

**Leon County Board of County Commissioners  
and  
Tallahassee City Commission**

**Joint County-City Workshop  
on the 2019 Cycle  
Comprehensive Plan Amendments  
and  
Land Use Element Update**

**Tuesday  
February 26, 2019  
1:00 p.m.**

**Leon County Courthouse  
5<sup>th</sup> Floor Commission Chambers**

**Board of County Commissioners  
Leon County, Florida**

**Joint County-City Workshop on the  
2019 Cycle Comprehensive Plan Amendments  
and Land Use Element Update**

**Tuesday, February 26, 2019, 1:00 p.m.**

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<b>Item Number</b>	<b>Workshop Item Title</b>
<b>1</b>	2019 Cycle Comprehensive Plan Amendments
<b>2</b>	Land Use Element Update

**Leon County  
Board of County Commissioners**

**Notes for Workshop  
Agenda Item #1**

# Joint County-City Workshop on the 2019 Cycle Comprehensive Plan Amendments

## Workshop Item #1

February 26, 2019

**To:** Honorable Chairman and Members of the Board of County Commissioners  
Mayor and City Commissioners

**From:** Vincent S. Long, County Administrator  
Reese Goad, City Manager

**Title:** Joint County-City Commissions Workshop on the 2019 Cycle Comprehensive  
Plan Amendments

<b>Review and Approval:</b>	Vincent S. Long, County Administrator
<b>Department/ Division Review:</b>	Alan Rosenzweig, Deputy County Administrator Ken Morris, Assistant County Administrator Benjamin H. Pingree, Planning, Land Management, and Community Enhancement (PLACE) Cherie Bryant, Tallahassee-Leon County Planning Department
<b>Lead Staff/ Project Team:</b>	Artie White, Tallahassee-Leon County Planning Department

### Statement of Issue:

This item provides information on the proposed 2019 cycle amendments to the Tallahassee-Leon County Comprehensive Plan. The purpose of the Joint Workshop is to provide the elected officials for both the County and the City an opportunity to review the amendments and request any additional information from staff prior to the small-scale amendment adoption/large scale amendment transmittal public hearing which will occur on March 12, 2019 and the large-scale amendment adoption public hearing which will occur on May 14, 2019.

### Fiscal Impact:

This item has no fiscal impact.

### Staff Recommendation:

Option #1: Accept status report on the 2019 Cycle Comprehensive Plan Amendments.



## Report and Discussion

### **Background:**

#### **2019 Comprehensive Plan Amendment Cycle Workshop**

The purpose of the Joint County-City Commissions Workshop for the 2019 Cycle Comprehensive Plan amendments is to review and discuss the proposed amendments. Included in the agenda are staff reports and public comments received for all 2019 cycle amendments through February 5, 2019.

The County and City Commissions will meet for the first public hearing on the 2019 cycle amendments on March 12, 2019. This first public hearing will be for the adoption of small-scale map amendments (proposed amendments that involve a use of 10 acres or fewer) and the transmittal of large-scale amendments (proposed text amendments and proposed map amendments that involve a use of greater than 10 acres). The second and final adoption public hearing for the 2019 amendments is scheduled for May 14, 2019.

#### *Full 2019 Cycle Amendment Schedule:*

Application Cycle	April 2018 – September 28, 2018
Public Open House	November 29, 2018
Local Planning Agency Workshop	January 8, 2019
Local Planning Agency Public Hearing	February 5, 2019
Joint City-County Workshop	February 26, 2019
First Joint City-County Public Hearing	March 12, 2019
Second Joint City-County Public Hearing	May 14, 2019

### **Analysis:**

The proposed 2019 Cycle Comprehensive Plan amendments include the following:

#### **TMA 2019 002: Murat Subdivision**

*Applicant: Esengul A. Momol and Timur M. Momol and Ferda Yilmaz and Osman Yilmaz*  
*TLCPD Staff: TJ Lewis*

**Map Amendment:** The proposed amendment would change the Future Land Use Map (FLUM) designation of the Murat Subdivision from Residential Preservation (RP) to University Transition (UT). Residential Preservation is a land use category that allows residential development up to six units per acre. University Transition is a land use category that allows residential development up to fifty units per acre and smaller scale retail commercial to provide essential services to immediate residents and ancillary needs of universities. This map amendment is considered a small-scale amendment and is located within City limits.

**Rezoning Application:** A zoning change from Residential Preservation (RP-2) to University Transition (UT) was requested to implement the proposed Future Land Use Map amendment.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- The staff report for this map amendment and rezoning is included as Attachment #1.

**LMA 2019 01: Tower Road Light Industrial**

***Applicant: Robert Steele***

***TLCPD Staff: Stephen Hodges***

**Map Amendment:** The proposed amendment would change the Future Land Use Map (FLUM) designation of the subject site from Urban Residential-2 (UR-2) to Industry and Mining (IM). Urban Residential-2 is a land use category that allows residential development up to twenty units per acre. Industry and Mining is a land use category that allows light industrial, mining, or industrial uses. This map amendment is considered a small-scale amendment and is located in unincorporated Leon County.

**Rezoning Application:** A zoning change from Single Detached, Attached and Two Family Residential (R-3) to Light Industrial (M-1) was requested to implement the proposed Future Land Use Map amendment. Single Detached, Attached and Two Family Residential (R-3) district allows residential development with a density between four and eight units per acre. Light industrial uses include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- The staff report for this map amendment and rezoning is included as Attachment #2.

**LMA 2019 02: Bexar LLC**

***Applicant: William A. Messer, Stephanie L. Messer, James Messer, Laurye S. Messer, Greg Ahlum, and Emily Ahlum***

***TLCPD Staff: TJ Lewis***

**Map Amendment:** The proposed amendment would change the Future Land Use Map (FLUM) designation of the subject site from Urban Residential-2 (UR-2) to Suburban (SUB). Urban Residential-2 is a land use category that allows residential development up to twenty units per acre. Suburban is a land use category that allows residential development up to twenty units per acre and non-residential development based on implementing zoning district. In areas lacking the necessary infrastructure, the Land Development Regulations may designate a low intensity interim use. This map amendment is considered a large-scale amendment and is located in unincorporated Leon County.

**Rezoning Application:** No change to the current zoning is requested at this time. The current zoning on the site is Single Detached, Attached and Two Family Residential (R-3). Single Detached, Attached and Two Family Residential (R-3) district allows residential development with a density between four and eight units per acre. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- The staff report for this map amendment is included as Attachment #3.

**TTA 2019 005: Capital Improvements Element**

***Applicant: Tallahassee-Leon County Planning Department***

***TLCPD Staff: Julie Christesen***

**Text Amendment:** The proposed amendment to the Capital Improvements Element would reflect the statutory process for adopting the District School Board's 5-Year District Facilities Work Program in the Capital Improvements Schedule.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- The staff report for this text amendment is included as Attachment #4.

**Next Steps**

The first Joint City-County Public Hearing on the proposed amendments is scheduled for March 12, 2019. This will be the Adoption Hearing for small-scale amendments (Murat Subdivision and Tower Road Light Industrial) and the Transmittal Hearing for the text amendment and large-scale map amendment (Capital Improvements Element and Bexar LLC Property). The Second Joint City-County Public Hearing is scheduled for May 14, 2019. This will be the Adoption Hearing for the text amendment and large scale map amendment (Capital Improvements Element and Bexar LLC Property).

**Options:**

1. Accept status report on the 2019 Cycle Comprehensive Plan Amendments.
2. Do not accept status report on the 2019 Cycle Comprehensive Plan Amendments.
3. Board direction.

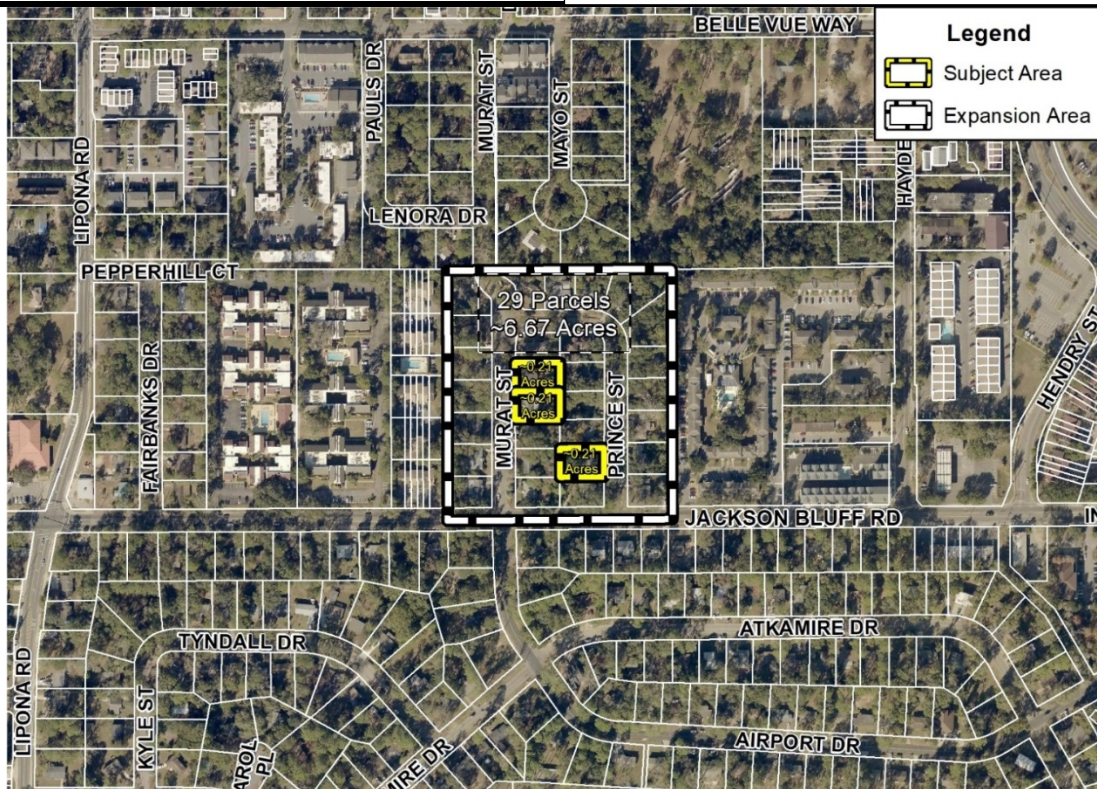
**Recommendation:**

Option #1

Attachments:

1. Staff report for TMA 2019 002 – Murat Subdivision Map Amendment and Citizen Comments
2. Staff report for LMA 2019 01 – Tower Road Light Industrial Map Amendment
3. Staff report for LMA 2019 02 – Bexar LLC Map Amendment
4. Staff report for TTA 2019 005 – Capital Improvements Element Text Amendment

**2019 Comprehensive Plan Amendment Cycle**  
**TMA2019002**  
**Murat Subdivision Amendment**



**SUMMARY**

Property Owners:	Property Location:	TLCPD Recommendation:
Esengul A. Momol and Timur M. Momol Ferda Yilmaz and Osman Yilmaz	Two Parcels on Murat Street One Parcel on Prince Street (Murat Subdivision)	<b>Approve with expansion area</b>
<b>Applicant:</b> See Property Owners		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
T.J. Lewis	Future Land Use: Residential Preservation (RP) Zoning: Residential Preservation 2 (RP-2)	<b>Approve with expansion area</b>
<b>Contact Information:</b>	<b>Proposed Future Land Use &amp; Zoning:</b>	
<a href="mailto:TJ.Lewis@talgov.com">TJ.Lewis@talgov.com</a> (850) 891-6451	Future Land Use: University Transition Zoning: University Transition	
<b>Date:</b> November 21, 2018	<b>Updated:</b> February 13, 2019	

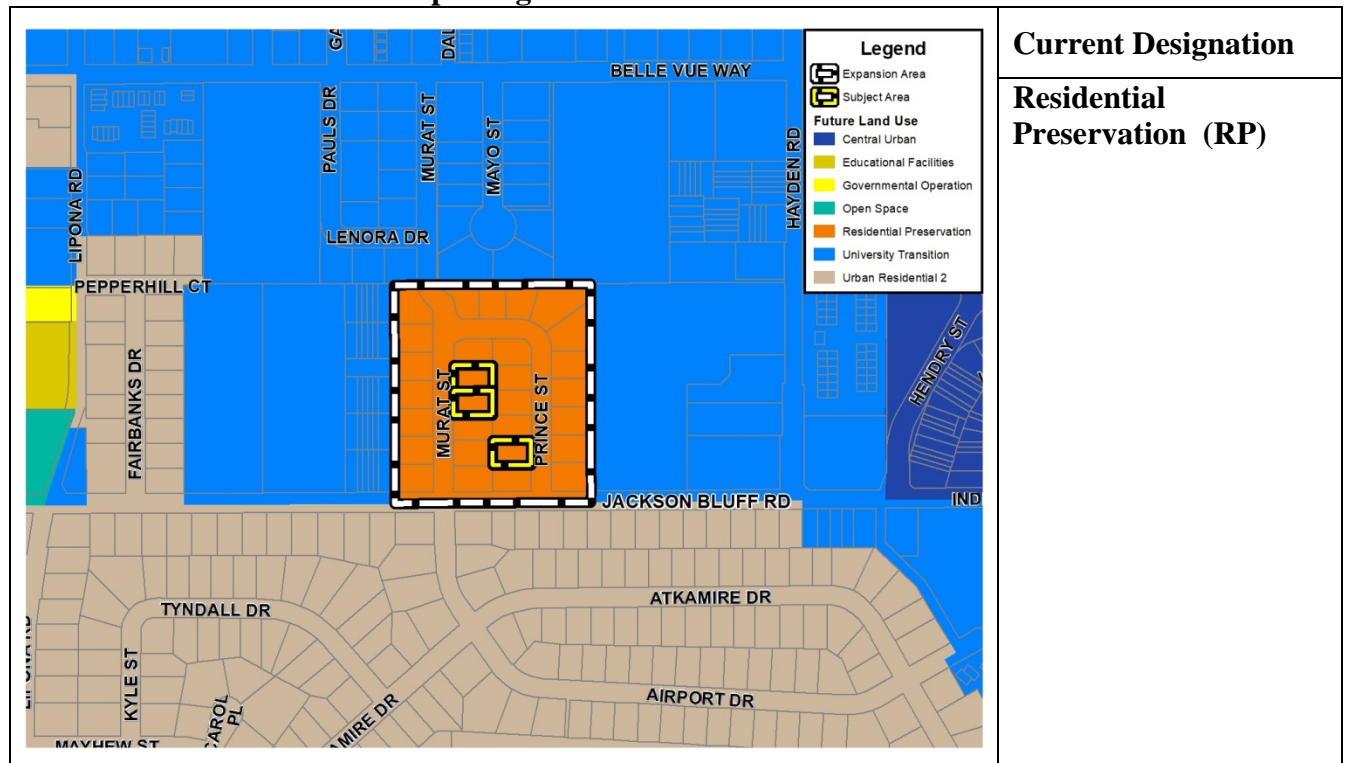
**A. REASON FOR REQUESTED CHANGE**

The subject parcels are located north of Jackson Bluff Road on Murat Street and Prince Street in the Murat Subdivision. The applicants indicated that they are planning to build a mix of residential, office, and business units on the subject parcels. The proposed University Transition category allows a mixture of office, commercial uses, and residential densities that are not allowed with the current Residential Preservation designation. Parcels located in immediate vicinity of the subject properties are designated on the Future Land Use Map as University Transition or Urban Residential-2.

**B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION**

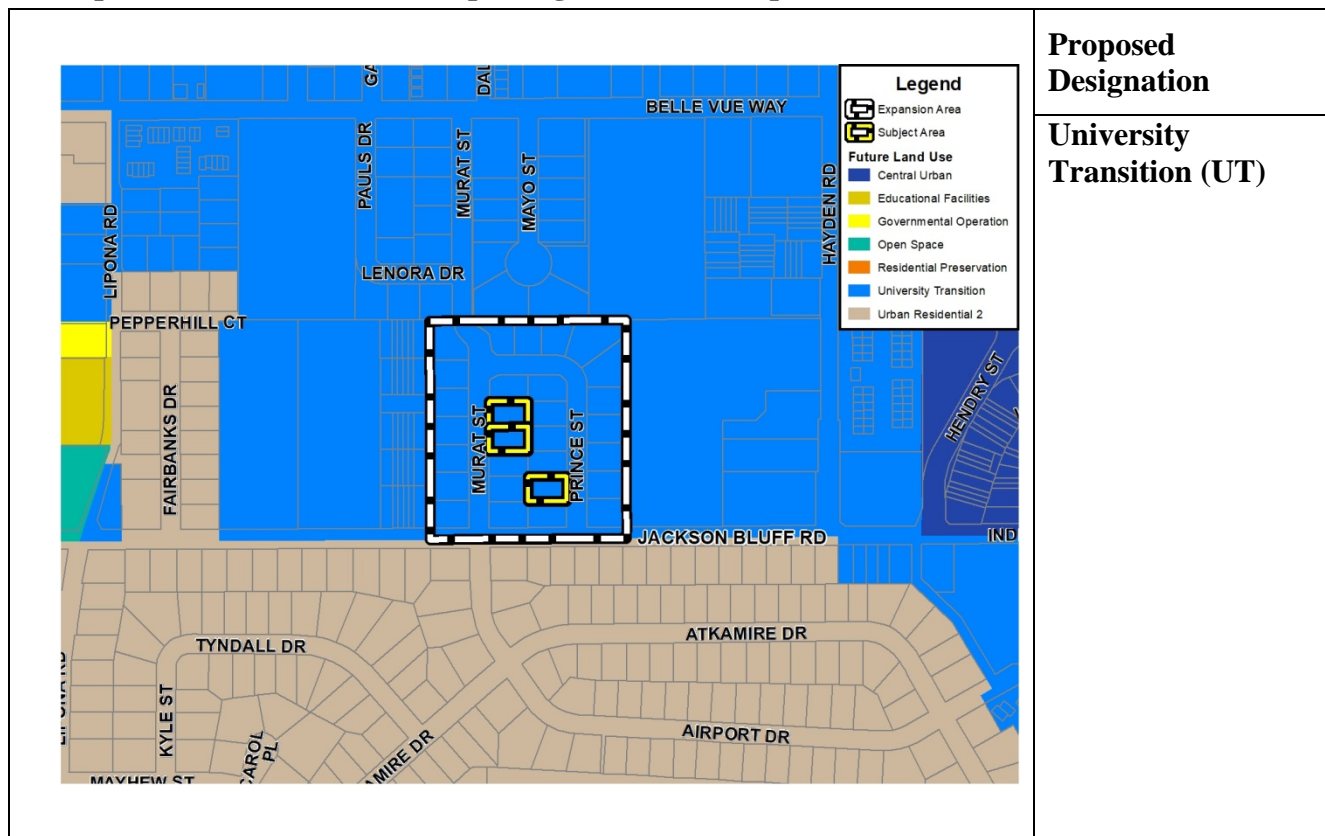
The subject area is currently designated Residential Preservation on the Future Land Use Map (FLUM). The proposed amendment would change the FLUM designation of the area to University Transition.

The following map illustrates the current and proposed FLUM designations for the Subject Area.

**Current Future Land Use Map Designation**



### Proposed Future Land Use Map Designation with Expansion Area



### C. STAFF RECOMMENDATION

Find that the proposed Future Land Use Map amendment is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend ADOPTION of the proposed amendment with the proposed expansion area.

Find that the proposed rezoning is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend APPROVAL of the proposed rezoning with the proposed expansion area.

### D. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION

Find that the proposed future land use map amendment is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend ADOPTION of the proposed amendment with the proposed expansion area.

Find that the proposed rezoning is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend APPROVAL of the proposed rezoning with the proposed expansion area.

**E. SUMMARY OF FINDINGS**

1. Based on the Residential Preservation Analysis, the subject site no longer matches the description of the Residential Preservation land use category.
2. The viability of the subject site area for low density single-family uses is decreasing due to the proliferation of higher density development in the surrounding area and the conversion of existing single-family residential dwelling units to student housing and rooming houses. Of the homes in the Murat Subdivision, one is homestead exempt and seven are registered rooming houses.
3. The subject site is centrally located between Tallahassee Community College and Florida State University, within the geographic boundary identified in the Comprehensive Plan as being appropriate for the University Transition future land use, and is predominantly surrounded by University Transition future land use.
4. The subject site and surrounding area are in the Multi-Modal Transportation District (MMTD), which promotes the use of alternative transportation. Approval of this amendment would further the goal of the MMTD by promoting mixed use development and higher densities, a prerequisite for successful mass transit and other alternative modes of transportation.
5. The proposed amendment is not anticipated to have significant adverse impacts on public facilities.

**F. STAFF ANALYSIS**History and Background

The applicants' properties consist of three parcels totaling 0.63 +/- acres. The existing land use on each lot is a single-family detached residential constructed in 1950. The parcels are located within the 9.08 +/- acre Murat Subdivision.

The development pattern in the vicinity of the Murat Subdivision consists of a combination of townhomes, duplexes, apartments and single-family housing. Many of the single-family residences in the area surrounding the applicant's properties are in use as rooming houses and student rental housing.

Other changes affecting the viability of this area for low density single-family have occurred including the closure of two of the area schools, Bellevue Middle School and Brevard Elementary School, and the closure of the neighborhood Community Center. However, Bellevue Middle School is now the home of the School for Arts & Innovative Learning (SAIL) High School and the Palmer Munroe Community Center was reopened as a Teen Center.

Through redevelopment, this area which is already being used to house students could be rearranged to accommodate more students. This would be consistent with the predominant development pattern that is occurring near the subject area and would be more supportive of transit use. It should be noted that simply changing the future land use of the site does not ensure the assembly of properties



and quality redevelopment. It does however; make assembly more desirable from the point of view of an investor.

Lastly, the area does provide some of the most affordable housing stock in the community. However, those looking for affordable housing must compete with investors who understand the competitive advantage of housing close to campus and students who are willing to rent dormitory-style housing.

#### Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for Residential Preservation (Policy 2.2.3 [L]) and University Transition (Policy 2.2.17 [LU]) are included as Attachment #1.

##### *Residential Preservation (Current)*

The Comprehensive Plan addresses the Residential Preservation future land use category in Policy 2.2.3, which states, “the primary function [of the Residential Land Use category] is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions.”

##### *University Transition (Proposed)*

The Comprehensive Plan addresses the University Transition future land use category in Policy 2.2.17, which states the University Transition land use category “is intended to be a compact land use category that provides higher density residential opportunities near the campuses, serving both to provide opportunities for student housing near the universities and to protect existing residential neighborhoods located away from the campuses from student housing encroachment.”

#### Consistency with Comprehensive Plan

The proposed amendment is consistent with the following goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan:

Policy 2.2.17 [L] identifies the geographic area “lying west of South Adams Street, South of West Tennessee Street, north of Orange Avenue and adjoining Innovation Park and Tallahassee Community College to the east” as the area where University Transition can be applied. The subject site is located in this geographic area.

Policy 2.2.17 [L] also notes that the University Transition land use should serve to “provide opportunities for student housing near the universities.” The subject site is located approximately a quarter mile from Florida State University, one and three-quarter miles from Tallahassee Community College, and one and a quarter miles from Florida A&M University. Based on these general distances and the fact that much of the area is currently rented by students, the proposed amendment is consistent with this characterization of the University Transition land use category.

Policy 1.1.2 [M] provides direction to “Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists.” The subject site is located within the Multimodal Transportation District. The goal of the MMTD is to facilitate the use of multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled. Policy 1.1.2 [M] also provides direction to “evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development.” The proposed amendment would support compact, walkable, mixed-use development.

Policy 1.5.5 [M] established level of service standards and performance targets “to create community design that supports mobility.” These performance targets include “50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes.” The proposed amendment would provide for student housing options in a location where non-automobile mode of transportation is viable.

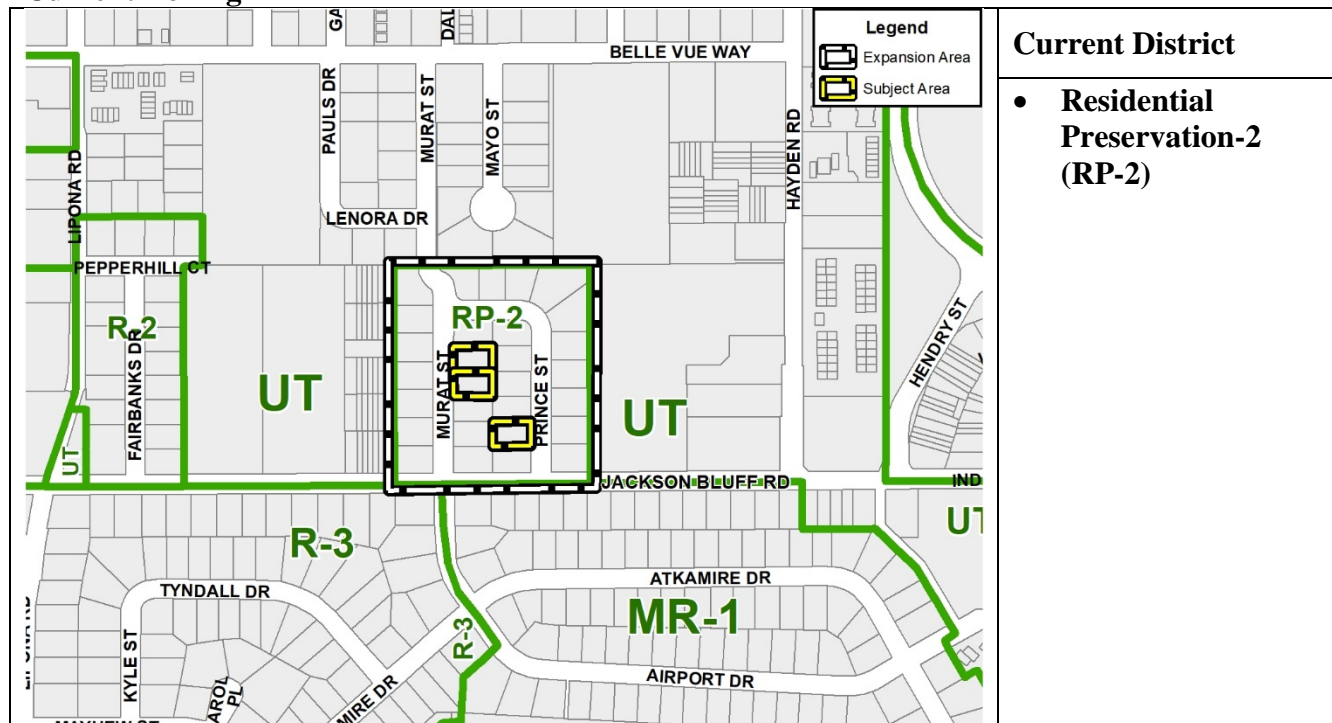
### Zoning

The table below shows the future land use, zoning, and existing use of the site and surrounding area:

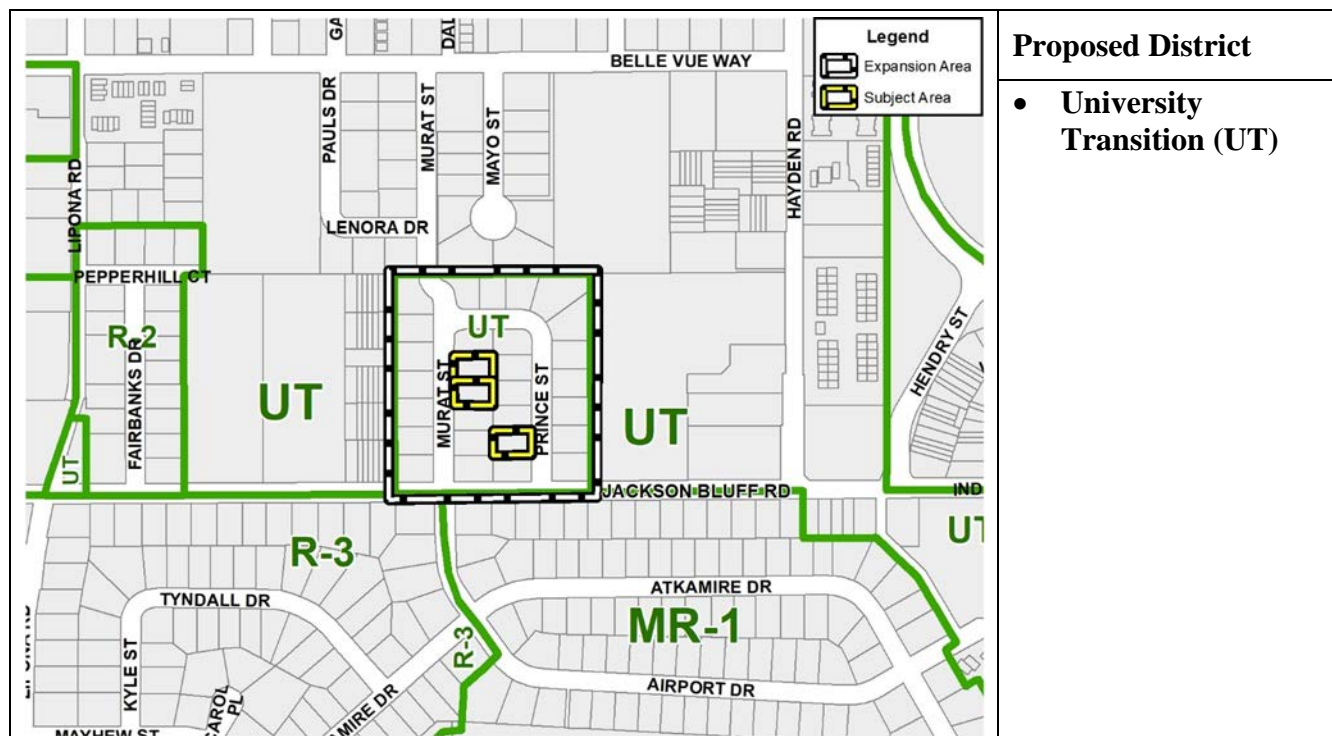
Location	Future Land Use	Zoning	Existing Use
<i>SUBJECT SITE</i>	<i>RP</i>	<i>RP-2</i>	<i>Single family residences</i>
<i>NORTH</i>	<i>UT</i>	<i>UT</i>	<i>Single family residences</i>
<i>EAST</i>	<i>UT</i>	<i>UT</i>	<i>Multi-family residences</i>
<i>SOUTH</i>	<i>UR-2</i>	<i>MR-1, R-3</i>	<i>Single-family residences</i>
<i>WEST</i>	<i>UT</i>	<i>UT</i>	<i>Townhouse</i>

The following maps illustrate the current and proposed zoning for the Subject Site.

