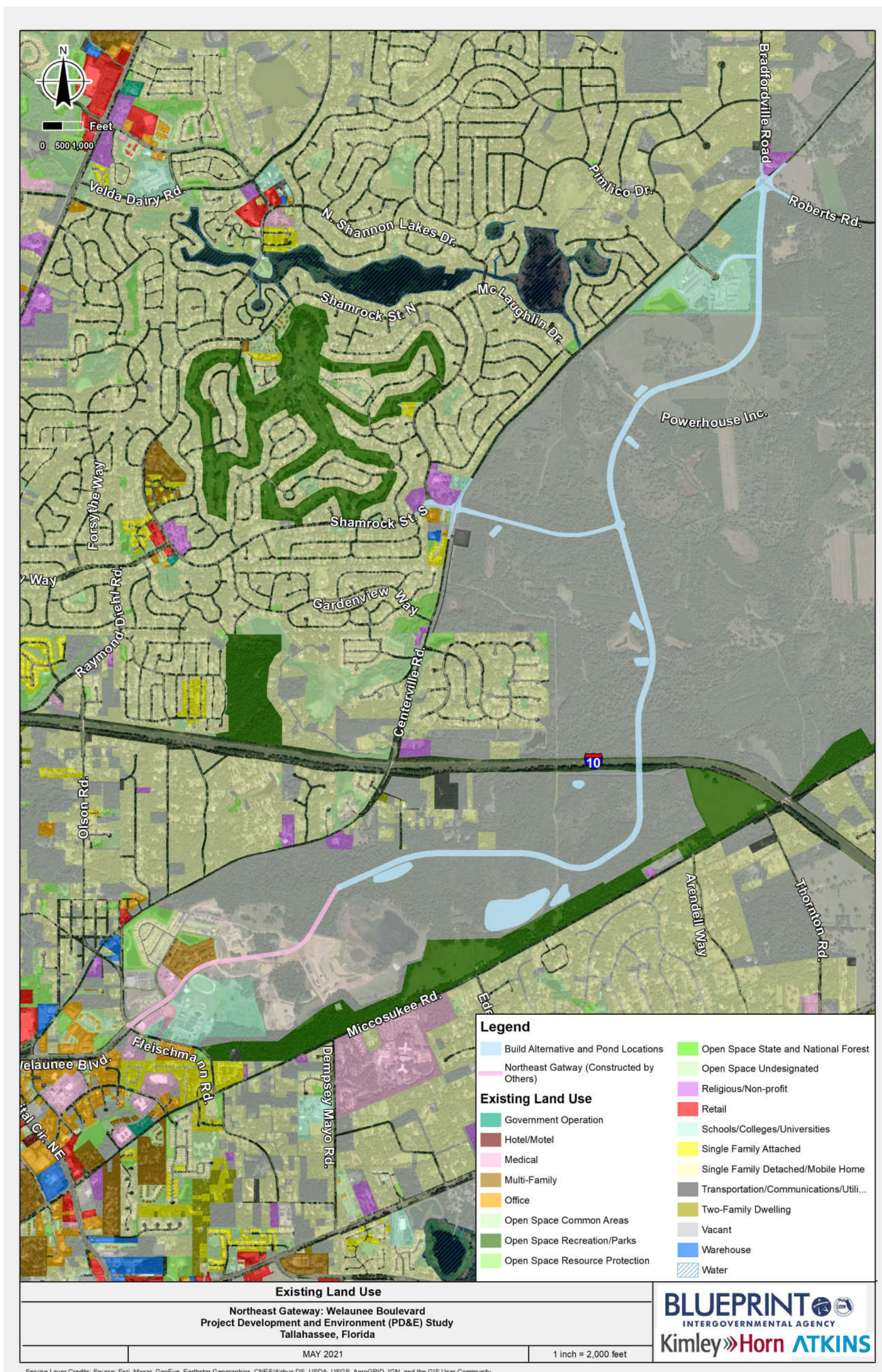
A.3 Land Use Changes

The proposed project is in the urbanized area of the City of Tallahassee in Leon County, Florida. **Table A-3** lists the existing land uses within the project area. As a reminder, the project area is a 500-foot buffer area surrounding the preferred alternative centerline and potential stormwater ponds. A map showing the existing land use of the project area is shown in **Figure A-2**. The predominant land use in preferred alternative is vacant with 84.4%. The three other major existing land uses within the preferred alternative are: Schools/Colleges/Universities (7.9%), Single Family Detached/Mobile Home (3.3%), and Religious/Non-profit (2.4%). This project is designed to serve to reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties, so the preferred alternative will enhance connectivity to these existing land uses.

Table A-3: Existing Land Uses within the Project Area

LAND USE CATEGORY	ACRES	PERCENTAGE OF PROJECT AREA
Vacant	710.2	84.4%
Schools/Colleges/Universities	66.1	7.9%
Single Family Detached/Mobile Home	27.9	3.3%
Religious/Non-profit	20.0	2.4%
Transportation/Communications/Utilities	6.0	0.7%
Office	3.8	0.5%
Single Family Attached	2.7	0.3%
Open Space Common Areas	2.5	0.3%
Warehouse	1.6	0.2%

Figure A-2: Existing Land Uses Within the Project Area



Future land use was determined based on the Tallahassee-Leon County 2030 Comprehensive Plan. The Comprehensive Plan was amended in October 2020 and minimal additional land use changes are anticipated. The acreages of the future land use designations in the project area is provided in **Table A-4** and shown on **Figure A-3**. Most of the Vacant existing land use will be Planned Development in the future and the preferred alternative will improve connectivity to these properties in the project area.

The City of Tallahassee has approved several PUDs which will make up the Planned Development future land use. Near the southern termini of the project, the Canopy development (shown in **Appendix B**) is planned towards Dove Pond. Part of this development exists currently, and construction is ongoing. The Canopy development covers 505 acres, consisting of 1,417 dwelling units and future residential areas include low, medium, and high-density residential use. Access to the easternmost parts of the Canopy development would benefit from Welaunee Boulevard.

East of the Canopy development is the Welaunee PUD (shown in **Appendix B**) that encompasses approximately 429 acres consisting of 1,454 planned dwelling units. This development covers from around the Dove Pond area up to the I-10 corridor. Proposed land uses for the Welaunee PUD include low, medium, and high-density residential use, in addition to town and neighborhood centers. The project would traverse through this PUD and provide access to this entire development.

When the project was screened as part of the ETDM process, the Florida Department of Economic Opportunity noted that the proposed project is compatible and consistent with the City/County comprehensive plan. The project is also identified on the Tallahassee/Leon County Future Transportation Map.

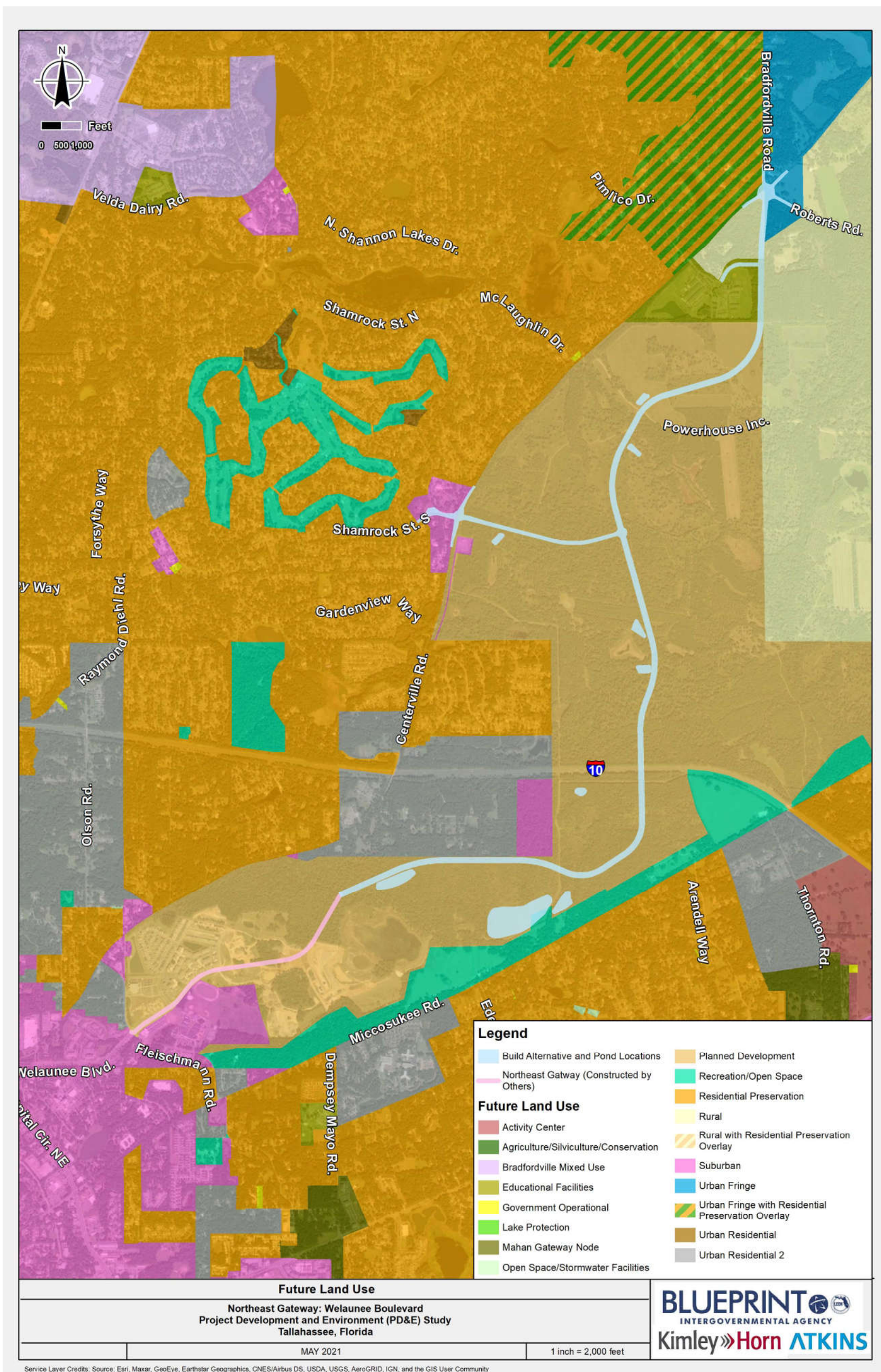
Because the proposed project supports the land use policies of the City of Tallahassee, the proposed project is not expected to alter the forecasted land use patterns in the project area. Any future changes in land uses would be attributable to the on-going development trend. While the Welaunee Boulevard will support the existing and future land use plans to attract new businesses and development, the improvements will not induce secondary development since these actions are already in place.

Table A-4: Future Land Uses within the Project Area

LAND USE CATEGORY	ACRES	PERCENTAGE OF PROJECT AREA
Planned Development	609.8	70.3%
Rural	65.3	7.5%
Suburban	45.5	5.2%
Urban Fringe	42.7	4.9%
Educational Facilities	36.9	4.3%
Urban Residential 2	27.6	3.2%
Urban Fringe with Residential Preservation Overlay	21.4	2.5%
Residential Preservation	15.8	1.8%
Recreation/Open Space	1.9	0.2%
Government Operational	0.8	0.1%

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Figure A-3: Future Land Uses Within the Project Area



A.4 Mobility

The preferred alternative will improve regional mobility and enhance connectivity for motorized and non-motorized users. The preliminary traffic modeling indicates the project will reduce traffic demand at both the U.S. 319 (Thomasville Road) and U.S. 90 (Mahan Drive) interchanges by 10 percent. Similarly, the traffic demand for adjacent facilities at Centerville Road and Miccosukee Road, two scenic roadways locally protected and designated as Canopy Roads, are projected to be reduced by 25 percent and 35 percent, respectively. This assumes the full buildout of Welaunee Boulevard as well as the construction of an interchange at Welaunee Boulevard and I-10.

The preferred alternative will provide an additional southwest to northeast connection within Leon County helping to reduce capacity demand on Centerville Road, Thomasville Road, Miccosukee Road, and U.S. 90. The portion of U.S. 90 within the project area is part of the FDOT's Strategic Intermodal System (SIS) and is designated as a SIS connector.

Additionally, sidewalks, bike lanes, and multi-use trails are proposed with the preferred alternative, which will provide enhanced mobility alternatives for non-motorized transportation within this portion of Leon County.

A.5 Aesthetic Effects

As the preferred alternative provides connections to already developed areas at the Canopy Development, Shamrock Street South, and Roberts Road vicinity, the viewshed impacts would be minimal. The vast majority (87.7%) of the preferred alternative is undeveloped open land and its Existing Land Use is designated as Vacant.

A.6 Relocation Potential

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, Blueprint will carry out a Right-of-Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons.

Attachment B. Cultural

B.1 Historic Sites/Districts

A Cultural Resource Assessment Survey (CRAS) was performed for the project to identify historic sites within the project's Area of Potential Effect (APE). The assessment and evaluation consisted of a review of related source materials and a field survey, including subsurface testing and was designed to comply with the applicable local ordinances and Section 267.061, Florida Statutes, Chapter 1A-46, Florida Administrative Code and reporting standards outlined in the Cultural Resources Management Standards & Operational Manual, Module Three - Guidelines for Use by Historic Preservation Professionals - Section 2.0. The assessment will evaluate eligibility criteria for inclusion in the National Register of Historic Places (NRHP) and will coordinate their findings with the State Historic Preservation Officer (SHPO) for concurrence. It is anticipated that the proposed project will have No Adverse Effect on historic resources.

The assessment survey was designed to evaluate the APE for the presence of historic resources. Historic resources are defined as archaeological sites, historic structures, historic buildings, historic landscape features, historic/archaeological districts, and historic cemeteries. The historic APE is defined as areas immediately adjacent to the archaeological APE. The historic APE was developed to capture structures, buildings, or cultural features that may be directly or indirectly effected by this project.

The Leon County Property Appraiser's database, interviews with local landowners, historic aerials, and a visual reconnaissance of the general area were utilized to determine if any historic structures, building or other cultural features are within or adjacent to the historic APE. Historic structures, buildings or cultural features 50 years old or older were recorded and evaluated.

A review of the information in the Florida Master Site File (FMSF), historic documents, maps, and aerial photographs was conducted prior to the initiation of fieldwork. Information on the physiographic characteristics of the general APE was also examined. Together this information provided a broad picture of historic land use, what resources have been encountered in the general area and what expected resources may be present in the APE. Information from local informants was employed to focus research and field efforts.

The assessment of the preferred alternative resulted in the evaluation of three previously unrecorded historic buildings, a previously recorded multiple resource group, and two previously recorded historic cemeteries. FMSF forms will be completed for each resource. These resources are described below.

The Miles-Lang Tenant House (8LE6494) is a one story, wood frame vernacular residence built in 1926. It is located outside the proposed ROW but within the historic APE northeast of Montford Middle School and Roberts Elementary School and approximately 50 feet east of the preferred alternative. The structure has been significantly altered/expanded from the original single pen vernacular structure and no longer retains its original architectural integrity. 8LE6494 has been evaluated as not eligible for listing in the NRHP.



***Miles-Lang Tenant House
-Front (east) elevation-***

The Lang Pole Barn (8LE6495) is located immediately north of 8LE6494. The barn was constructed around 1957 for storage of farm equipment. It is a common wood pole barn that was constructed across the county and the state during the 1950s for equipment storage. 8LE6495 has been evaluated as not eligible for listing in the NRHP.



***Lang Pole Barn
-South elevation-***

St. Phillip AME Church (8LE6602) is in the northern quadrant of the intersection of Centerville Road, Bradfordville Road and Roberts Road. According to the Leon County Property Appraiser the church was constructed in 1963. Conversations with church members indicate additions to the rear of the church occurred in 1997 and 2003. The original church and additions are masonry vernacular. 8LE6602 has been evaluated as not eligible for listing in the NRHP. Minor ROW is required from this parcel adjacent to Centerville Road and Bradfordville Road, but this will not impact the structure.



***St. Phillip AME Church
-Front (east) elevation-***

Welaunee Plantation Multiple Resource Group (8LE5007) represents the considerable early 20th century land holdings of Udo Fleischmann including structures/buildings. The resource groups also include the antebellum holdings of Col. John William, James Kirksey, and Eli Whitaker. The SHPO has not evaluated this resource. The structures/building associated with Fleischmann's Welaunee Plantation are over a mile from the preferred alternative. No cultural elements of either Welaunee or the antebellum plantations were noted in the archaeological or historic APE. Based on the results of this assessment, no landscape or other cultural features were identified in the APE. Therefore, this project will have no effect to the historic character or elements of this resource.

St. Phillip AME Church Cemetery (8LE5367) is situated immediately north of the St. Phillip AME Church. The earliest recorded burial is from 1891 and continue to the present. 8LE5367 has been evaluated as not eligible for listing in the NRHP. It needs to be noted that during the field investigations graves were noted within 6 to 8 feet of the top of the ditch along Centerville Road (within the existing Centerville Road ROW). Due to proximity of burials within and adjacent to the existing ROW, no project-related activities are proposed on the west side of the Centerville Road in the vicinity of the cemetery.

New Hope Cemetery (8LE6465) is a historic cemetery located in the vicinity of Testarina Church on Miccosukee Road and its exact location is unknown. In late 2020 and early 2021, the Bureau of Archaeological Research (BAR) conducted cadaver dog surveys in the area northwest of the church. Based on the results of the survey the new boundary of the cemetery has been determined to extend from the church northwest into areas of the Miccosukee Greenway and the adjacent property owned by the City

of Tallahassee. The proposed ROW is approximately 60 feet from the 2021 cemetery boundaries. While there is no direct involvement with the new cemetery boundary, consultation with the SHPO staff is ongoing and results will be documented in the Final Project Environmental Impact Report (PEIR).

The CRAS prepared for this project will be sent to the SHPO for their review and concurrence. Documentation of their concurrence will be included in the Final PEIR.

B.2 Archaeological Sites

An examination of the FMSF records indicated that over 30 cultural resource assessments have been conducted and 52 archaeological sites have been recorded within one-half of a mile of the preferred alternative. Three of the previously conducted surveys included sections of the preferred alternative from this project, but revealed the archeological sites identified in those surveys are not within the project buffer area of the preferred alternative.

For this PD&E Study, a CRAS was prepared to document the findings of the research and fieldwork conducted to evaluate the APE for the presence of historic resources, including archaeological sites. The archaeological APE for this project was defined as the proposed ROW of the preferred alternative and footprint of the nine proposed stormwater pond sites. The field survey consisted of a thorough visual inspection of surface exposures and excavation of shovel tests in the archaeological APE. Photographs were taken to document the archaeological APE.

Prior to conducting the field investigations, the background research described above, coupled with an onsite visit of the general project area was utilized to develop archaeological probability areas. The subsurface testing methodology in high probability areas of the APE utilized two offset transects with shovel tests at 25-meter intervals. The subsurface testing methodology in moderate probability areas occurred at 50-meter intervals, while low probability areas were tested at 100-meter intervals. At the completion of the fieldwork for this PD&E Study, over 180 shovel tests were performed within the preferred alternative.

The cultural resource assessment of the preferred alternative resulted in the evaluation of two previously unrecorded archaeological sites: Welaunee 3 (8LE6604) and Welaunee 4 (8LE6605).

Based on the analysis conducted for this project and the extensive subsurface testing, it is determined that the preferred alternative will not have substantial impacts to archaeological sites. The results of the CRAS will be shared with the SHPO and their concurrence with its findings will be included in the Final PEIR.

B.3 Recreational Areas and Protected Lands

The City of Tallahassee and Leon County maintains and operates various recreational properties throughout their jurisdiction. No recreational areas are impacted by the preferred alternative.

Only one recreation area is located near the preferred alternative, the Miccosukee Canopy Road Greenway, southeast of the preferred alternative. The property was acquired by the State of Florida Department of Environmental Protection, Office of Greenways & Trails in 1998 and is managed and maintained by Leon County. The Greenway is located adjacent to Miccosukee Road and starts at Fleischmann Road and extends north of I-10 to Crump Road, encompassing 503 acres. This Greenway's trailhead/park is located at 5600 Miccosukee Road and includes multiple trails, restrooms, and a picnic area. The preferred alternative will not impact the Miccosukee Canopy Road Greenway.

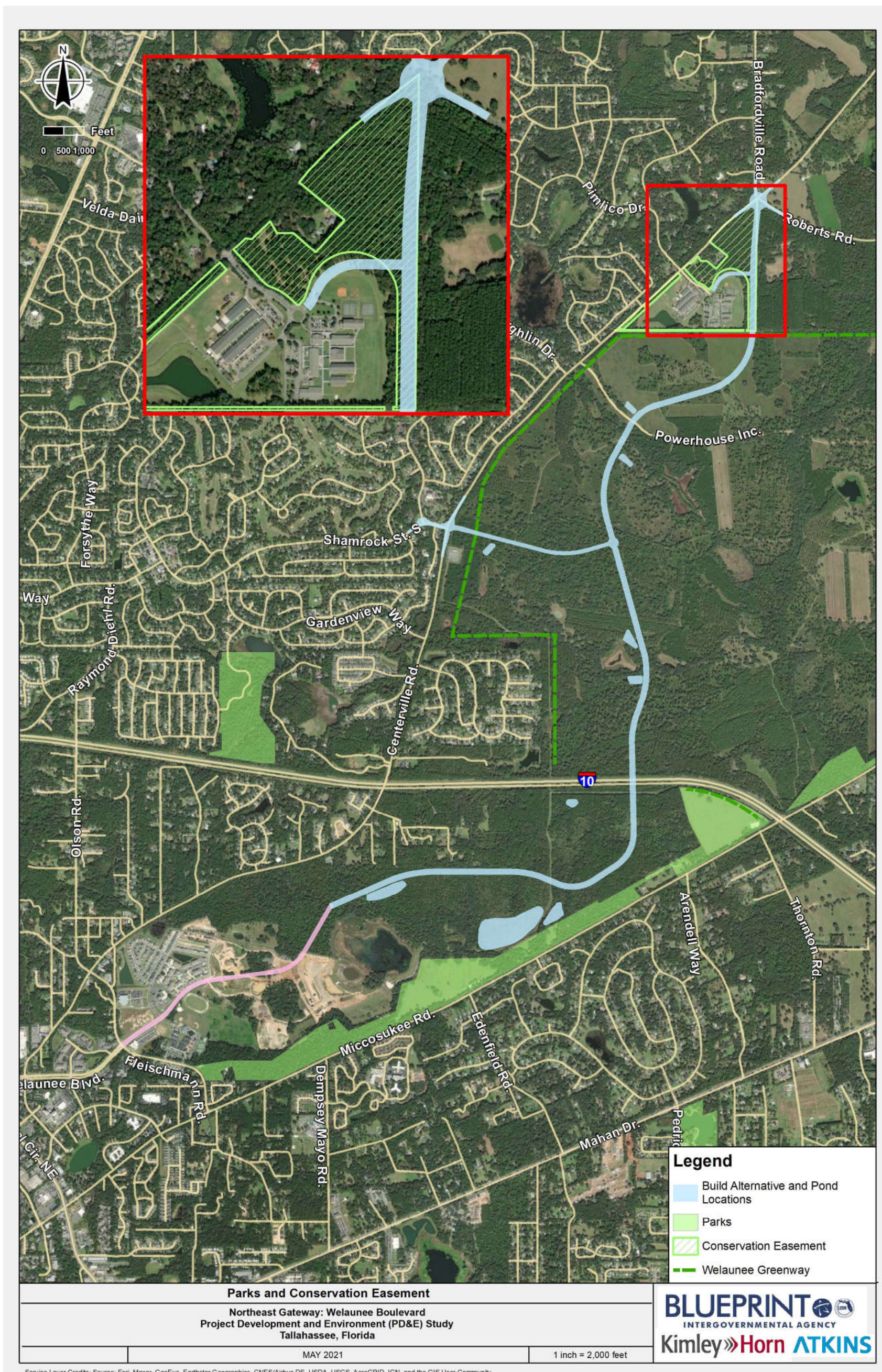
One conservation easement will be directly impacted by the preferred alternative (**Figure B-1**). The Perpetual Conservation Easement consists of 52.45 acres owned by Leon County and located just north

of Montford Middle School. The preferred alternative will require approximately 10.0 acres from the Conservation Easement. This Conservation Easement was created in July 1999 as part of a Settlement Agreement between several private property owners, the Centerville Rural Community Association, Inc., the Leon County School Board, and the City of Tallahassee. In January 2006, the Leon County School Board granted management rights of the Conservation Easement to the Apalachee Land Conservancy, Inc. The purpose of the Conservation Easement is to preserve the property in perpetuity as a managed natural area and open space and to provide flood protection, buffering and pollution control, subject to the reservation and non-waiver of rights by the City and Petitioners named in the Settlement Agreement. One of the key non-waiver of rights specified in both the 1999 Settlement Agreement and the 2006 Perpetual Conservation Easement Agreement was the City's ability "to acquire property located within the Conservation Easement for utility and/or public transportation purposes by the exercise of its power of eminent domain...".