### Current Zoning

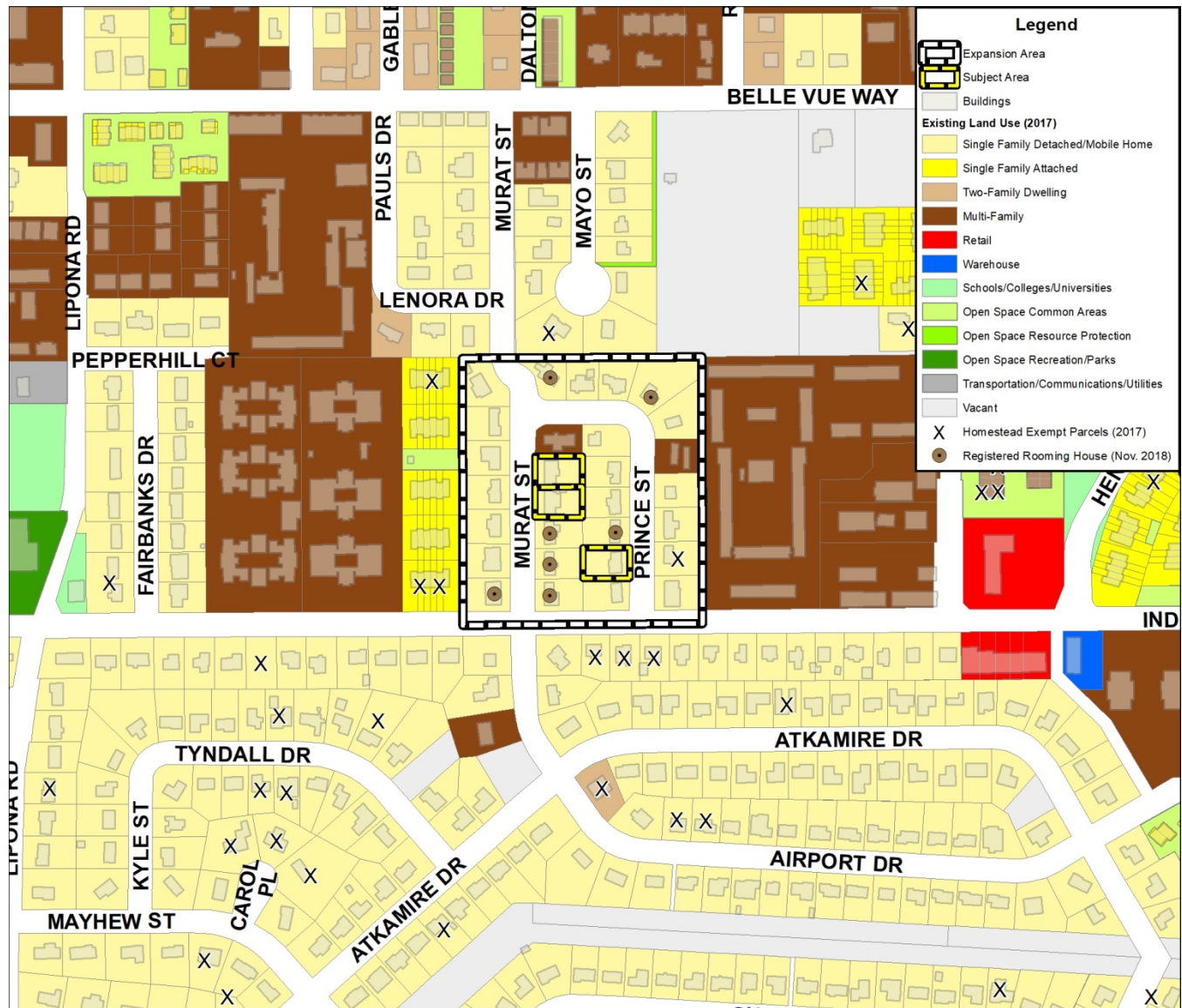


### Proposed Zoning with Expansion Area



Existing Land Uses

The applicant's parcels have single-family detached houses in use as residences for tenant occupants. To avoid spot zoning, it is recommended that the applicant's proposed amendment be expanded to include the entire Murat Subdivision. This subject site is comprised of single-family detached houses and bounded by University Transition on three sides (north, east and west), including Villa Dylano Apartments (a multi-family, student-oriented apartment community), Indian Oaks Townhomes, Villa Cortez Apartments, as well as several other mixed-use infill multi-family residential and commercial developments.

**Existing Land Use Map**

Residential Preservation Analysis

The following analysis evaluates whether the subject site is consistent with the characteristics of the Residential Preservation land use category. While there are some characteristics of the subject site that are consistent with Residential Preservation, there are multiple characteristics where the subject site is not consistent with the description of Residential Preservation included in Policy 2.2.3.

A) Existing land use within the area is predominantly residential.

**Analysis:** Existing land use within the subject site is residential, but the majority of residences currently function as rental housing for university students.

B) Majority of traffic is local in nature.

i) Predominance of residential uses front on local streets.

**Analysis:** Local streets within the subject site are fronted by residential uses, except along Jackson Bluff Road which contains numerous several commercial facilities in addition to residences. Jackson Bluff is a major collector that connects Appleyard Drive and Lake Bradford Road, both of which serve a variety of uses, including major institutional, industrial, commercial, multi-family residential, retail, and office.

ii) Relatively safe internal mobility.

**Analysis:** The subject has relatively safe internal mobility; however, the internal mobility is limited. Murat and Prince Streets have no sidewalks or bicycle facilities, however, the streets themselves have limited vehicular activity. Each road within the Murat Subdivision is served by Jackson Bluff or Belle Vue Way, two roadway facilities with sidewalk facilities and bicycle shared lane markings. Additionally, the St. Marks Trail is located near the eastern portion of the subject area accessed via Hayden Road which connects to Florida State University via an underground bicycle pedestrian tunnel beneath Pensacola Street.

C) Densities within the area generally are six (6) units per acre or less.

**Analysis:** Within the subject site, densities are generally six units per acre or less. However, this is not the case with the areas surrounding the subject site. Directly east of the subject site expansion area is the Villa Dylano Apartments, which is a high-density student housing development, and directly west is medium density Indian Oaks townhome community. The single-family properties located south and north of the subject site are generally marketed to college students. The Florida State University main campus, numerous shopping centers, restaurants and other commercial/retail uses are also in the general area.

D) Existing residential type and density exhibits relatively homogeneous patterns.

**Analysis:** Prince and Murat Streets are mostly single-family detached houses with a few accessory dwelling units present. Jackson Bluff Road and Belle Vue Way provide access to neighboring apartment and higher density residential communities, as well as single-family detached houses marketed to college students. The majority of the subject site is detached single-family houses used as rental properties.

## E) Assessment of stability of the residential area, including but not limited to:

## i) Degree of home ownership.

**Analysis:** The subject parcels are located within the Murat Subdivision within the West Pensacola Sector Plan Study Area. The expansion area includes the entire Murat Subdivision, a single-family residential subdivision developed in the early 1950's. The Murat Subdivision consists of twenty-nine (29) lots. Since 1950, the Murat Subdivision has transitioned from a predominantly owner-occupied, single-family community to predominantly renter-occupied dormitory-style housing. Currently, Murat has one (1) homestead exempt parcel, indicating owner occupancy. Seven (7) of the lots are registered rooming houses. In addition to changes in the owner occupancy of the subject neighborhood, higher density development has encroached into the surrounding area.

## ii) Existence of neighborhood organizations.

**Analysis:** The subject site does not have a homeowner's association or neighborhood organization.

Infrastructure Analysis*Water/Sewer*

The subject site is currently served by City of Tallahassee potable water and sewer services.

*Schools*

School capacity is available at Nims Middle School and Godby High School to serve the proposed amendment. Riley Elementary School currently has no available capacity. While maximum theoretical buildout of the subject site could result capacity issues at the elementary school level, the nature of the area and potential for student renters is expected to result in a lower than normal student generation rate. The school impact analysis form was approved by the Leon County School Board on December 11, 2018.

*Roadway Network*

The subject site is served by two local roads and Jackson Bluff Road, a major collector. The subject site is located within the Multimodal Transportation District (MMTD). The goal of the MMTD is to facilitate the use of multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled.

*Pedestrian and Bicycle Network*

The roads within the Murat Subdivision do not have sidewalks or bicycle facilities, but Jackson Bluff Road, a major collector, does have a sidewalk and shared lane markings (Sharrows). The St. Marks Trail provides connectivity between the subject site and both Florida State University and Florida A&M University and is accessible via an underground pedestrian/bicycle tunnel connection on nearby Hayden Road. The Collegiate Tour Bike Route, part of the Leon County Bike Route Network, provides options that connect the subject site to Florida A&M University, as well as Florida State University and Tallahassee Community College. The Campus to the Rez route provides connectivity to Florida State University and Florida State University's Intramural Fields and

Reservation. The Huntington to Lake Elberta Route provides connectivity between the Lake Jackson Mounds State Park and the Lake Bradford corridor/St. Marks Trail.

#### *Transit Network*

The subject site is located within the Multimodal Transportation District (MMTD). Automobile Level of Service standards do not apply to parcels contained within the adopted Multimodal Transportation District because this geographic area is now governed by area-wide multimodal Level of Service standards to be evaluated every other year pursuant to state requirements. The subject properties and surrounding area are serviced by StarMetro on the Forest Route on Weekdays and Saturdays and by Route 3 on Sundays and evenings.

#### Environmental Analysis

The subject site is located in the Urban Services Area and in the Multimodal Transportation District on currently improved properties. There are no significant environmental features on the subject sites.

### **G. PUBLIC OUTREACH AND NOTIFICATION**

An initial mailing was sent to 482 property owners within 1,000 feet of Subject Site.

<b>Public Outreach</b>		<b>Date</b>	<b>Details</b>
<b>X</b>	Mail Notification of Proposed Changes	November 9, 2018	Notices Mailed to Property Owners within 1000 feet
<b>X</b>	Notice of Proposed Land Use Change and Rezoning	November 5, 2018	Two signs providing details of proposed land use and zoning changes posted on subject site
<b>X</b>	First Public Open House	November 29, 2018	5:30 PM, Second Floor, Frenchtown Renaissance Center
<b>X</b>	Staff Reports Available Online	January 16, 2019	Email Subscription Notice sent to all users of service

**Public Open House - November 29, 2018:** 18 citizens attended the open house to discuss the 2019 Cycle amendments. The applicants were present at the public open house. A citizen asked what types of analyses are conducted in the evaluation of this and the other proposed amendments.

**H. STAFF REPORT UPDATE**

Below is a list of all public meetings and actions taken by appointed or elected bodies in consideration of this proposed amendment:

Cycle 2018 Meetings		Dates	Time and Locations
<b>X</b>	Local Planning Agency Workshop	January 8, 2019	3:00 PM, Second Floor, Frenchtown Renaissance Center
<b>X</b>	Local Planning Agency Public Hearing	February 5, 2019	6:00 PM, Second Floor, Frenchtown Renaissance Center
	Joint City-County Commission Workshop	February 26, 2019	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	March 12, 2019	6:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Adoption Public Hearing	May 14, 2019	6:00 PM, Fifth Floor, Leon County Courthouse

**Local Planning Agency Workshop – January 8, 2019:** The Local Planning Agency discussed each of the amendments for the 2019 Cycle. Discussion on this amendment generally focused on public outreach and notification. A question was also raised regarding height restrictions within the proposed University Transition zoning district (5 stories maximum for principal building, 3 stories maximum for accessory buildings). Because the meeting was a workshop with the Local Planning Agency, citizen comments were not taken at this meeting. Citizen comments will be received at the Local Planning Agency Public Hearing scheduled for February 5, 2019. Although citizen comments are not taken at the workshop, six members of the public were in attendance to hear the discussion.

**Local Planning Agency Public Hearing – February 5, 2019:** The Local Planning Agency voted unanimously to recommend approval of the proposed Future Land Use Map Amendment and rezoning, consistent with the staff recommendation. The Applicant spoke at the Public Hearing and was available to answer questions. No other public comments were received at the Public Hearing.

**I. ATTACHMENTS**

- Attachment #1: Comprehensive Plan policies  
Attachment #2: Land Development Code sections





**2018 Comprehensive Plan Amendment Cycle**  
**TMA2019002**  
**Murat Subdivision Amendment**

**Attachment #1**

**Policy 2.2.3: [L] Residential Preservation**

(EFF. 7/16/90; REV. EFF. 7/26/06; RENUMBERED 4/10/09)

Characterized by existing homogeneous residential areas within the community which are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions. Future development primarily will consist of infill due to the built out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterial and/or expressways should be planned to minimize impacts within this category. Single family, townhouse and cluster housing may be permitted within a range of up to six units per acre. Consistency with surrounding residential type and density shall be a major determinant in granting development approval.

For Residential Preservation areas outside the Urban Service area the density of the residential preservation area shall be consistent with the underlying land use category.

The Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet most, but not necessarily all of these criteria.

- 1) Existing land use within the area is predominantly residential
- 2) Majority of traffic is local in nature
  - a) Predominance of residential uses front on local street
  - b) Relatively safe internal pedestrian mobility
- 3) Densities within the area generally of six units per acre or less
- 4) Existing residential type and density exhibits relatively homogeneous patterns
- 5) Assessment of stability of the residential area, including but not limited to:
  - a) Degree of home ownership
  - b) Existence of neighborhood organizations

In order to preserve existing stable and viable residential neighborhoods within the Residential Preservation land use category, development and redevelopment activities in and adjoining Residential Preservation areas shall be guided by the following principles:

- a) The creation of transitional development area (TDA) for low density residential developments.

Higher density residential developments proposed for areas adjoining an established neighborhood within the residential preservation land use category shall provide a transitional development area along the shared property line in the higher density residential development. The development density in the transitional development area shall be the maximum density allowed in the Residential Preservation land use category. Development within the transitional development area shall be designed, sized and scaled to be compatible with the adjoining residential preservation area.

Transitional development areas shall be non-mapped areas and shall be approved at the time of site plan approval. The factors cited in paragraph (e) below shall be considered when determining the size of transitional development areas. The land development regulations shall specify development thresholds for the implementation of transitional development areas.

- b) Limitation on future commercial intensities adjoining low density residential preservation neighborhoods.

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by providing a transitional development area between the commercial uses and residential preservation uses and only those commercial activities which are compatible with low density residential development in terms of size and appearance shall be allowed. The factors cited in paragraph (e) below shall be used when determining the compatibility, design techniques and the size of transitional development areas. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

- c) Limitations on existing light industry adjoining residential preservation neighborhoods.

New, expanding or redeveloped light industrial uses adjoining low density residential areas within the residential preservation land use category shall mitigate potential negative impacts by providing a transitional development area between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (e) below shall be considered when determining compatibility, design techniques and the size of the transitional development area.

The design and layout of adjoining light industrial uses shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial land uses shall not be designated next to a residential preservation area.

- d) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions. Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities, and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

- e) Land use compatibility with low density residential preservation neighborhoods

A number of factors shall be considered when determining a land use compatible with the residential preservation land use category. At a minimum, the following factors shall be considered to determine whether a proposed development is compatible with existing or proposed low density residential uses and with the intensity, density, and scale of surrounding development within residential preservation areas: proposed use(s); intensity; density; scale; building size, mass, bulk, height and orientation; lot coverage; lot size/ configuration; architecture; screening; buffers, including vegetative buffers; setbacks; signage; lighting; traffic circulation patterns; loading area

locations; operating hours; noise; and odor. These factors shall also be used to determine the size of transitional development areas.

f) Limitations on Planned Unit Developments in the Residential Preservation land use category.

Planned Unit Developments proposed within the interior of a Residential Preservation designated recorded or unrecorded subdivisions shall be generally consistent with the density of the existing residential development in the recorded or unrecorded subdivision. Parcels abutting arterial roadways and/or major collectors may be permitted to achieve six dwelling units per acre.

The existing predominant development density patterns in Residential Preservation are listed in paragraph (g) below. Within 18 months of adoption, the PUD regulations shall be amended to include provisions addressing the preservation of established residential preservation designated areas. Said provisions shall address any proposed increase in density and the factors cited in paragraph (e) above.

g) Limitations on resubdivision of lots within established Residential Preservation designated areas.

To protect established single family neighborhoods from density intrusions, consistency within the recorded or unrecorded subdivision shall be the primary factor in granting approval for development applications. Consistency for the purposes of this paragraph shall mean that parcels proposed for residential development shall develop consistent with the lot size and density of the recorded or unrecorded subdivision.

1. Guidance on the resubdivision of lots in recorded and unrecorded single family subdivisions shall be provided in the Land Development Code.
2. Parcels proposed for residential development shall develop at densities generally consistent with the density of existing residential development in the recorded or unrecorded subdivision with the exception of parcels abutting arterial and/or major collector roadways which may be permitted up to six dwelling units per acre.

There may be two distinct density patterns in the Residential Preservation land use category as shown below:

<b><u>Existing land use character of the subdivision</u></b>	<b><u>Gross Residential Density</u></b>
Homogenous, very low density single family detached units (City Only)	0-3.6 dwelling units per acre (generally consistent with density of the subdivision)
Low density single family detached and/or non-single family detached units (including but not limited to <u>townhomes and duplexes</u> )	0-6.0 dwelling units per acre (generally consistent with density of the subdivision)

This section shall not be construed as to restrict the development of building types allowed by the applicable zoning district.

**Policy 2.2.17: [L] University Transition**

(REV. EFF. 12/14/04; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10)

The University Transition land use category may only be applied through amendment to the Future Land Use Map to lands located generally within the rectangle created by the Florida State University main campus and Florida A & M University, Tallahassee Community College/Lively Technical Institute campuses and Innovation Park. Specifically, lands lying west of South Adams Street, South of West Tennessee Street, north of Orange Avenue and adjoining Innovation Park and Tallahassee Community College to the east. It is intended to be a compact land use category that provides higher density residential opportunities near the campuses, serving both to provide opportunities for student housing near the universities and to protect existing residential neighborhoods located away from the campuses from student housing encroachment. However, it is not intended that this category be applied in a manner that would encourage or facilitate the premature conversion of existing viable single-family residential neighborhoods. The category is intended to transition from present industrial and lower density residential uses to those more compatible with vibrant urban areas and shall remain within a compact area located in close proximity land owned by the universities and existing areas designated as University Transition.

Higher density residential redevelopment of up to 50 DU/AC is allowed to provide housing for students and close in housing opportunities to the downtown for professionals. Retail commercial limited to a smaller scale classification to provide essential services to immediate residents and ancillary needs of universities such as book stores and photo copying establishments may be permitted. State and private offices properly designed and scaled to surrounding uses may be permitted as well as central parking facilities, artistic studios and workshops. Restaurants, movie theaters, lounges and other entertainment commercial uses shall be permitted as commercial. Development regulations which allow flexibility in their design and operation to permit such uses as outdoor cafe and gardens shall be incorporated into zoning code. Pedestrian pathways and access systems shall be designed to connect universities, downtown, civic/arts center, and residential and commercial areas to cut down on dependence of automobile travel. Design controls shall be employed to provide land use compatibility by offsetting potential negative impacts.

The areas within the Gaines Street Revitalization Plan Study Area will have up to 100 DU/AC.



**2019 Comprehensive Plan Amendment Cycle**  
**TMA2019002**  
**Murat Subdivision Amendment**

**Attachment #2**

Zoning Districts Charts referenced in the report:

- University Transition (Section 10-242)
- Residential Preservation (Section 10-170)

## Section 10-242 UT University Transition District.

PERMITTED USES			
1. District Intent	2. Principal Uses		3. Accessory Uses
<p>University Transition is intended to;</p> <ul style="list-style-type: none"> <li>be a compact land use category that provides higher density residential opportunities and student oriented services near the campuses;</li> <li>protect existing residential neighborhoods located away from the campuses from student housing encroachment; and</li> <li>transition industrial and lower density residential uses to vibrant urban areas.</li> </ul> <p>Higher density residential development of up to 50 du/ac to provide housing opportunities for students and downtown professionals. Smaller scale retail commercial shall provide essential services to immediate residents and ancillary needs of universities. Pedestrian pathways, trails, and transit facilities shall be designed to connect universities, downtown, civic/arts center, and residential and commercial areas to reduce automobile dependence. Pedestrian oriented design controls shall be employed to provide land use compatibility. The University Transition zoning district is allowed in the UT Future Land Use Map area, located generally within the rectangle created by the Florida State Univ. main campus, Florida A&amp;M Univ., Tallahassee Community College/ Lively Technical Institute campuses, and Innovation Park. The Gaines Street Revitalization Plan study area is excluded from this area.</p> <p>To encourage pedestrian-oriented redevelopment, innovative parking strategies, mixed use development, and other urban design features within the Central Core (defined in Comprehensive Plan), a 25% density bonus is available subject to the provisions of Sec. 10-289 of this code.</p> <p><b>Development standards for this zoning district are established within Division 4 applicable to the MMTD.</b></p>	<ol style="list-style-type: none"> <li>Advertising agencies.</li> <li>Antique shops</li> <li>Beauty &amp; barber shops.</li> <li>Book &amp; stationary stores.</li> <li>Banks, credit unions, financial institutions without drive through facilities.</li> <li>Banks, credit unions, financial institutions with drive-through facilities (only allowed on parcels fronting West Pensacola St. between Cactus Drive and Lipona Road).</li> <li>Camera &amp; photographic supply stores.</li> <li>Civic &amp; social associations.</li> <li>Colleges &amp; universities – educational facilities, administrative offices, athletic &amp; intramural fields and stadiums.</li> <li>Commercial art &amp; graphic design.</li> <li>Community facilities related to residential uses, including religious facilities, police/fire stations, elementary and secondary schools, and, libraries. Other community facilities may be allowed in accordance with Section 10-413 of these regulations.</li> <li>Computer &amp; data processing services.</li> <li>Dance studio, schools, halls.</li> <li>Day care centers.</li> <li>Employment agencies.</li> <li>Gift, novelty, souvenir shops.</li> <li>Hobby, toy, game stores.</li> <li>Hotels, motels, bed &amp; breakfasts.</li> <li>Indoor amusements (bowling, billiards, arcades).</li> <li>Laundromats, laundry, &amp; dry cleaning services without drive through facilities.</li> <li>Laundromats, laundry, &amp; dry cleaning services with drive-through facilities (Only allowed on parcels fronting West Pensacola St. between Cactus Drive and Lipona Road).</li> <li>Live-work units.</li> <li>Mailing and postal services.</li> <li>Medical &amp; dental offices, clinics, laboratories.</li> <li>Mortgage brokers.</li> <li>Movie theaters and amphitheaters.</li> <li>Museums &amp; art galleries.</li> <li>Musical instrument stores.</li> <li>News dealers and newsstands.</li> <li>Non-medical offices &amp; services, including business, insurance, real estate, and governmental.</li> <li>Non-store retail.</li> <li>Optical goods stores.</li> <li>Passive and active recreation.</li> <li>Personal services (barber, spa, etc.)</li> <li>Photocopying &amp; duplicating services.</li> </ol>	<ol style="list-style-type: none"> <li>Photographic studios, portrait.</li> <li>Physical fitness, gyms.</li> <li>Public community center/meeting building (non-commercial use only).</li> <li>Radio and Television broadcasting.</li> <li>Rental and sales of home movies &amp; games.</li> <li>Repair services, non-automotive.</li> <li>Residential – any type.</li> <li>Restaurants and drinking establishments without drive through facilities</li> <li>Restaurants with drive-through facilities (Only allowed on parcels fronting West Pensacola St. between Cactus Drive and Lipona Road).</li> <li>Retail establishments – bakeries, computer, clothing &amp; accessories, video, records/ compact discs, electronics, drug store without drive-through facilities, drug store with drive-through facilities, (Only allowed on parcels fronting West Pensacola St. between Cactus Drive and Lipona Road). florist, food &amp; grocery, furniture, home appliances, home/garden supply, hardware, jewelry, needlework/knitting, newsstands, books, greeting cards, package liquor, picture framing, trophy stores, shoes, luggage, leather goods, used goods.</li> <li>Security &amp; commodity brokers.</li> <li>Sewing &amp; needlework goods.</li> <li>Shoe repair, shoe shine parlors.</li> <li>Sporting goods and bicycle shops.</li> <li>Social, fraternal, recreational clubs/assemblies.</li> <li>Structured parking, with active uses located along a minimum of 75 percent of all walls adjacent to public streets and pedestrian areas.</li> <li>Studios: photography, music, art, drama, voice.</li> <li>Tailoring.</li> <li>Travel agencies.</li> <li>Veterinary services.</li> <li>Vocational schools.</li> <li>Watch, clock, jewelry repair.</li> <li>Existing drive-through uses and existing motor vehicle fuel sales which were legally established and in existence on 11-20-2007.</li> <li>Other uses, which in the opinion of the Land Use Administrator, are of a similar or compatible nature to the uses and intent described in this district.</li> </ol>	<ol style="list-style-type: none"> <li>A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the Land Use Administrator.</li> <li>Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the Land Use Administrator.</li> </ol>
			<p><b>4. Special Exception Uses</b></p> <ol style="list-style-type: none"> <li>Automotive rentals, parking, repairs, &amp; service.</li> <li>Commercial sports.</li> <li>Taxicab operations.</li> <li>Off-street parking facilities (applicable to properties in the Downtown Overlay).</li> </ol> <p>(Section 10-422 applies)</p>

## ***Tallahassee Land Development Code***

### **Sec. 10-170. Residential Preservation District**

- (a) *Purpose and Intent.*
- (1) The district is characterized by existing homogeneous residential areas within the community which are predominantly accessible predominantly by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land uses and density intrusions. Commercial, retail, office and industrial activities are prohibited (Certain non-residential activities may be permitted as home occupations--See article VII of this chapter, Supplementary Regulations). Single-family, duplex residences, mobile home and cluster housing may be permitted within a range of zero (0) to six (6) units per acre. Compatibility with surrounding residential type and density shall be a major factor in the authorization of development approval and in the determination of the permissible density. No development in the residential preservation district shall be permitted which violates the provisions of Policy 2.1.1 of the Future Land Use Element of the 2010 Comprehensive Plan.
- (2) For Residential Preservation areas outside the Urban Service Area the density of the non-vested development in residential preservation area shall be consistent with the underlying land use category: no more than one (1) unit per ten (10) acres in the Rural category; no more than one (1) dwelling unit per acre (clustered) or one (1) dwelling unit per three (3) acres (not clustered) in the Urban Fringe category. The Residential Preservation land use category is divided into five (5) zoning districts based upon existing development patterns and service provision:
  - a. RP-1;
  - b. RP-2;
  - c. RP-MH;
  - d. RP-UF; and
  - e. RPR.
- (3) The intent of the districts listed in subsections (2) a. through e. of this section are as follows:
  - a. The RP-1 District is intended to apply to residential development in areas designated "Residential Preservation" on the Future Land Use Map, preserving single-family residential character, protecting from incompatible land uses, and prohibiting densities in excess of three and six-tenths (3.6) dwelling units per acre.
  - b. The RP-2 District is intended to apply to residential development in areas designated "Residential Preservation" on the Future Land Use Map, preserving the low density residential character of single-family, two-unit townhouse, and

duplex residential development, protecting from incompatible land uses, and prohibiting densities in excess of six (6.0) dwelling units per acre.

- c. The RP-MH District is intended to apply to residential development in areas designated "Residential Preservation" on the Future Land Use Map, preserving the low density residential character of manufactured home, mobile home, and conventional single-family and duplex residential development, providing protection from incompatible land uses and intensities, and prohibiting densities in excess of six (6.0) dwelling units per acre.
  - d. The RP-UF District is intended to apply to residential development in areas designated as both "Urban Fringe" and "Residential Preservation" on the Future Land Use Map, preserving the low intensity residential character of conventional single-family residential and manufactured home, mobile home, development, protecting from incompatible land uses and intensities, preventing the premature development of land at intensities not supportable by existing infrastructure or services, and prohibiting densities in excess of three and six-tenths (3.6) dwelling units per acre in platted subdivisions, one (1.0) dwelling unit per acre (net) for clustered developments on unplatted lots, or one (1.0) unit per three (3) acres, for all other developments.
  - e. The RP-R District is intended to apply to residential development in areas designated as both "Rural" and "Residential Preservation" on the Future Land Use Map, preserving the very low density rural residential character of conventional single-family residential and manufactured home, mobile home, development, protecting from incompatible land uses and intensities, preventing inefficient development patterns, and prohibiting densities in excess of three and six-tenths (3.6) dwelling units per acre in platted subdivisions, or one (1.0) dwelling unit per ten (10) acres on unplatted lots.
- (4) Applications for rezoning to any and all of the residential preservation districts shall include review to ensure compatibility with existing and surrounding residential type and density.
- (b) *Allowable Uses.* For the purpose of this chapter, the following land use types are allowable in the RP-1, RP-2, RP-MH, RP-UF and RP-R zoning districts and are controlled by the Land Use Development Standards of this chapter, the Comprehensive Plan and Schedules of Permitted Uses.
- (1) Low Density Residential
  - (2) Passive Recreation
  - (3) Active Recreation
  - (4) Community Services
  - (5) Light Infrastructure
- (c) *List of Permitted Uses.* See Schedules of Permitted Uses, subsections 10-241(a) and (b). Some of the uses on these schedules are itemized according to the Standard Industrial



Code (SIC). Proposed activities and uses are indicated in the schedules. The activity or use may be classified as permitted, restricted or permitted through special exception, or not allowed. Restricted and Special Exception Uses must meet the criteria in article VII of this chapter. Chapter 9, article III of this Code sets forth the development approval process required for allowable uses.

- (d) *Development Standards.* All proposed development shall meet the Land Use Development Criteria specified in subsection 10-241(b); commercial site location standards (section 10-174); buffer zone standards (section 10-177); criteria of the Land Development Standards Schedule (article IV, division 4 of this chapter); and parking and loading requirements (article VI of this chapter).

SECTION 10-241 RESIDENTIAL PRESERVATION

ALLOWABLE USES: APPROPRIATE PERMIT LEVEL AND APPLICABLE DEVELOPMENT AND LOCATIONAL STANDARDS

P PERMITTED USE  
S SPECIAL EXCEPTION  
R RESTRICTED USE

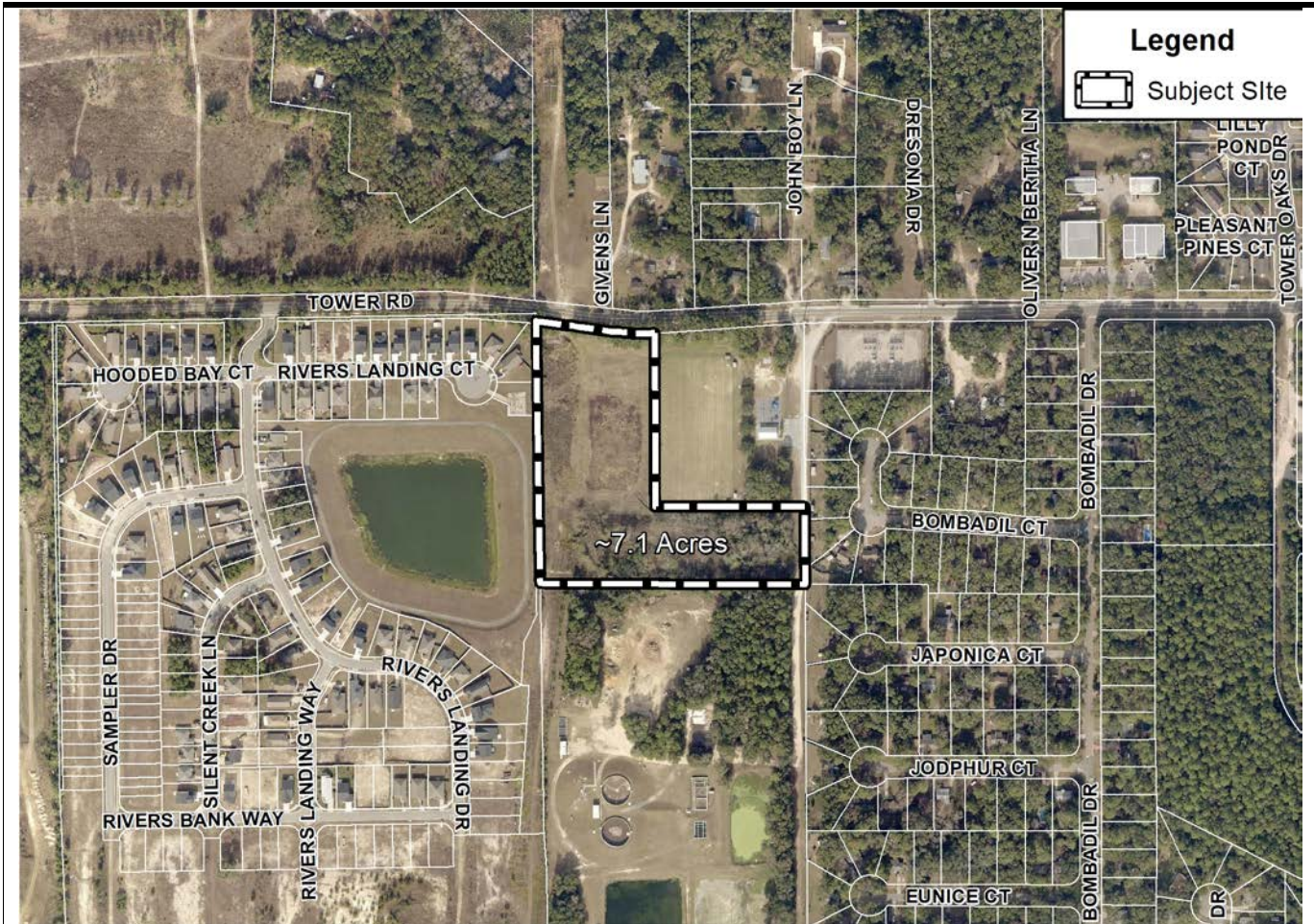
SIC CODE	RESIDENTIAL PRESERVATION - 1 NAME OF USE	LAND USE TYPE				
		LR	PR	AR	CS	LI
	<b>RESIDENTIAL</b>					
	Dwelling, One-Family	P				
	<b>(Rooming Houses are prohibited)</b>					
	<b>SERVICES</b>					
821	Elementary and secondary schools				S	
866	Religious Organizations				S	
	<b>RECREATION</b>					
	Hiking and Nature Trails		P			
	Picnicking		P			
	Canoe Trails		P			
	Bicycle Trails		P			
	Horseback Riding Trails		P			
	Tot Lots					
	Court Sports					
	Field Sports					
	<b>PUBLIC ADMINISTRATION</b>					
	Police Protection					
	Fire Protection					
	Public Order and Safety					

<b>LEGEND</b>
LR = LOW DENSITY RESIDENTIAL
PR = PASSIVE RECREATION
AR = ACTIVE RECREATION
CS = COMMUNITY SERVICES
LI = LIGHT INFRASTRUCTURE

DEVELOPMENT TYPE				
RESIDENTIAL PRESERVATION-1	SINGLE FAMILY RESIDENTIAL UNITS	SINGLE FAMILY RESIDENTIAL UNITS CLUSTERED	ACTIVE RECREATION	COMM. SERVICES; ACTIVE REC.; PUBLIC, PRIMARY & SECONDARY SCHOOLS
MINIMUM SETBACKS (FT)				
Front Yard		Perimeter Setback		
Building	25	25	25	25
Parking	—	—	20	40
Corner Yard		Perimeter Setback		
Building	20	25	25	25
Parking	—	—	20	40
Interior Side Yard		Perimeter Setback		
Building*	10	15	20	20
Parking	—	—	20	20
Rear Yard		Perimeter Setback		
Building	25	25	25	30
Parking	—	—	20	10
MAXIMUM % OF IMPERVIOUS SURFACE AREA	40	40 (of net area)	10	40
MAX. HEIGHT FEET	35	35	15	35
MIN. LOT AREA (ACRES)	12,100 SQ. FT. AVG OF ALL LOTS CREATED WITH A MINIMUM LOT SIZE OF NO LESS THAN 6,000 SQ. FT.	THE NET DENSITY OF THE PROJECT SITE (CLUSTERED) DEVELOPMENT AND REQUIRED OPEN SPACE) MAY BE NO GREATER THAN 3.6 UNITS PER ACRE		1/2 ACRE
MINIMUM LOT FRONTAGE (FEET)	15	15	15	—



**2019 Comprehensive Plan Amendment Cycle**  
**LMA201901**  
**Tower Road Light Industrial**



**SUMMARY**

Property Owners:	Property Location:	TLCPD Recommendation:
Dr. Robert L. Steele	South side of Tower Road between Rivers Landing Drive and Bombadil Drive	Approve
Applicant:		
Dr. Robert L. Steele		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Stephen M. Hodges	Future Land Use: Urban Residential 2 (UR-2) Zoning: Single- and Two-Family Residential District (R-3)	Approve
Contact Information:	Proposed Future Land Use & Zoning:	
Stephen.Hodges@talgov.com (850)891-6408	Future Land Use: Industry and Mining (IM) Zoning: Light Industrial (M-1)	
Date: November 30, 2018	Updated: February 13, 2019	

**A. REASON FOR REQUESTED CHANGE**

This is a request to change the Future Land Use Map (FLUM) designation on a parcel approximately seven (7) acres in size from Urban Residential 2 to Industry and Mining. The parcel (Tax ID #24-31-20-606-0000) is located on the south side of Tower Road immediately west of Tower Road County Park. The subject site is owned by Dr. Robert Steele, and is currently vacant. It is located within the Urban Service Area.

The existing Urban Residential 2 is a residential category with a density up to 20 units per acre; commercial/retail uses are prohibited. The Industry and Mining category is a recently adopted land use category that addresses research and development, advanced manufacturing, industrial, light industrial, and mining uses. The applicant is requesting the amendment so that they can develop a small portion of the site, which is otherwise encumbered by several high-power electric transmission lines, a stormwater drainage facility, and several drainage, electric utility, and access easements. The portion of the site that would be developed for a light industrial facility is adjacent to an existing sewage treatment facility to the south.

A rezoning application has been filed concurrently with this amendment. A zoning change from Single- and Two-Family Residential District (R-3) to Light Industrial is requested to implement this proposed amendment to the Future Land Use Map.

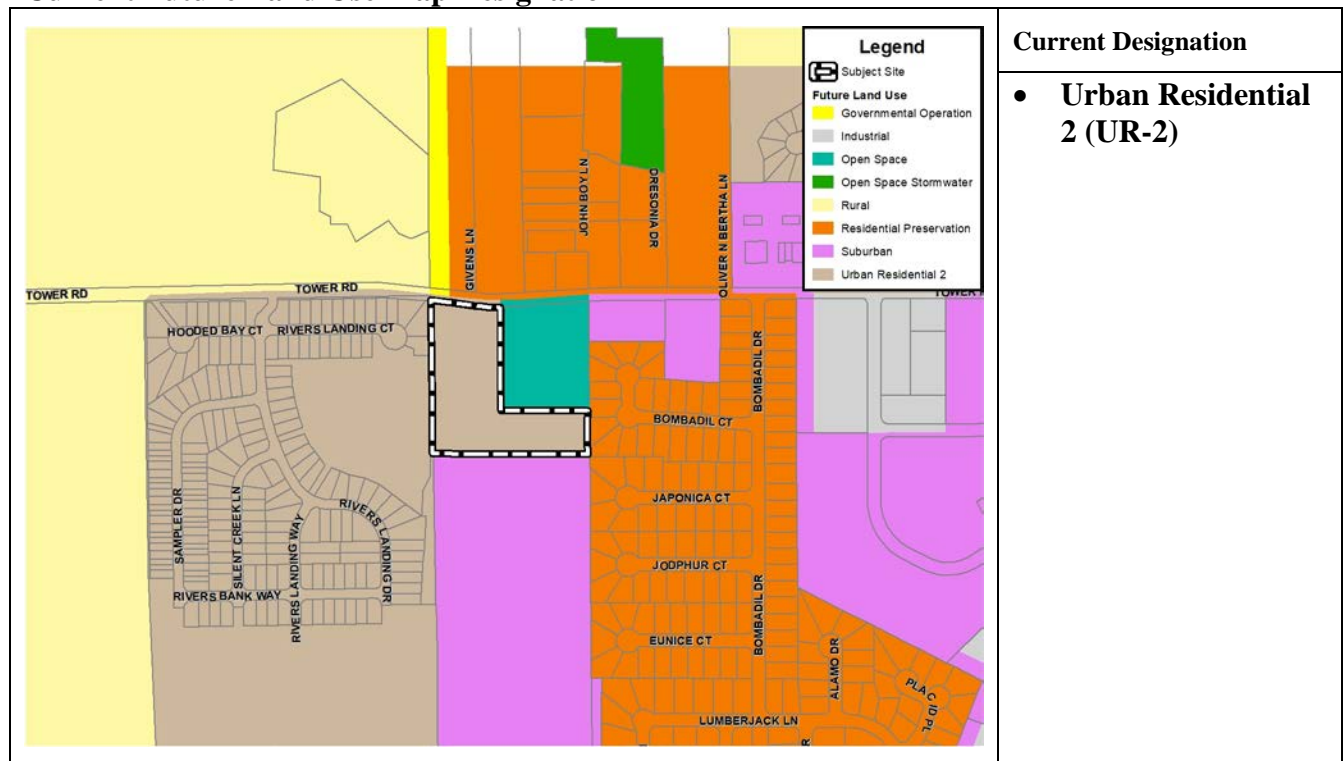
**B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION**

The subject site is currently designated Urban Residential 2 (UR-2) on the FLUM. The proposed amendment would change the FLUM designation of the subject site to Industry and Mining (IM).

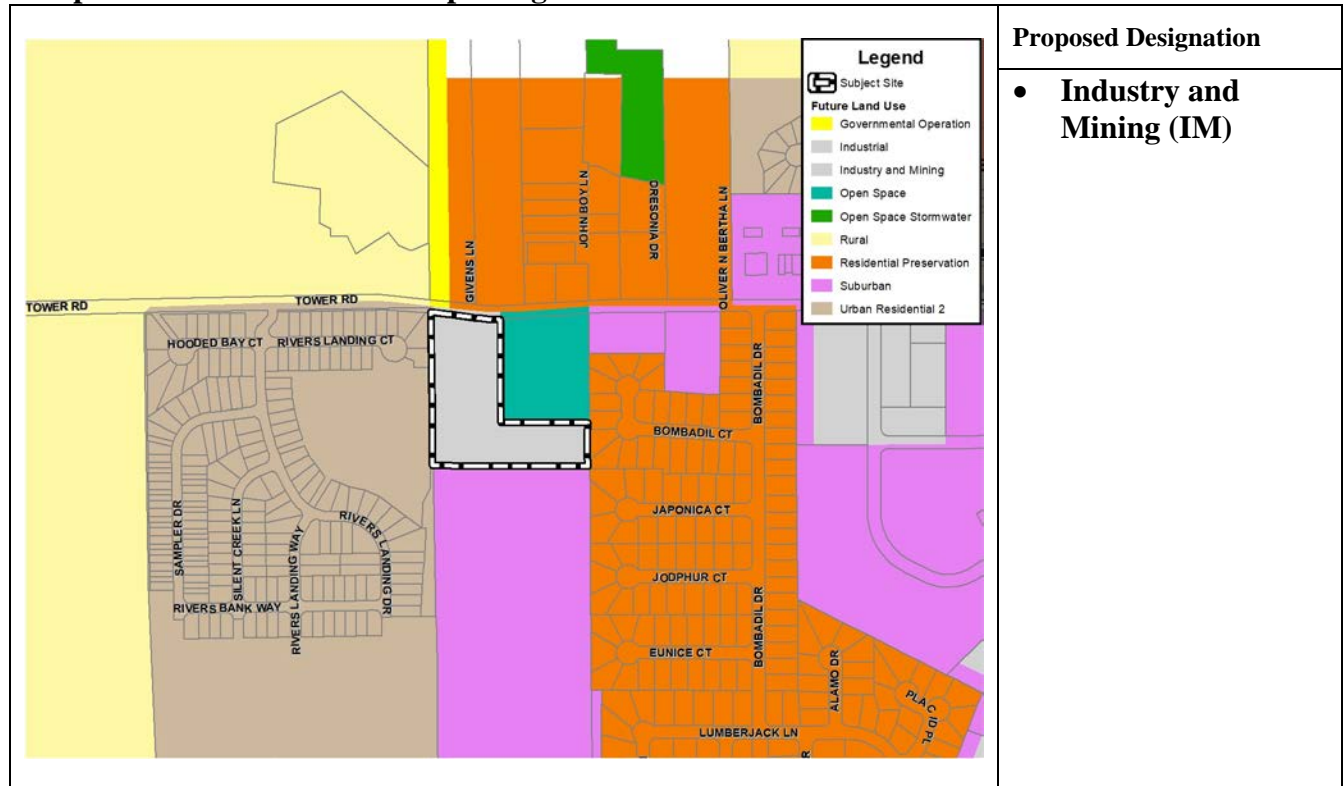
The following maps illustrate the current and proposed FLUM designations for the Subject Area.



### Current Future Land Use Map Designation



### Proposed Future Land Use Map Designation



### C. STAFF RECOMMENDATION

Find that the proposed future land use map amendment is **consistent** with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **ADOPTION** of the proposed amendment.

Find that the proposed rezoning is **consistent** with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **APPROVAL** of the proposed rezoning.

### D. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION

The LPA, at their public hearing on February 5, 2019, voted unanimously to support the staff recommendation finding that the proposed future land use map amendment is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in the staff report, and to recommend adoption of the proposed amendment.

At that same public hearing, the LPA also voted unanimously to support the staff recommendation finding that the proposed rezoning is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in the staff report, and to recommend approval of the proposed rezoning.

### E. SUMMARY OF FINDINGS

Staff presents the following findings of fact:

1. The subject site is vacant, and most or all of the subject site was excavated as a likely sand mine and filled with construction debris, according to records maintained by the Florida Department of Environmental Protection.
2. The site is not particularly suitable for low-density residential development due to its history of mining and landfilling, as well as its location immediately north of an existing wastewater treatment facility.
3. The existing land uses along Tower Road, which is the main transportation route in this area, is a mix of rural, conservation, low-density residential, warehouses, utilities, industrial, offices, and vacant properties.
4. The only legal, public access to the site is via Tower Road.
5. The subject site is heavily encumbered by one or more access, electric utility, and drainage easements. These easements leave less than two acres out of the original seven acres that could be developed.
6. Any development on the unencumbered portion of the subject area would be buffered from any nearby residential uses by these easements and by vegetated buffers required by the Light Industrial zoning district development standards.

## F. STAFF ANALYSIS

### History and Background

The subject site is a vacant parcel approximately 7.1 acres in size on the south side of Tower Road. An aerial photograph of the site from 1970 indicates that the subject site was vacant and forested. However, according to data acquired by the Tallahassee – Leon County Geographic Information Systems (TLCGIS) department, the subject site was identified as a Construction/Demolition and Debris Disposal Site in a Florida Department of Environmental Protection (FDEP) Solid Waste inventory (see following map).



Source: TLCGIS.

Aerial photographs from 1983, 1990, 1994, and 1996 (Attachments #1, 2, 3, and 4) indicate onsite excavation (likely sand mining) and disposal of construction debris on the subject site and a portion of a County-owned parcel immediately east of the subject site. Another sand mine approximately 80 acres in size is located ¼ mile to the west on the south side of Tower Road. It also has been utilized as a Construction/Demolition and Debris Disposal Site and is listed in the same DEP inventory.

An aerial photograph from 2001 (Attachment #5) indicates some remaining debris on the subject site, but that the disposal and filling of the site was largely complete, except for a stormwater facility that receives drainage from the Lakewood Estates and Sterling Woods residential subdivisions located east of the site. Aerial photographs from 2009 (Attachment #6) indicate the present existing use of the subject site. A digital terrain relief map created by TLCGIS (Attachment #7) indicates the relative degree of excavation and filling at this time. Because of this history, the subject site is not an appropriate location for residential development.



The existing land uses along Tower Road have historically included a mix of light and heavy industrial and rural uses, although the development trend in this general area over the last few decades has included low density residential subdivisions. The current mix of uses in this part of the Tallahassee urban area will likely stay stable over the near term, assuming the slow, steady growth in this area.

#### Previous Commission Consideration

In 2006, a major Comprehensive Plan Reform project resulted in the elimination of the Mixed Use (MU) FLUM designation and the establishment of several replacement FLUM categories in those areas previously designated as MU. Comprehensive Plan Map Amendment 2006-2-M-010 eliminated the Mixed Use designation for over 28,000 parcels from the Future Land Use Map, and replaced this designation with clearer, more specific land use categories. These categories included Residential Preservation, Urban Residential-2, University Transition and Suburban.

The one parcel comprising the subject site that was previously categorized Mixed Use in the Comprehensive Plan was amended to Urban Residential 2 as part of Amendment 2006-2-M-010.

The proposed amendment furthers the following Leon County Board of County Commissioners' strategic initiatives:

- Economic Strategic Priority EC2: Support programs, policies and initiatives to attract, create, and promote expansion of business, entrepreneurship, and job creation.
- Environmental Strategic Priority EN3: Promote orderly growth and sustainable practices.

#### Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for Policy 2.2.23: [L] Urban Residential 2 and Policy 2.2.28: [L] Industry and Mining Land Use are included as Attachment #8.

##### *Urban Residential 2 (Current)*

The primary intent of the Urban Residential 2 land use category, which is to be applied only within the Urban Services Area, is to encourage a range of residential density (up to 20 dwelling units per acre), thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure.

The residential development in this part of the Tallahassee urban area does not match the allowable density under this land use category. The single-family residential area to the west of the subject site has an existing zoning designation of R-3, which allows a maximum gross density of eight dwelling units per acre. The types of residential structures in this development are consistent with the intent of the zoning designation, but there is no multi-family residential along Tower Road.

The subject site also has R-3 zoning, but the many easements on the subject site restrict the area available for development (see Attachment #9). The area on the site unencumbered by easements is approximately 1.75 acres located in the southern portion of the site. Any onsite development would have to accommodate vehicular access and parking, stormwater management, and other required infrastructure such as potable water and sewer lines. An existing wastewater treatment facility is also located immediate south of the subject site.

*Industry and Mining (Proposed)*

The primary intent of the Industry and Mining land use category is to encourage light industrial, mining, and heavy industrial uses in appropriate locations that are compatible with nearby residential areas where possible. Because dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional industrial uses, industry and mining uses in appropriate locations can help provide necessary jobs and the raw materials needed to support growth and development in the community, as well as being more accessible to residential areas, thereby decreasing commute times and offering transportation alternatives that don't rely solely upon private automobiles.

The subject site, having been mined in the past, will not be mined for sand again. The applicant has previously stated that his intention is to construct a small building for light industrial uses. The requested Light Industrial zoning designation will allow this use, but it will preclude mining and heavy industrial uses. Access to the site will need to be provided via Tower Road.

Consistency with Comprehensive Plan

The proposed amendment is consistent with the following goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

The location of this proposed land use is consistent with Policy 1.1.1 in the Land Use element of the Plan. This policy requires new development to be concentrated in the Urban Service Area (USA), which makes the amendment USA in order to discourage urban sprawl.

The location of this proposed land use is consistent with Policy 1.1.7 in the Land Use element of the Plan. This policy requires higher density and mixed-use development and its ancillary activities be channeled into locations which have proper access to the existing transportation system; minimal environmental constraints; sufficient stormwater treatment capacity; compatible existing land use, and readily available sewer and water infrastructure.

The proposed amendment furthers the intent of the requested Future Land Use Map category (Policy 2.2.28 [L]) and the site is located within the Urban Services Area as required by the policy.

The following policies in the Plan currently provide protection for residential areas from other land uses:

- Policy 2.1.1 of the Land Use element requires that existing residential areas be protected from encroachment of incompatible uses that are destructive to the character and integrity of the residential environment by Comprehensive Plan provisions and land development regulations. This policy also requires the prevention or mitigation of off-site impacts from Industry and Mining land uses.
- Policy 2.2.3 of the Land Use element requires that New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Research and Innovation Land Use category or the Industry and Mining Land Use category and applicable land development regulations.
- Policy 2.2.28 of the Land Use element establishes the Industry and Mining land use category and gives local government additional new and very specific tools it can utilize to prevent or mitigate any environmental or other impacts from these land uses. This policy recognizes that industrial uses vary in their operations and potential for offsite impacts. and it specifically

states that “Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented.” In cases where impacts cannot be prevented, this policy requires that performance and locational criteria be established within all implementing zoning districts mitigated to avoid negative impacts on adjoining areas.

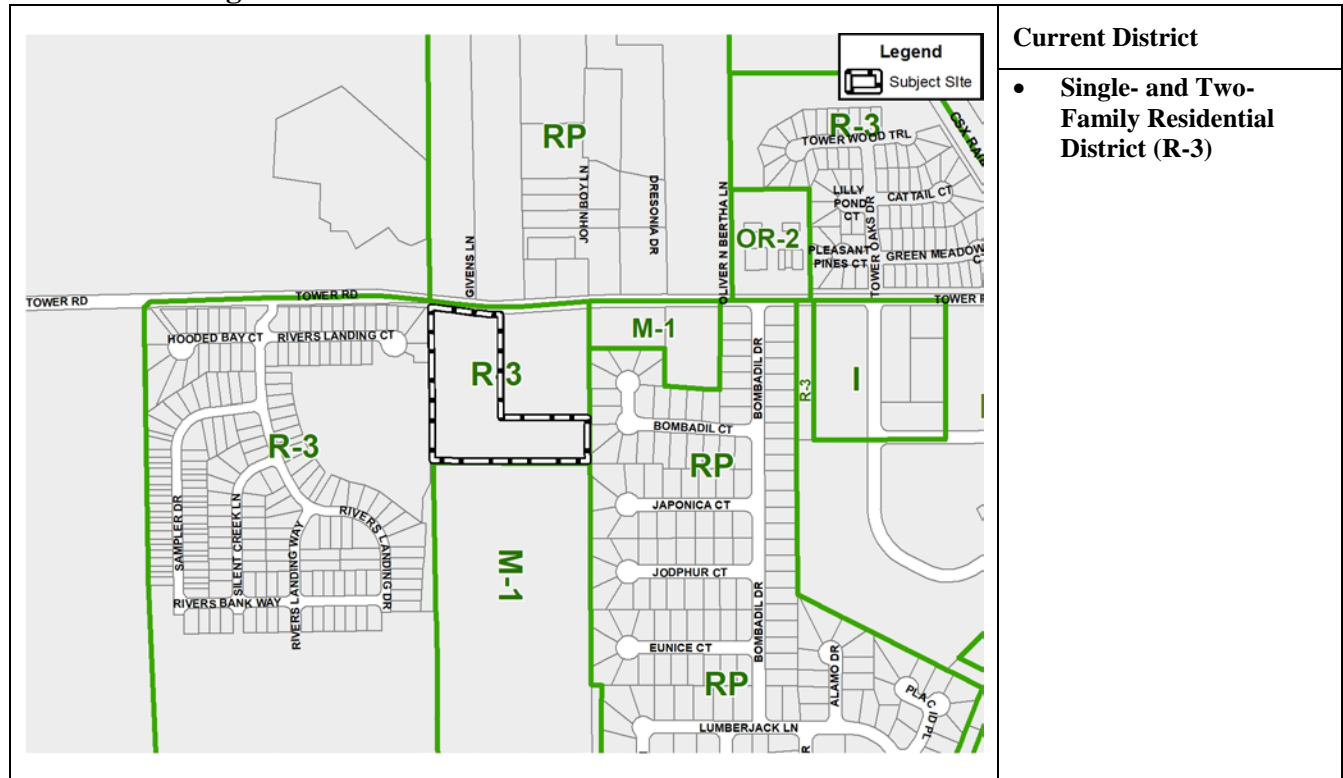
- Policy 2.2.28 also requires areas to be mined to have buffers, a land reclamation plan, fencing, and to be have all necessary state permits and to meet mandatory reclamation requirements where applicable. It also requires heavy industrial land uses to have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts.

### Zoning

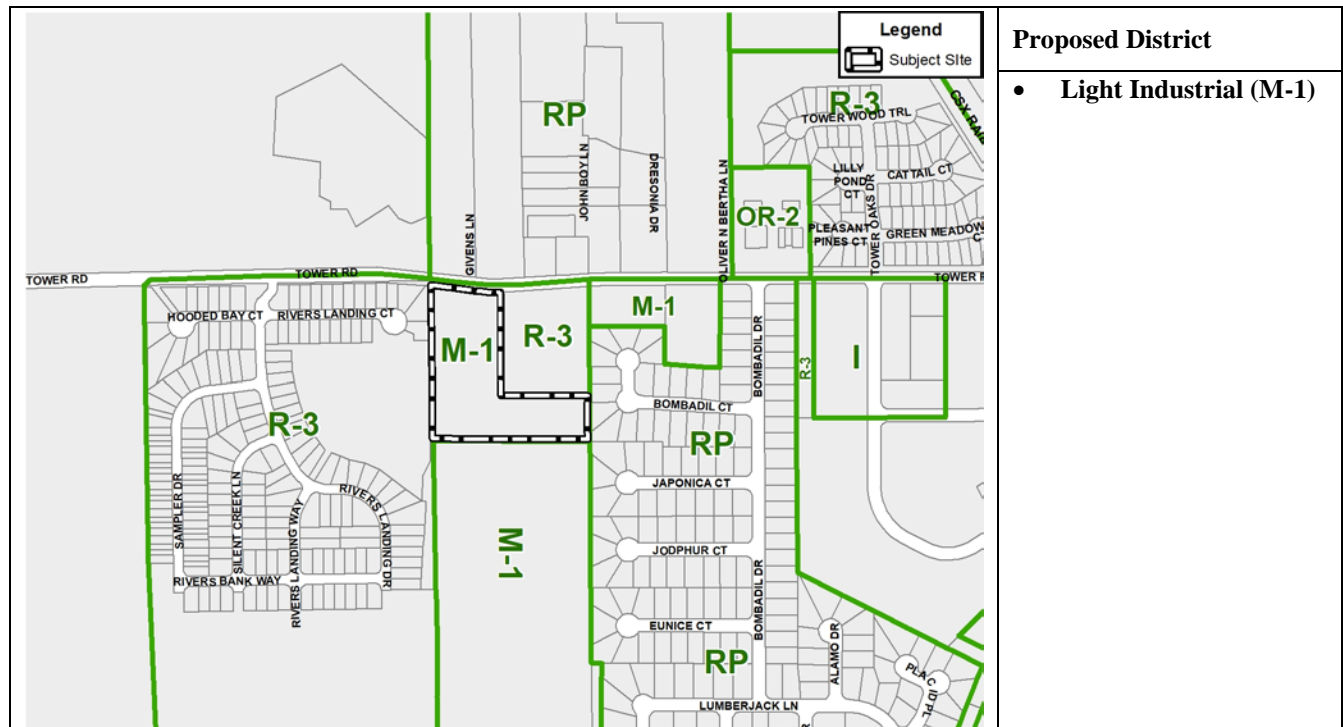
The Land Development Code sections for R-3 Single- and Two-Family Residential District (Section 10-6.637) and M-1 Light Industrial District (Section 10-6.652) zoning is included as Attachment #10.

The following maps illustrate the current and proposed zoning for the subject site.

### Current Zoning



### Proposed Zoning



*Current Zoning*

The R-3 district is intended to be located in areas designated Bradfordville Mixed Use, Urban Residential, Urban Residential 2, or Suburban on the Future Land Use Map of the Comprehensive Plan. These categories contain or are anticipated to contain a wide range of single-family and two-family housing types.

The maximum gross density allowed for new residential development in the R-3 district is eight (8) dwelling units per acre. A minimum density of four (4) dwelling units per acre is required when applied to the Urban Residential future land use category. The minimum density is not applicable if constraints of public easements, concurrency, or preservation and/or conservation features preclude the attainment of the minimum densities. Certain community and recreational facilities related to residential uses are also permitted.

Given the fact that the subject site has been mined and filled, and that the developable portion of the site is located adjacent to an existing wastewater treatment facility, the subject site is not an ideal location for residential development as detailed in the R-3 district.

*Requested Zoning*

The M-1 district shall apply to urban areas with convenient access to transportation facilities where light manufacturing, processing, storage, community and recreational facilities, and other activities compatible with light industrial operations are permitted. The district is not intended to accommodate heavy industrial operations or to accommodate commercial or residential development which would restrict the principal light industrial operations.

Existing Land Uses

The existing land use of the subject site is vacant. The existing land uses along Tower Road, which is the main transportation route in this area, is a mix of rural, conservation, low-density residential, warehouses, utilities, industrial, offices, and vacant properties.

The area immediately east, southwest, and north of the subject site is currently low-density residential. The Rivers Landing subdivision to the immediate west of the subject site has a stormwater treatment pond that is adjacent to the site.

The Lakewood Estates residential subdivision is located immediately east of the subject site. It is on the other side of a private gravel road that runs north and south along the eastern boundary of the subject site.

There is a small County park (Tower Road Park) to the northeast of the subject site which has a soccer field. An electric substation is located immediately east of the park on the south side of Tower Road, and a small business that provides portable restroom facilities is located east of the substation on the same side of Tower Road.

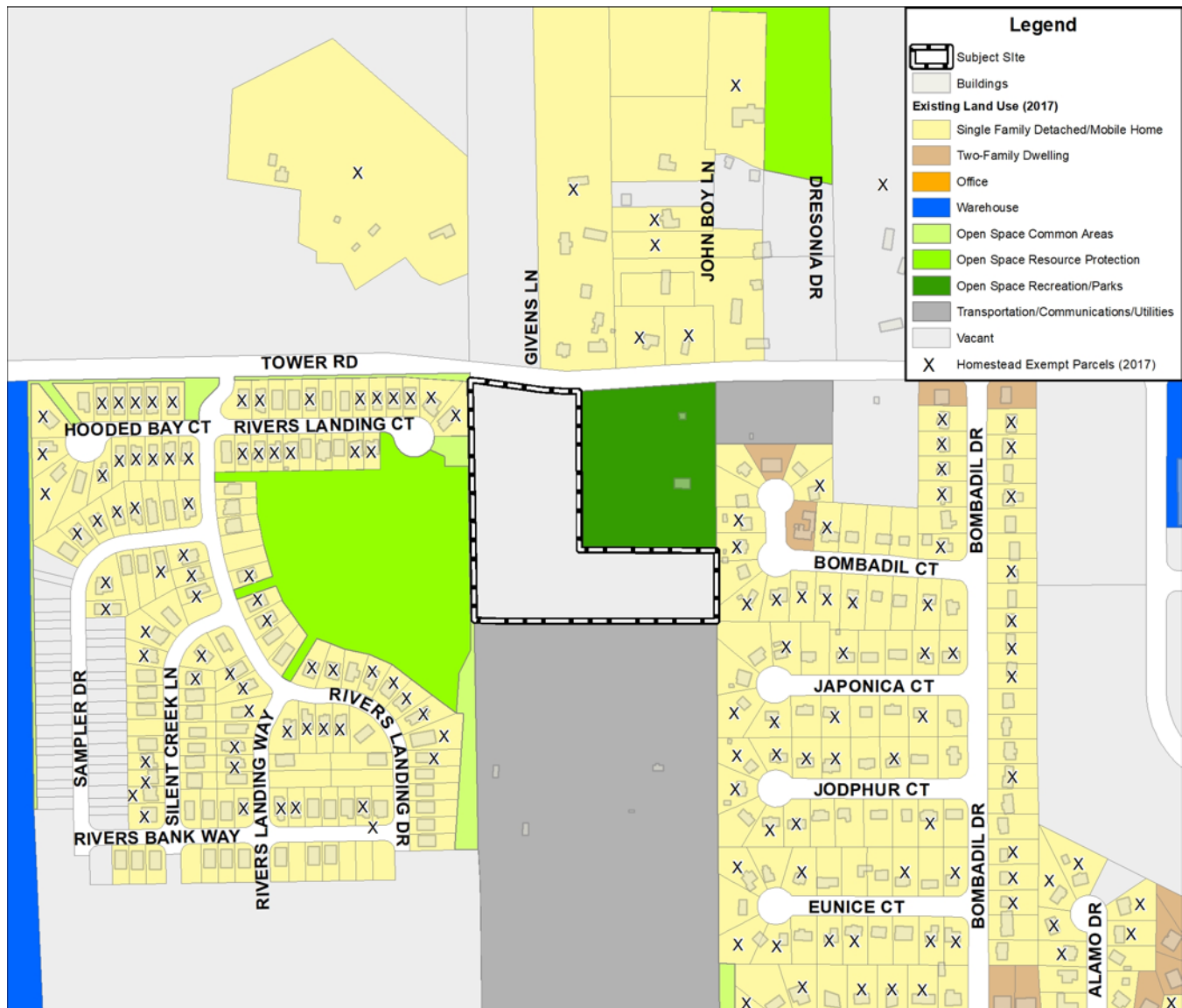
The 24-acre area south of the subject site is an active wastewater treatment plant that is owned by Talquin Water and Wastewater, Inc.

At present, there are two high-power electric transmission lines that cross the subject site from north to south. A City of Tallahassee transmission line runs along the western boundary of the site, and a Talquin

Electric Cooperative transmission line runs parallel to the City's line along the eastern boundary of the site.

The existing land uses around the subject site are indicated on the following map.

### Existing Land Use Map



### Infrastructure Analysis

#### *Water/Sewer*

Talquin Electric Cooperative water and sewer services are available at the subject site.

*Schools*

The Subject Site is zoned for Springwood Elementary School, Griffin Middle School, and Godby High School. Because the request zoning designation does not allow residential uses, school concurrency is not an issue.

*Roadway Network*

Access to the subject site would be Tower Road, which is a Minor Collector roadway. The subject site is located outside of the Multimodal Transportation District and transportation concurrency may be applicable. Transportation concurrency would be determined during the site plan approval process.

*Pedestrian and Bicycle Network*

A sidewalk is located along the length of Tower Road from Capital Circle Northwest west to Rivers Landing Road. The subject site is accessible to this sidewalk at its northern boundary.