Based on the fact that the 1999 Settlement Agreement and the 2006 Conservation Easement Agreement both specified provisions for the future acquisition of property for public transportation purposes and more than 76% of the Conservation Easement would remain, it is determined that the impact from the preferred alternative is not substantial.

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Figure B-1: Parks and Conservation Easement Map



Attachment C. Natural

C.1 Wetlands and Other Surface Waters

In accordance with Part II, Chapter 9 of FDOT's PD&E Manual, a Natural Resource Evaluation (NRE) was prepared for the project to document impacts to wetlands and other surface waters and will be submitted to applicable resource agencies for their review. This PEIR documents the natural resources analysis which was performed to support decisions related to the evaluation of the preferred alternative, including proposed stormwater ponds, and to summarize potential impacts to wetlands, federal and state protected species, protected habitats, and Essential Fish Habitat (EFH) within the proposed alignment. A project "Study Area" consisting of a 300-ft buffer around the centerline of the proposed alignment and the perimeter of the proposed stormwater ponds was created to assess adjacent resources. The study methodology consisted of literature reviews, agency database searches, and field reviews to assess these resources.

The preferred alternative was assessed to determine potential impacts to wetlands, surface waters (SW), and other surface waters (OSW) using desktop analysis and ground truthing (**Table C-1 and Figure C-1**). Wetlands, SW and OSW were classified using the Florida Land Use Cover and Forms Classification System (FLUCFCS). No SW or OSW were located within the preferred alternative footprint and are therefore not anticipated to have impacts. Three separate wetland features were identified within the footprint of the preferred alternative. Wetland impacts were approximated at 1.16 acre of direct impact and 0.46 acre of indirect impacts (total) to forested wetlands (FLUCFCS 617). The indirect wetland impacts were derived from a 25-foot buffer from the footprint of the preferred alternative. During the Design phase, and in coordination with the state and federal environmental permitting agencies, wetland boundaries will be delineated in conformance with the federal and state criteria promulgated in the *Corps of Engineers Wetlands Delineation Manual*, the *Regional Supplement of the Corps of Engineers Wetlands Delineation manual: Atlantic and Gulf Coastal Plain Region: Version 2*, and the *Florida Wetlands Delineation Manual*.

The functional loss of the approximated wetland impacts was quantitatively assessed using the Uniform Mitigation Assessment Method (UMAM), as per Chapter 62-345, Florida Administrative Code (F.A.C.). The preferred alternative evaluation resulted in a UMAM functional loss of -0.87 units.

Table C-1: Wetland Impacts by FLUCFCS

FLUCFCS CODE	FLUCFCS DESCRIPTION	DIRECT IMPACT (ACRES)	INDIRECT IMPACT (ACRES)	TOTAL WETLAND IMPACTS (ACRES)
617	Mixed Wetland Hardwoods	1.16	0.46	1.62

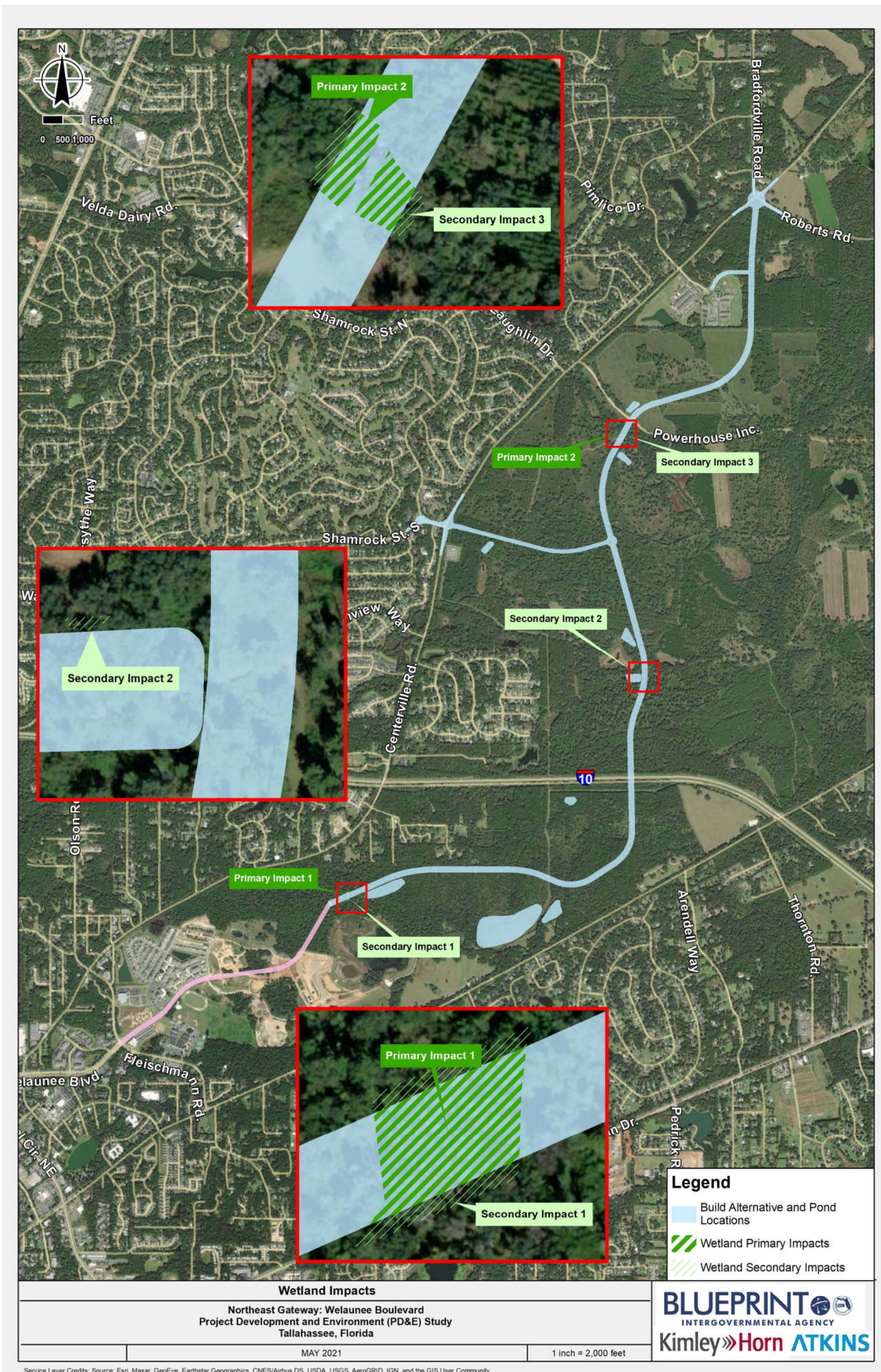
Wetland impacts that will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 USC § 1344. The project occurs within the geographic service area of the St. Marks River Mitigation Bank (SMMB). The SMMB 1,451-acre site provides palustrine forested credits. The exact number of mitigation credits required to fully offset the lost value of functions resulting from the project's wetland impacts will be determined during the Design phase and in coordination with the state and federal environmental permitting agencies.

In accordance with Executive Order 11990 and U.S. Department of Transportation 5660.1A and in consideration of the preferred alternative and its effects on wetlands, it is hereby determined that:

- The proposed project will have no impacts to SW or OSW.
- The proposed project will have no significant short-term or long-term adverse impacts to wetlands.
- There is no practicable alternative to construction in wetlands.
- Measures have been taken to minimize impacts to wetlands.

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Figure C-1: Wetlands Map



C.2 Aquatic Preserves and Outstanding Florida Waters

There are no Aquatic Preserves or Outstanding Florida Waters in the project area; therefore, this project will not have any involvement with these resources.

C.3 Water Resources

An evaluation to assess and document potential water quality and stormwater impacts was completed for this project in accordance with the Clean Water Act (CWA), and other related federal and state environmental laws and regulations. The results of the evaluation are documented in the Water Quality Impacts Evaluation Checklist (WQIE).

This project will be required to provide water quality and water quantity measures meeting City of Tallahassee and Northwest Florida Water Management District (NFWFMD) regulatory requirements. Section 5-86 of the city's Land Development Code (LDC) describes stormwater management design standards. The project area spans both open and closed basin areas which each require adherence to different LDC standards. As outlined below, the city's requirements are more stringent than the NFWFMD requirements.

For the majority of the project within open basins, detention stormwater management facilities with side bank filtration systems will be utilized to meet LDC requirements. Each detention facility will be designed to treat a stormwater volume equal to or greater than 1.125 inches of runoff over the contributing drainage basin area. Each detention facility will be designed to recover the treatment volume within 36 hours following a storm event which provides a factor of safety to the LDC requirement of 72 hours. Attenuation will be provided in each detention facility by ensuring the peak post-development stormwater discharge rates do not exceed the peak pre-development discharge rates for all intensities, durations, and return frequencies up to and including the 25-year storm period. The critical duration storm shall be considered that duration storm that produces maximum rates for any given frequency.

For the remainder of the project within the open basins, roadside retention areas may be utilized where the longitudinal slopes of the road allow. The roadside retention areas will be required retain a minimum volume equal to the post-development runoff in excess of the pre-development runoff for all storm events up to a 100-year, 24-hour duration storm or 1.125 inches of runoff over the contributing basin, whichever is greater. The full retention volume must be recovered within 90 hours following a rainfall event. The treatment volume must be recovered with 36 hours following a rainfall event which provides a factor of safety of 2.0. If infiltration testing reveals that the volumes cannot be recovered in the timeframe required, detention facilities with filtration systems will be utilized in these areas.

Similar to the roadside retention areas described above, the portion of the project located within a closed basin must also retain a minimum volume equal to the post-development runoff in excess of the pre-development runoff for all storm events up to a 100-year, 24-hour duration storm or 1.125 inches of runoff over the contributing basin, whichever is greater. The full retention volume must be recovered within 90 hours following a rainfall event. Typically, recovery of such large volumes within closed basin areas is challenging due to the low natural infiltration rates. As an alternative to the 90-hour recovery requirement, a continuous hydrologic simulation can be utilized. As an example, the city allows an applicant to submit a one-year continuous simulation model analyzing the project using rainfall data from a record year (1964) to demonstrate all runoff is retained within the retention facility throughout the duration of the simulation.

The city's stormwater management requirements for water quality and quantity exceed the requirements of the NFWFMD. Following the design criteria above, the proposed stormwater management facilities will meet requirements of the NFWFMD by providing attenuation for the 25-year, 24-hour design storm utilizing the Natural Resources Conservation Service (NRCS) type III rainfall distribution. Attenuation is only required by the NFWFMD for basins exceeding the thresholds described in the Environmental Resource Permit Applicant's Handbook Volume II, Section 2.0.1. In meeting the city's water quality standards outlined above, the water quality standards of the NFWFMD will be exceeded. The NFWFMD water quality standards require a treatment volume equal to one inch of rainfall over the contributing drainage basin area or a minimum of one-half inch of runoff from the contributing drainage basin area, whichever is greater. The treatment volume is required to recover within 72 hours for retention facilities and 36 hours for detention facilities with sand filters.

C.4 Wild and Scenic Rivers

There are no wild and scenic rivers in the project area; therefore, the project will have no involvement with these features.

C.5 Floodplains

The preferred alternative falls within Federal Emergency Management Agency (FEMA) Leon County Flood Insurance Rate Maps (FIRM) panel numbers 12073C0302F, 12073C0306F, 12073C0139F, 12073C0143F, and 12073C0145F. The preferred alternative includes four total floodplain encroachments. Three of the floodplain encroachments occur within Zone A which represents the 100-year flood with no determined base flood elevation. One of the floodplain encroachments occurs within Zone AE which represents flood zones in which base flood elevations have been determined. The Zone AE encroachment also includes a Floodway which is defined as the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

All four floodplain encroachments (**Figure C-2**) are minimal encroachments since there is floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. These minimal efforts to address the impacts will consist of applying FDOT's drainage design standards and following NFWFMD's procedures to achieve results that will not increase or significantly change the flood elevations and / or limits.

Encroachment #1 (**Figure C-3**) is located on FIRM panel number 12073C0302F directly north of Dove Pond. The preferred alternative encroaches on 2.06 acres of floodplain regulated as Flood Zone A.

Encroachment #2 (**Figure C-4**) is located on FIRM panel number 12073C0143F and the preferred alternative encroaches on 0.27 acres of floodplain regulated as Flood Zone A.

Encroachment #3 (**Figure C-5**), comprising 0.73 acres, occurs within the preferred alternative alignment just south of the intersection of Welaunee Boulevard and the Shamrock Street extension. This encroachment is located on FIRM panel number 12073C0139F and 12073C0143F. According to GIS information, this area of Flood Zone A is an isolated pocket at the top of a hill.

Encroachment #4 (**Figure C-6**) spans the Alford Arm Tributary, a tributary contributing to Lake Lafayette, and is located on FIRM panel number 12073C0143F. The preferred alternative encroaches on 0.54 acres of Floodway with an additional 0.40 acres of encroachment of floodplain regulated as Flood Zone AE.

Efforts to minimize and mitigate floodplain impacts associated with the project include the selection of the proposed alternative with an alignment that crosses existing floodplain areas within their narrowest sections. Where floodplain encroachments will occur, mitigation techniques such as the implementation of large box culverts and bridge span(s) may be utilized to reduce floodplain encroachment volumes. Also, compensating excavation can be performed to maintain the existing floodplain volumes and ensure no significant change to the flood elevations and / or limits.

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Figure C-2: Floodplains Encroachment Overview Map