*Transit Network*

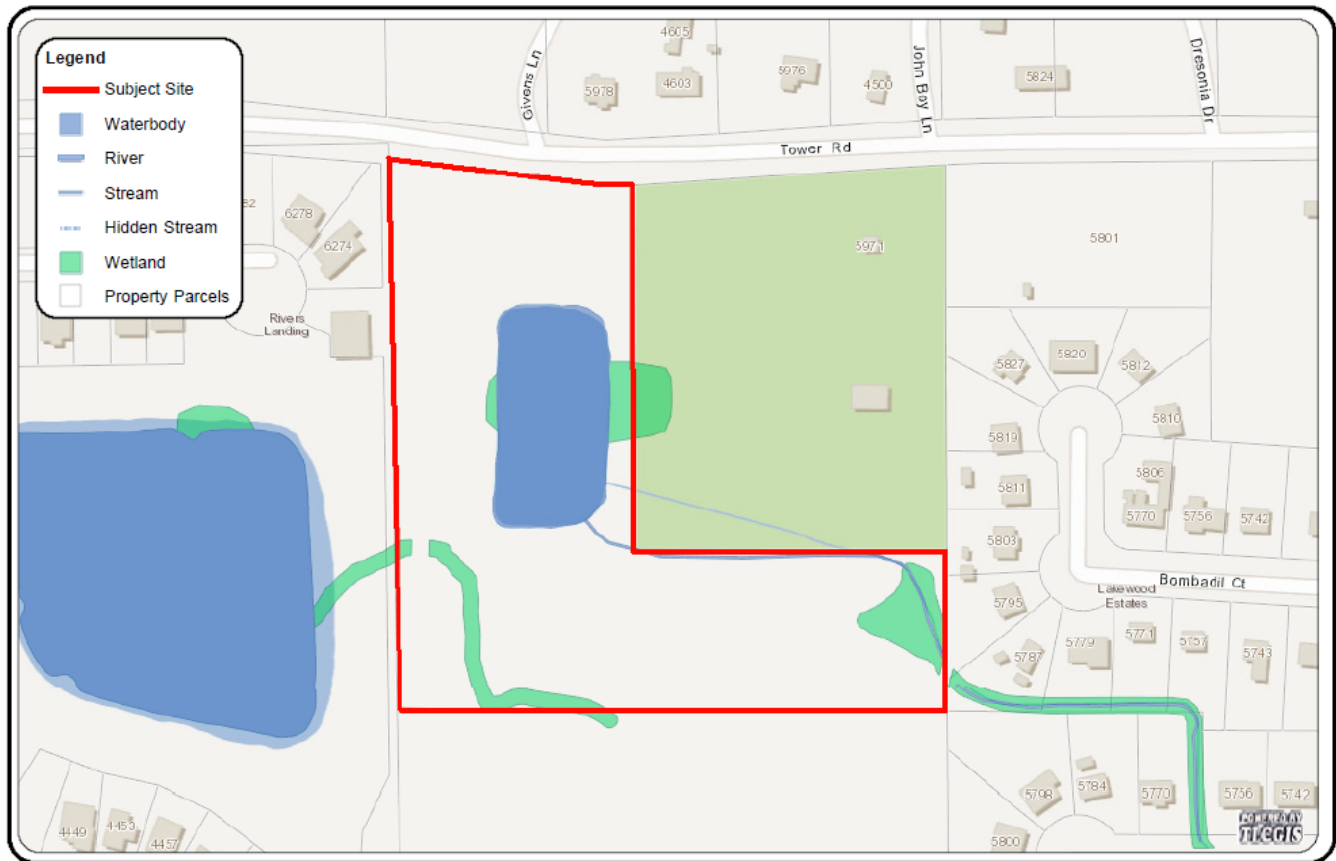
There is no regular public transit service available to the subject site.

Environmental Analysis

Based on data maintained by the Tallahassee – Leon County Geographic Information System interlocal department, the subject site is located in the Ochlockonee Basin. These data indicate the presence of a small intermittent stream located in an earthen ditch that drains from the Lakewood Estates and Sterling Woods residential subdivisions into the stormwater facility located in the northern half of the subject site. The data also indicate small wetland areas located around this facility, the stream on the southeastern corner of the site, and forming a linear depression that drains west into the stormwater facility located in the Rivers Landing subdivision. There are no other significant environmental features onsite.

Proposed improvements and associated mitigation shall be in compliance with the Environmental Management Act and development activities at the site shall comply with the noise ordinance.

The following map indicates the existing environmental features located on and near the subject site.



Source: TLCGIS



**F. PUBLIC OUTREACH AND NOTIFICATION**

An initial mailing was sent to 229 property owners within 1,000 feet of Subject Site.

Public Outreach		Date	Details
X	Mail Notification of Proposed Changes	October 7, 2018	Notices Mailed to Property Owners within 1000 feet
X	Notice of Proposed Land Use Change and Rezoning	November 7, 2018	Two signs providing details of proposed land use and zoning changes posted on subject site
X	Public Open House	November 11, 2018	5:30 PM, Second Floor, Frenchtown Renaissance Center
X	Staff Reports Available Online	January 15, 2019	Email Subscription Notice sent to all users of service

**Public Open House** – 18 citizens attended the public open house on November 11, 2018 to discuss the 2019 Cycle amendments. Regarding this amendment, several citizens asked about the possibility of sand mining, the proposed development onsite, and if there were any protected environmental features.

**G. STAFF REPORT UPDATE**

Below is a list of all public meetings and actions taken by appointed or elected bodies in consideration of this proposed amendment:

Cycle 2019 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 8, 2019	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 5, 2019	6:00 PM, Second Floor, Frenchtown Renaissance Center
	Joint City-County Commission Workshop	February 26, 2019	1:30 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	March 12, 2019	6:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Adoption Public Hearing	May 14, 2019	6:00 PM, Fifth Floor, Leon County Courthouse

**Local Planning Agency Workshop – January 8, 2019:** The Local Planning Agency discussed each of the amendments for the 2019 Cycle. Discussion on this amendment generally focused on access and notifications. Because the meeting was a workshop with the Local Planning Agency, citizen comments were not taken at this meeting. Citizen comments will be received at the Local Planning Agency Public Hearing scheduled for February 5, 2019. Although citizen comments are not taken at the workshop, six members of the public were in attendance to hear the discussion.

**Local Planning Agency Public Hearing – February 5, 2019:** The Local Planning Agency voted unanimously to recommend approval of the proposed Future Land Use Map Amendment and rezoning, consistent with the staff recommendation. No citizens spoke to the LPA on this proposed amendment and rezoning.

## **H. ATTACHMENTS**

Attachment #1:	Aerial photographs from 1970
Attachment #2:	Aerial photographs from 1983
Attachment #3:	Aerial photographs from 1990
Attachment #4:	Aerial photographs from 1996
Attachment #5:	Aerial photographs from 2001
Attachment #6:	Aerial photographs from 2009
Attachment #7:	Digital Terrain Relief Map
Attachment #8:	Existing Easements Affecting Subject Site
Attachment #9:	Comprehensive Plan policies
Attachment #10:	Land Development Code sections

**Legend**
 Subject Site in 1970

 Property Parcels
**Land Information Map****DISCLAIMER**

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

**Scale:**

Not To Scale:

**Date Drawn:**

November 26, 2018

**Tallahassee/Leon County GIS**  
 Management Information Services  
 Leon County Courthouse  
 301 S. Monroe St, P3 Level  
 Tallahassee, FL 32301  
 Phone: 904-550-2019  
<http://www.tlccgis.org>



**Legend**
 Subject Site in 1983

 Property Parcels
**Land Information Map****DISCLAIMER**

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**Legend**
 Subject Area in 1990

 Property Parcels
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**Legend**
 Subject Site in 1996

 Property Parcels
**Land Information Map****DISCLAIMER**

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**Legend**

- Subject Site in 2001
- Property Parcels



**Land Information Map**

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Tallahassee, FL 32301  
Phone: 904-550-2019  
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**Legend**
 Subject Site in 2009

 Property Parcels
**Land Information Map****DISCLAIMER**

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**Legend**

- Subject Site
- Property Parcels



POWERED BY  
TLCGIS

**Land Information Map****DISCLAIMER**

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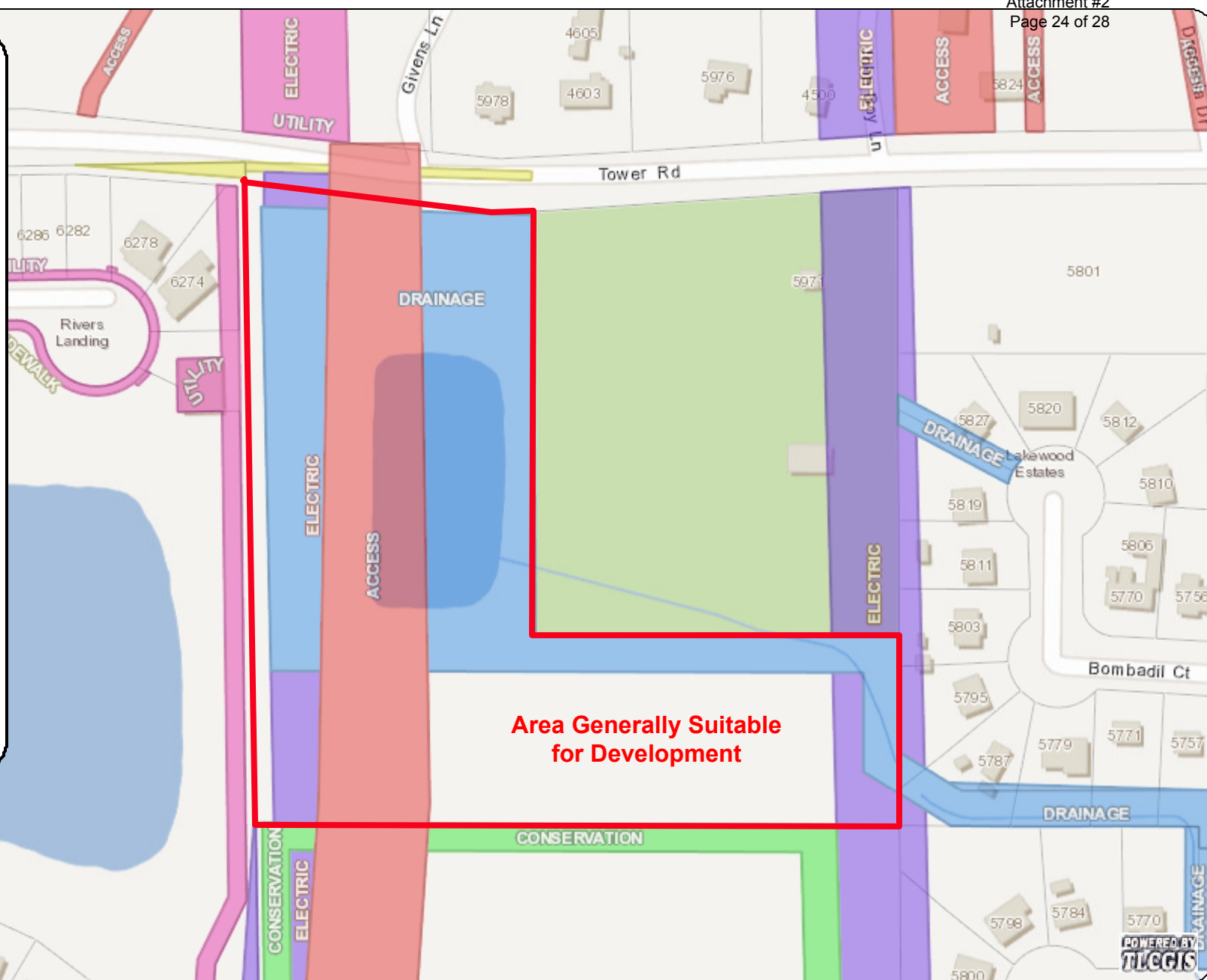
**Date Drawn:**

November 26, 2018

**Tallahassee/Leon County GIS**  
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Leon County Courthouse  
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Tallahassee, FL 32301  
Phone: 904-550-2019  
<http://www.tlccgis.org>

**Legend**

- Subject Site
- Access Easements
- Right-of-Way Easements
- Drainage Easements
- Conservation Easements
- Conservation Drainage Easements
- Water Easements
- Sewer Easements
- Utility Easements
- Electric Easements
- Sidewalk Easements
- Gas Easements
- Abandoned Easements
- Miscellaneous Easements
- Property Parcels

**Land Information Map****DISCLAIMER**

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**2019 Comprehensive Plan Amendment Cycle**  
**LMA201901**  
**Tower Road Light Industrial**

**Attachment #9**

**Policy 2.2.24: [L]** (REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 1/22/16)

**URBAN RESIDENTIAL 2**

The primary intent of the Urban Residential 2 land use category, which is to be applied only within the Urban Services Area, is to encourage a range of density (20 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district(s) shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential 2 category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as open space/recreation and community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential 2 may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing designated residential preservation area, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential 2 category is 20 units per acre.

**Policy 2.2.28: [L]** (EFF. 5/31/18)

**INDUSTRY AND MINING LAND USE**

**INTENT**

Advanced manufacturing, industrial uses, and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional industrial uses. Industry and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Industry and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. Because of the need for infrastructure and public services, the Industry and Mining Land Use shall only apply to areas located within the Urban Services Area.

Because industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts. Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

**ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES**

The Industry and Mining Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Industry and Mining Land Use.

1. Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
2. Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties. All mining uses are subject to fencing requirements as identified in the land development regulations. Mining uses may be subject to an Environmental Resource Permit (ERP) pursuant to Chapter 373, F.S., and Rule 62-330, Florida Administrative Code (F.A.C.) and mandatory reclamation requirements pursuant to Chapter 378, F.S., and Rule 62C-39, F.A.C.
3. Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. All applicable development must comply with Title 14 Code of Federal Regulations Part 77.9 Construction or alteration requiring notice. Those industries that have the potential to result in any other pollution of the air or ground shall adhere to existing local, state and federal operational or industry standards, and avoid or mitigate these potential impacts. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

**SPECIAL CONDITIONS**

The following special conditions shall apply to the Industry and Mining Land Use category:

1. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Land Use.
2. Site plans must demonstrate the protection of adjacent non-industry and mining properties through development standards outlined in the land development codes.
3. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
4. Hydraulic fracturing, commonly referred to as fracking, is not a permitted use in the Industry and Mining Land Use.

***Policy 1.1.1: [L] (REV. EFF. 7/20/05)***

In order to discourage urban sprawl, new development shall be concentrated in the urban service area plus in the Woodville Rural Community future land use category and the rural communities of Capitola, Chaires, Ft. Braden and Miccosukee, as designated on the future land use map.

***Policy 1.1.7: [L]*** (EFF. 7/16/90)

Higher density and mixed use development and its ancillary activities shall be channeled into locations which have proper access to the existing transportation system; minimal environmental constraints; sufficient stormwater treatment capacity; compatible existing land use and readily available sewer and water infrastructure.



Section 10-6.637. R-3 Single- and Two-Family Residential District.

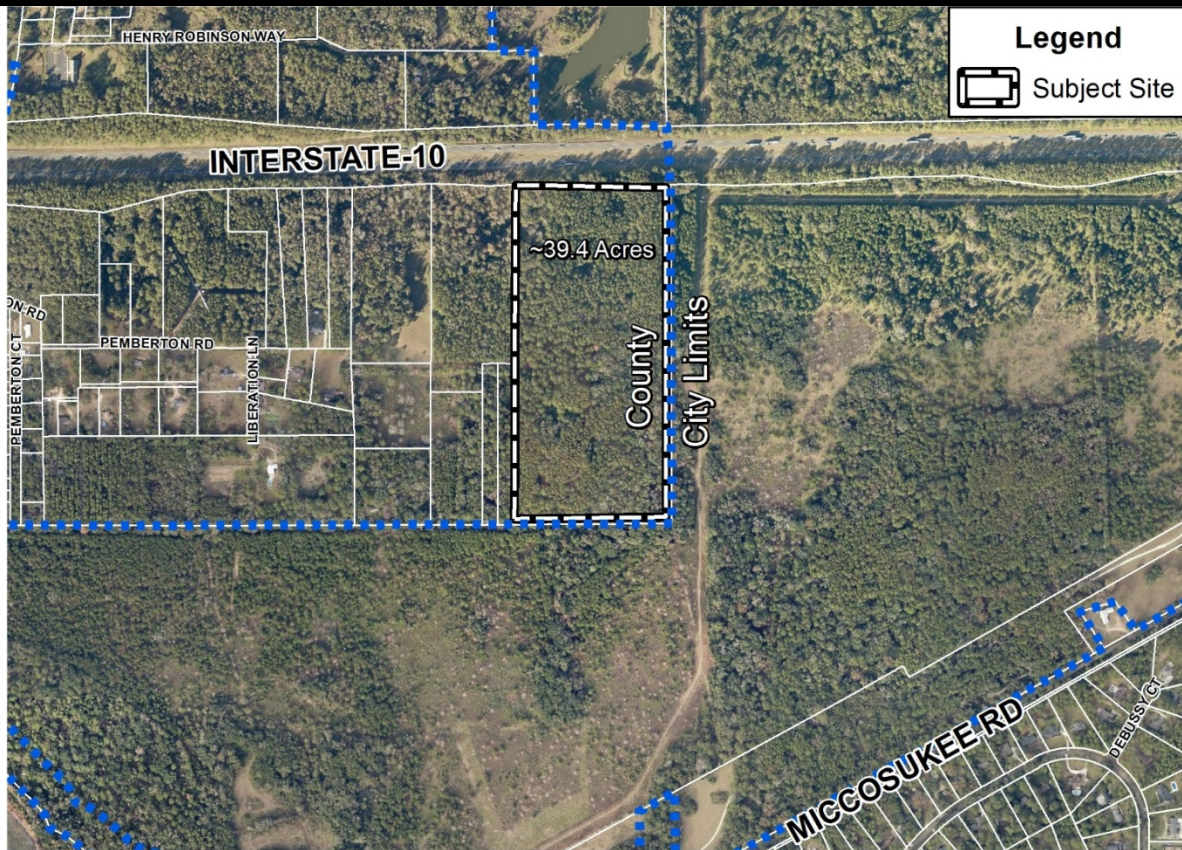
1. District Intent				PERMITTED USES					
				2. Principal Uses				3. Accessory Uses	
The R-3 district is intended to be located in areas designated Bradfordville Mixed Use, Urban Residential, Urban Residential 2, or Suburban on the Future Land Use Map of the Comprehensive Plan which contain or are anticipated to contain a wide range of single-family and two-family housing types. The maximum gross density allowed for new residential development in the R-3 district is 8 dwelling units per acre; a minimum density of 4 dwelling units per acre is required when applied to the Urban Residential future land use category. The minimum density is not applicable if constraints of public easements, concurrency, or preservation an/or conservation features preclude the attainment of the minimum densities. Certain community and recreational facilities related to residential uses are also permitted.				(1) Community facilities related to residential uses including religious facilities, police/fire stations, and elementary, middle, vocational, and exceptional student education schools. Libraries and high schools are prohibited. Other community facilities may be allowed in accordance with Section 10-6.806 of these regulations. (2) Golf courses. (3) Passive and active recreational facilities. (4) Single-family attached dwellings. (5) Single-family detached dwellings. (6) Two-Family dwellings. (7) Zero-lot line single-family detached dwellings.				(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the County Administrator or designee. (2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the County Administrator or designee.	
DEVELOPMENT STANDARDS									
	4. Minimum Lot or Site Size			5. Minimum Building Setbacks				6. Maximum Building Restrictions	
Use Category	a. Lot or Site Area	b. Lot Width	c. Lot Depth	a. Front	b. Side-Interior Lot	c. Side-Corner Lot	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (excluding stories used for parking)
Single-Family Detached Dwellings	5,000 square feet	50 feet	100 feet	20 feet	7.5 feet on each side; or any combination of setbacks that equals at least 15 feet, provided that no such setback shall be less than 5 feet	15 feet	25 feet	not applicable	3 stories
Single-Family Attached Dwellings	3,750 square feet end unit; 2,400 square feet interior lot	37.5 feet end unit; 25 feet interior lot	80 feet	20 feet	not applicable	15 feet	25 feet	maximum length: 8 units	3 stories
Zero-Lot Line Single-Family Detached Dwellings	3,750 square feet	30 feet interior lot; 40 feet corner lot	100 feet	20 feet	0 feet one side; 5 feet other side	15 feet	25 feet	not applicable	3 stories
Two-Family Dwelings	8,000 square feet	60 feet	100 feet	20 feet	same as for single-family detached dwellings	15 feet	25 feet	not applicable	3 stories
Any Permitted Principal Non-Residential Use	12,000 square feet	60 feet	100 feet	25 feet	same as for single-family detached dwellings	15 feet	25 feet	10,000 square feet of gross building floor area per acre	3 stories

**GENERAL NOTES:**

1. If central sanitary sewer is not available, residential development is limited to a minimum of 0.50 acre lots and non-residential development is limited to a maximum of 2,500 square feet of building area. Community service facilities are limited to a maximum of 5,000 square feet of building area or a 500 gallon septic tank. Also, refer to Sanitary Sewer Policy 2.1.12 of the Comprehensive Plan for additional requirements.
2. Refer to the Environmental Management Act (EMA) for information pertaining to the regulation of environmental features (preservation/conservation features), stormwater management requirements, etc.
3. Refer to the Concurrency Management Ordinance for information pertaining to the availability of capacity for certain public facilities (roads, parks, etc.).



**2019 Comprehensive Plan Amendment Cycle**  
**LMA201902**  
**Bexar LLC Amendment**



**SUMMARY**

Property Owners:	Property Location:	TLCPD Recommendation:
William A. Messer, Stephanie L. Messer, James Messer, Laurye S. Messer, Greg & Emily Ahlum	Parcel #: 11-11-20-480-0000 0 Pemberton Road Tallahassee, FL	<b>Approve</b>
<b>Applicant:</b> Bexar LLC		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
T.J. Lewis	<u>Future Land Use:</u> Urban Residential 2 (UR 2) <u>Zoning:</u> Single Family Detached, Attached Two-Family Residential(R-3)	<b>Approve</b>
<b>Contact Information:</b>	<b>Proposed Future Land Use &amp; Zoning:</b>	
<a href="mailto:TJ.Lewis@talgov.com">TJ.Lewis@talgov.com</a> (850) 891-6451	<u>Future Land Use:</u> Suburban <u>Zoning:</u> Single Family Detached, Attached Two-Family Residential (R-3)	
<b>Date:</b> September 28, 2018	<b>Updated:</b> February 13, 2019	



## A. REASON FOR REQUESTED CHANGE

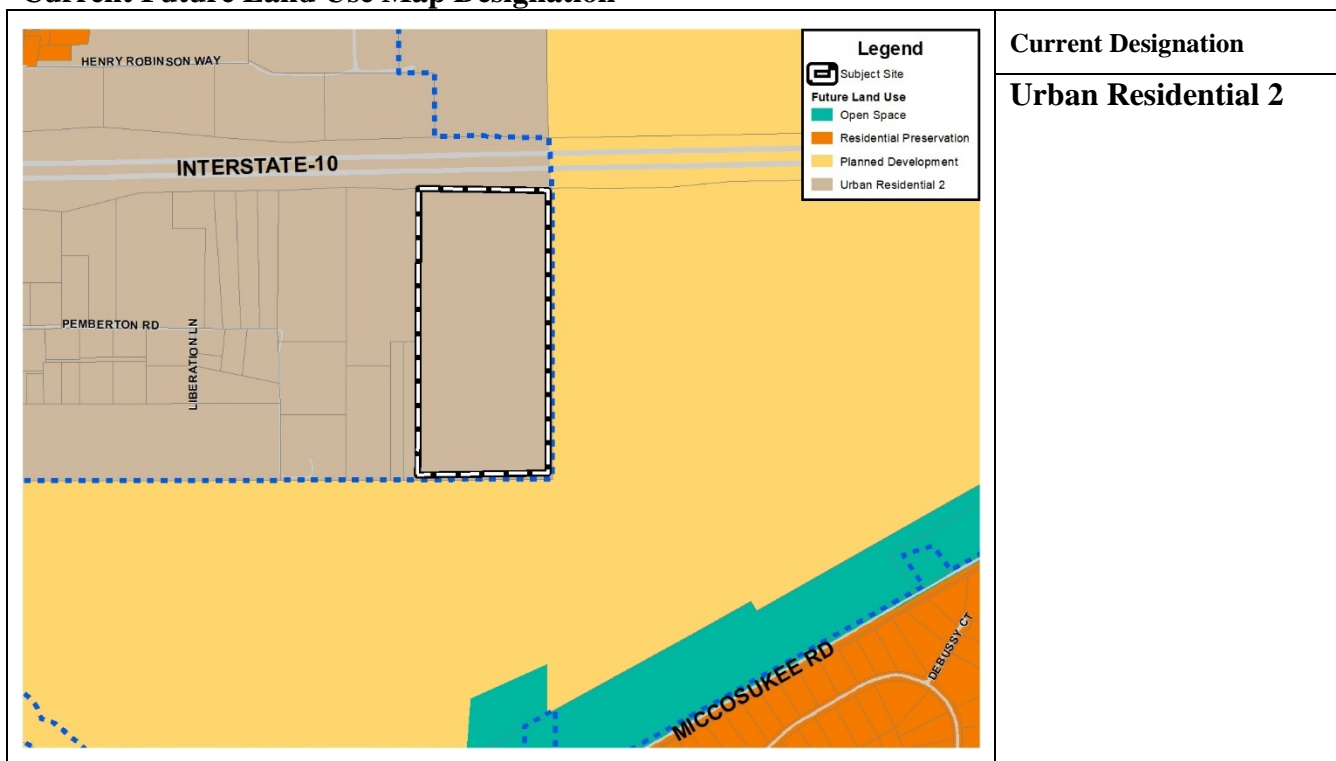
The applicant has actively monitored the progress being made in the planning and funding of improvements to the Welaunee Plantation development, including the planned Welaunee Boulevard and proposed Thornton Road extension. Under proposed concepts, those roadways would result in a four-lane arterial south of the applicant's property and potentially provide for access to the applicant's approximate 40-acre parcel.

The applicant seeks to pursue a mixed-use development on their property near the proposed town center, potential interchange at Interstate 10, and the future Welaunee Boulevard. Under the current future land use designation, *Urban Residential 2*, the subject property could be eligible for a residential development with maximum gross density of 20 dwelling units per acre that allows for townhouses, single-family detached, two-family, and multiple-family dwelling units as well as open space/recreation and community facilities related to residential uses. Under the proposed Future Land Use Category, *Suburban*, the property could be eligible for development of up to 20 dwelling units per acre, as well as non-residential intensities up to 80,000 square feet per acre.

## B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION

The following map illustrates the current FLUM designation for the Subject Area.

### Current Future Land Use Map Designation



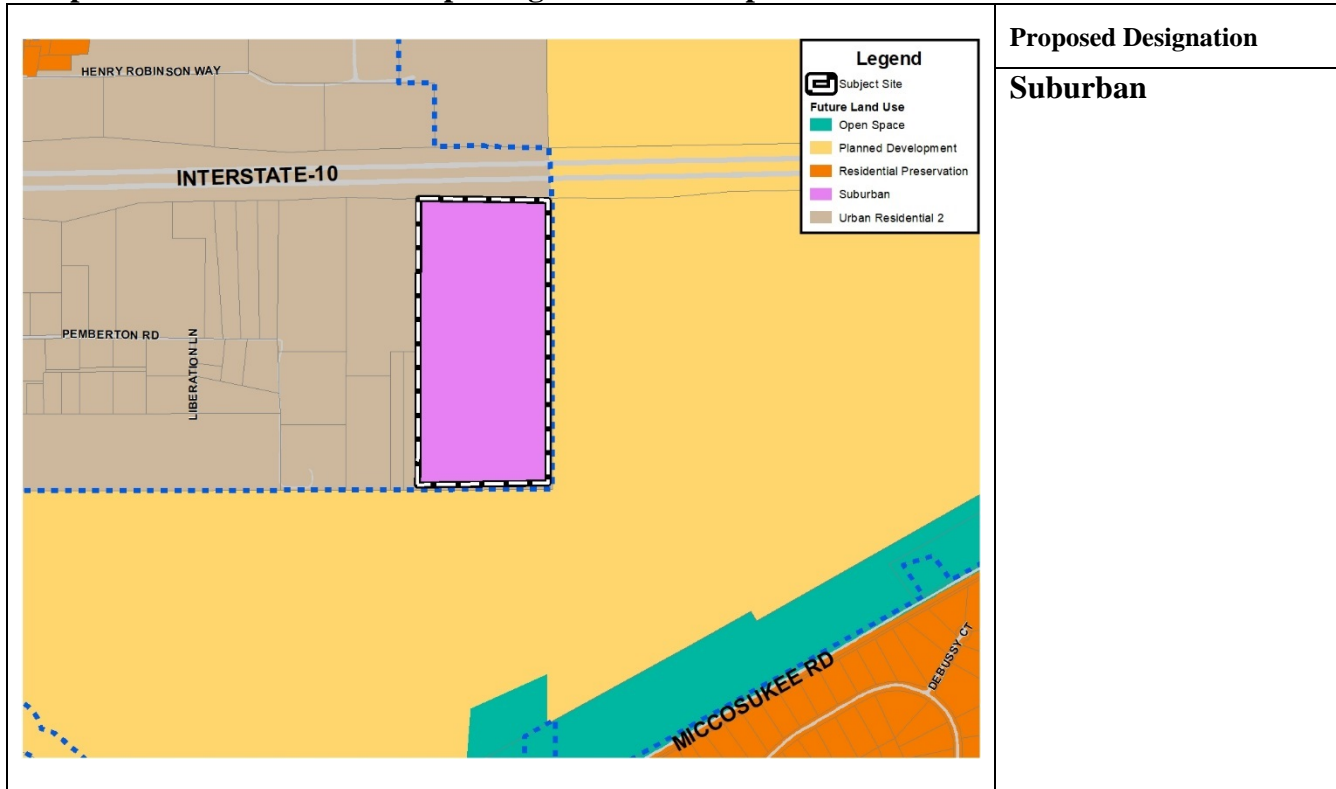
The Subject Area is currently designated *Urban Residential 2* on the FLUM. The proposed amendment would change the FLUM designation of the area to *Suburban*.

Policy 2.2.24: [L] establishes the *Urban Residential 2* land use category. *Urban Residential 2* is intended to encourage a range of density in housing up to 20 dwelling units per acre, thereby promoting infill development, reducing urban sprawl and maximizing the efficiency of infrastructure.

*Urban Residential 2* allows townhouses, single-family detached, two-family, and multiple family dwelling units as well as open space/recreation and community facilities related to residential uses. *Urban Residential 2* may serve as a transition category between lower density residential categories and more intensive development, such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. Density ranges can be increased up to 25% above the maximum limits for the purpose of providing affordable housing units consistent with Policy 2.1.14: [L].

The following map illustrates the proposed FLUM designation for the Subject Area.

### Proposed Future Land Use Map Designation with Expansion Area



**Objective 2.2:** [L] of the Comprehensive Plan provides guidance for the mapping of future land use categories. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.

**Policy 2.2.5:** [L] establishes the *Suburban* land use category. The primary function of the *Suburban* designation is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. *Suburban* recognizes the manner in which much of Tallahassee-Leon County has developed since the 1940s. The category predominantly consists of single-use projects that are interconnected whenever feasible. Mixed-use projects and the principles of traditional neighborhood developments are encouraged, though not required. The Suburban category is most suitable for those areas outside of the Central Core. However, additional areas inside the Central Core may be designated as appropriate based on existing land use pattern.

To complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby. To reduce automobile dependency of residents and employers alike, mass transit stops should be located at large commercial centers and appropriate street and pedestrian connections established between commercial and residential areas. Except within mixed-use centers, larger scale commercial development should be buffered from adjacent residential neighborhoods.

Development shall comply with the Suburban Intensity Guidelines, as referenced in Table 4 of Policy 2.2.5: [L] of the Comprehensive Plan. Business activities are not intended to be limited to serve area residents; and as a result, may attract shoppers from throughout larger portions of the community.

Allowed land uses within the Suburban Future Land Use Category shall be regulated by zoning districts which implement the intent of this category, and which recognize the unique land use patterns, character, and availability of infrastructure in the different areas within the Suburban Future Land Use Category.

## **STAFF RECOMMENDATION**

Find that the proposed future land use map amendment is **consistent** with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **ADOPTION** of the proposed amendment.

## **C. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION**

Find that the proposed future land use map amendment is **consistent** with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **ADOPTION** of the proposed amendment.

Find that the proposed rezoning is **consistent** with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **APPROVAL** of the proposed rezoning.

## **D. SUMMARY OF FINDINGS**

The subject property is within the Urban Services Area and located adjacent to Interstate 10 within Unincorporated Leon County. The site consists of one vacant parcel totaling 39.4 +/- acres under single ownership. The area west and north of the applicant's property is developed with platted and un-platted single-family residential communities. The Welaunee Toe – East Planned Unit Development (PUD) is situated adjacent to east and south of the subject property and was approved on August 28, 2013. The Welaunee Toe – East PUD will include a town center and a mixture of commercial, residential, office and institutional uses. A new I-10 interchange at Welaunee Boulevard is also proposed within the PUD boundaries and will support increased intensity of land uses in this area. The Welaunee Toe – East is owned by the City of Tallahassee.

The current Future Land Use, *Urban Residential 2*, allows for residential densities up to 20 units per acre. The requested *Suburban* future land use category also allows for residential densities up to 20 units per acre, but also allows for non-residential uses. The non-residential intensities under the Suburban future land use category would be up to 80,000 square feet per acre.

The applicant's stated intent is to create vehicular access to the subject property via connection to the proposed Welaunee Boulevard. This section of Welaunee Boulevard is still in the planning and design phase, but construction of the roadway, along with requisite water and sewer services, are within the 5-year

Capital Improvements Element. Because the requisite infrastructure is considered funded, staff recommends approval of the FLUM change to allow non-residential uses once infrastructure becomes available.

The current zoning, Single Family Detached, Attached Two-Family Residential (R-3), establishes a maximum gross density for new residential development in the R-3 district at 8 dwelling units per acre. This zoning can implement EITHER the *Urban Residential 2* land use OR the *Suburban* land use; therefore, a concurrent rezoning is not necessary to implement the proposed map amendment. Furthermore, the Suburban Land Use policy (Policy 2.2.5 [L]) states “In those areas lacking the necessary infrastructure, the Land Development Regulations may designate a low intensity interim use. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure.” Consistent with this policy, staff recommends the subject area maintain the current zoning, until such time that the alignment of Welaunee Boulevard is finalized, and exact roadway, water, and sewer access points are determined. This will allow for efficient planning of the infrastructure networks to and within the subject site. The applicant would be required to connect to any public roadways stubbed to the subject site from the Welaunee Toe - East PUD per Mobility Policies 1.4.4 and 1.4.5.

There are limited environmental features on the subject property. However, it should be noted that this parcel drains into the Lake Lafayette Basin with a contributing watershed, Mount Hornbem (1,724 acres). This area contains variable densities of residential land uses, from residential subdivisions to large-tract individual parcels, along with light agricultural and silvicultural uses.

This land use change provides opportunities to connect with and support a mix of uses proposed for the Welaunee Toe East PUD within the general area, while also serving as a buffer between the currently established low-density single family residential communities located north and west of it, and the mix of commercial, office, residential, and civic uses proposed for lands south and east of it. The change from Urban Residential 2 to Suburban allows for an opportunity to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses consistent with the intent of the Suburban land use category.

## **E. STAFF ANALYSIS**

### History and Background

The subject site consists of one vacant parcel totaling 39.4 +/- acres under single ownership. Surrounding land uses include interstate highway to the north, vacant, unimproved land to the south, vacant unimproved land to the east and single-family estate homes to the west. The development pattern near the subject site consists of single-family housing on large lots of more than 1 acre accessible by a privately maintained single-lane dirt road, Pemberton Road. The applicant's parcel is separated from Pemberton Road by two privately-owned parcels in use as Class I Cropland, and Class II Grazing.

The greater area surrounding the applicant's property is developed with platted and un-platted single-family residential communities within a mile radius. The applicant's property is situated 1,200 feet south of the Buckhead residential subdivision, which is situated on the northern side of Interstate 10. Approximately 3,500 feet west of the applicant's property is a master planned residential subdivision, Centre Court. Centerville Trace, another master-planned community is located 5,805 feet to the west. The Applicant's property is bordered on the East and South by large 428.54 +/- acre tract of land commonly referred to as the, “Welaunee Toe East” which is owned by the City of Tallahassee.

### ***The Welaunee Toe – East Planned Unit Development (PUD)***

The PUD was approved on August 28, 2013, as a component of a larger Welaunee Plantation located in northeastern section of Tallahassee / Leon County. According to the PUD:

The subject tract lies in the eastern portion of what is commonly referred to as the “Toe” of Welaunee Plantation and is owned by the City of Tallahassee.

The development of the PUD is governed by the Welaunee Critical Area Plan (CAP) which was adopted by the Tallahassee City Commission and the Leon County Board of County Commissioners in 2002. The entire PUD is within the Urban Service Area boundary. The CAP was integrated into the Tallahassee-Leon County Comprehensive Plan shortly after it was adopted in 2002. The PUD is subject to the covenants and restrictions included in the Special Warranty Deed recorded in the public records of Leon County, Florida, in Book 3450 at Page 596. The property is not currently accessible from Interstate 10. It is anticipated that the Welaunee Toe east will be afforded access to the extended Welaunee Boulevard, which will serve as a principal arterial East from the west.

The proposed Welaunee Toe - East PUD provides for the development of 1,454 dwelling units as provided for in the CAP. An additional 25% density bonus above the CAP limit of 1,454 dwelling units is allowed under the Inclusionary Housing Ordinance (IDO Number 04-0-90AA). This provides for an overall PUD Residential CAP Entitlement of 1,817 dwelling units. Overall residential density is projected to be 4.2 dwelling units per acre (Total Site Acreage divided by the Residential CAP Entitlement with density bonus applied).

According to the CAP, the Welaunee Toe – East Town Center and Neighborhood Center non-residential uses are planned at an estimated 272,441 gross square feet of retail and office uses which are permitted within the Town and Neighborhood Centers. The allowable ranges of uses within the Town and Neighborhood Centers have been established at 50% to 65% for retail uses and 35% to 50% for office uses for Phase I. At build out, the mix of uses in Town and Neighborhood Centers are planned at approximately 55% retail and 45% office. The CAP-required open space/recreational uses are provided through a combination of dedicated conservation, preservation, open space and park areas that have been located within various zoning districts of the PUD. The allocation per the CAP has been established at 15-25% for Primary Open Space and Recreational uses. Other uses of the PUD include stormwater management facilities, other community infrastructure and community services, and road rights-of-way.

In support of the Application for Land Exchange, a Comprehensive Plan Text Amendment entitled *Welaunee Plantation Access from Thornton Road (PCT130113)* was initiated by the City on October 24, 2012. Specifically, if the amendment is approved by the State of Florida, Trustees of the Internal Improvement Trust Fund (TIITF), Policy 13.1.4: Transportation (2) (B) would be amended to read that access to the Toe from Miccosukee Road shall occur only within approved road access corridors across the Miccosukee Canopy Road Greenway at Thornton Road, Edenfield Road, and Dempsey Mayo. All impacts to the canopy road protection zone from such access roads shall be minimized. Within the Staff Analysis, the preliminary recommendation was to Approve Amendment Request PCT130113 with an effective date tied to approval of the Thornton Road Land Exchange by TIITF.

## Welaunee Boulevard

Regional connections of the roadway network within the Welaunee Toe – East PUD shall be provided via connectivity to the Canopy PUD segment and a future northern extension of Welaunee Boulevard, a principal arterial roadway, which is planned to connect to an interchange with Interstate 10 or an overpass until approval of an interchange is obtained.

The alignment of the Welaunee Boulevard overpass and / or interchange has not been predetermined. The future overpass and interchange at Interstate 10 and Welaunee Boulevard will be provided subject to approval by the Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT). An overpass may exist until an interchange is approved. No specific phase plan or development schedule has been determined for the Welaunee Toe – East PUD.

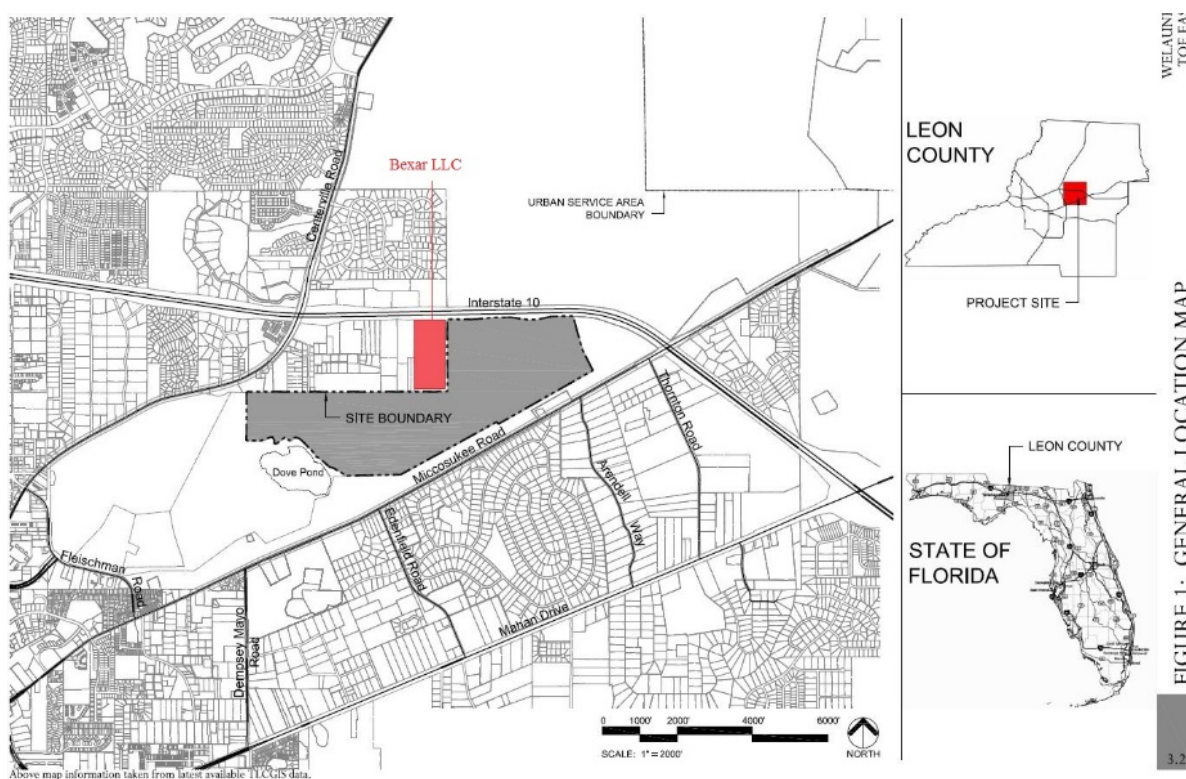


Figure 1: Showing the General location of the Welaunee Toe – East PUD relative to the subject property.

## Infrastructure Analysis

### Water/Sewer

According to the applicants estimates, this amendment is projected to result in additional demand for 135,100 gpd on the future land use map which is the difference between the current potable water demand and the proposed future potable water demand. This estimate assumes a reasonable worse case mixed use development scenario of 50% non-residential, 50% residential. The analysis assumes that non-residential development would result in reduced impacts on potable water facilities.

This Amendment will result in an additional demand for 135,100 gpd on the future land use map which is the difference between the current sanitary sewer demand and the newly proposed sanitary sewer demand



from the proposed plan amendment. This estimate assumes a reasonable worse case mixed use development scenario of 50% non-residential, 50% residential. The analysis assumes that non-residential development would result in reduced impacts on sewer facilities. The City of Tallahassee Water Resources Engineering Division has noted that the subject parcel does not have sewer service available at this location. Additionally, the Division has noted that Water and Sewer will be available when this section of Welaunee PUD is developed.

At present time, the applicant's property is not serviced by the municipal water and sewer system. A potable water and sewer system are planned components of the Welaunee Toe East PUD, which runs south and east of the applicant's property and could potentially serve to provide connections to the municipal water and sewer system. The applicant's analysis projects their proposed development would result in additional demand for 135,100 gallons per day. This analysis assumes a mixed-use development scenario of 50% residential 50% non-residential. Increased non-residential development is expected to reduce demand on water resources. Actual demand is to be determined at the time of development review.

Use	Max Units / FAR	Estimated Rate	Total Water/Sewer Usage
<b>Existing FLUM (Urban Residential 2)</b>			
Urban Residential 2 20 Dwelling Units / Acre	40 Acres 800 Dwelling Units	160 gallons per capita per day	300,800 gpd
<b>Total Potable Water/Sewer Demand Existing FLUM (UR2)</b>			300,800 gpd
Suburban (Up to 20 dwelling units per acre)	20 Acres 400 Dwelling Units	160 gallons per capita per day	150,400 gpd
Medical Center (Allows Office, Commercial, Recreational, Light Infrastructure & Community Service) (up to 80,000 SF/acre)	20 Acres 1,600,000 SF	0.15 gpd/gross sq. ft.	240,000 gpd
<b>Total Potable Water/Sewer Demand for Suburban</b>			390,400 gpd
<b>Projected Impact</b>			+89,600 gpd

Analysis assumes 2.35 persons per dwelling unit. Analysis is based on a development scenario with 50% of the site dedicated to residential and 50% to non-residential uses in the Medical Center zoning district.

### *Schools*

The proposed Amendment retains the existing zoning and therefore no change in allowable residential development between the current Urban Residential 2 land use category and the proposed Suburban land use category. At the time of development review, the applicant will be required to specify the amount of residential proposed on the site and the actual impacts will be determined by the Tallahassee-Leon County Planning Department and Leon County Public Schools at the time including any school concurrency fees.

### *Roadway Network*

Currently, Pemberton Road provides partial access to the applicant's property; an access easement is required to cross the neighboring parcels separating the applicant's property from Pemberton Road. Pemberton Road is a privately-maintained dirt roadway with inadequate composition to support a mixed-use development. The applicant's property is situated between two designated Canopy Roads, but lacks vehicular access to either roadway for safe ingress and egress. Requisite sewer, water and roadway

infrastructure via Welaunee Boulevard is within the 5-year Capital Improvement Plan. Depending on final engineering, Welaunee Boulevard will either immediately abut the subject parcel or come close to the parcel along City of Tallahassee owned land. In the case of the latter, access can be negotiated with the City at points that will most benefit the area transportation network. The applicant would be required to connect to any public roads extended to the subject property per Mobility Policies 1.4.4 and 1.4.5.

**Policy 1.4.4: [M] (EFF. 12/15/11)**

All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

**Policy 1.4.5: [M] (EFF. 12/15/11)**

All development plans shall incorporate and continue all subarterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

*Pedestrian and Bicycle Network*

The applicant's property is not located within or adjacent to any pedestrian or bicycle network facilities. The proposed typical section for Welaunee Boulevard does include pedestrian and bicycle facilities and the applicant would be required to comply with Policy 1.4.4 above regarding multimodal access.

*Transit Network*

The applicant's property is not currently located within or adjacent to any StarMetro or other transit network facilities.

Environmental Analysis

There are limited environmental features on the subject property, however, it should be noted that this parcel drains into the Lake Lafayette Basin with a contributing watershed, Mount Hornbem (1,724 acres). This area contains variable densities of residential land uses, from residential subdivisions to large-tract individual parcels, along with light agricultural and silvicultural uses.



## F. CONSISTENCY WITH COMPREHENSIVE PLAN

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Residential Intensity	Percentage Mix of Uses
<b>Low Density Residential</b>	Res., Rec., LI&CS	0 to 8 Units / Acre	10,000 Sq. Ft. / Acre	65-80%
<b>Low Density Residential Office</b>	Res., Off., Rec., LI&CS	0 to 8 Units / Acre	10,000 Sq. Ft. / Acre	
<b>Medium Density Residential</b>	Res., Rec., LI&CS	8 to 16 Units / Acre	20,000 Sq. Ft. / Acre	
<b>Medium Density Residential Office</b>	Res., Off., Ancil. 1 <sup>st</sup> Fl. Comm., Rec., LI&CS & Post-Secondary Schools	8 to 20 Units / Acre	20,000 Sq. Ft. / Acre	
<b>Village Center</b>	Res., Off., Comm. Up to 50,000 SF,*	8 to 16 Units / Acre	12,500 Sq. Ft. / Acre	
<b>Urban Pedestrian Center</b>	Res., Off., Comm., Rec., LI&CS	6 to 16 Units / Acre	Up to 20,000 SF / Acre	35-50%
<b>Suburban Corridor</b>	Res., Off., Comm., Rec., LHI&CS	Up to 16 Units / Acre	Up to 25,000 SF / Acre	
<b>Medical Center</b>	Res., Off., Comm., Rec., LI&CS	6 to 20 Units / Acre	80,000 SF / Acre	
<b>Business Park</b>	Off., Res., Comm.	Up to 16 Units / Acre	20,000 SF / Acre	5-10%

Key: **Res.** = Residential, **Rec.** = Recreational, **LI&CS** = Light Infrastructure & Community Service, **Off.** = Office

\*Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SF of floor area.

- **Policy 1.1.1: [L] In order to discourage urban sprawl, new development shall be concentrated in the urban service area plus in the Woodville Rural Community future land use category and the rural communities of Capitola, Chaires, Ft. Braden and Miccosukee, as designated on the future land use map.**

*Analysis:* The subject property is within the Urban Services Area and located adjacent to Interstate 10 within Unincorporated Leon County. .

- **Policy 1.1.5: [L] Future Land Use Map densities and intensities are intended to reflect the availability of capital infrastructure. Capital infrastructure, which supports higher land use densities and intensities, consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.**

*Analysis:* The current Future Land Use, *Urban Residential 2*, allows for residential densities up to 20 units per acre. The requested *Suburban* future land use category also allows for residential densities up to 20 units per acre, but also allows for non-residential uses. The non-residential intensities under the *Suburban* future land use category would be up to 80,000 square feet per acre.

The current zoning, Single Family Detached, Attached Two-Family Residential (R-3), establishes a maximum gross density for new residential development in the R-3 district at 8 dwelling units per acre. This zoning can implement the *Urban Residential 2* land use or the *Suburban* land use; therefore a concurrent rezoning is not necessary to implement the proposed map amendment. Because the subject site is not served by sanitary sewer at this time, the minimum lot size allowable is one-half acre (Policy 1.2.1 [SS], Utilities Element). However, infrastructure is expected to become available with the extension of Welaunee Boulevard.

- **Policy 1.1.7: [L] Higher density and mixed-use development and its ancillary activities shall be channeled into locations which have proper access to the existing transportation system; minimal environmental constraints; sufficient stormwater treatment capacity; compatible existing land use and readily available sewer and water infrastructure.**

*Analysis:*

The requisite infrastructure is funded within the 5-year CIP. The current zoning should remain in place until such time as the final access points are determined. The rezoning could also account for compatibility with existing land uses.

- **Policy 1.1.11: [L] The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include:**
  - 1) An Urban Service Area strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.**
  - 2) A Land Use Map to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.**
  - 3) A Future Right-of-Way Needs Map to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element.**
  - 4) Commercial Site Location standards, which apply to certain Future Land Use Categories other than Central Core, Central Urban, Village Mixed Use, Suburban, Bradfordville Mixed Use, Planned Development and Woodville Rural Community shall be implemented through the Land Development Regulations, are intended to integrate commercial land uses into the transportation network and development patterns to assure accessibility by the general public.**
  - 5) Land Use Category Summaries for each Future Land Use which in conjunction with the land use map provide the allowable densities and intensities of uses use on specific sites.**
  - 6) The Planned Development Future Land Use Category applies to large land holdings that will be developed for a mix of land uses.**
  - 8) Goals, Objectives and Policies which further add guidance by outlining courses of action to be taken in conjunction within the instruments listed above to further assure implementation. These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community.**

**Analysis:** The Applicant's property is situated within the Urban Services Area. There are limited environmental features on the subject property; however, it should be noted that this parcel drains into the Lake Lafayette Basin with a contributing watershed, Mount Hornbem (1,724 acres). This area contains variable densities of residential land uses, from residential subdivisions to large-tract individual parcels, along with light agricultural and silvicultural uses.

Currently, Welaunee Boulevard in the Project Development and Environment (PD&E) phase and there is no timeline for the construction of the Thornton Road extension.

The Suburban land use category would allow for the implementation of integrated commercial land uses into a future transportation network connecting to the proposed Welaunee Boulevard or Thornton Road extension. The Land Use Category would provide for Residential land uses up to 20 dwelling units per acre, and non-residential land uses up to 80,000 square feet per acre.

#### **LEVEL OF SERVICE (REGULATIONS)**

- **Objective 1.3: [L] Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.**

**Policy 1.3.1: [L] Before a development order or permit is issued, local government shall ensure that the adopted level of service standards for the affected public facilities will be maintained in accordance with the Concurrency Management System.**

**Analysis:** Potential connection points to Public Facilities to support the subject site are planned as a part of the Welaunee Toe East development. The property owner will be required to undergo concurrency review at the time of development review.

- **Policy 2.1.4: [L] Residential densities shall not be permitted that would exceed the ability of local government or other providers to deliver capital facilities and services in a cost-effective manner.**

**Analysis:** At present time, the subject property is eligible for up to 20 dwelling units per acre. Under the proposed Suburban future land use category, the same maximum dwelling unit per acre remains at 20 dwelling units per acre. Approval of the Suburban land use category for the applicant's property would not result in an increase in the allowable residential density for this site.

#### **FUTURE LAND USE MAP CATEGORIES**

**Objective 2.2: [L] To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community. The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3)**

**access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.**

**Analysis:** Applicant's property contains limited environmental features, as previously noted. Under the current land use category and the proposed *Suburban* future land use category, the applicant's property would be eligible for the development of up to 20 dwelling units per acre. The proposed *Suburban* land use would allow up to 80,000 SF of non-residential space, based on development pattern. The subject property is compatible with minor commercial, minor and major office, other low density residential, passive and active recreational activities, light infrastructure and community services under a Planned Unit Development. Access to transportation facilities does not exist at this time, however, the proposed Welaunee Boulevard extension northward, and the possible extension of Thornton Road might provide the subject site with the needed availability of transportation infrastructure. Other infrastructure necessary for water, sewer systems to service the proposed Welaunee Toe East development, will provide the applicant's property the necessary connection points for the availability of infrastructure. Currently, there is no timetable for the development of Welaunee Toe East PUD.

**Policy 2.2.5: [L] Allowed land uses within the Suburban Future Land Use Category shall be regulated by zoning districts which implement the intent of this category, and which recognize the unique land use patterns, character, and availability of infrastructure in the different areas within the Suburban Future Land Use Category. In those areas lacking the necessary infrastructure, the Land Development Regulations may designate a low intensity interim use. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure.**

**Analysis:** The current zoning (R-3 Single Family Detached, Attached Two-Family Residential) is allowable in both the current Future Land Use Map designation (Urban Residential 2) and the proposed Future Land Use Map designation (Suburban); therefore the proposed map amendment would not necessitate a rezoning.

## Utilities Element

- **Policy 1.2.1: [SS] The land use designations on the Future Land Use Map notwithstanding, the densities and intensities authorized by such land use designations shall not be allowed until such time as central water and sewer services are available, except as provided in Policy 1.2.3: [SS] and 1.2.4: [SS] below. The minimum lot size for a septic tank shall be one-half acre.**

**Analysis:** The *Urban Residential 2* land use category allows for up to 20 dwelling units per acre, single-use development. The *Suburban* land use category would also allow for up to 20 dwelling units per acre, but would also permit the development of non-commercial uses on the subject site up to 80,000 square feet per acre. The proposed amendment could result in a net 89,600 gpd impact to the municipal water and sewer system. Currently, the subject site is not serviced by the City's Central Water and Sewer system but the requisite facilities are funded within the 5-year Capital Improvements Plan.

- **Policy 1.2.3: [SS] With the exception of community facilities authorized by Policy 2.1.2 [SS], inside the Urban Service Area any non-residential development that is calculated to generate a wastewater flow in excess of 900 gallons per day must be connected to a central sanitary sewer service. For the purposes of administering this specific policy, Rule 64E-6.008 F.A.C. shall be used in calculating estimated sewage flows attributable to various types of non-residential development.**

**Analysis:** The applicant estimates its potential development at 50% residential / 50% non-residential would result in the total wastewater flow of 300,800 gpd, which is more than 900 gallons per day. Applicant shall be required to connect to a central sanitary sewer system.

### **Welaunee Critical Planning Area**

- **Objective 13.1: Planned Development through 2020**

**By 2020, the Welaunee Critical Planning Area may develop in the portions which are south of Interstate 10 (“Toe”) and south of Miccosukee Road and north of U.S. 90 (“Heel”) with a development pattern that includes predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, protection of conservation and preservation areas, and a transportation system which accommodates both vehicular and non-vehicular transportation.**

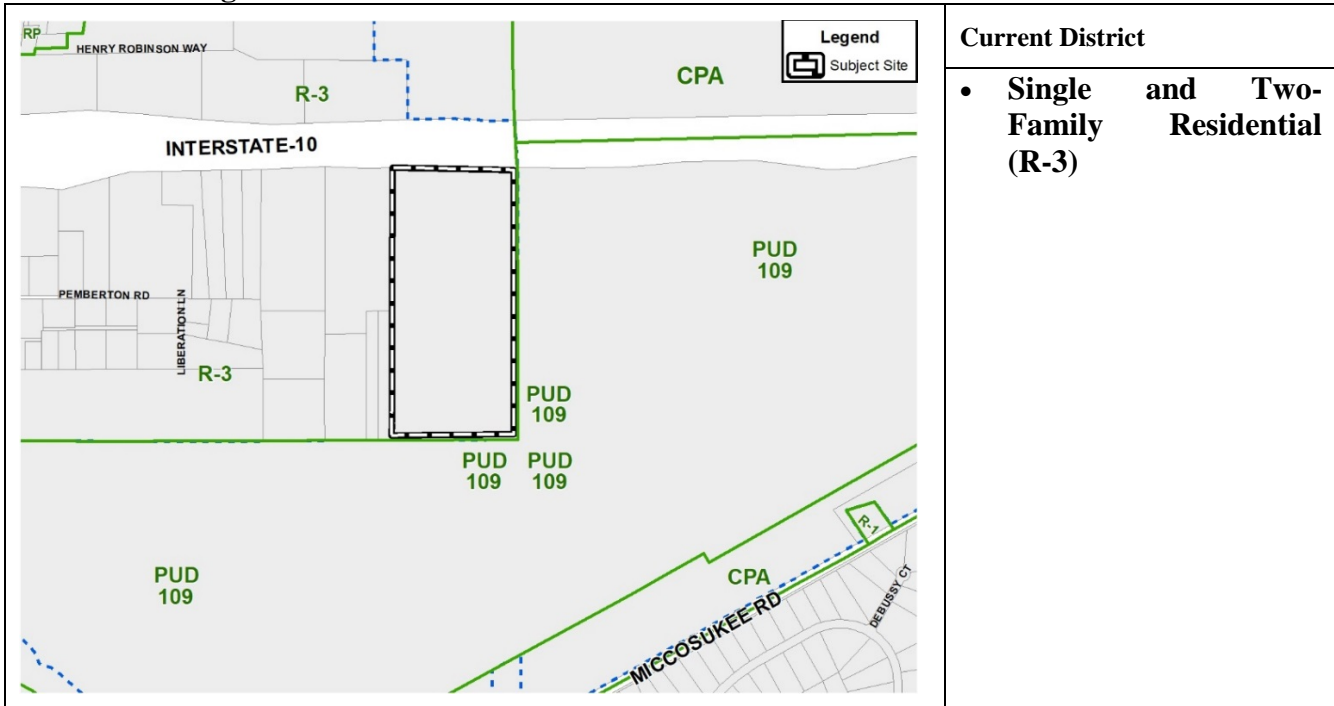
**Analysis:** The site is located adjacent to low density residential uses and a proposed mixed-use PUD which may include retail, office, and institutional uses. Proximity to a mix of the proposed future uses and the location of the property near a proposed I-10 interchange, positions this property to be a transition between the low-density residential communities that are currently established around it and the proposed mixed-use Welaunee Toe East PUD. This property is located outside of the Urban Core and could support a mix of uses within its general area, while also providing opportunities to better connect the community’s transportation infrastructure making it an ideal location for the proposed Suburban land use category.

Allowed land uses within the Suburban land use category shall be regulated by zoning districts which implement the intent of this category, and which recognize the unique land use patterns, character, and availability of infrastructure in the different areas within the Suburban Future Land Use Category. Under the proposed Suburban land use category, the subject property could retain its current Single Family Detached, Attached Two-Family Residential (R-3) zoning until such time as requisite infrastructure is extended to the property.

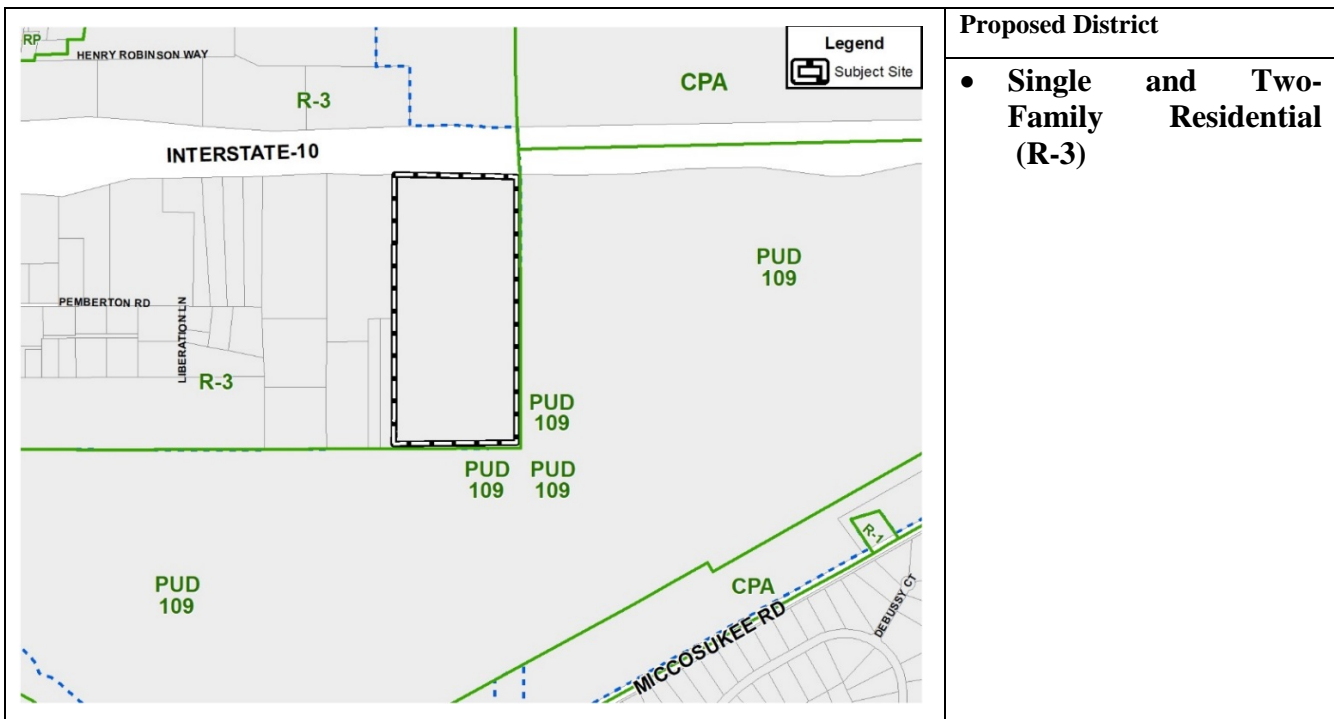
## G. ZONING

The following maps illustrate the current and proposed zoning for the Subject Site.

### Current Zoning



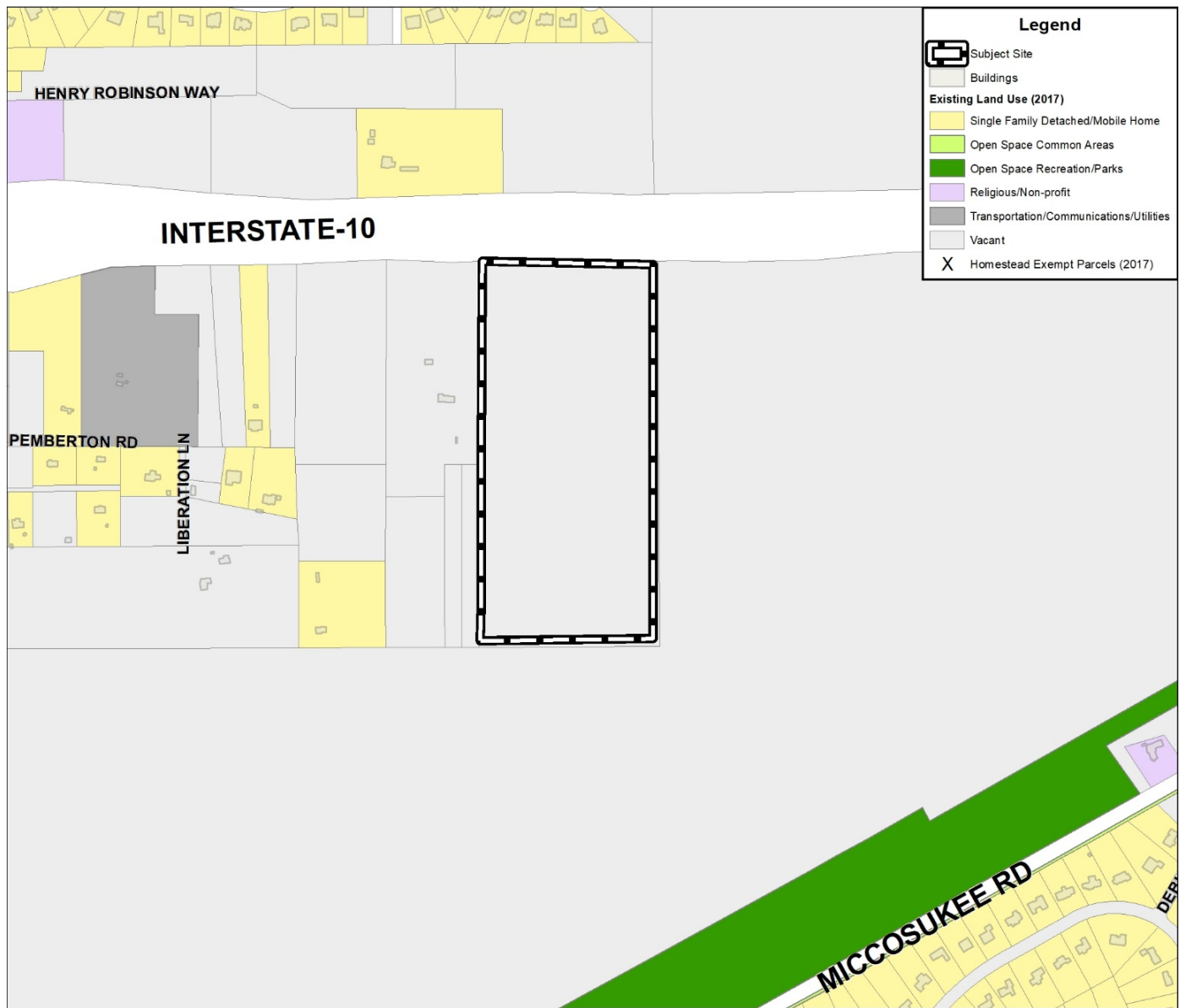
### Proposed Zoning



### Existing Land Uses

The applicant's land is an unimproved vacant parcel. This subject site is bounded by Vacant/Undeveloped properties on all sides. Interstate 10 serves as the northern boundary of the property. There are lower density single family residences between the applicant's land and Centerville Road that have been developed at a low-density / large lot residential pattern. The Buckhead neighborhood, located north of Interstate 10 is the closest platted residential subdivision to the applicant's property.