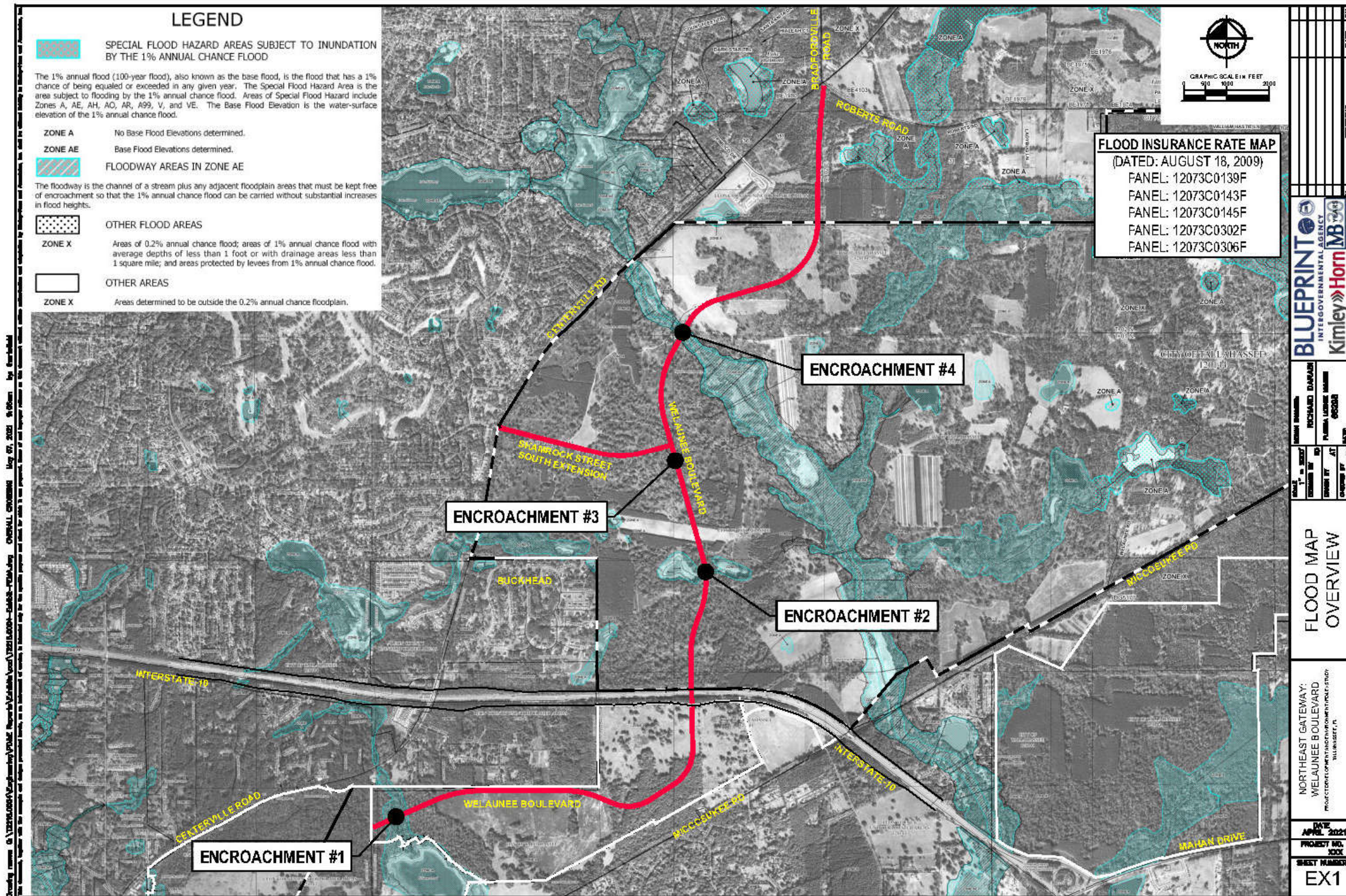


Figure C-3: Floodplain Encroachment #1 Map

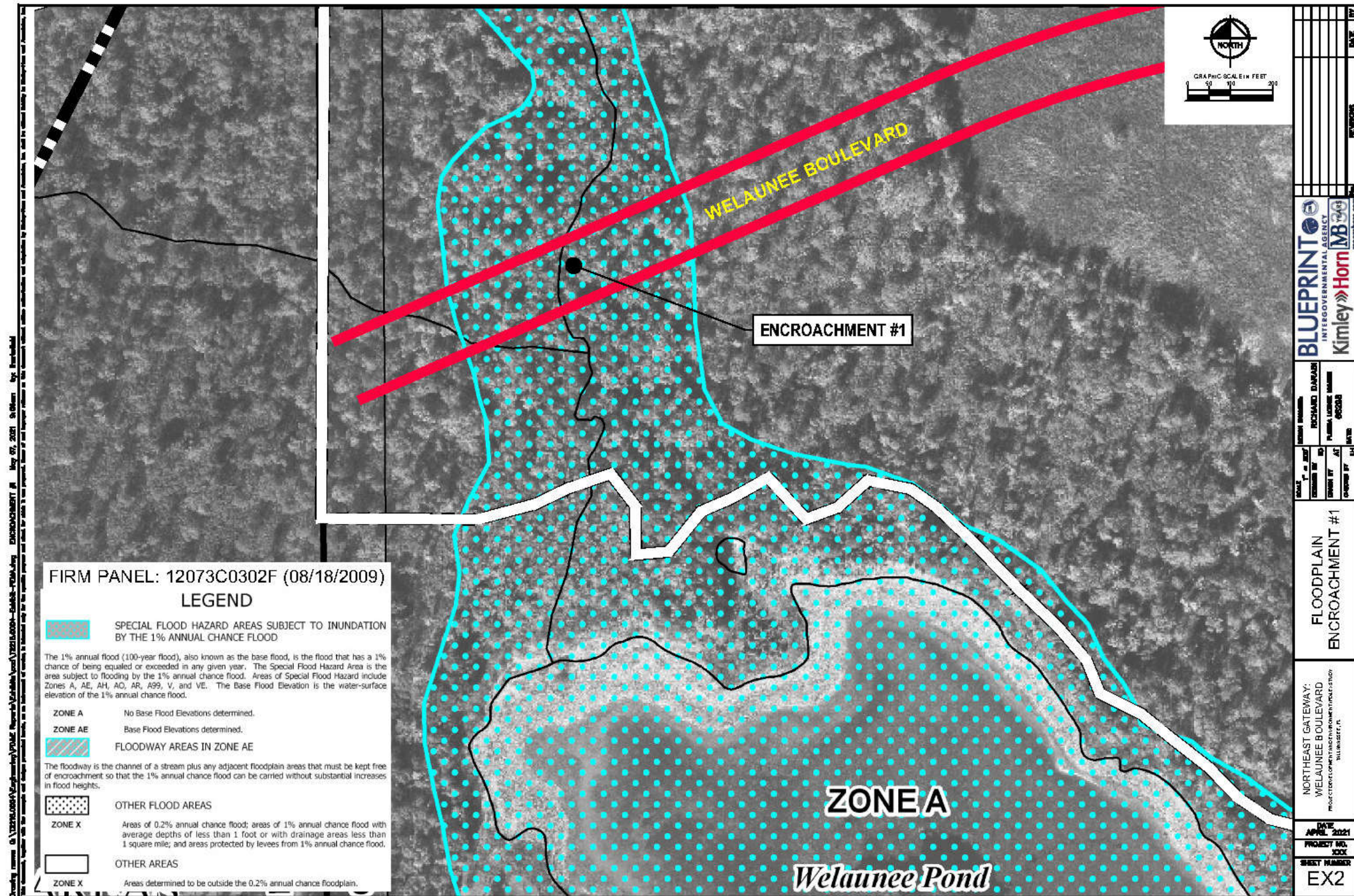


Figure C-4: Floodplain Encroachment #2 Map

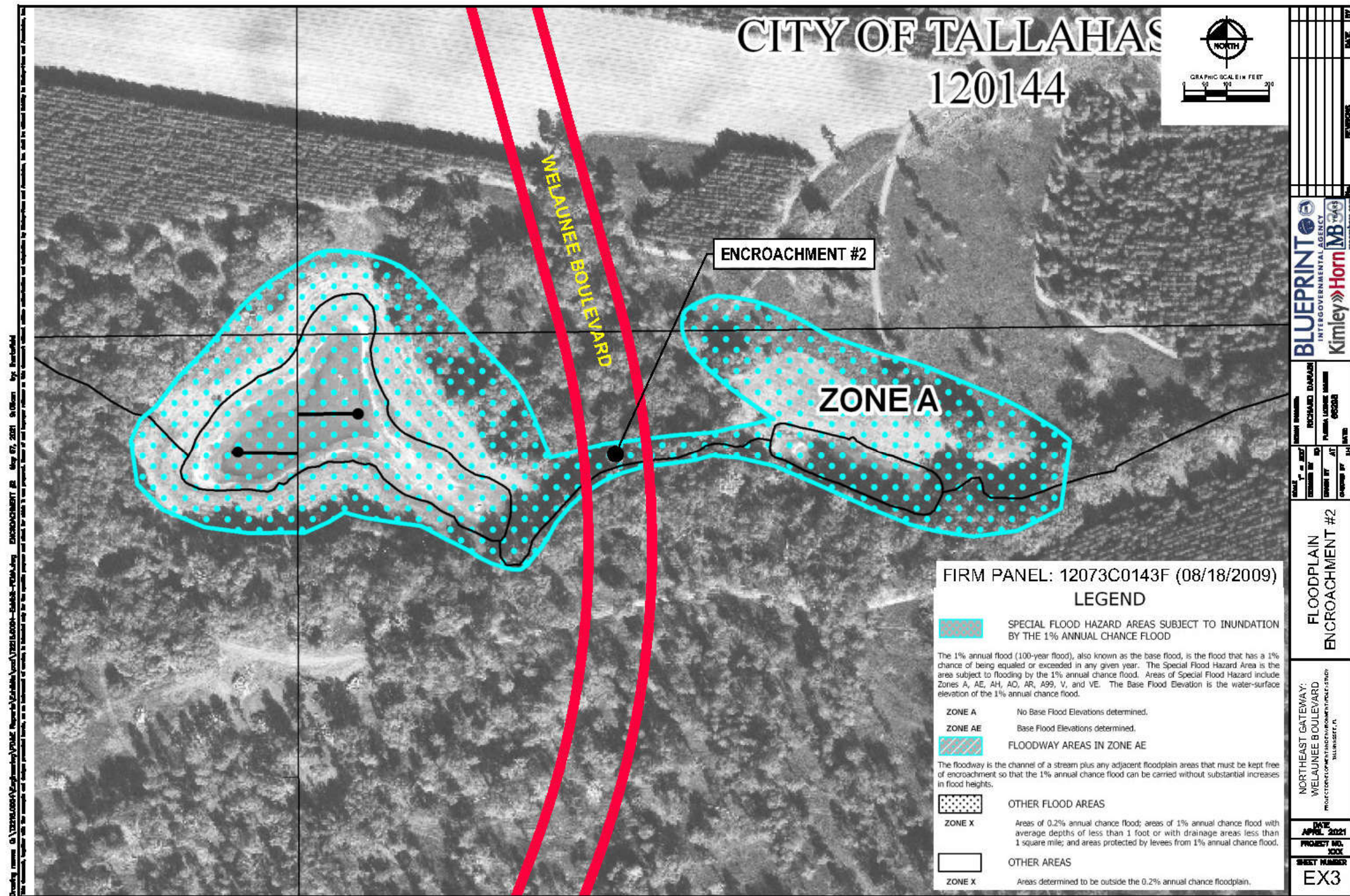


Figure C-5: Floodplain Encroachment #3 Map

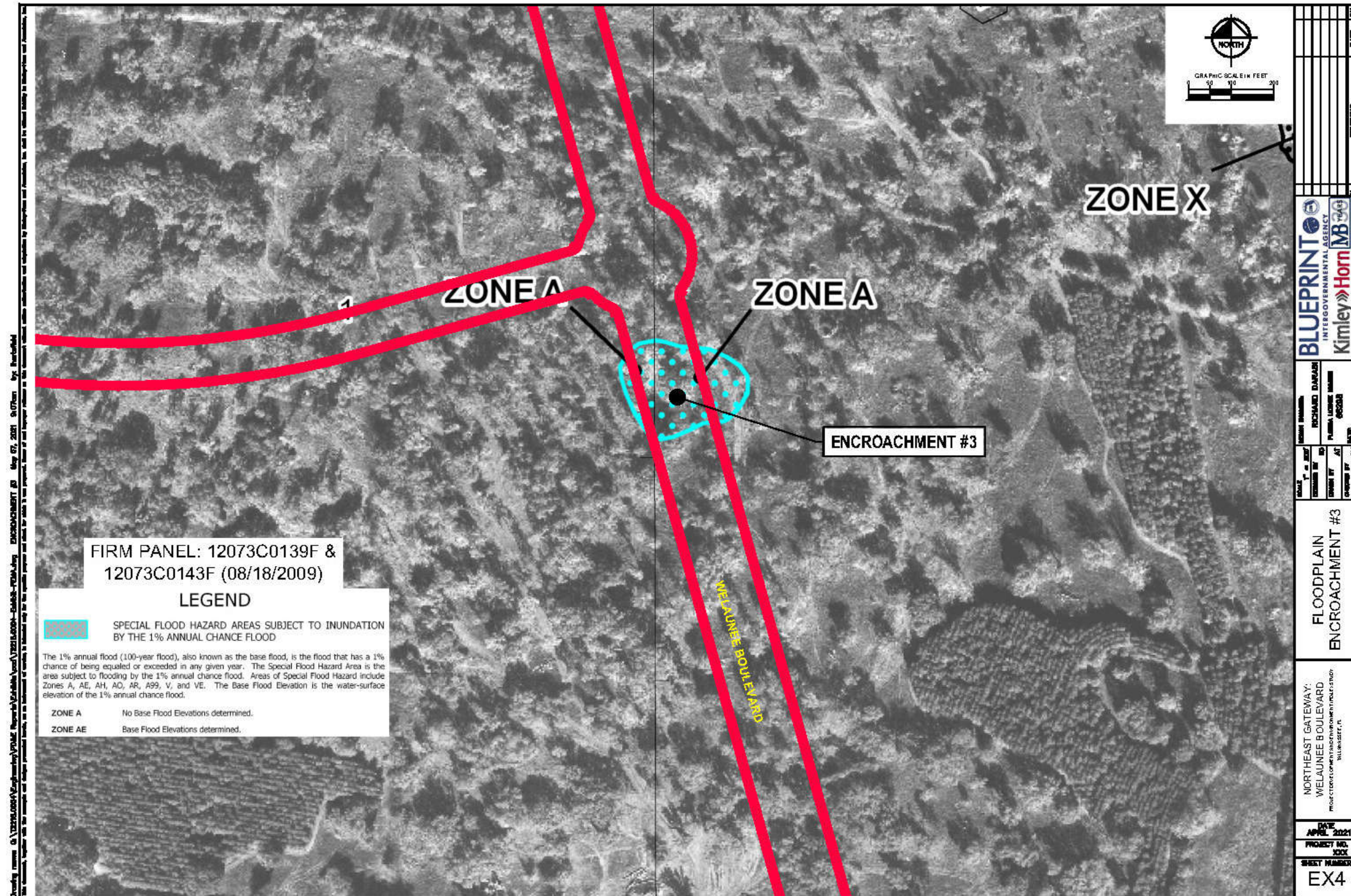
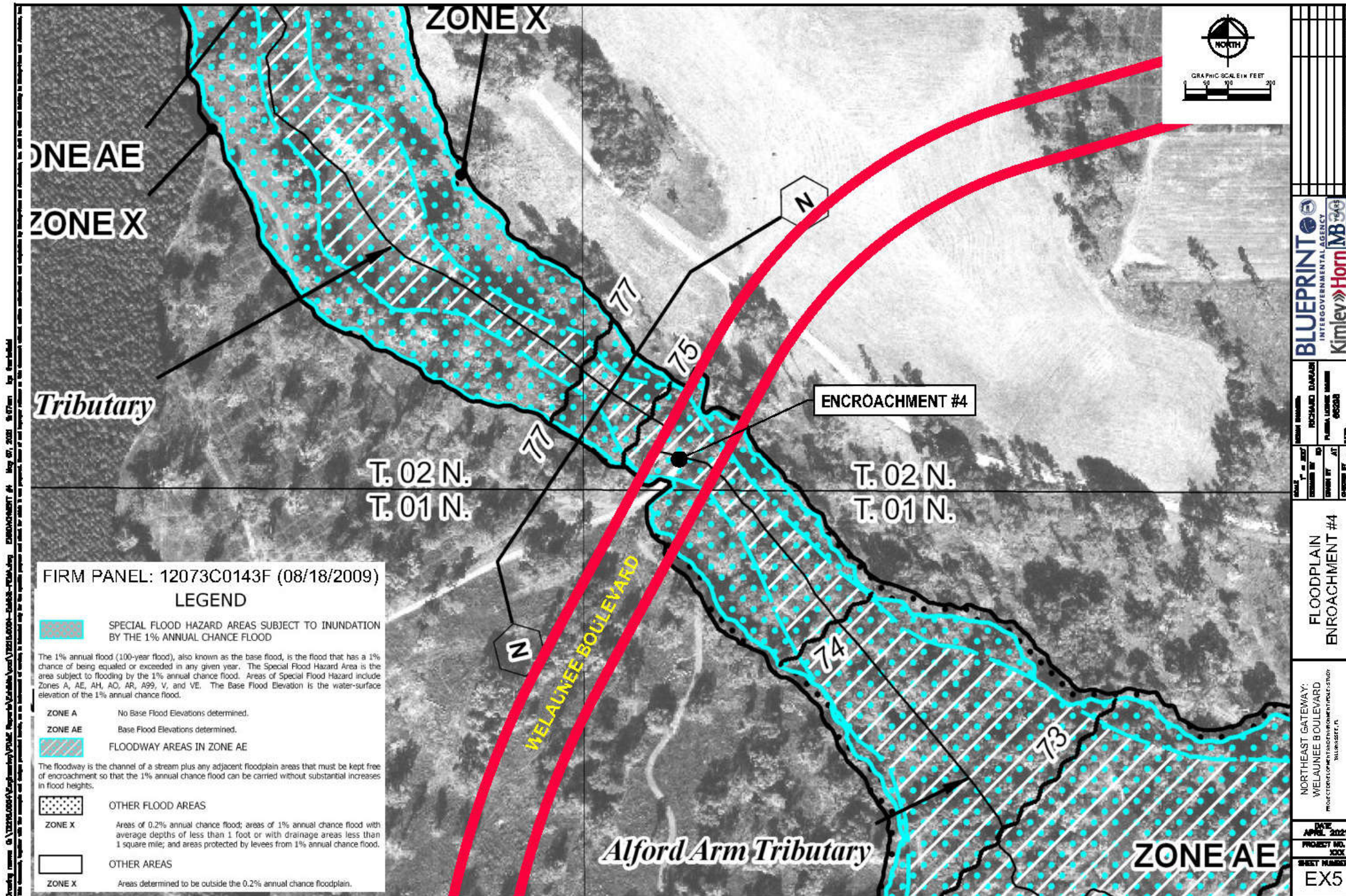


Figure C-6: Floodplain Encroachment #4 Map



C.6 Coastal Barrier Resources

There are no coastal barrier resources in the project area; therefore, the project will have no involvement with these resources.

C.7 Protected Species and Habitat

The project area was assessed for the presence of suitable habitat for federal- and state-listed protected species. These results are documented within the *Natural Resource Evaluation* (NRE) prepared for the project. A project “Study Area” consisting of a 300-ft buffer around the centerline of the proposed alignment and the perimeter of the proposed stormwater ponds was created to assess adjacent resources.

Initial agency coordination has been conducted as part of the ETDM screening and Advance Notification review process. The ETDM screening process was used to become aware of issues noted by the commenting agencies. An NRE report outlining the project's potential impacts to protected species and habitat will be sent to the US Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Department of Agriculture and Consumer Services (FDACS) once completed.

State and Federal Protected Species

Literature reviews, agency database searches, and field surveys were conducted to document the potential presence of state and federal protected species, their habitat, and critical habitat. Based on the results of database searches and review of aerial photographs, field survey methods for specific habitat types and lists of target species were developed. Following the desktop analysis, field reviews were conducted during October 2020 to April 2021. The reconnaissance was conducted by qualified field biologists and consisted of vehicular and pedestrian surveys of habitats. During these surveys, areas of remaining habitat were visually inspected for vegetative type and cover, level of disturbance, management techniques, and overall potential suitability to support listed species and general wildlife.

Based on literature and field reviews, it was determined that three species listed by the USFWS, 25 species listed by the FWC or the FDACS, and two managed non-listed species were determined to have a potential likelihood for utilization of habitats within or adjacent to the Study Area. **Table C-2** lists the effect determinations for all listed species with a potential to use habitats within or adjacent to the Study Area. A Species Occurrence map along with the Federally Listed Species Determination Keys parameters and the steps to reach the resulting determination will be provided as an attachment within the NRE.