### **Existing Land Use Map**



## H. PUBLIC OUTREACH AND NOTIFICATION

An initial mailing was sent to 15 property owners within 1,000 feet of Subject Site.

Public Outreach		Date	Details
X	Mail Notification of Proposed Changes	November 9, 2018	Notices Mailed to Property Owners within 1000 feet
X	Notice of Proposed Land Use Change and Rezoning	November 5, 2018	Two signs providing details of proposed land use and zoning changes posted on subject site
X	First Public Open House	November 29, 2018	5:30 PM, Second Floor, Frenchtown Renaissance Center
X	Staff Reports Available Online	December 29, 2018	Email Subscription Notice sent to all users of service

**Public Open House - November 29, 2018:** 18 citizens attended the open house to discuss the 2019 Cycle amendments. Regarding this amendment, citizens asked about the timeline for adopting the proposed amendment and residents of the community serviced by Pemberton Road, a privately maintained one-lane dirt road, expressed opposition to the proposed comprehensive plan amendment.



## I. STAFF REPORT UPDATE

Below is a list of all public meetings and actions taken by appointed or elected bodies in consideration of this proposed amendment:

Cycle 2018 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 8, 2019	3:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 5, 2019	6:00 PM, Second Floor, Frenchtown Renaissance Center
	Joint City-County Commission Workshop	February 26, 2019	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	March 12, 2019	6:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Adoption Public Hearing	May 14, 2019	6:00 PM, Fifth Floor, Leon County Courthouse

**Local Planning Agency Workshop – January 8, 2019:** The Local Planning Agency discussed each of the amendments for the 2019 Cycle. There were no questions from the Local Planning Agency on this amendment. Because the meeting was a workshop with the Local Planning Agency, citizen comments were not taken at this meeting. Citizen comments will be received at the Local Planning Agency Public Hearing scheduled for February 5, 2019. Although citizen comments are not taken at the workshop, six members of the public were in attendance to hear the discussion.

**Local Planning Agency Public Hearing – February 5, 2019:** The Local Planning Agency voted unanimously to recommend approval of the proposed Future Land Use Map Amendment and rezoning, consistent with the staff recommendation. The Applicant spoke at the Public Hearing and was available to answer questions. No other public comments were received at the Public Hearing.

## J. ATTACHMENTS

- Attachment #1: Comprehensive Plan policies
- Attachment #2: Land Development Code sections





**2019 Comprehensive Plan Amendment Cycle**  
**LMA 2019 02**  
**Bexar LLC**

**Attachment #1**

Comprehensive Plan Policies

- Policies 2.2.24: [L] Urban Residential 2 (UR-2)
- Policy 2.2.5: [L] Suburban (SUB)

***Policy 2.2.24: [L]***

URBAN RESIDENTIAL 2 (REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 1/22/16)

The primary intent of the Urban Residential 2 land use category, which is to be applied only within the Urban Services Area, is to encourage a range of density (4-20 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district(s) shall contain design standards as well as locational criteria to accomplish these goals. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as open space/recreation and community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential 2 may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing designated residential preservation area, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential 2 category is 20 units per acre.



***Policy 2.2.5: [L]***

**SUBURBAN (EFF. 3/14/07)**

To create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible within walking distance. This category recognizes the manner in which much of Tallahassee-Leon County has developed since the 1940s. The category predominantly consists of single-use projects that are interconnected whenever feasible. Mixed-use projects and the principles of traditional neighborhood developments are encouraged, though not required. The Suburban category is most suitable for those areas outside of the Central Core. However, additional areas inside the Central Core may be designated as appropriate based on existing land use pattern.

To complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby. To reduce automobile dependency of residents and employers alike, mass transit stops should be located at large commercial centers and appropriate street and pedestrian connections established between commercial and residential areas. Except within mixed use centers, larger scale commercial development should be buffered from adjacent residential neighborhoods.

Development shall comply with the Suburban Intensity Guidelines. Business activities are not intended to be limited to serve area residents; and as a result may attract shoppers from throughout larger portions of the community.

## Suburban Intensity Guidelines ( EFF. 3/14/07; REV. EFF. 7/14/14)

Table 4: Suburban Intensity Guidelines

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percent-age Mix of Uses
Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ (4)	10,000 SQ FT/ACRE	65-80%
Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ (4)	10,000 SQ FT/ACRE (5)	
Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ ACRE	20,000 SQ FT/ACRE	
Medium Density Residential Office	Residential, Office, Ancillary 1 <sup>st</sup> Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 20 UNITS/ ACRE	20,000 SQ FT/ACRE <sup>(6)</sup>	
Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 16 UNITS/ ACRE	12,500 SQ FT/ACRE per parcel for center 20 acres or less (7)	
Urban Pedestrian Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 16 UNITS/ (3) ACRE	Up to 20,000 SQ FT/ACRE (3)	35-50%
Suburban Corridor	Residential, Office, Commercial, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ ACRE	Up to 25,000 SQ FT/ACRE (8)	
Medical Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 20 UNITS/ (1) ACRE	80,000 SQ FT/ACRE (2)	
Business Park	Office, Residential and Commercial	Up to 16 UNITS/ ACRE	20,000 SQ FT/ ACRE	5-10%
Light Industrial	Office, Commercial up to 10,000 SQ FT per business, Light Industrial, Recreation, Light & Heavy Infrastructure, Community Service & Post- Secondary Schools and ancillary residential	1 UNIT/ DEVELOP MENT	20,000 SQ FT/ ACRE (9)	

Notes:

- (1) 8 units/acre minimum for exclusively residential;
- (2) Hospitals up 176,000 sq ft/acre;
- (3) 20 units/acre and 40,000 sq ft/acre for multiple use development; Combined residential and non-residential development may have up to 40,000 SF and up to a six story building. Residential use, office use and commercial use is allowed.
- (4) Low Density Residential and Residential Office development patterns can have a minimum of 1 unit per acre if water and sewer are not available.
- (5) The maximum square footage is increased to 12,500 SF if the project is a mixed-use development.



- (6) The maximum square footage increases to 40,000 SF per acre and maximum height increases to six stories if 50% of parking is structured. This provision only applies to areas previously designated as Mixed Use C
- (7) 250,000 SF of total development permitted on 20 to 30 acre centers.
- (8) Storage areas may be 50,000 SF per acre. Office and Retail is allowed.
- (9) Storage areas may be 50,000 SF per acre.

While mixed land uses are encouraged in the Suburban Future Land Use Category, the more prevalent pattern will be a compatibly integrated mix of single-use developments that include low and medium density residential, office, retail and light industrial development. Allowed land uses within the Suburban Future Land Use Category shall be regulated by zoning districts which implement the intent of this category, and which recognize the unique land use patterns, character, and availability of infrastructure in the different areas within the Suburban Future Land Use Category. In those areas lacking the necessary infrastructure, the Land Development Regulations may designate a low intensity interim use. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure.



**2019 Comprehensive Plan Amendment Cycle**  
**LMA 2019 02**  
**Bexar LLC**

**Attachment #2**

Land Development Code Sections

- Section 10-6.637 Single- and Two-Family Residential District (R-3)

Section 10-6.637. R-3 Single- and Two-Family Residential District.

1. District Intent				PERMITTED USES					
				2. Principal Uses				3. Accessory Uses	
The R-3 district is intended to be located in areas designated Bradfordville Mixed Use, Urban Residential, Urban Residential 2, or Suburban on the Future Land Use Map of the Comprehensive Plan which contain or are anticipated to contain a wide range of single-family and two-family housing types. The maximum gross density allowed for new residential development in the R-3 district is 8 dwelling units per acre; a minimum density of 4 dwelling units per acre is required when applied to the Urban Residential future land use category. The minimum density is not applicable if constraints of public easements, concurrency, or preservation an/or conservation features preclude the attainment of the minimum densities. Certain community and recreational facilities related to residential uses are also permitted.				(1) Community facilities related to residential uses including religious facilities, police/fire stations, and elementary, middle, vocational, and exceptional student education schools. Libraries and high schools are prohibited. Other community facilities may be allowed in accordance with Section 10-6.806 of these regulations. (2) Golf courses. (3) Passive and active recreational facilities. (4) Single-family attached dwellings. (5) Single-family detached dwellings. (6) Two-Family dwellings. (7) Zero-lot line single-family detached dwellings.				(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the County Administrator or designee. (2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the County Administrator or designee.	
DEVELOPMENT STANDARDS									
	4. Minimum Lot or Site Size			5. Minimum Building Setbacks				6. Maximum Building Restrictions	
Use Category	a. Lot or Site Area	b. Lot Width	c. Lot Depth	a. Front	b. Side-Interior Lot	c. Side-Corner Lot	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (excluding stories used for parking)
Single-Family Detached Dwellings	5,000 square feet	50 feet	100 feet	20 feet	7.5 feet on each side; or any combination of setbacks that equals at least 15 feet, provided that no such setback shall be less than 5 feet	15 feet	25 feet	not applicable	3 stories
Single-Family Attached Dwellings	3,750 square feet end unit; 2,400 square feet interior lot	37.5 feet end unit; 25 feet interior lot	80 feet	20 feet	not applicable	15 feet	25 feet	maximum length: 8 units	3 stories
Zero-Lot Line Single-Family Detached Dwellings	3,750 square feet	30 feet interior lot; 40 feet corner lot	100 feet	20 feet	0 feet one side; 5 feet other side	15 feet	25 feet	not applicable	3 stories
Two-Family Dwelings	8,000 square feet	60 feet	100 feet	20 feet	same as for single-family detached dwellings	15 feet	25 feet	not applicable	3 stories
Any Permitted Principal Non-Residential Use	12,000 square feet	60 feet	100 feet	25 feet	same as for single-family detached dwellings	15 feet	25 feet	10,000 square feet of gross building floor area per acre	3 stories

**GENERAL NOTES:**

1. If central sanitary sewer is not available, residential development is limited to a minimum of 0.50 acre lots and non-residential development is limited to a maximum of 2,500 square feet of building area. Community service facilities are limited to a maximum of 5,000 square feet of building area or a 500 gallon septic tank. Also, refer to Sanitary Sewer Policy 2.1.12 of the Comprehensive Plan for additional requirements.
2. Refer to the Environmental Management Act (EMA) for information pertaining to the regulation of environmental features (preservation/conservation features), stormwater management requirements, etc.
3. Refer to the Concurrency Management Ordinance for information pertaining to the availability of capacity for certain public facilities (roads, parks, etc.).



**2019 Comprehensive Plan Amendment Cycle**  
TTA 2019-005  
Capital Improvements Element

SUMMARY		
Applicant:	Proposed Change	TLCPD Recommendation:
Tallahassee-Leon County Planning Department	The proposed amendment would provide for the adoption of the District Facilities Work Program by ordinance as part of the Capital Improvements Schedule instead of providing for the adoption by reference in Policy 1.2.8 [CI].	Approve
TLCPD Staff:	Comprehensive Plan Element	LPA Recommendation:
Julie Christesen	Capital Improvements Element	Approve
Contact Information:	Policy Number(s)	
<a href="mailto:Julie.Christesen@talgov.com">Julie.Christesen@talgov.com</a> 850-891-6433	Policy 1.2.8	
Date: November 26, 2018	Updated: February 6, 2019	

**A. SUMMARY:**

This proposed amendment changes the procedure for adopting the Leon County Schools 5-Year District Facilities Work Program. The proposed amendment would provide for the adoption of the District Facilities Work Program by ordinance as part of the Capital Improvements Schedule instead of providing for the adoption by reference in Policy 1.2.8 [CI]. This amendment is proposed to improve consistency with Ch. 163.3177(3)(b), Florida Statutes.

**B. STAFF RECOMMENDATION:**

Approve.

**C. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION:**

Approve.

#### **D. PROPOSED POLICY CHANGE:**

Policy 1.2.8: [CI] (EFF. 6/6/08; ~~REV. ANNUALLY~~) ~~Leon County Schools' 2016-2017 five year District Facilities Work Program (as adopted by Leon County Schools on October 25, 2016) is hereby adopted by reference into the five year Schedule of Capital Improvements.~~ The five-year Schedule of Capital Improvements will be evaluated and updated annually to reflect existing and future public school facility needs to ensure that the School District's five-year capital plan is financially feasible and that the adopted level-of service standard for public schools is achieved and maintained.

#### **E. APPLICANT'S REASON FOR THE AMENDMENT:**

In recent years, the City of Tallahassee and Leon County have adopted the Leon County Schools' 5-year District Facilities Work Program (LCS Plan) update by reference through Policy 1.2.8 [CI] in the Capital Improvements Element of the Tallahassee-Leon County Comprehensive Plan. Per Florida Statute, the LCS Plan should be adopted by ordinance as part of the annual Capital Improvements Schedule, instead of by a Comprehensive Plan amendment.

This change would resolve an outdated Policy 1.2.8 of the Capital Improvements Element. Therefore, a Comprehensive Plan amendment to delete the first sentence of Policy 1.2.8 is necessary.

#### **F. STAFF ANALYSIS**

##### History and Background

Consistent with Florida Statutes Chapter 163.3177(3)(a), the comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.

4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

5. The schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule must be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7).

Based on this Statute, the Leon County Schools 5-Year District Facilities Work Program needs to be included in the Capital Improvements Schedule.

The Leon County Schools 5-Year District Facilities Work Program must be financially feasible. According to Section 1013.35(4), Florida Statutes, the adopted district educational facilities plan shall:

- (a) Be a complete, balanced, and financially feasible capital outlay financial plan for the district.
- (b) Set forth the proposed commitments and planned expenditures of the district to address the educational facilities needs of its students and to adequately provide for the maintenance of the educational plant and ancillary facilities, including safe access ways from neighborhoods to schools.

Section 163.3177(3)(b), Florida Statutes, states that the capital improvements element must be reviewed by the local government on an annual basis. Modifications to update the 5-year capital improvement schedule may be accomplished by ordinance and may not be deemed to be amendments to the local comprehensive plan.

Pursuant to Section 163.3177(3)(b), Florida Statutes, this amendment will allow the LCS Plan to be adopted by ordinance. Historically the LCS Plan has been adopted by reference in Policy 1.2.8 [CI]; however, this proposed amendment allows the LCS Plan to be adopted by ordinance and aligns the process with current state law.



**STAFF REPORT UPDATE**

Below is a list of all public meetings and actions taken by appointed or elected bodies in consideration of this proposed amendment:

Cycle 2019 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 8, 2019	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 5, 2019	6:00 PM, Second Floor, Frenchtown Renaissance Center
	Joint City-County Commission Workshop	February 26, 2019	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	March 12, 2019	6:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Adoption Public Hearing	May 14, 2019	6:00 PM, Fifth Floor, Leon County Courthouse

**Public Open House - November 29, 2018:** 18 citizens attended the open house to discuss the 2019 Cycle amendments. There were no questions or comments on this proposed amendment.

**Local Planning Agency Workshop – January 8, 2019:** The Local Planning Agency discussed each of the amendments for the 2019 Cycle. Discussion on this amendment generally focused on why this amendment was brought forward at this time. It was brought forward to ensure compliance with statutory requirements. Because the meeting was a workshop with the Local Planning Agency, citizen comments were not taken at this meeting. Citizen comments will be received at the Local Planning Agency Public Hearing scheduled for February 5, 2019. Although citizen comments are not taken at the workshop, six members of the public were in attendance to hear the discussion.

**Local Planning Agency Public Hearing – February 5, 2019:** The Local Planning Agency voted unanimously to recommend approval of the proposed Comprehensive Plan text amendment, consistent with the staff recommendation. There were no citizen comments.

**F. CONCLUSION:**

Based on the above analysis, Planning Department staff recommends approval of the amendment request to be consistent with to Section 163.3177(3)(b), Florida Statutes.

TTA2019005: Capital Improvements Element  
Page 5 of 5

**H. ATTACHMENTS:**

Attachment #1: Florida Statutes Section 163.3177(3)



**2019 Comprehensive Plan Amendment Cycle**  
TTA2019005  
Capital Improvements Element

**Attachment #1**

**Florida Statute 163.3177 (3)(b)**

The capital improvements element must be reviewed by the local government on an annual basis. Modifications to update the 5-year capital improvement schedule may be accomplished by ordinance and may not be deemed to be amendments to the local comprehensive plan.

**Leon County  
Board of County Commissioners**

**Notes for Workshop  
Agenda Item #2**

# Joint County-City Workshop on the Land Use Element Update

## Agenda Item #2

February 26, 2019

**To:** Honorable Chairman and Members of the Board of County Commissioners  
Mayor and City Commissioners

**From:** Vincent S. Long, County Administrator  
Reese Goad, City Manager

**Title:** Joint County-City Commission Workshop on the Land Use Element Update

<b>Review and Approval:</b>	Vincent S. Long, County Administrator
<b>Department/ Division Review:</b>	Alan Rosenzweig, Deputy County Administrator Ken Morris, Assistant County Administrator Benjamin H. Pingree, Planning, Land Management, and Community Enhancement (PLACE) Cherie Bryant, Tallahassee-Leon County Planning Department
<b>Lead Staff/ Project Team:</b>	Artie White, Tallahassee-Leon County Planning Department

### **Statement of Issue:**

The Comprehensive Plan provides the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area (Section 163.3177(1), Florida Statutes). The current Tallahassee-Leon County Comprehensive Plan was adopted in July 1990. Though there have been changes over the past 29 years, the Land Use Element has not been comprehensively revised since the current plan was originally adopted. While there are compelling reasons to update the Land Use Element, the Land Use Element Update effort will maintain and expand the components and aspects of the current Element that have served the Tallahassee-Leon County community well. This update only addresses the Land Use and the Mobility Elements. The remaining nine Elements are not being updated at this time.

The goal of the Land Use Element Update is to align the land use and development plan with established community priorities. This item provides a status report on the Land Use Element Update, detailing the overall process, the significant public engagement that has occurred, the upcoming public engagement that is planned, and next steps for the project.

### **Fiscal Impact:**

This item has no fiscal impact.

### **Staff Recommendation:**

Option #1: Accept status report and conduct the Land Use Element Update Workshop.

## **Report and Discussion**

### **Background:**

This workshop is essential to the following FY2017-FY2021 Strategic Initiative:

- *Complete a comprehensive review and revision to the Land Use Element of the Comprehensive Plan, including a review of inclusionary housing. (2016-25)*

This particular Strategic Initiative aligns with the Board's Quality of Life Strategic Priority:

- *(Q5) Support strong neighborhoods.*

This workshop contributes to Leon County's efforts to build social infrastructure by providing staff direction on land use and mobility goals, objectives, and policies that will ultimately promote civic engagement and involvement in shaping the way Leon County grows and develops in the future, supporting strong neighborhoods, enhancing public spaces, addressing issues like affordability and access to the places people need to go to meet their daily needs, and creating activity centers where people meet and interact. The end result of the Land Use Element Update will have direct effects on how social infrastructure is implemented by both the public and private sectors.

At the April 10, 2018 meeting, the Board requested that the joint Commissions consider updating the sector plans as part of discussions in the about updating the land use component and directed staff to facilitate a discussion on the sector plans as part of the Comprehensive Plan Land Use Element Update. At the January 22, 2019 meeting, the Board requested a joint informational workshop on the Comprehensive Plan. This item addresses both requests.

### **Analysis:**

#### *Initial Board Direction*

The Board of County Commissioners and City Commission directed Planning Department staff to "align the land use and development plan with established community priorities, beginning with a comprehensive assessment and revision of the Land Use Element."

#### *State of the Land Use Element Update*

Based on this direction, the Planning Department developed the State of the Land Use Element report. The development of the report involved a review of the Element, which identified several issues that need to be addressed in the update. Some of the issues with the current Element are:

- Orphaned objectives and outdated policies interspersed throughout.
- The inclusion of detailed development regulations more appropriately contained within the land development regulations.
- Objectives and policies referencing completed initiatives and the creation of plans and guiding documents already in existence.
- The inclusion of dates that have passed.



- Changes focused on statutory requirements and specific items of interest that lack a relationship to other elements of the plan.

In addition to these findings, this update provided an opportunity to better integrate current community values into the Comprehensive Plan; specifically:

- Changing state regulations provide an opportunity to refocus policies on local priorities.
- There is a need to integrate the Land Use and Mobility Elements to achieve shared land use and transportation goals.
- Utilizing a values-driven approach [an approach that uses community values to determine what data to collect and analyze] for these revisions will emphasize the community's vision and priorities for future growth and development.

The report included the following recommendations:

- Move forward with a comprehensive revision to the Land Use Element to address the issues identified in this [State of the Land Use Element] report, but maintain and expand on strong policies that continue to implement community goals for responsible growth and development.
- Utilize a values-based and data-informed planning approach to updating and revising the Land Use Element.
- Utilize recent community visioning efforts to identify current community values, priorities, and trends. Compile the findings of these analyses and integrate the results into the community outreach activities for the Comprehensive Plan Update project.
- Integrate the Land Use and Mobility Elements into a single element that jointly addresses land use and transportation.

The State of the Land Use Element report was provided to the Local Planning Agency on March 23, 2016. The report was accepted by the Board of County Commissioners and City Commission on April 12, 2016.

#### *Preliminary Assessment of Community Values*

At the April 12, 2016 meeting, the Board of County Commissioners and the City Commission directed staff to:

- Facilitate a discussion of community values and vision with the Board of County Commissioners and the City Commission prior to seeking additional public input.
- Refine and revise the list of preliminary community values based on direction from the Board of County Commissioners and the City Commission.
- Use the revised list of community values to develop a public participation strategy to outline an approach to gaining public feedback on community values.

The Preliminary Assessment of Community Values was accepted by the City Commission on May 18, 2016 and the Board of County Commissioners on May 24, 2016.

#### *Public Participation Strategy*

Staff developed a public participation strategy consistent with the recommendation in the State of the Land Use Element and the direction from the Board of County Commissioners and the City Commission. The public participation strategy was accepted by the City Commission on October 19, 2016 and the Board of County Commissioners on October 25, 2016.

#### *Public Engagement on Community Values*

Consistent with the public participation strategy, staff developed the Survey on Community Values and made the survey available on April 5, 2017. The survey was open for responses until November 15, 2017. During this time, staff also hosted six Community workshops across the community. The workshops were held on the following dates at the following locations:

- Monday, October 2, 2017 – Lake Jackson Community Center
- Thursday, October 5, 2017 – Community Room at Amtrak Center
- Monday, October 9, 2017 – Jack McLean Community Center
- Thursday, October 12, 2017 – Dorothy Spence Community Center
- Monday, October 23, 2017 – Bradfordville Community Center
- Monday, October 30, 2017 – Fort Braden Community Center

#### *Summary of Public Input on Community Values*

The Summary of Public Input on Community Values report was prepared to consolidate the input received from the public through both the survey and the community workshops. This report was accepted by the Local Planning Agency on January 2, 2018. The Summary of Public Input on Community Values was accepted by the Board of County Commissioners and City Commission at a joint meeting on January 23, 2018. This outreach effort resulted in 1,093 people responding to the survey and at least 81 citizens attending a workshop.

The community values identified are:

1. Equity: The community values fairness and equity in providing services, safety, housing opportunities, economic opportunities, education, justice, and other elements that contribute to a high quality of life for all residents.
2. Livability: The community values fostering a safe, sustainable built environment that offers distinct, vibrant urban activity centers, nodes, neighborhood centers, key corridors, and green places for living, working, and recreating in the Capital Region.
3. Choice: The community values having lifestyle options and opportunities, and the freedom to make informed choices and decisions.
4. Opportunity: The community values having access to opportunities to flourish as individuals and as a community, and to improve our individual and collective lifestyles.
5. Stewardship: The community values the responsible management of our resources and assets.

### *Draft Land Use and Mobility Goals*

Based on input from the Survey on Community Values and the public workshops, the preliminary community values and the land use and mobility principles were developed into draft land use and mobility goals. The draft goals were workshopped with the Local Planning Agency at a series of meetings and were accepted by the Local Planning Agency on January 2, 2018. The draft land use and mobility goals were accepted by the Board of County Commissioners and the City Commission at a joint meeting on February 27, 2018. The draft land use and mobility goals are:

1. A Healthy Community
2. A Robust Economy
3. Places Where People Want to Live, Work, and Play
4. Greater Housing Diversity [in terms of size, type, and price]
5. A Balanced Transportation Network

### *Public Engagement on Draft Land Use and Mobility Goals*

Staff hosted a series of public open houses across the community to gain input on the draft land use and mobility goals. The public open houses were held on the following dates at the following locations:

- Thursday, April 12, 2018 – Dorothy Spence Community Center
- Monday, April 16, 2018 – Lake Jackson Community Center
- Thursday, April 26, 2018 – Jack McLean Park Community Center
- Monday, April 30, 2018 – Golf Club at Summer Brooke
- Monday, May 7, 2018 – Fort Braden Community Center
- Monday, May 14, 2018 – Community Room at Amtrak Center

Additional input was gathered at a Joint City-County Bicycle Workgroup held on April 9, 2018 and at the Water Resources Citizens Committee on June 6, 2018. This outreach effort resulted in at least 128 citizens attending a workshop.

The community workshops included facilitated small group discussions where participants provided input on factors related to land use and mobility. The input received through these workshops will be used in the development of draft objectives and policies for each of the land use and mobility goals.

The summary of input received through these workshops was accepted by the Local Planning Agency on September 4, 2018. This summary is included as Attachment #1.

Based on the input, the draft land use and mobility goals were edited to be:

1. Places Where People Want to Live, Learn, Work, and Play
2. A Healthy Community
3. A Robust Economy
4. Housing Options [size, type, price] for Our Diverse Population [single adults, adults without children, adults with children, single parent households, empty nesters, the elderly]
5. A Balanced Transportation Network

### *Review of Sector Plans*

The current Land Use Element includes several objectives and policies that reference sector plans. As part of the analysis for developing draft Objectives, staff conducted a review of the existing Sector Plans and related Neighborhood Plans. This review shows the majority of the strategies included in these Sector Plans have been accomplished, are programmed and scheduled for implementation, or are no longer relevant due to changing conditions and community priorities. In short, much of the policy work recommended by the Sector Plans is complete and focus can now shift to finer grained infrastructure planning. Therefore, staff recommends objectives and policies related to Sector Plans be revised with a focus on current needs and priorities. Once the Land Use Element Update is complete, any potential new sector planning efforts may be discussed at future meetings as needed. The review of Sector Plans and related Neighborhood Plans is included as Attachment #2.

### *Public Engagement on Draft Objectives*

The input received on the draft land use and mobility goals can generally be classified into nine main themes. These themes are:

1. Affordability: Affordability of housing, transportation options, and office and retail space for small businesses.
2. Improved Access: Improved access to the places people need to meet their everyday needs.
3. Environment: Protecting natural areas and features that enhance our quality of life.
4. Housing: Allowing different types of housing to meet the needs of people in various stages of life.
5. Community Character: Maintaining the character of our community and neighborhoods through design and local architecture.
6. Safety and Comfort: Increasing safety and comfort on our streets, in our neighborhoods, and around the community.
7. Global Challenges: Planning ahead for how to address global challenges at the local level.
8. Energy and Environmental Efficiency: Using energy, land, and other resources in our community more efficiently.
9. Human Interaction: Fostering places where people interact to reduce social isolation and promote a sense of community.

Draft objectives that address these major themes were developed for each draft land use and mobility goal. The draft land use and mobility goals and objectives are included as Attachment #2. These draft objectives are the focus of the next phase of public engagement. Three main approaches are planned for the public engagement on the objectives.

First, staff will host public open houses across the community. At these public open houses, an overview of each goal and the proposed objectives will be provided. These are scheduled for the following locations:

- Thursday, February 28, 2019 – Jack McLean Park Community Center
- Monday, March 3, 2019 – Bradfordville Community Center
- Tuesday, March 5, 2019 – Fort Braden Community Center
- Thursday, March 7, 2019 – Dorothy Spence Community Center
- Thursday, March 14, 2019 – Community Room at Amtrak Center
- Tuesday, April 2, 2019 – Tallahassee Senior Center

Second, staff will host five “Deep Dive” Community Workshops. Each workshop will focus on one specific goal and the objectives proposed for that goal. By devoting a separate workshop to each of the five goals, attendees can have more in depth reviews and discussions. Staff is evaluating options for live-streaming these workshops with active social media interaction so that people not in attendance can participate. These are scheduled at the Renaissance Center for the following dates:

- Monday, March 18, 2019 – Goal 1: Places Where People Want to Live, Learn, Work, and Play
- Tuesday, March 26, 2019 – Goal 2: A Healthy Community
- Wednesday, April 4, 2019 – Goal 3: A Robust Economy
- Thursday, April 11, 2019 – Goal 4: Housing Options for Our Diverse Population
- Tuesday, April 16, 2019 – Goal 5: A Balances Transportation Network

Finally, a digital workshop is available online at [www.SurveyMonkey.com/r/SharedObjectives](http://www.SurveyMonkey.com/r/SharedObjectives) as a way for the public to address the major themes, comment on the proposed objectives, and provide any additional input. While the digital workshop is one way people who have constrained schedules and who are unable to attend in-person workshop to provide input, staff would encourage people to engage in all three ways.

Additionally, staff will continue to engage citizen committees and community organizations to gain input.

### *Next Steps*

The input received will result in revised objectives and draft policies. Future public engagement will occur once the draft policies are written. These public engagement efforts are anticipated to occur in fall 2019. Status updates will be provided to the Local Planning Agency, Board of County Commissioners, and City Commission in the Fall 2019 and Spring 2020. Both the revised objectives and draft policies will be the subject of future agenda items for a joint meeting of the Board of County Commissioners and the City Commission consistent with the schedule for annual Comprehensive Plan amendment cycles.

**Options:**

1. Accept the status report on the Land Use Element Update.
2. Do not accept the status report on the Land Use Element Update.
3. Board direction.

**Recommendation:**

Option #1

**Attachments:**

1. Summary of Public Input on Draft Land Use and Mobility Goals
2. Review of Sector and Neighborhood Plans in the Southern Strategy Area
3. Draft Land Use and Mobility Goals and Objectives
4. Comparison of current and proposed land use and mobility goals and objectives



# Tallahassee-Leon County Comprehensive Plan Land Use Element Update

## Summary of Public Engagement on Land Use and Mobility Goals

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Community values form the foundation of Comprehensive Plan goals, objectives, and policies. Preliminary community values were determined based on recent planning and visioning projects. Through an online survey and in-person meetings, residents of Tallahassee and Leon County provided direct feedback and input on Community Values.

- The Community Values Survey was available online from April 5, 2017 to November 15, 2017. A printable version of the survey was also available.
- Community Workshops were held between October 2, 2017 and October 30, 2017.

Based on input from the Community Values Survey and the community workshops, the preliminary community values were developed into draft land use and mobility goals.



## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

*To gain input on the development of Comprehensive Plan objectives and policies, additional community workshops were held between April 12, 2018 and May 7, 2018. The draft land use and mobility goals were presented at the following community workshops:*

Thursday, April 12, 2018	Dorothy Spence Community Center	4768 Chaires Cross Road
Monday, April 16, 2018	Lake Jackson Community Center	3840 N. Monroe Street, Ste. 301
Thursday, April 26, 2018	Jack McLean Park Community Center	700 Paul Russell Road
Monday, April 30, 2018	Golf Club at Summer Brooke	7505 Preservation Road
Monday, May 7, 2018	Fort Braden Community Center	16387 Blountstown Highway
Monday, May 14, 2018	Community Room at Amtrak Center	918 Railroad Avenue

Additional input was gathered at a Joint City-County Bicycle Workgroup held on April 9, 2018 and at the Water Resources Citizens Committee on June 6, 2018.

The community workshops included facilitated small group discussions where participants provided input on factors related to land use and mobility. This summary documents the statements made by the participants at each of the workshops. Each statement is organized by the most relevant goal and the meeting where the statement was made.



## Goal 1: A HEALTHY COMMUNITY

### Joint City-County Bicycle Workgroup / April 9, 2018

- Climate change preparedness. Florida's Coastal residents will be moving inland. Inland areas need to prepare for that.
- State economy could crash if South Florida is overrun with the ocean.
- When gas goes up, it will have higher impact on sprawling development.
- Make sure to keep our nature here.

### Dorothy Spence Community Center / April 12, 2018

- Want to maintain our urban green space – make this a priority.
- Stormwater:
  - Standards are too high.
  - Facilities are required to be over-engineered.
  - Facilities eat up too much land.



### Lake Jackson Community Center / April 16, 2018

- Physical/social environment. A healthy environment can relate to either.
- Use environment through greenways and trails to help humans and wildlife.
- Our physical environment, including our trails, can connect us to cultural and historic sites in the community, e.g. the old slave cemetery on the Miccosukee Trail. Our physical environment can also provide health and recreational benefits. We need to try to interconnect all the trails.
- Use the environment to tell the story of this area and to remember history.
- We need the environment to maintain species' habitats.
- Our environment can be used to maintain our health through walking with the additional benefit of observing historic sites/people/neighborhoods as you encounter them.
- We should not ignore the science, even though culture and history are important.
- Eventually we will pump all the oil that is in the ground and transportation, cooking and other uses of this resource will be at risk, and where will we be?

### Jack McLean Park Community Center / April 26, 2018

- Trees are what attracted me to Tallahassee five years ago. They are what make Tallahassee unique.
- While trees have been removed, Tallahassee has been able to increase its tree density.
- We need to move towards permeable concrete to protect our resources.
- We can now get better information through GIS mapping.
- The Comprehensive Plan should provide incentives for developers to do the right thing in developing with the environment.
- How do we codify and control changes?
- Are we going to get to the point of incentivizing to get things done?
- Look at Denver plan for neighborhood context planning. Look at Great Falls Montana plan. Need more leadership from leaders on these issues. Look at El Paso, Texas.
- Density is affordable, but not great for the environment.
- Differentiate tree canopy by contextual area.

## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

- Want more use of permeable concrete (sidewalks, parking, etc.).
- Protect neighborhoods, but allow more diversity of development.
- Denver: neighborhood definition driven by input from Homeowners Associations and Neighborhood Associations.
- Greenspace, safety, schools, libraries; make them common to all neighborhoods.
- There will be jobs at Welaunee, but the people who will take them will not be able to afford to live there.
- New development always has lots of retail space but retail is going away.
- Lots of office space, but small businesses struggle to compete.
- Price increases - when places become more desirable, people are often priced out.
- Infill is better/ it better balances environmental concerns.
- Grouping people has benefits (like student areas) but it isolates people from other, different groups.
- All comes back to keeping resources, like young people, here.
- Destruction of the environment should be unaffordable for developers; fines are too easy to pay.
- Good development through incentives; carrots work better than sticks.
- People complain about infill, but complaining doesn't make sense if you prioritize the environment.
- Stearns/Mosley development is impacting Lake Elberta and changing the existing neighborhood.
- Stop building huge complexes, focus on smaller quads and individual lots at a time. Huge complexes are not that much more affordable.
- Tallahassee is not high end enough to attract better development.
- Land developers aren't local; they don't appreciate our environment.
- Maybe offer incentives to local developers.
- Important to have communities without a bunch of empty space, there's lots of empty space in existing buildings around town.
- City should be easy to work with, it's hard to use the website or find out about incentive programs to assist certain types of development.
- The community isn't driving the kind of development they want; development should be community-driven.
- Prevent the cutting of trees/vegetation during bird nesting season.
- We are building things no one wants, it's not affordable.
- Tallahassee needs a strong community identity.

### Golf Club at Summer Brooke / April 30, 2018

- Too many trees being destroyed – Old Monroe Street being destroyed.
- Lake Damage. Lake McBride is being destroyed because of development.
- Construction-Builders take out water surfaces. Beaver dam and others have been wiped out. Brown water is running downstream.
- Broward County is a bad example of what to do.
- Additional zoning controls are needed. Remove gaps in zoning to require zoning/ land use consistency.
- Want to see parks, water conservation/protection, traffic slowed down.
- Why does permitting allow violators of federal protection laws to proceed with development activity?
- Need to identify and preserve greenbelts.
- Pressure on patriarch trees, Northeast development is too rapid.
- Comprehensive Plan needs to revisit Lake Protection Node.
- Not enough public notice; not happy with one notice for one and only public hearing.
- Water quality of lakes is vital.
- Strong support for environmental protection.
- Agriculture exemption, get a pass on agriculture and silviculture used to clear trees.

- Lake protection is needed.
- Too many different entity meetings at different places for handful public to follow and keep up with.

#### Fort Braden Community Center / May 7, 2018

- Want a medical/urgent care facility closer to Fort Braden.
- Consider Adaptation Action Areas. The County could bring priority attention to this area.
- Stormwater ponds are drying up natural lakes.
- Concerns with minerals in water/water treatment.

#### Water Resources Citizens Committee / June 4, 2018

- Address water resources (surface and sub-surface [groundwater]).
- Options for consideration include:
  - Updating the Land Use Element and Conservation Element together.
  - Create a “water element” in the Comprehensive Plan.
  - Address water in Land Use Element rather than in Conservation Element.
  - Define land (dry, wet, in between, etc.).
  - Add any new terms into the Glossary.
  - Integrate Basin Management Action Plan (BMAP) recommendations into Land Use Element.
  - Integrate baseline environmental protections into Land Use Element.
  - Reconsider/review water resource-related issues on an annual basis.



## Goal 2: A ROBUST ECONOMY

### Joint City-County Bicycle Workgroup / April 9, 2018

- Different population groups have different access based on location and transportation options.
- FAMU students predominantly only have access to Apalachee Parkway Walmart.
- New development and new businesses could come in and do mixed use. This would drive economy.
- Most families have a car. It would be good to make that unnecessary.
- You can buy parcels in innovation corridors now, but once the area becomes desirable, the parcels may get much more expensive.
- Without money, it is hard to develop infrastructure. Put pedestrians and cyclists over Stadium Drive like Cascades Bridge. Or, you could retrofit Stadium Drive so it isn't so car focused.
- Perception that state buildings give little to no revenue.
- Compact infill creates more tax dollars. Everything is controversial. Important to make retail desirable.
- Important to improve economic development on Southside. Need more sidewalks, etc. Tallahassee mall could be cool.
- Economy equals finances. Less motorist subsidy for roads.



### Dorothy Spence Community Center / April 12, 2018

- We should grow towards the East. There is not much room to go northeast.
- Growth could be focused between Chaires and US 90.
- How was the Mission San Miguel subdivision allowed to develop at their density and lot size? (Answer: It is Urban Fringe land use and zoning.)

### Lake Jackson Community Center / April 16, 2018

- Some neighborhoods fear being driven out of homes because of development.
- Provide more tiny home/houses to increase affordable dwellings.
- Select areas and design for smaller housing.
- Provide for mixed development near neighborhoods, so people can have access to them by walking/biking if they chose to do so.
- We have forgotten our seniors and minimum wage earners who need housing that is not being provided.
- Our rental housing caters to students; others who need rental housing are being left out.
- We are missing some types of housing in the community. Currently you mostly see only single family on big lots and apartments geared to students.
- Make sure owners maintain their rental properties.

### Jack McLean Park Community Center / April 26, 2018

- How can we [the community] help the community?
- Can performance measures be included in the Comprehensive Plan?



## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

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- Mode split goals could be in the Comprehensive Plan.
- Citizen participation in all processes for neighbors to have constructive dialogue.
- Small businesses are part of the identity of Tallahassee.
- Young people are economic drivers, but where to young people fit in here? Need to keep them here, have unique places and good public investment in infrastructure, like Cascades Park.
- Tallahassee needs a clearer identity; identity drives a good economy.
- Strong sense of community keeps people here.
- Universities are isolated from the rest of the community; many young people don't know what's here outside of the school.
- It helps that university buses now serve non-students, helps to get young people out into the rest of town.
- Need for different groups of people to interact.
- There is a lot to do here, but many people don't know that. Maybe better advertising?
- Tallahassee only offers three things: environment, jobs, and good economy.
- Need to keep students here with better jobs and affordable housing.
- Retirees are the biggest growing demographic.

### Golf Club at Summer Brooke / April 30, 2018

- Problem with Bannerman crossing New Leaf and Kohl's crossing, no need for more commercial.
- Better public access to information, information is opaque to public.
- Some developers stressed it is important to see zoning and rezoning's through based on their risk with investment.
- Higher density makes slum areas.

### Fort Braden Community Center / May 7, 2018

- No grocery shopping available in Fort Braden beyond Dollar General.
- The roads are packed in the summertime with people traveling to Panama City Beach.
- Hunting season is very busy, too.
- Triangle at Blountstown Highway and Bloxham Cutoff could be something.
- Want food (grocery) and medical options closer to Fort Braden.
- Don't want: Bars, liquor store, car lots.
- Gadsden County is busier on Lake Talquin than Leon County.
- Community needs improved access to Internet.
- Rural Community land use category needs to allow for grocery and medical uses.
- Area feels like a food desert. Consider Adaption Action Areas.
- Dealing with building and zoning department can be frustrating. Fees (i.e. fire fee) seen as excessive (fire fee). Liberty County is getting grants for water towers, why not Leon?
- CDBG-type grant opportunities needed.

### Community Room at Amtrak Center / May 14, 2018

- Tallahassee will never be like San Francisco, so why the demand for all this urban infill here? Do we need it? On the list of priorities, the community has, this seems low down on the list.
- Student housing is thought to be more recession proof – part of the reason we are getting so much of it.
- How does the city finance these housing developments?
- We need to rehab existing housing stock and build new housing - need a combination of both.

## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

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- Convert old warehouses to restaurants, housing, etc.
- Research Miami Magic Development (Miami Magic City).

### Goal 3: PLACES WHERE PEOPLE WANT TO LIVE, WORK, AND PLAY

#### Lake Jackson Community Center / April 16, 2018

- Ensure equity, lighting, safety, access to healthy foods, community gardens.
- Provide sidewalks to schools and in established neighborhoods.
- People enjoy being outside, access to the environment is a part of the culture, as are wildlife and habitat.
- Miccosukee Greenway is great, but the “slave cemetery” sign is missing.
- Where are activity centers appropriate? Need places to be open for people to shop and have access to Wi-Fi.
- Design places for people and pedestrians.
- Don’t just develop and clear cut a site because you can, have better balance between development and natural environment.
- We need to ensure equity of infrastructure in neighborhoods.
- Sidewalks increase access to items like fresh foods, jobs, recreation, and places.
- With sidewalks, people would feel safer walking in their neighborhoods, which could have health benefits.
- Sidewalks could increase community access to community gardens, farmer markets, and farm sharing locations when grocery stores are not conveniently located.
- Increase access to healthy foods by allowing farmer markets and community gardens in more land uses/zoning districts.
- Need to provide more sidewalks in older established neighborhoods that may have developed without them, e.g. Killearn.
- Need to provide high speed internet capability in the less urban areas of the community.
- If we going to have activity centers, they need to stay open longer. Tallahassee seems to shut down around 8 p.m.
- Have Wi-Fi capability in all these centers.
- Every neighborhood has something to offer.
- Activity centers should be pedestrian friendly. In many of our activity centers, traffic and pedestrians are competing for the same space, thus keeping people away from them, e.g. downtown.
- One-way streets have little appeal for pedestrians.
- Do not make parking areas desert spots with no trees. Provide some tree shading in parking lots.
- Develop with nature and maintain our trees.
- Do not want development that chips away from the things we value as a community, e.g. our trees.
- Remember nature is a partner, not an adversary.



#### Jack McLean Park Community Center / April 26, 2018

- How do we address topography in terms of cycling? Bike lanes, etc.
- You need to make neighborhoods places where people want to live and feel safe. This includes clean, well design public spaces, good schools, and places to shop.
- Who decided what use things will be?
- Appreciates the tree preservation at the Jack McLean Community Center.

## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

- Biking and walking access is important.
- Equal distribution of bicycle/pedestrian facilities; everyone should have access to common amenities within ten minutes.
- Multi-modal priorities that are currently being pushed are good.
- Biking is getting safer and easier (Pace bike share) - this is great.
- Still unsafe to ride in many places, especially between safe areas.
- Bicycle/pedestrian facilities should be prioritized in more difficult places, like canopy roads (while preserving trees).
- Need more ways to get places without cars, especially outside of Capital Circle.
- Need better connectivity; good places to ride aren't connected.
- Bike riding is self-limiting because our population is aging.
- More people will ride as safety increases and stigma (bike riding is for lower income people) decreases.
- The traffic circle at FAMU Way is dangerous for bikes.
- Alternative uses for activity centers are a great idea (e.g. movie night at a park).
- Newly developed areas should be very walkable.
- More pizza + more beer = more community.
- Gentrification is a problem; existing communities should have a better shot at staying where they live even when development makes changes.
- Great things about Tallahassee: excellent greenways and wildlife.
- The environment is one of Tallahassee's identities.
- Bicycle/pedestrian connectivity of parks is important.
- Preference for flexibility in housing (more mid-range choices).
- Public perception of "safe neighborhood(s)" matter.
- More CEPTD [Crime Prevention Through Environmental Design] design needed: "eyes on the street"- more front porches, complete streets, wider sidewalks and planting strips, and more social cohesiveness.
- People can stay in their house. Granny flat setbacks can be restrictive and should be flexible.
- Build better houses with increased sensitivity to site.
- Minimum lot sizes may present issues such as fear of higher density and higher crime (perception).
- Higher density should be equitable across zoning districts.
- Some support for allowing mixed residential but concern expressed about changing character.
- New housing should be compatible with existing homes (architectural standards and urban design).
- Concern about quality of development and sensitivity to site.
- Renters can be ok too.
- Vacancy rates - does anyone track this?
- Include restrictions with Requests for Proposals (RFPs) issued by the City with more public input prior to issuance.

### Golf Club at Summer Brooke / April 30, 2018

- Consider school impacts.
- Preserve trees. Keep larger lots and lower density outside urban core. Less small stuff further out.
- Schools are overcrowded.
- What is smart growth? Don't like current growth.
- School impact analysis for lake protection node is based on old information with consideration for other developments happening at the same time.
- Several unaware of lake protection node on Chastain property.
- Many not happy with lake protection node on north and south side at Bannerman.

## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

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- Concerns over multiple developments happening at same time with school impacts, traffic, environmental issues.
- City and County Communication staff needs to attend Comprehensive Plan meetings to hear comments.
- Moved to Northeast to get away from density, growth.

### Fort Braden Community Center / May 7, 2018

- Landscapes with campgrounds could be a selling point for this community.
- We could use some mountain bike trails.

### Community Room at Amtrak Center / May 14, 2018

- We must promote more urban infill and mixed development in the urban areas.
- Levy Park is not part of downtown - so let it stay green.
- Shrink the downtown.
- Put the amenities of Midtown in downtown.
- Put small, commercial uses in residential districts - coffee shops, daycares, etc. on major streets.
- Put commercial on thoroughfares, not local streets internal to the neighborhoods.

## Goal 4: GREATER HOUSING DIVERSITY

### Joint City-County Bicycle Workgroup / April 9, 2018

- Demolition around Cascades Park. New multiuse development. Older trees getting demolished. There is a tradeoff between preserving history and new development.
- Multi-use development with new retail. Is there a market for this? Need a retail market study.
- Reduce urban sprawl; good to get more density downtown. This brings conflict with people.
- Development on Duval Street has been keeping character with the neighborhood.
- What about the Kleman Plaza condos? They are empty.
- Other condos are doing well, just not those.

### Dorothy Spence Community Center / April 12, 2018

- The future phases of Welaunee need to be divided up among various builders instead of being sold to a single builder.
- The regulations regarding the subdivision of land need to be revised.
  - Example: In the Observation Point subdivision, the developer wanted to subdivide the property at the end of the subdivision into three lots, but could only divide it into two and had to build a holding pond to do so.
- Subdivision regulations limit the ability to subdivide property based on the surrounding lots. This is especially problematic for old, unrecorded subdivisions.
- There should be a guaranteed minimum lot size allowed despite the size of surrounding lots. This could be different in different parts of the City and County and could account for roadways (e.g. major thoroughfares versus minor/local roads).



### Lake Jackson Community Center / April 16, 2018

- Tiny Houses – Do they add to traffic?
- Equity in distribution of neighborhood infrastructure is important. Sidewalks and access to food ensure equity of infrastructure. Lighting and sidewalks are good.
- What about access to food? What can help? Community gardens, farmers market in the south side.
- Need more shopping options within neighborhoods.
- Need more affordable rents and housing options for seniors – What helps create more housing options? How do we ensure that landlords properly manage properties? Affordability is a two-way street between renters and landlords (access to money to better maintain properties?). Renters need to know their rights too.
- Some neighborhoods don't want access.
- Access to utility infrastructure is needed in some neighborhoods, e.g., gas connections.
- Access to good schools is critical.
- People want access to community services and amenities.
- Some neighborhoods do not want people to have access to them.



- Want more access to natural gas without having to wait for neighbors to buy into it.
- Neighborhoods need access to quality school.
- All neighborhoods need access to quality developments.
- Concerned about charter schools – racism and segregation all over again.
- Invest more into our schools to improve neighborhoods.

#### Jack McLean Park Community Center / April 26, 2018

- Spread of cheaply-made apartments is an issue.
- Affordable housing can be neighborhood development; it does not have to be apartments.
- Missing middle housing - We need to add this to our Comprehensive Plan and zoning code.
- Try to encourage missing middle housing.
- Need more ADU's (Accessory Dwelling Units). Wanted to know more about ADU requirements. ADU is good to rent out.
- Consider more co-housing; on-site nurse and community center.
- Daystar is cool and attractive.
- Missing middle housing could be part of a toolbox for aging.
- Single family homes are not affordable. May be ok with roommates, etc.
- Would people build 1 bed/1 bath homes? (Tiny Home)
- Dollar per square ft. is an issue.
- How can we make mixed income/mixed use work?
- People are concerned about all the empty condos and the addition of Cascades condos.
- Where is Urban Service Area (USA) on each side of town?
- Can we write in flexibility and creativity into Comprehensive Plan?
- What is the inclusionary housing ordinance?
  - Developer can buy out of it.
  - Only happens in upper income census track.
- Could you treat an absentee owner different than an owner-occupied home?
- Can get a 203k loan on existing home.
- Style - front porches and back alley loading. This is attractive. More attractive than garage in front.
- Need architectural requirements to help.
- Incentives for home owners to improve appearance of Gamble Street homes?
- What is the equity of building big roads to pander to new, large development?
- Students are leaving older apartments. Convert them to adult housing.
- We need more flexibility in housing. We do not have many options when it comes to housing - current choice is between single family homes or apartments.
- We need more, smaller housing units that are nice and well-designed for those of us who do not want to live in an apartment or houses with yards to upkeep.
- There is a lot of substandard housing in the community that is not safe. These homes are usually not weather proof and cost residents a lot just to pay utility bills.
- There is a perception in the community that smaller homes are not safe and reduce neighborhood value.
- New housing developments should be required to develop using Crime Prevention through Environmental Design (CPTED) principles.
- Need to have eyes on the streets with housing designs.
- A lot of houses are designed without front porches, which could aid in keeping eyes on the street.

- Since we cannot change the existing housing design, planners may need to work more with street design to improve safety in existing neighborhoods. With new development, design for eyes on the street.
- If you have more greenspace and trees, you may get more people on the streets, which would put more eyes on the streets and neighborhoods.
- Older neighborhoods have more people interaction.
- People need to be able to age in place in their community. Have options in housing so that they will not have to leave the community to get a different housing option as they age or down size.
- To get more affordable units, provide incentives for accessory dwelling units. Have incentives in community to make accessory dwelling units available as affordable units.
- We need to realize in our codes that one size will not fit all neighborhoods.
- Higher density leads to higher crime.
- Density does not increase crime, but bad design can cause safety issues.
- Renters are not vested in the community like home owners.
- There is a perception that renters are the cause of problems in neighborhoods.
- Do we have any idea of how much more housing we need based on population projects?
- There should be ways to increase the density and develop an area without destroying the look and feel of neighborhoods.
- Are we looking at the existing vacancy rates in areas where the new apartments are going? Is there a demand for all the new housing on Gaines Street near Cascade Park? Was this the right project in the right place? What about Kleman Plaza, where we have downtown units that are not being occupied.
- Provide more flexibility in the codes for housing design.
- Would like to see the statistics on Southwood as far as vacancy rates.
- When a new development is proposed for Tallahassee, we need someone with design experience to ensure what we will get will blend and compliment the look and feel we want in the community.
- The Comprehensive Plan could articulate some of the concerns people have about design in the community.
- When land is publicly owned, there should be public input before Requests for Proposals (RFPs) are solicited for development of the site.
- More integrated housing; different kinds of people should share space.
- Need mixed use areas and housing.
- Scale of development should match the area.
- Funding should reflect what the community wants.
- Decrepit houses are a problem, but whole blocks should not be sold for out of character developments.

#### Summer Brooke Golf Club / April 30, 2018

- Certain development aggravates a little and some a lot; we really don't want the characteristic of the neighborhood to change.
- A node with nice pastoral land increasing to 4 story buildings is misplaced density.
- From lake protection to a "Node"- gets 4 stories?
- Maximum density should be 2 to 3 dwelling units per acre in Summer Brooke area.
- People living in multi-family density are assumed to be in need of transit to get to their homes. Build things for people who already live here not for newcomers.
- Additional zoning controls are needed. Remove gaps in zoning to require zoning/ land use consistency.
- Affordable housing is not developed. It looks like an apartment, condo, or small house. We want compatibility.

## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

- Not everyone is looking to buy a home when they graduate. Homes in Tallahassee seen as unjustifiably expensive.
- First houses described by attendees:
  - 1<sup>st</sup> house was 1,100 square feet in California desert 15% interest rate 1980
  - 1,300 square feet in St. College in 1972 for \$30,000
  - 2,000 square feet in Broward in 1971 for \$24,000
  - 1,100 square feet in Greensboro, NC in 1969 for \$21,650
  - 1,800 square feet Orlando, FL in 1974 for \$40,000
- Need a pot of money for affordable housing assistance.
- Does affordable housing have to be brand new?
- Need Comprehensive plan changes to slow growth, spread growth to other quadrants of town.
- Lake at Jacksonville, FL. Let growth go to Jacksonville instead of coming to Tallahassee.
- Slow growth and development.
- Look at density of single family development.
- Need more than one public hearing on lake protection nodes.
- More meetings for public to offer input.
- Need specific meetings for controversial types of development.
- Set up workshops for neighborhood homeowners associations for development prior to new projects, make part of development process.
- Developers following rules are put against neighbors. Need to rethink Comprehensive Plan process.
- Communication is a big problem.
- Enforce the Comprehensive Plan.
- Need clear rules for both developer and homeowner to understand.
- Developers and homeowners associations need to work together and build trust.
- Go back and allow more input on rezoning, and give opportunity for more than 3 minutes per person.
- Complaints about notices not including important information related to rezoning.
- Lake protection node is out of context vs. Comprehensive Plan.

### Fort Braden Community Center / May 7, 2018

- 1 home per 3 acres feels appropriate for this [Fort Braden] area.
- No multifamily out here, please.
- Difficulty dividing large parcels of land to share with family.

### Community Room at Amtrak Center / May 14, 2018

- There is a problem with how the current housing market is structured. Many of us are not able to afford the housing being built.
- Developers do not want to build what is considered affordable housing.
- Developers are wiping out affordable housing in town.
- The profit motive is driving the affordable housing away.
- Should make inclusionary housing mandatory.
- Orange County, North Carolina has a revolving loan fund to help with housing affordability.
- Maybe provide housing cooperatives – where houses are shared by several individuals.
- Live in the Jackson Bluff area and own my house around a lot of rental houses. Would like to improve- but putting money into the house would out price other units in the area.
- Would like to see more homeowners in the neighborhood (Jackson Bluff).

- Seem like we already have the missing middle housing, but they are trying to get rid of it.
- Enforcing density over lot size.
- Miami is using form based zoning, which is getting results with mix housing types.
- How does transportation play in with all the new development we are having with the higher density?
- How can we do a better job at collecting fees closer to the impacted areas? How do we offset money being taken away from the impacted areas and being used in other areas (like affordable housing fees collected in one area and used in other areas)? Fees FSU paid are being used in other areas.
- Builders are getting rid of the character of the community. They come in with the most cynical mindset.
- In Miami, the builder must work with the character of the area.
- You could put a historic preservation overlay over neighborhoods to preserve their character/look.
- How can we encourage the downtown area to improve? Kleman Plaza is sitting alone. Maybe more residential around the area would be better.

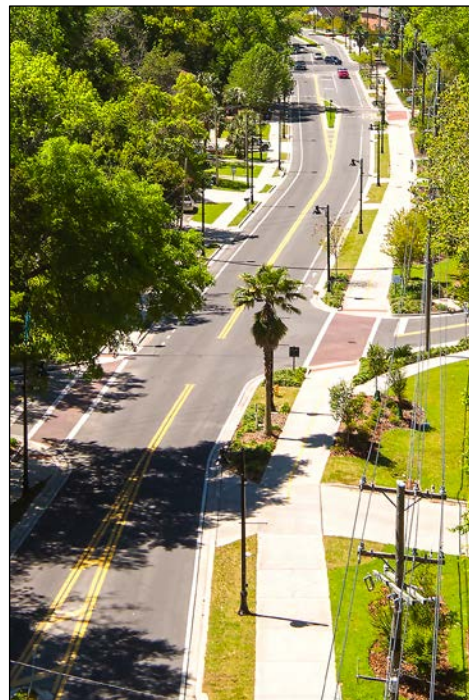
## Goal 5: TRANSPORTATION NETWORK

### Joint City-County Bicycle Workgroup / April 9, 2018

- Can you create context classifications in Tallahassee? Or does one context run into another?
- Thomasville road and 7<sup>th</sup> is contextually wrong. Multimodal should be emphasized everywhere.
- Rural area movement towards paving dirt roads, having other transportation options in the city.
- Autonomous driving and land use is going to be important. May need way less parking.
  - Especially with people using Uber and Lyft.
  - We could end up having many people using the same vehicle.
- Tallahassee has solar farm, etc. Electric Vehicles are getting more popular.

### Lake Jackson Community Center / April 16, 2018

- Speeding is an issue.
- Need more transportation choices:
  - Electric Buses
  - Viable headways
- Roundabouts? Why are they so prevalent now?
- Public outreach needed on how to use roundabouts. Need more public education on how to use roundabouts.
- Bicycle public service announcements are needed.
- Separate facilities for bicycles are needed.
- Can we put together a bike month public service announcement?
- A lot of speeding in Tallahassee; need better frequency of transit.
- We need more sidewalks with good design. Shared space on streets is a possibility.
- Need to prioritize sidewalks in high traffic areas. Bike share is good for downtown. Better facilities for cyclists are needed in town (raised bike lanes help).
- Bannerman Road is congested.
- Need better choices for people to move around the community. Everyone cannot drive (children, some elderly, etc.) and others may want other means to get from one point to another. We need good modes for getting around.
- Increase the frequency of the bus system pickup/drop-offs.
- Are roundabouts doing what they are supposed to do?
- How do you get more affordable transportation to rural areas?
- Would like to see more sidewalks, but every neighborhood may not need them based on size, lack of traffic issues and streets that are walkable without them.
- Sidewalks can be an enhancement for neighborhoods.
- Need to provide more bike sharing opportunities.
- Make biking easier in the urban areas.
- Need non-mountable curbs for biking.
- Bannerman Road is not ready for the proposed re-zoning.



## Tallahassee-Leon County Comprehensive Plan Land Use Element Update Goals

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### Jack McLean Park Community Center / April 26, 2018

- Need Gaines Street bypass through FAMU.

### Summer Brooke Golf Club / April 30, 2018

- Do not four-lane Bannerman Road. Three lane it with a middle turning lane. Maybe do a roundabout.
- Concurrency need to come before a rezoning is approved.
- County Public Works is in the wrong century for traffic planning and designing.
- Concurrency issue should apply to schools as well.
- Should have more public meetings on issues like the lake protection nodes.
- Lake protection node designation for this area is totally out of context for this area, especially when you look at land use intensity to infrastructure capacity.
- The developer for the current rezoning for the lake protection node is trying to get out of concurrency.
- At what point will we say we cannot put any more capacity on Meridian Road?
- Bicycle paths are needed on Bannerman to improve safety for cars and people riding bikes. Gainesville is a good example. Strick traffic control. Sidewalk-curb on a different grade.
- People are driving too fast. Fear development plans will spill traffic into neighborhood and require future widening.
- There are pedestrian/vehicle issues on Bannerman in the morning.
- Tallahassee's transportation system "sucks."
- More than 2 roads needed. East-west connections as alternatives to Ox Bottom and Bannerman.
- Planning Departments usually allow development to exceed infrastructure capacity. Need more emphasis on infrastructure provision prior to or concurrent with development.
- Meridian can't be widened, right?
- Need to account for fire truck access.
- Millstone Plantation road runs east-west approximately midway between Ox Bottom and Bannerman.
- Concerns with congestion situation. Nowhere to go by way of Bull Headley and expansion of roadways to Tequesta met with resistance. Guardrails for pedestrian infrastructure. Inadequate recreation facilities. Properly plan infrastructure.
- Need to account for access issues, traffic, information, services.
- Think about bike lanes.
- Need to have better access to infrastructure.
- Take care of Bannerman.
- Spend money on Bannerman Road.
- Concerns about Summer Brooke and Ox bottom with the traffic cut through.

### Fort Braden Community Center / May 7, 2018

- Highway 20 should have been widened years ago. How do we get around that? "If the county has the will, the State will come along." Need to add turn lanes.
- Crawfordville stealing Fort Braden customers from Tennessee Street Wal-Mart because it is viewed as a poorly-operated/dirty store. Residents are otherwise going to Wakulla to shop.
- Bicycle riding is dangerous on Highway 20.
- Need to apply better Florida Department of Transportation design standards.
- Complete streets: Highway 20 needs to be addressed in light of context.
- People hydroplane on Highway 20.
- Traffic on Highway 20:



- Hunting traffic
  - Beach traffic
- Bloxham Cutoff is getting congested also.
- We need to figure out a way to reverse traffic/spending between Ft. Braden/Wakulla County.
- Need mountain bike trails.
- Race car track: Generally not desired in Fort Braden.

Community Room at Amtrak Center / May 14, 2018

- Bronough/Duval did not always have its current character. MLKing Jr Boulevard used to be the street to bring people into the downtown.
- Improve Star Metro to get more people using it.
- Need information about the routes at the Star Metro stops.
- Need actual bus stop shelters so that people do not have to stand in the rain.
- Bus stop at Governor Square Mall has moved. No information on where it moved and why it moved. This was a good location.
- Think there is a perception in the community that it is uncool to ride the bus. Maybe need to do more public relations to let people know that this is the way of the future.
- Maybe have a competition for the university students to design new bus stops.
- If you ruin the neighborhoods that are currently pedestrian friendly with higher density, then biking and walking will get worse.
- Better bike lanes - dedicated bike lanes in higher traffic areas.
- Would like to see walking distance put on signage.
- Need lighting in cemeteries downtown where people walk and bike.
- Would be helpful to provide better information about the different modes of transportation available in the area.
- Need to evaluate bike lanes where cars are parallel parked.