Table C-2: Effect Determinations for Protected Species

SCIENTIFIC NAME	COMMON NAME	LISTING STATUS	EFFECT DETERMINATION
Plants			
<i>Agrimonia incisa</i>	Incised Groove-bur	ST	No adverse effect anticipated
<i>Andropogon arctatus</i>	Pinewoods Bluestem	ST	No adverse effect anticipated
<i>Brickellia cordifolia</i>	Flyr's Brickell-Bush	SE	No adverse effect anticipated
<i>Calamintha dentata</i>	Toothed Savory	ST	No adverse effect anticipated
<i>Croomia pauciflora</i>	Croomia	SE	No adverse effect anticipated
<i>Linum westii</i>	West's Flax	SE	No adverse effect anticipated
<i>Litsea aestivalis</i>	Pondspice	SE	No effect anticipated
<i>Magnolia ashei</i>	Ashe's Magnolia	SE	No adverse effect anticipated
<i>Matelea alabamensis</i>	Alabama Spiny-Pod	SE	No adverse effect anticipated
<i>Matelea floridana</i>	Florida Spiny-Pod	SE	No adverse effect anticipated
<i>Najas filifolia</i>	Narrowleaf Naiad	ST	No adverse effect anticipated
<i>Pinguicula primuliflora</i>	Primrose-Flowered Butterwort	SE	No adverse effect anticipated
<i>Pityopsis flexuosa</i>	Zigzag Silkgrass	SE	No adverse effect anticipated
<i>Platanthera integra</i>	Yellow Fringeless Orchid	SE	No adverse effect anticipated
<i>Pycnanthemum floridanum</i>	Florida Mountain-Mint	ST	No adverse effect anticipated
<i>Rhexia parviflora</i>	Small-Flowered Meadowbeauty	SE	No adverse effect anticipated
<i>Rhododendron austrinum</i>	Florida Flame Azalea	SE	No adverse effect anticipated
<i>Ruellia noctiflora</i>	Nightflowering Wild Petunia	SE	No adverse effect anticipated
<i>Tiedemannia filiformis ssp. greenmanii</i>	Giant Water Cowbane	SE	No adverse effect anticipated
<i>Trillium lancifolium</i>	Narrow-Leaved Trillium	SE	No adverse effect anticipated
<i>Xyris longisepala</i>	Karst Pond Xyris	SE	No effect anticipated
<i>Xyris scabrifolia</i>	Harper's Yellow-Eyed Grass	ST	No effect anticipated
Fish			
N/A			

SCIENTIFIC NAME	COMMON NAME	LISTING STATUS	EFFECT DETERMINATION
Amphibians			
<i>Ambystoma bishopi</i>	Reticulated Flatwoods Salamander	FE	No effect
Reptiles			
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	FT	May affect, not likely to adversely affect
<i>Gopherus polyphemus</i>	Gopher Tortoise	ST	No adverse effect anticipated
<i>Pituophis melanoleucus mugitis</i>	Florida Pine Snake	ST	No adverse effect anticipated
Birds			
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	ST	No effect anticipated
<i>Egretta caerulea</i>	Little Blue Heron	ST	No adverse effect anticipated
<i>Egretta tricolor</i>	Tricolored Heron	ST	No adverse effect anticipated
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	ST	No adverse effect anticipated
<i>Haliaeetus leucocephalus</i>	Bald Eagle	BGEPA**	May affect, not likely to adversely affect
<i>Mycteria americana</i>	Wood Stork	FT	May affect, not likely to adversely affect
<i>Dryobates borealis</i>	Red-Cockaded Woodpecker	FE	May affect, not likely to adversely affect
<i>Platalea ajaja</i>	Roseate Spoonbill	ST	No adverse effect anticipated
Mammals			
<i>Ursus americanus floridanus</i>	Florida Black Bear	Not Listed**	N/A

FE: Federally Endangered; FT: Federally Threatened; SE: State Endangered; ST: State Threatened; Bald and Golden Eagle Protection Act (BGEPA): Bald and Golden Eagle Protection Act

*FWC listing status was not included for species with the same federal listing status because of the State's deferment to federal status under Chapter 68A-27, F.A.C.

**Though not listed, these species are afforded individual protection: BGEPA (16 U.S.C. § 668 et seq.); Florida Black Bear: Bear Conservation Rule (68A-4.009, F.A.C.)

No federally listed species were observed or documented within the proposed impact area of the preferred alternative. The wood stork was the only federally listed species observed overhead or adjacent to the Study Area. There were four federally listed species included within the Florida Natural Areas Inventory (FNAI) Biodiversity Matrix report and/or the USFWS Information for Planning and Consulting (IPaC) Environmental Conservation Online System (ECOS) report. Of these, the following three species were determined to have an effect determination of “may effect, not likely to adversely affect”.

Eastern Indigo Snake (*Drymarchon corais couperi*)

The Eastern indigo snake is listed as a threatened species by the USFWS due to loss and degradation of habitat and human intervention. No individuals of this species were observed during the field surveys, and the FNAI Biodiversity Matrix Report did not include documented occurrence of the species; however, areas of suitable habitat and refugia for this species occur within and adjacent to the project area. Because of the presence of suitable habitat, the probability of occurrence for this species within the preferred alternative is considered moderate and the contractor will be required to inspect all snake refugia each morning prior to planned site manipulation of an area. If any Eastern indigo snakes are found, they will be allowed to vacate the area prior to additional site manipulation. Blueprint will implement the most current version of the Standard Protection Measures for the Eastern Indigo Snake. Because these measures will be implemented during construction, it is anticipated that this project “may affect, not likely to adversely affect” the Eastern indigo snake in accordance with the Eastern Indigo Snake Programmatic Effect Determination Key. The Eastern Indigo Snake Programmatic Effect Determination Key parameters and the steps to reach the resulting determination will be provided in the NRE.

Wood Stork (*Mycteria americana*)

The Wood Stork is protected by the Migratory Bird Treaty Act (MBTA) and listed as threatened by the USFWS. Wood storks were observed in flight overhead within the Study Area during the site assessment and observed foraging adjacent to the Study Area within Welaunee Pond. In addition, the Study Area is within the USFWS 2009-2018 Florida Active Nesting Colonies and Core Foraging Areas (CFA). There are no active colony sites within 2500 feet; however, suitable foraging habitat (SFH) is present in the Study Area. SFH compensation will be provided in accordance with USFWS requirements. Because SFH compensation will be provided for SFH impacts, in accordance with The Effect Determination Key for the Wood Stork in North Florida the project “may affect, not likely to adversely affect” the Wood Stork. The Effect Determination Key for the Wood Stork in Central and North Peninsular Florida parameters and the steps to reach the resulting determination will be provided in the NRE.

Red-Cockaded Woodpecker (*Dryobates borealis*)

The red-cockaded woodpecker (RCW) is listed as a federally endangered species by the USFWS due to land development and removal of old growth pine trees. The project is located in an RCW Consultation Area. No RCW or RCW tree cavities were observed during the initial site assessment. However, potential nesting trees and foraging habitat were observed within the impact area of the preferred alternative. Due to the potential habitat for RCW, surveys for RCW nesting trees and foraging habitat per USFWS guidelines will be implemented during the Design phase. If any RCWs or RCW tree cavities are located, further consultation with USFWS will be initiated. Considering this implementation, it is anticipated that the project “may affect, not likely to adversely affect” the RCW.

Managed Non-Listed Species

Bald Eagle (*Haliaeetus leucocephalus*)

In addition to federally- and state-listed species, one managed non-listed species was observed adjacent to the Study Area and impact area of the preferred alternative. An active and undocumented bald eagle nest was observed approximately 400 feet beyond the impact area of the preferred alternative. Though not federally- or state-listed, bald eagles and their nests are still afforded protection under the Bald and Golden Eagle Protection Act (BGEPA) as well as the MBTA. One juvenile eagle was observed roosting in the nesting tree during the site assessment. Given the proximity of the nest to the project, USFWS will require

monitoring during the nesting season (October-May) if the nest remains active during construction. Coordination with FWC and the USFWS and utilization of their Bald Eagle Monitoring Guidelines will be implemented during construction as required. With these measures in place, the project will not have an adverse effect on the bald eagle.

Florida Black Bear (*Ursus americanus floridanus*)

The Florida black bear is no longer a state listed species but is still afforded protection by the Bear Conservation Rule (68A-4.009, F.A.C.). Prior to field reviews, black bear road mortality data and nuisance call data were reviewed to assess the level of occurrence within the project limits. The data indicates that no road kills had been documented within the project limits from 1976 through 2019 but there has been black bear related calls regarding nuisance occurrences in the surrounding residential areas of Tallahassee. The data determined one black bear road mortality to have been documented in 2007 within 5.5 miles of the project along Interstate 10. Bear tracks were observed during field reviews and the data indicates black bear presence in the area. Potential black bear roadkill potential as a result of the Build Alternative will be considered and wildlife crossings may be implemented during the Design phase. The project is located within the Common Range of the Florida black bear. Therefore, consistent with the FWC Black Bear Management Plan, garbage and food debris must be properly removed from the construction site daily to eliminate possible sources of food that could encourage and attract bears. Nuisance black bears are to be reported to the FWC at the Wildlife Alert Hotline at 1-888-404-3922.

Based on field reviews and analysis of species and habitat, the following species and habitat implementation measures will be included:

- Blueprint will conduct plant surveys for 6 of the 22 state-/federal-listed plant species prior to construction during the appropriate survey season due to suitable habitat, a determined potential of occurrence ranging from moderate to high, and/or documented nearby FNAI Elemental Occurrence. These species include Flyr's Brickell-bush, toothed savory, Florida spiny-pod, narrowleaf naiad, zigzag silkgrass, and narrow-leaved trillium. A focus will be placed on the narrowleaf naiad due to its previous documented occurrence in Lake Kanturk and its hydrologic connection to a wetland that is within the preferred alternative. If any protected species are located, coordination with USFWS, FWC, and/or the FDACS will be initiated to determine permit requirements or other actions that may be required.
- Surveys for potentially occupied gopher tortoise burrows will be conducted 90 days prior to construction and permits to relocate tortoises and commensals will be obtained from FWC as appropriate. Potentially occupied gopher tortoise burrows were observed within portions of the preferred alternative.
- RCW surveys for suitable nesting and foraging habitat will be conducted per USFWS guidelines during the Design phase. Coordination with USFWS will occur if RCWs or RCW cavities are located.
- Coordination with FWC and the USFWS regarding the undocumented bald eagle nest will occur. The utilization of the Bald Eagle Monitoring Guidelines will be coordinated with FWC/USFWS and implemented during the Design phase.

The following species and habitat commitments were included in the Project Commitment Record:

- Implementation of the most current version of the *Standard Protection Measures for the Eastern Indigo Snake*.

C.8 Essential Fish Habitat

There is no Essential Fish Habitat (EFH) in the project area; therefore, the project will have no involvement with this feature.

Attachment D. Physical

D.1 Highway Traffic Noise

As part of the Welaunee Boulevard PD&E Study, a Noise Study Report (NSR) is being prepared in accordance with Title 23, Code of Federal Regulations (C.F.R.), § 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010) and Part II, Chapter 18 of the FDOT PD&E Manual (effective July 1, 2020). As required by 23 CFR 772, predicted noise levels are modeled using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5. Guidelines established in the Traffic Noise Modeling and Analysis Practitioners Handbook, FDOT, December 2018, were followed in this study. The NSR will be included in the project file.

The primary objectives of this noise study are to:

- Document the methodology used to conduct the noise assessment;
- Describe the existing site conditions, including noise sensitive land uses within the project area;
- Assess the significance of traffic noise levels on noise sensitive sites for both the no-build alternative and the preferred alternative; and
- Evaluate abatement measures for noise sensitive sites that approach or exceed the FDOT and FHWA Noise Abatement Criteria (NAC) under the preferred alternative.

The traffic noise analysis identified 37 noise sensitive sites represented by 31 noise receptors. These receptors were evaluated under the FHWA Noise Abatement Criteria (NAC) Activity Categories B, C, and D. Traffic noise analysis was evaluated for the project's existing year (2018) and future design year (2045) No Build and Preferred Alternative. It was determined that no noise impacts were predicted (no substantial noise increase or threshold exceedance) for the design year build alternative, therefore no noise abatement was considered. For additional traffic noise information, please see the *Welaunee Boulevard Noise Study Report* (NSR) prepared for this project.

The maximum noise increase for the preferred alternative noise level was receptor eight with 11.7 decibels and the average was 3.3 decibels for all receptors. Of note, receptor 21 was predicted to have a benefit of 0.1 decibel level loss and receptors 22-24 showed no increase in traffic noise levels. This can be attributed to a benefit of Welaunee Boulevard and the Shamrock Extension to circulating some of the traffic that would normally take Centerville Road north of Shamrock Street.

D.2 Air Quality

In accordance with the Clean Air Act Amendments of 1990, an air quality impact analysis was conducted for this project utilizing the FDOT CO Florida 2012 screening test. An Air Quality Technical Memorandum (AQTM) was completed for the Welaunee Boulevard PD&E Study and is included in the project file. The AQTM was prepared in accordance with Part II, Chapter 19 of the FDOT PD&E Manual (effective July 1, 2020).

The proposed project is located in Leon County, an area currently designated as being in attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, and lead. Therefore, the Clean Air Act conformity requirements do not apply to this project. Based on the results from the screening model, the highest project-related carbon monoxide one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant under either the no-build alternative or the preferred alternative.

The air quality effect of highway construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with FDOT’s Standard Specifications for Road and Bridge Construction.

D.3 Contamination

A Contamination Screening Evaluation is being conducted to evaluate the potential for encountering contamination within or adjacent to the limits of the project area in accordance with Part II, Chapter 19 of the FDOT PD&E Manual (effective July 1,2020).

The Welaunee Boulevard Contamination Screening Evaluation Report (CSER) is being developed by documenting a summary of the literature and map review, the state and federal regulatory database review, and a field review (conducted on December 16, 2020) for potential contamination land use sources within or adjacent to the corridor.

The review corridor included all sites located 500 feet from the proposed ROW line for petroleum, drycleaners, and non-petroleum sites. For sites identified as non-landfill waste sites, such as recycling facilities, transfer stations, or debris placement areas, 1,000 feet from the proposed ROW line was used. For sites identified under Superfund Enterprise Management System, National Priorities List, or Landfill Solid Wastes, a distance of one-half mile was used. The regulatory database review and field review identified a total of six potential contamination sources, within one-half mile of the project corridor. After evaluating each site, all six were rated **LOW** for potential of contamination impact based on distance from the project area.

Based on the analysis completed during the PD&E Study, no further testing is recommended for the identified sites, and substantial impacts are not expected.

D.4 Utilities and Railroads

Utility coordination was through the Sunshine State One-Call of Florida, which identified nine (9) utility providers as having utilities within the project area. **Table D-1** provides a list of utility providers from that coordination.

Table D-1: Utility Providers with Facilities within Project Limits

TYPE OF UTILITY	COMPANY NAME	ADDRESS	CONTACT	PHONE
Electric	City of Tallahassee	2602 Jackson Bluff Road Tallahassee, FL 32304	Mike Drymon	850-694-3058
	Talquin Electric	326 Crossway Road Tallahassee, FL 32305	Jonathan Temples	850-627-7651, Ext: 1221
Telecommunications	CenturyLink	1325 Blairstone Road, Room 113 Tallahassee, FL 32301	Bill McCloud	850-599-1444
	Hargray Communications	8324 Baymeadows Highway, Suite 102 Jacksonville, FL 32256	Edward Harding	904-652-9934
	Comcast Cable	5934 Richard Street Jacksonville, FL 32216	Andrew Sweeney	904-738-6898

	Metro Fibernet	3701 Communications Way Evansville, IN 47715	Korie Nellis	812-213-1378
	Uniti Fiber	3542 West Orange Avenue Tallahassee, FL 32310	John Halley	251-753-8695
Water and Sewer	City of Tallahassee	2602 Jackson Bluff Road Tallahassee, FL 32304	William Tolar	850-556-5873
	Talquin Water and Wastewater	326 Crossway Road Tallahassee, FL 32305	Jonathan Temples	850-627-7651 Ext: 1221
Gas	City of Tallahassee	2602 Jackson Bluff Road Tallahassee, FL 32304	William Tolar	850-556-5873
Emergency Services	City of Tallahassee	911-A Easterwood Drive Tallahassee, FL 32311	Wayne Bryan	850-891-2080

Further coordination with utility agency owners (UAOs) will continue through the Design phase, as appropriate mitigation measures will need to be defined at that point. Additional information regarding utilities can be found in the *Utility Report* being prepared as part of this PD&E Study

There are no existing or proposed railroads in the project area; therefore, the project will have no involvement with railroads.

D.5 Construction

Construction activities for the proposed improvements will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The contractor will adhere to the most current version of the FDOT Standard Specifications for Road and Bridge Construction in order to minimize or eliminate potential construction noise and vibration impacts. Excessive tailgate banging by haul trucks will be prohibited.

Should unanticipated noise or vibration issues arise during the construction process, the Construction Engineer, in coordination with the appropriate FDOT Environmental Specialist, will investigate additional methods of controlling these impacts.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements.

Access to all businesses and residences will be maintained throughout the duration of the project. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction at all times, and to comply with the Best Management Practices (BMPs) of FDOT. Also, present traffic movements will be maintained at all times.

As directed by the Intergovernmental Agency Board, the corridor terminus at Bradfordville Road, Centerville Road, and Roberts Road is to be operational before or simultaneously as the corridor terminus at Centerville Road and Shamrock Street South.

D.6 Bicycles and Pedestrians

The proposed Welaunee Boulevard will be inclusive of a twelve-foot multi-use trail and an eight-foot sidewalk to be utilized by bicyclists and pedestrians. The segment extending from the eastern boundary of Canopy Development to the Centerville Road and Shamrock Street South intersection will be inclusive of the twelve-foot multi-use trail and eight-foot sidewalk. The segment extending from the intersection of Welaunee Boulevard with Shamrock Street Extension north to the intersection with Pimlico Drive Extension will be inclusive of the twelve-foot multi-use trail, with the Pimlico Drive Extension inclusive of a five-foot sidewalk.

Though the PD&E Study is not evaluating the greenway, the overall project includes a new Welaunee Greenway that would connect with the Miccosukee Canopy Road Greenway and cross I-10 on a proposed bicycle/pedestrian/equestrian bridge to the west of the roadway crossing.

D.7 Navigation

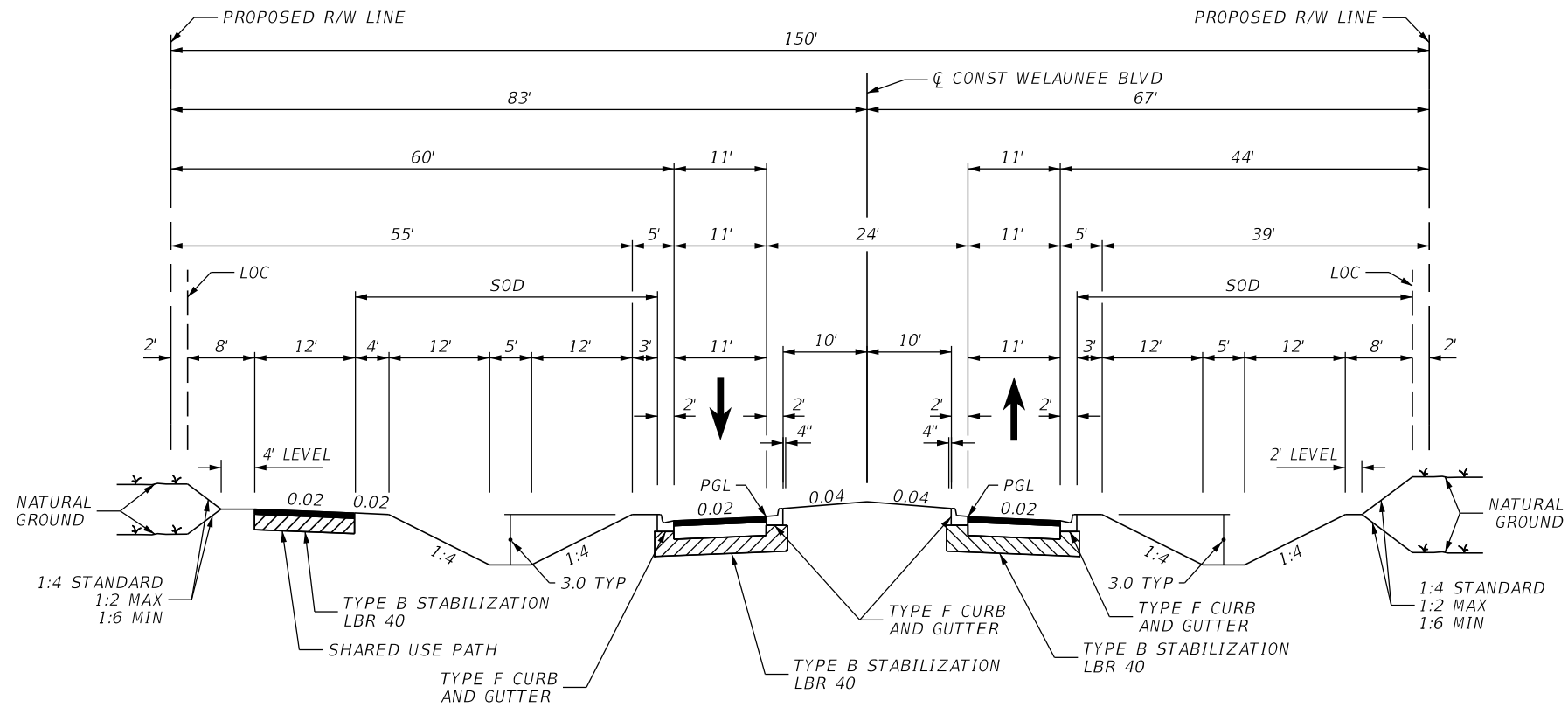
There are no navigable waterways in the project area; therefore, the project will have no involvement on navigation.

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APPENDIX A

Feasible Alternative Typical Sections

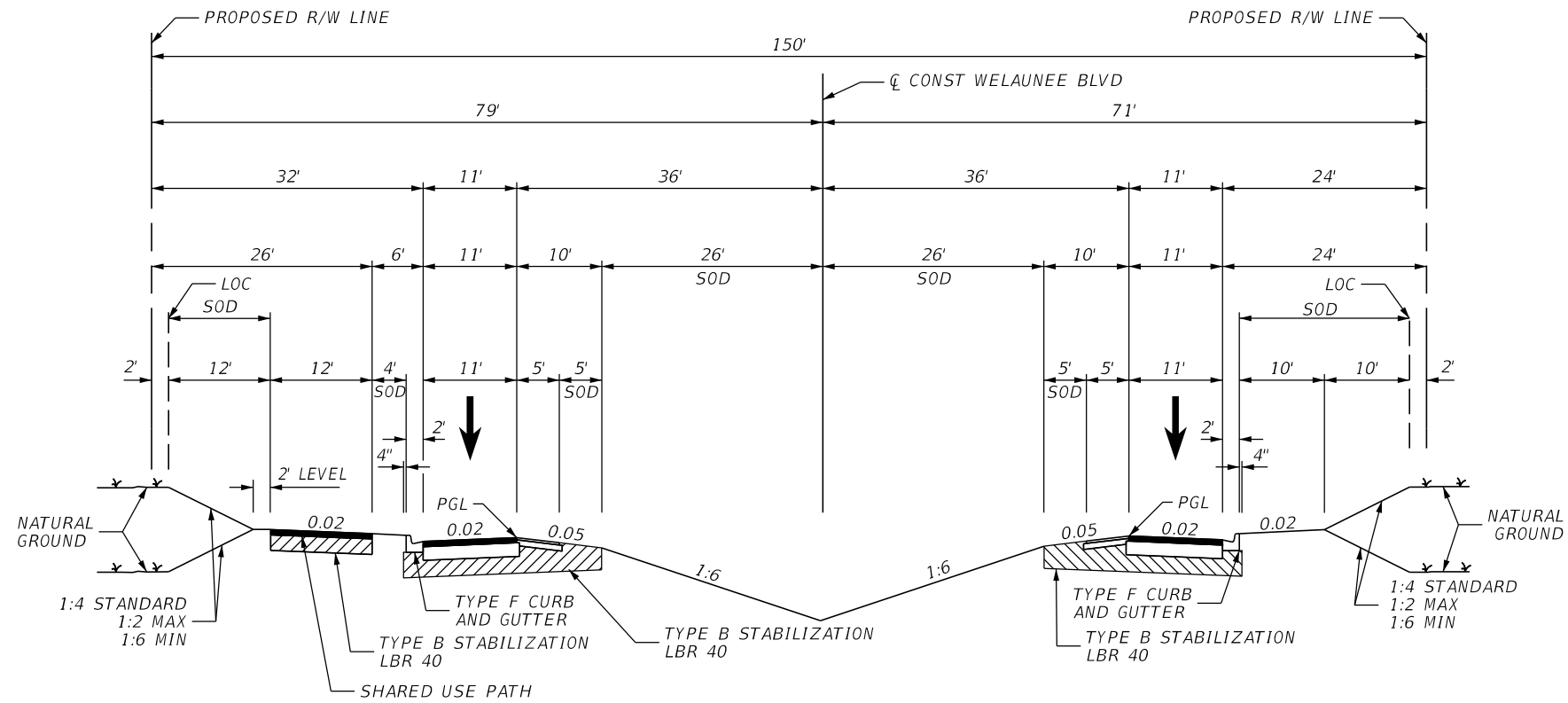
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TYPICAL SECTION 1B
SUBURBAN DIVIDED TWO-LANE
WELAUNEE BLVD AND SHAMROCK ST EXTENSION
SHAMROCK ST EXTENSION TO END OF PROJECT

DESIGN SPEED: 45 MPH
POSTED SPEED: 35-45 MPH

REVISIONS		<p>Kimley»Horn Certificate Of Authorization No. 696 RYAN S. WETHERELL, P.E. P.E. LICENSE No. 69256 2615 CENTENNIAL BOULEVARD, SUITE 102 TALLAHASSEE, FLORIDA 32308</p>	<p>BLUEPRINT INTERGOVERNMENTAL AGENCY</p>	<p>NE GATEWAY: WELAUNEE BOULEVARD PD&E STUDY</p>	SHEET NO.
DATE	DESCRIPTION				



TYPICAL SECTION 4B
RURAL DIVIDED TWO-LANE
WELAUNEE BLVD AND SHAMROCK ST EXTENSION
SHAMROCK ST EXTENSION TO END OF PROJECT
DESIGN SPEED: 45 MPH
POSTED SPEED: 35-45 MPH

REVISIONS	
DATE	DESCRIPTION

Kimley»Horn
Certificate Of Authorization No. 696
RYAN S. WETHERELL, P.E.
P.E. LICENSE No. 69256
2615 CENTENNIAL BOULEVARD, SUITE 102
TALLAHASSEE, FLORIDA 32308



NE GATEWAY:
WELAUNEE BOULEVARD
PD&E STUDY

SHEET
NO.

APPENDIX B

Canopy and Welaunee Planned Unit Development (PUD) General Land Use Plan Figures

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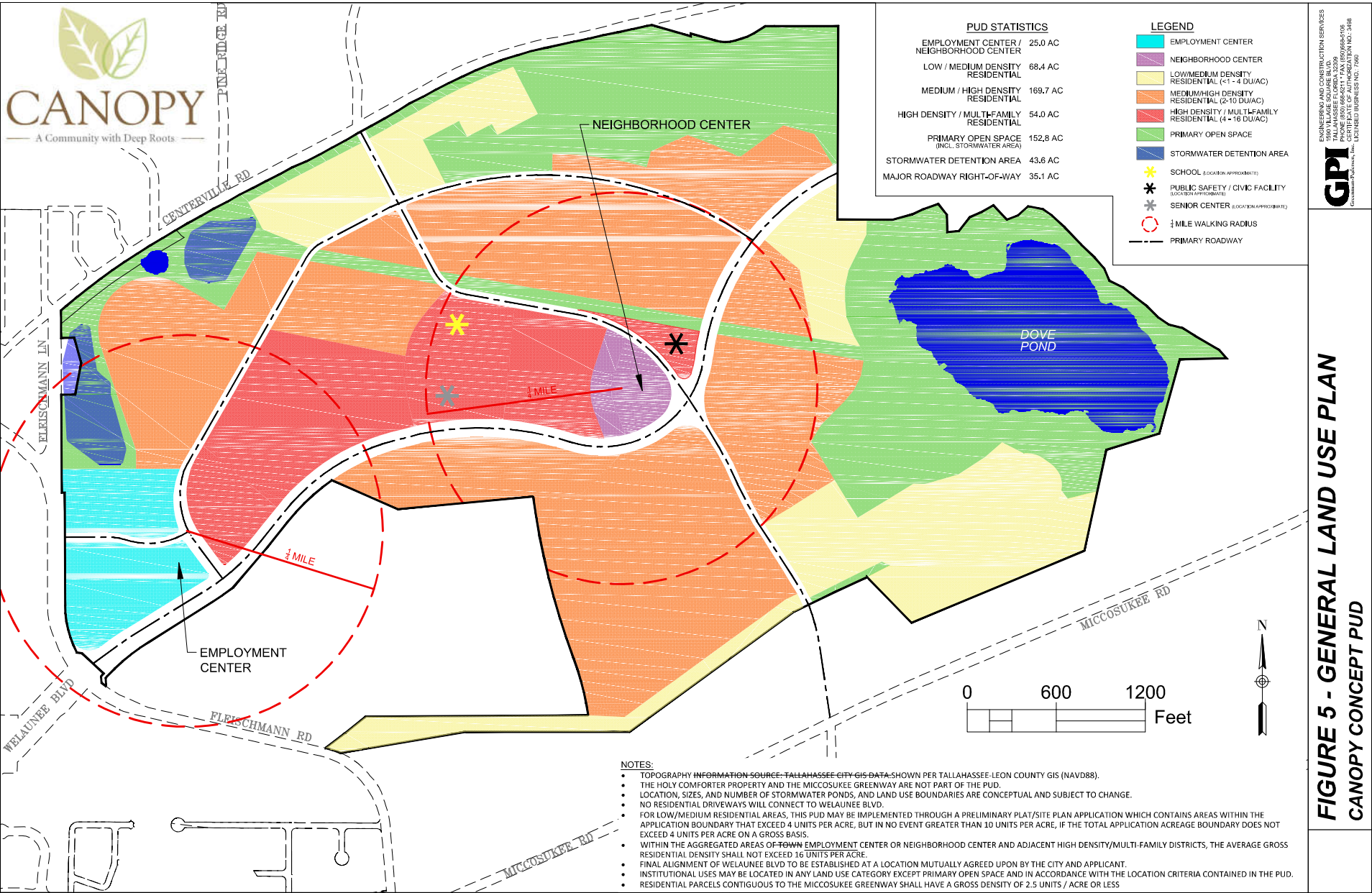


FIGURE 5 - GENERAL LAND USE PLAN
CANOPY CONCEPT PUD

ENGINEERING AND CONSTRUCTION SERVICES
1500 WILKIE SQUARE BLVD
TALLAHASSEE, FL 32310
PHONE: (904) 666-0111 FAX: (904) 666-0116
GPI
Government Planning, Inc. LICENSED BUSINESS NO. 1686

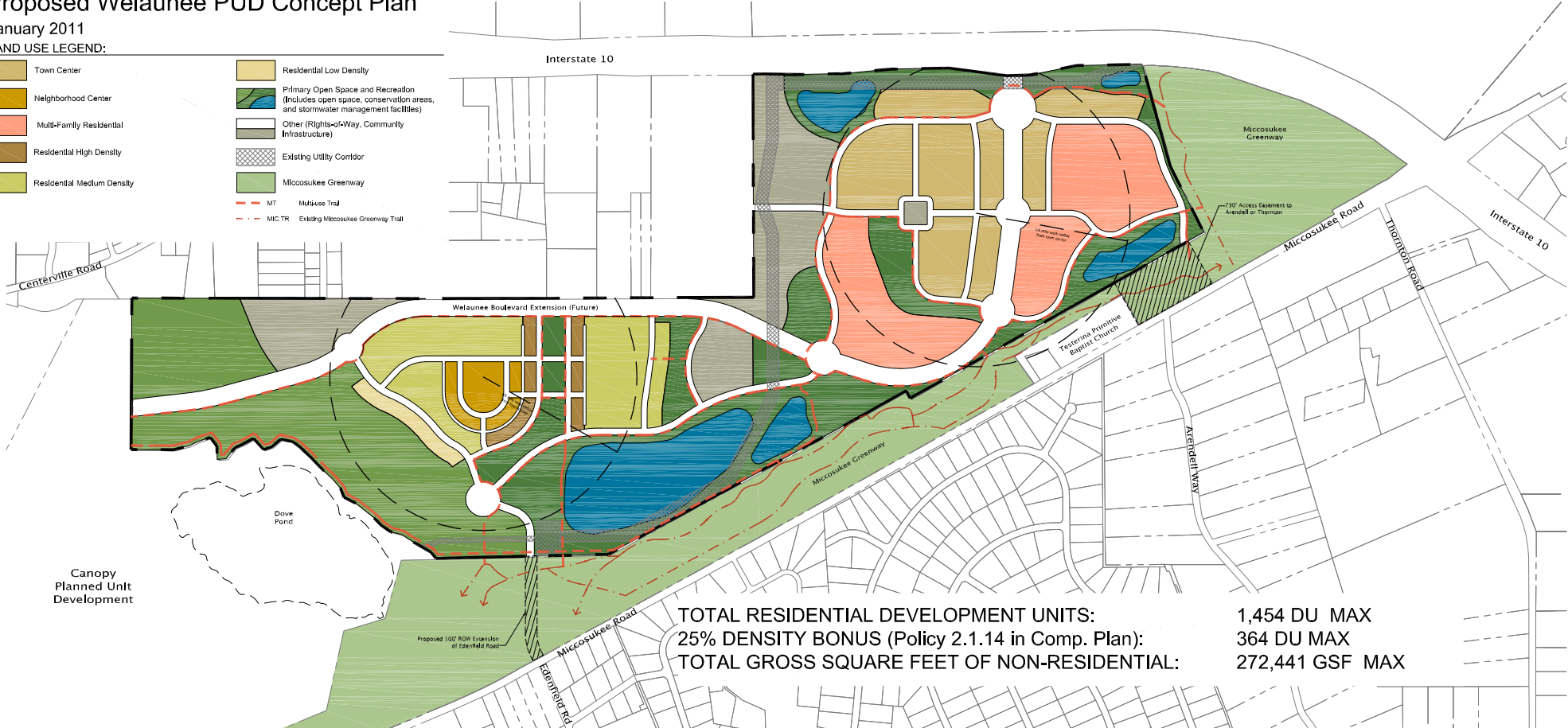
User: nate
P:\0716015\01 - Canopy Documents\FUP\PUD Exhibit\Mapa 10/25/2017 05:55:12 PM

Proposed Welaunee PUD Concept Plan

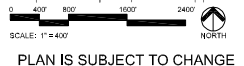
January 2011

LAND USE LEGEND:

	Town Center		Residential Low Density
	Neighborhood Center		Primary Open Space and Recreation (Includes open space, conservation areas, and stormwater management facilities)
	Multi-Family Residential		Other (Rights-of-Way, Community Infrastructure)
	Residential High Density		Existing Utility Corridor
	Residential Medium Density		Micosukee Greenway
			MT Mufese Trail
			MIC TR Existing Micosukee Greenway Trail



TOTAL RESIDENTIAL DEVELOPMENT UNITS: 1,454 DU MAX
25% DENSITY BONUS (Policy 2.1.14 in Comp. Plan): 364 DU MAX
TOTAL GROSS SQUARE FEET OF NON-RESIDENTIAL: 272,441 GSF MAX



Development Summary:

Total Site Area: +/- 429 AC							CAP Non-Residential Entitlements: 272,441 GSF		CAP Residential Entitlements: 1,454 + 364 (25% Density Bonus) - 1,818 DU		Primary Open Space and Recreation Proposed: 177 AC (41% of Site Area)		Other Proposed: 122 AC (29% of Site Area)				
Neighborhood and Town Centers Proposed: 49 AC (11% of Total Site)							Residential Proposed: 81 AC (19% of Total Site)					Open Space = 75 AC Conservation = 67 AC SWMF = 35 AC		ROW = 80 AC		Community Infrastructure = 42 AC (Includes school site, utilities site and, water re-use facility)	
Town Center = 43 AC	Neighborhood Center = 6 AC	Multi-Family Residential = 45 AC	Residential High Density = 5 AC	Residential Medium Density = 27 AC	Residential Low Density = 4 AC	N/A Residential Estate = 0 AC											
CAP Development Intensity 8,000 - 20,000 GSF / AC	CAP Development Intensity 4,000 - 12,500 GSF / AC	CAP Development Intensity N/A	CAP Development Intensity N/A	CAP Development Intensity N/A	CAP Development Intensity N/A	CAP Development Intensity N/A											
Allowable Non-Residential 344,000 - 860,000 GSF	Allowable Non-Residential 24,000 - 75,000 GSF	CAP Residential Density Min of 8 DU / AC Max of 16 DU / AC	CAP Residential Density Min of 4 DU / AC Max of 10 DU / AC	CAP Residential Density Min of 2 DU / AC Max of 4 DU / AC	CAP Residential Density Min of 1 DU / AC Max of 2.5 DU / AC	CAP Residential Density No Minimum Max of 1 DU / AC											
CAP Residential Density No Min, Max of 16 DU / AC	CAP Residential Density No Min, Max of 16 DU / AC	Allowable Residential Units Min of 360 DU Max of 720 DU / AC	Allowable Residential Units Min of 20 DU Max of 50 DU	Allowable Residential Units Min of 34 DU Max of 108 DU	Allowable Residential Units Min of 4 DU Max of 10 DU	Allowable Residential Units N/A											
Allowable Residential Units 688 DU	Allowable Residential Units 96 DU																