# Review of Sector Plans and Neighborhood Plans in the Southern Strategy Area

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## Introduction

Sector Planning in Tallahassee-Leon County began in the early 2000s consistent with the Tallahassee-Leon County Comprehensive Plan and the Blueprint 2000 and Beyond Report. The Comprehensive Plan specifically directed the preparation of sector plans for the Southern Strategy area, an area targeted for quality development and redevelopment (see Map 1). During the period from 2000 to 2006, five sector plans and two neighborhood plans were developed and approved to set forth community visions and implementation recommendations. These Sector Plans and Neighborhood Plans were:

- Apalachee Ridge Neighborhood Plan
- Providence Neighborhood Plan
- South Monroe Sector Plan
- Lake Bradford Sector Plan
- Capital Cascade Sector Plan
- Oak Ridge Sector Plan
- West Pensacola Sector Plan

Since the adoption of these plans, several Comprehensive Plan amendments were adopted that impact the different areas addressed in the plans. In 2006, the Comprehensive Plan Reform project removed the Mixed-Use land use categories from the Future Land Use Map (FLUM) and replaced them with categories that provided more clarity on implementation. This initiative affected all the sector plans to some degree, though it did not change the overall focus of the Plans. Also during this period, the Central Urban Future Land Use category and the land development regulations were amended to facilitate redevelopment in the City's central core. These revisions increased flexibility and provided guidelines for development and redevelopment in areas designated Central Urban on the Future Land Use Map.

Other changes that were made to the Comprehensive Plan included the addition of the Multimodal Transportation District (MMTD) in 2009 and the Primary Spring Protection Zone (PSPZ) for Wakulla Springs in the same year. The goal of the MMTD is to promote good urban design and investments to create a safe and attractive environment for walking, cycling and transit use. The aim of the Spring Protection Zone was to protect the aquifer and to help restore Wakulla Springs. Most of the sectors had portions of their planning areas located in the MMTD and several had areas in the Spring Protection Zone.

The Sector Plans were developed by stakeholders in the sectors to provide further guidance on how areas should develop and progress. These Plans have been used to help develop activities and project

lists for various programs by local government, including the Blueprint 2020 Sales Tax Extension Program, Capital Region Transportation Planning Agency (CRTPA) Projects, and the Community Redevelopment Areas' activities. The Plans have also been used in analyzing Comprehensive Plan Amendments and rezoning in the sectors.

The following is a status update on the Sector and Neighborhood Plans:

### Sector Plans Status Summary

Neighborhood/Sector Plan	Adopted	Key Issues	Status
Apalachee Ridge Neighborhood Plan	Dec. 2001	Neighborhood Appearance, Housing, Streetscape/ Infrastructure, Recreation, Economic Development, Education	Completed: Five (5) Year Commitment Most goals and recommendations in the Plan achieved; no zoning or future land use changes since approval; included in the Multi-modal Transportation District in 2009; neighborhood is still active in improvement activities.
Providence Neighborhood Plan	Dec. 2003	Neighborhood Appearance, Crime, Housing, Community Center, Streetscape, Zoning	Completed: Five (5) Year Commitment Most goals and recommendations in the Plan achieved; no future land use changes, but a Neighborhood Overlay was placed on the Central Urban zoning districts in the neighborhood; included in the Greater Frenchtown/Southside Community Redevelopment Area and the Multi-modal Transportation District; neighborhood is still active in improvement activities.
South Monroe Sector Plan	Nov. 2003	Image, Appearance of Businesses/Neighborhoods, Streetscape, Regulations/Zoning, Infrastructure, Crime, Fairgrounds	A portion of the Planning area is a subset of the Capital Cascade Plan; two (2) map amendments approved since Plan approval, both changes were to Residential Preservation; portions of the sector put in the Multi-modal Transportation District and the Greater Frenchtown/Southside Community Redevelopment Area; several projects to facilitate recommendations in the Plan have been completed with future projects planned under the Blueprint 2020 Program.
Lake Bradford Sector Plan	Feb. 2005	Lake Protection, Land Use, Blight, Crime, Transportation	Several major transportation projects planned for the area including the Airport Gateway Project; three (3) map amendments approved since Plan approval; portions of the sector put in the Multi-modal Transportation District and the Primary Spring Protection Zone; several projects to facilitate recommendations in the Plan have been completed with future projects planned under the Blueprint 2020 Program.

Capital Cascade Sector Plan	Sept. 2005	Infrastructure, Urban Design, Community Appearance, Safety, Education	A portion of the sector included in the South Monroe Sector, a good portion of the area transitioning from government operations to other uses; several map amendments have been approved since plan adoption; portions of the sectors put in the Multi-modal Transportation District and the Greater Frenchtown/Southside Community Redevelopment Area (CRA) and the Downtown District CRA; several projects to facilitate recommendations in the Plan have been completed, including Cascade Park and segments of FAMU Way, with additional projects planned under the Blueprint 2020 Program.
Oak Ridge Sector Plan	Sept. 2005	Sewer Extension, Housing, Lack of Community Facilities, Regulations/Process, Infrastructure	Two major transportation projects planned for the area under the Southside Gateway Enrichment Project for Woodville & Crawfordville highways; four (4) map amendments approved since Plan adoption, several neighborhoods added to the Residential Preservation future land use during Comp Plan Reform in 2006; portions of the sector were included in the Primary Spring Protection Zone in 2009; several projects planned for the area under the Blueprint 2020 Program.
West Pensacola Sector Plan	Jan. 2006	Land Use, Quality of Life Issues (noise, garbage, public safety, flooding), Transportation	Continue to be the sector with the largest student population; homeownership in the sector continues to decline, several map amendments have been approved since Plan adoption; several map amendments have changed low density residential areas to University Transition; the planning area put in the Multi-modal Transportation District; upcoming projects for the area includes the Westside Student Corridor Project.

## Apalachee Ridge Neighborhood Plan

*Adopted December 2001*

### Plan Boundary

Apalachee Ridge is a southeast neighborhood bounded by Orange Avenue to the north, Millard Street to the south, Harwood Drive to the west, and Pontiac Drive to the east.

### Plan Priorities

The following issues were addressed in the Apalachee Ridge Neighborhood Plan:

- Neighborhood safety
- Recreation facilities and services
- Flooding and drainage
- Neighborhood clean-up
- Public transportation
- Homeownership
- Home retention
- Rehabilitation and modernization
- Rental rehabilitation
- Neighborhood character and beautification
- Economic development
- Students' skills/performance
- Improved school facilities
- Adult and community education

### Status of Plan

The Apalachee Ridge Neighborhood Plan was adopted in December of 2001 and most of the Plan's goals and desired outcomes were achieved.

Some of the Plan's accomplishments include:

- The creation of a learning center in the neighborhood.
- The opening of the nearby Jack McLean Park with swimming facilities.
- The construction of a stormwater facility on Tartary Drive to address flooding.
- The construction of sidewalks, pedestrian crossings, and traffic calming on several of the streets in the neighborhood.

A more detailed description of the Plan's accomplishments is provided in the *State of the Southern Strategy* reports prepared by the Tallahassee-Leon County Planning Department.

Current ongoing efforts by the neighborhood that relates to the Plan's strategies include neighborhood cleanups, and homes' retention, rehabilitation and modernization activities.

### Land Use/Zoning/Transportation

The subject planning area is designated Residential Preservation on the Future Land Use Map and is zoned Residential Preservation – 1. Since the adoption of the Plan, several planning initiatives have provided additional focus and projects in the planning area. One of which was the inclusion of the area in the Multimodal Transportation District (MMTD) established in 2009 for the central core areas of the City. No Future Land Use Map amendments or zoning changes have been adopted in the planning area since the adoption of the neighborhood plan.



## Providence Neighborhood Plan

*Adopted December 2003*

### Plan Boundary

Providence is a southwest neighborhood bounded by the CSX railroad lines to the north, Hutchinson Avenue and the former Florida State University (FSU)'s Alumni Village on the south, Iamonia Street on the west, and Lake Bradford Road on the east.

### Plan Priorities

Issues addressed in the Providence Neighborhood Plan included:

- Neighborhood involvement/outreach
- Neighborhood pride
- Neighborhood cleanup
- Neighborhood safety
- Neighborhood center
- Human development
- Land/tenant issues
- Homeownership
- Neighborhood ownership
- Housing rehabilitation-owner-occupied
- Housing rehabilitation-rental
- Zoning
- Streetscapes

### Status of Plan

The Providence Neighborhood Plan was adopted in December 2003. The overall goals and objectives of this Plan were met.

Some of the goals and objectives accomplished include:

- The creation of a Providence Neighborhood Overlay for the Central Urban Zoning District portion of the neighborhood.
- The establishment of a community center through a public/private partnership,
- major streets' improvements through the City of Tallahassee's Neighborhood Enhancement Program.
- Additional housing through the City's housing program.

A more detailed description of the Plan's accomplishments is provided in the *State of the Southern Strategy* reports prepared by the Tallahassee-Leon County Planning Department.

Current ongoing activities being addressed by the neighborhood include neighborhood involvement/outreach, crime, neighborhood appearance, and encroachment.

## Land Use/Zoning/Transportation

The subject area is designated Residential Preservation and Central Urban on the Future Land Use Map and is divided into three zoning districts:

- Residential Preservation- 1 (RP-1)
- Central Urban – 18 (CU-18)
- Central Urban – 45 (CU-45)

The area south of Levy Avenue (Hutchinson Heights) is zoned RP-1. The area north of Levy Avenue to Stuckey Street and the frontage parcels along the west side of Lake Bradford Road are zoned CU-18 and CU-45, respectively.

In 2007, the Central Urban Future Land Use Category and the land development regulations were amended to facilitate redevelopment in the City's Central Core. These revisions increased flexibility and development incentives and provided design guidelines for development and redevelopment in areas designated Central Urban on the Future Land Use Map. In the Providence, because of the Plan's guidance, a Neighborhood Overlay was placed on the Central Urban zoning districts in the neighborhood.

In addition to the land use and zoning changes, several planning initiatives have provided additional focus and projects in this planning area. The subject area is part of the Greater Frenchtown/Southside Community Redevelopment Area established in June 2000. The goal of the Community Redevelopment Area (CRA) is to create and implement strategies that use a combination of public and private resources to facilitate redevelopment that enhances the built environment and strengthens local economic conditions within each redevelopment district. CRA funding has been used to help facilitate several projects that were identified during the neighborhood planning process. The subject planning area is also in the Multimodal Transportation District (MMTD) established in in 2009 for the central areas of the City. Because of this designation, Iamonia Street, the last major street in the neighborhood with open ditches, is scheduled for improvements including sidewalks soon.

A portion of the Airport Gateway project is located within the subject area for this plan. The proposed project would be part of an extension of a new road proposed for FSU westside campus and the airport gateway to the downtown which is to be funded in part by Blueprint 2020 Penny Tax funds.

## South Monroe Sector Plan

*Adopted November 2003*

### Plan Boundary

The South Monroe Sector is an area generally bounded by the Seaboard Railroad right-of-way to the north, Adams Street to the west, Gaile Avenue to the south and Meridian and Jim Lee roads to the east. A portion of the planning area is also a subset of the Capital Cascade Plan.

### Plan Priorities

The South Monroe Sector Plan established four (4) priority projects.

The priority projects included:

- The creation of a South Monroe Gateway.
- Streetscape improvements for the sector.
- The construction of a southside community park at Meridian Street and Orange Avenue.
- The development of a southside activity center.

The Plan also provided general recommendations that address the sector's image and appearance, the security of neighborhoods and businesses, regulations, transit, flooding, and the fairgrounds.

### Status of Plan

The South Monroe Sector Plan was approved in November of 2003 by the City Commission and in January 2004 by the County Commission. Since the acceptance of the Plan, several planning initiatives have occurred to further define what citizens and local governments want to see in the sector. In 2009, a good portion of the sector was included in the Multimodal Transportation District (MMTD), established to promote a comfortable, safe, attractive environment for walking, cycling and transit use. In 2011, the Monroe-Adams Placemaking Action Plan was adopted and covered the general area of Monroe-Adams Streets from the railroad right-of way to Magnolia Street. In 2011, the Woodville Highway Corridor Study kicked-off and included the area near Capital Circle Southeast to Gaile Avenue. In 2015, Markin Consulting completed a "Market and Financial Feasibility Study Report for the County Commission on the North Florida Fairgrounds. Several projects identified in these studies and action plans, including beautification and improvements to the fairgrounds and the Orange Avenue/Meridian Road Placemaking project, will be implemented under the Blueprint 2020 Sale Tax Program.

These plans and studies have netted several changes in the sector. In 2005/2006, code revisions were made to the Comprehensive Plan Central Urban Future Land Use category and the Central Urban zoning district to facilitate redevelopment in the City's Central Core. These revisions increased flexibility and provided design guidelines for development within the Monroe-Adams Streets corridor and other areas designated Central Urban on the Future Land Use Map.

As it pertains to streetscape in the sector, in 2013, improvements to Palmer Avenue, an east-west street near the entrance of FAMU was completed to improve connections between neighborhoods, Monroe-

Adams Streets and Florida Agricultural Mechanical University (FAMU). This was followed by improvements on Magnolia Avenue which were completed in 2017. Other projects that have been completed in the sector to address connectivity and pedestrian access include the Capital Cascade Bridge and the Magnolia Multi-Use Trail from Jim Lee Road to Monroe Street.

Additional actions that have occurred in the sector to facilitate the Plan's recommendations include the expansion of the Community Redevelopment Area (CRA) to include South City and the east side of Monroe Street from Van Buren to Orange Avenue and the introduction of "Wayfinding" to help promote a sense of place in the sector. Soon, the Blueprint 2020 Infrastructure Program will provide additional projects to address community enhancement, connectivity and the quality of life in the sector.

### Land Use/Transportation

The subject planning area is designated with the following land use categories on the Future Land Use Map:

- Central Urban
- Suburban
- Central Core
- Educational Facilities
- Residential Preservation
- Urban Residential 2
- Recreation and Open Space
- Government Operational

Since 2002, when the sector planning process began for the Southern Strategy Area there have been two map amendments in this sector, one in 2002 and the other 2005. Each of the amendments changed the subject areas (Osceola Heights and Meridian Park subdivisions) to the Residential Preservation Future Land Use category.

As noted previously, a major portion of the planning area is in the MMTD. Because of this designation, several streets in the sector have received sidewalks, curb and gutter and other improvements with the most recent improvements being made to Putman Drive and Polk Drive in the area known as South City. Improvements are also underway on Palmetto Street, a heavy travelled street near FAMU's southern boundary. Additional streets are scheduled for improvements in the sector under the MMTD Program and Blueprint 2020 projects.

## Lake Bradford Sector Plan

*Adopted February 2005*

### Plan Boundary

The Lake Bradford Sector is an area generally bounded by the CSX railroad right-of-way to the north, Capital Circle Southwest to the west and south and the eastern boundary of Innovation Park to the east.

### Plan Priorities

The Lake Bradford Sector Plan identified five priorities for the sector:

- Protection of Lake Bradford and the chain of lakes.
- Restoration of lands affected by landfills and sand mines.
- Development of a balanced future land use pattern.
- Providing a functioning transportation system that did not degrade the environment or the quality of life.
- Focusing on crime and blighted areas.

### Status of Plan

The Lake Bradford Sector Plan was accepted by the City Commission and County Commissions in February 2005. Since the Plan adoption, the City and County has continued to monitor the chain of lakes in the sector. In 2009, the Primary Spring Protection Zone for Wakulla Springs was established in the Comprehensive Plan. Land development regulations followed to aid in the protection of the aquifer and to help restore Wakulla Springs. In 2018, Leon County begin converting septic tanks to central sewer lines to improve water quality in areas located in the Primary Spring Protection Zone. That zone includes homes in the Woodside Heights, Annawood, Belair and Northeast Lake Munson neighborhoods.

In mid-2000, work began on Capital Circle Southwest which is the western boundary of the study area. The Capital Circle Northwest-Southwest expansion project is a road improvement project which includes spaces for two new nature-based parks, the Debbie Lightsey Nature Park (in the design stage) and Broadmoor Park (completed in 2017). Additional projects scheduled for the area using Blueprint and other funding include the Orange Avenue road widening project, the Lake Bradford/Springhill Road improvements, the Lakeview Bridge improvements, and the Airport Gateway project.

## Land Use/Transportation

The subject planning area is designated with the following land use categories on the Future Land Use Map:

- Residential Preservation
- University Transition
- Educational Facilities
- Suburban
- Recreation-Open Space
- Urban Residential 2
- Government Operational

Since the approval of the Sector Plan, there have been three map amendment changes in the sector.

A portion of the northeast area of the Lake Bradford Sector is included in the Multimodal Transportation District established in 2009. This includes FSU Southwest Campus and Innovation Park. In 2017, Florida State University proposed a new roadway in this sector to connect FSU Southwest campus to the Airport Gateway Project and downtown. The new proposed road will be considered under the Blueprint 2020 Projects.



## Capital Cascade Sector Plan

*Adopted September 2005*

### Study Boundary

The Capital Cascade Sector is an area generally extending from East 6<sup>th</sup> Avenue and Magnolia Drive in the northeastern section of Tallahassee to a line due east from Crawfordville Highway at Hannon Mill Road on the south, and Munson Slough, Pottsdamer Street, Iamonia Street, and CSX Railroad on the west. The boundaries which is 99% within the City limits, was based on the watershed for the Capital Cascade Trail stormwater and greenway project that was being undertaken by Blueprint 2000. It also includes the Providence, Bonds, and Callen neighborhoods. A portion of this sector boundary is in the South Monroe Sector boundary.

### Plan Priorities

The Capital Cascade Sector Plan addresses the issues of infrastructure, urban design, community aesthetics and safety and education. A major theme in this sector planning process was the use of the Capital Cascade Trail and Greenway as an infrastructure enhancement project.

### Status of Plan

The Capital Cascade Sector Plan was accepted by the City Commission in September 2005. One of the main objectives of this Sector Plan was to coordinate the Capital Cascade Trail with other planning initiatives such as the Gaines Street Redevelopment Plan, Providence Neighborhood Plan, South Monroe Sector Plan, FAMU Master Plan, and other neighborhood-oriented planning initiatives. These coordination efforts have been successful. The most recent example of this being the inclusion of policies in FAMU's Master Plan Update to further local governments' Multimodal Transportation District goals.

Major projects that have been completed in this sector include the Franklin Boulevard Stormwater Project, Cascade Parks and Capital Cascade Crossing Trail and Bridge, and FAMU Way Extension Project Phase 1 and Phase 2. Since a portion of the South Monroe Sector is a subset of this sector, the several of the projects listed in that status update are also a part of this sector's accomplishments. Lastly, this sector will continue to see progress as additional projects are realized with the Blueprint 2020 Program.

## Land Use/Transportation

The subject planning area is designated with the following land use categories on the Future Land Use Map:

- Central Core
- University Transition
- Central Urban
- Industrial
- Government Operational
- Suburban
- Activity Center
- Residential Preservation
- Recreation-Open Space

Out of all the Sector Plans, this sector has seen the most development and land use changes. One major reason for some of the land use and map amendment changes has been the repositioning of state office building downtown for future new uses. Map 2 provides the map amendments that have occurred in the sector since the neighborhood and sector planning process commenced.

Portions of the sector are included in the Community Redevelopment Districts (Greater Frenchtown/Southside Community Redevelopment Area and the Downtown District Community Redevelopment Area) established to promote enhanced development and redevelopment in the community. Funding from the Community Development Agency (CRA) has been used to help facilitate several projects identified during the sector planning process. A major portion of the sector is also in the MMTD.

## Oak Ridge Sector Plan

*Accepted September 2005*

### Study Boundary

The Oak Ridge Sector is an area generally bounded by Capital Circle on the south and southwest; Tram Road on the north, Gaile Avenue, and line due east from Crawfordville Highway at Hannon Mill Road; Tram Court and Evans Street on the east and Munson on the west. The Oak Ridge Sector is unlike the other sector planning areas in that about 70% of the sector lies outside City limits.

### Plan Priorities

The Sector Plan identified the following priority issues:

- Sewer extension policy (need to be addressed without annexation).
- Housing (the construction of more site-built homes and less mobile homes and apartments).
- Lack of community facilities (want more city, county and state buildings on the southside).
- The application of the regulatory framework (streamline the permitting process to reduce red tape).

Secondary issues identified included:

- The need for more code enforcement.
- Transportation infrastructure (lack of paved roads, sidewalk).
- A lack of parks.
- A lack of retail opportunities.
- The need for more neighborhood organizations to work on community improvements.

Although draft recommendations were presented to the community, there was a lack of consensus within the community regarding what to do about priorities issues identified through the workshops. Due to the lack of consensus, there was no policy direction by Commissions to proceed with implementation.

### Status of Plan

The Oak Ridge Sector Plan was accepted by the Commissions in September 2005. While consensus could not be reached on what to do about priorities for the sector, changes/projects have occurred in the sector since the plan's acceptance and additional projects are scheduled for this area, including the Southside Gateway Enrichment Project for Crawfordville Road and Woodville Highway. Improvements to Crawfordville Highway began in the fall of 2018. In the spring of 2018, Leon County began converting septic tanks to central sewer lines to improve water quality in areas located in the Primary Spring Protection Zone. One of the areas to receive these improvements includes homes in Woodside Heights a neighborhood located in this sector.

## Land Use/Transportation

The subject planning area is designated with the following land use categories on the Future Land Use Map:

- Suburban
- Government Operational
- Residential Preservation
- Open Space
- Urban Residential 2
- Industrial

During the sector planning process, residents expressed a desire for a future comprehensive plan map amendment to recognize additional eligible neighborhoods as Residential Preservation on the Future Land Use Map. In 2007, the Comp Plan Reform project took properties primarily located in established neighborhoods out of the Mixed-Use Future Land Use category and put them in the Residential Preservation (RP) category. Several neighborhoods in and near the sector were impacted and added to the RP land use category including South Fork, Capital City Estates, and Crown Ridge Estates.

## West Pensacola Sector Plan

*Accepted January 2006*

### Study Boundary

The West Pensacola Sector is bounded by west Tennessee Street to the north, Appleyard Drive to the west, Stadium Drive and Lake Bradford road to the east, and the CSX railroad right-of-way to the south. The sector also lies between Florida State University (FSU), and Tallahassee Community College (TCC).

### Plan Priorities

Three priority issues were identified during the West Pensacola Sector planning process. The issues included:

- Land use
- Quality of life
- Transportation

For the land use priority issue, many of the comments received were from two general views. Resident-owners (people who resided in the sector) expressed concerns about the apartments, parking, traffic, noise, loss of families in the sector, and other impacts of high-density development and an urbanizing area and their desire for neighborhood protection. Rental-owners (people who owned rental homes or investment property in the sector) expressed a desire for all or portions of the sector to be redeveloped to permit higher density housing, retail, and other supporting uses.

For the existing single family residential areas, three options were provided for participants to consider.

Option 1 called for protecting existing single-family residential neighborhoods and returning those areas to majority homeownership. The single-family neighborhoods in the sector included Cactus Street (south of Hayward Street), Chapel Ridge, Bradford Manor, Bellevue, Palmer Monroe and White Drive.

Option 2 called for maintaining the status of these areas at the time which was rental neighborhoods. At the time of the study, all the neighborhoods were majority rental neighborhoods, except for Cactus Street neighborhood.

Option 3 call for becoming an urban community by increasing densities in the low homeownership residential areas. Through the application of design standards like areas in the Downtown, the western edge of campus could redevelop with a combination of housing types while improving the condition of the area.

Resident-owners supported Option 1 and Rental-Owners supported Option 3. Options 1 and 3 retained exclusive single-family zoning for the highest homeownership neighborhoods in the sector (approximately 40% homeownership and higher). Option 3 recommended increasing density and encouraging the redevelopment of neighborhoods below 30% homeownership. The latter option also recommended the use of design standards in conjunction with increased density. Most of the resident-

owners that participated in the sector plan lived in neighborhoods close to or above 40% homeownership. During the approval of the Plan, the City Commission discussed the strategies and recommended retaining the Residential Preservation on the neighborhoods designated as such and maintaining the existing R-1 or R-2 zoning for portions of the sector that had developed as low density residential neighborhoods but did not have the Residential Preservation protection. They also recommended that steps need to be taken to improve the quality of life and increase homeownership in the areas recommended for single family residential in the long-term. Additionally, the Commission recommended monitoring the effectiveness of the City's efforts over a time. If a continuous decline of homeownership occurs, then the land use strategy would need to be re-examined. The Plan also recommended encouraging Florida State University to increase on-campus housing, thus relieving stress on adjacent neighborhoods.

The overarching concern pertaining to the quality of life in the sector was the lack of care for the community from the students' renter. Participants identified a series of recommendations to address quality of life issues. The most important recommendation was to establish a stakeholder committee with representatives of neighborhoods, rental-owners, various departments in the City of Tallahassee and the university and colleges to work together to develop solutions to these problems. Garbage in the sector and student behaviors were two issues that the participants recommended be addressed by this committee. For the transportation priority issue, participants recommended improvements to encourage use of transit and other modes of transportation as well as gateway improvements on the main corridors in the sector.

### Status of Plan

The West Pensacola Sector Plan was accepted by the City Commission in January 2006. The City Commission established a working group to address the quality of life concerns identified in the Plan. The quality life issues largely centered around the conflicts with rental student housing in the older established single-family neighborhoods. The working group included neighborhood leaders, the universities, TCC, and staff from City's departments. The City's Neighborhood Services Division staffed the committee and implemented several projects/programs with neighborhood leaders, students and the campuses involvement.

Overall, there has been further decline in homeownership in the subject area since the Sector Plan. At the time of the study, the Chapel Drive area had homeownership around 23% and the Bellevue /Prince Murat area had homeownership around 22%. Currently, homeownership in the Chapel Drive area is at 11% and Bellevue area has about 20% homeownership, and the Prince Murat area has fallen from 22% to 3.57%. It should be noted that these neighborhoods were the closest to Florida State University main campus. The following table shows the rate of decline in homeownership in the sector since 2006.



## W. Pensacola Sector Neighborhood Profiles

Neighborhoods	# of Homes	# of Renters	# of Homeowners	% of Home-Ownership	Change since 2006 Analysis
<b>Cactus Street</b>	32	17	15	46.87 %	-14.30%
<b>Elberta Empire</b>	208	138	70	33.65%	-8.26
<b>Bradford Manor</b>	185	133	52	28.10%	-8.85%
<b>Palmer Monroe (W)</b>	195	123	72	36.92	<b>+10.77</b>
<b>Palmer Monroe (E)</b>	274	242	32	11.67%	-11.8%
<b>Chapel Ridge</b>	200	179	21	11.73%	-11.3%
<b>Prince Murat Area*</b>	28	27	1	3.57%	-22.18%
<b>Bellevue Area</b>	183	145	38	20.76%	-9.33%

\*Murat Subdivision located generally along Prince and Murat Streets is contained with the larger Bellevue Area and has been counted twice in this analysis.

The following other changes that have occurred in the sector since the approval of the Plan include:

- The relocation of the Homeless Shelter to Pensacola Street.
- The addition of four (4) new dormitories on Florida State's campus providing 1, 894 additional housing units.
- The closing of two public schools (Bellevue Middle School and Brevard Elementary School).
- The closure of the neighborhood Community Center.

Bellevue Middle School is now the home of the School for Arts & Innovative Learning (SAIL) High School and the Palmer Munroe Community Center was reopened as a "Teen Center." The availability of the schools and the community center were factors used in determining the viability of the area for homeownership at the time of the development of the Plan.

## Land Use/Transportation

The subject planning area is designated with the following land use categories on the Future Land Use Map:

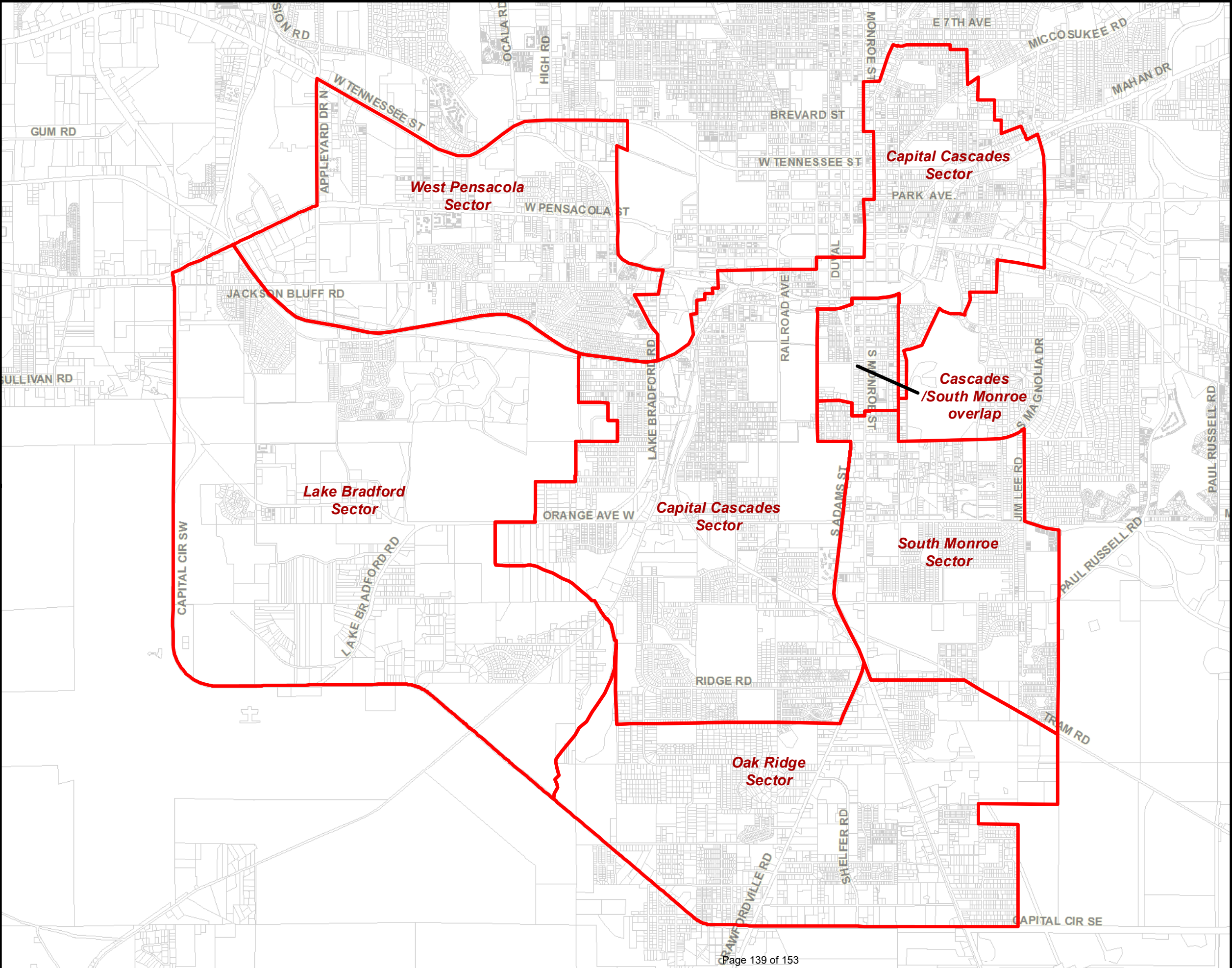
- University Transition
- Central Urban
- Residential Preservation
- Suburban
- Urban Residential 2
- Recreation-Open Space
- Government Operational

Since the acceptance of the Plan, there have been several map amendment requests to change low density residential areas to university transition on the Future Land Use Map. For the most part, these requests have been approved.

The subject planning area is also in the Multimodal Transportation District established in in 2009 to promote walking, cycling and the use of transit. Upcoming projects scheduled for the sector include the Westside Student Corridor Project to be funded under the Blueprint 2020 Program.

## Exhibit:

- A. Map of Southern Strategy Sectors



**Southern Strategy  
Sectors**

2,000 1,000 0 2,000 Feet



**Tallahassee-Leon County Comprehensive Plan  
Draft Land Use and Mobility Element Goals and Objectives  
February 18, 2019**

**Draft Goal 1 [LM] – Places Where People Want to Live, Learn, Work, and Play:**

Our community will maintain and build places where people want to live, work and play to:

- Provide diverse and expanded lifestyle options.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient and financially feasible development patterns.
- Maintain distinct development patterns between urban, sub-urban, and rural areas.
- Plan for reduction of urban sprawl while focusing on revitalization efforts to mitigate sprawl.
- Prioritize financial viability/sustainability through savings in lower infrastructure costs.
- Benefit from viable and sustainable growth.
- Protect agricultural and forestry uses.
- Preserve natural resource-based activities, ecosystem functions and services, hazard protections, cultural resources, and scenic landscapes
- Promote development practices to support:
  - Neighborhoods that reflect the diverse population and uses in the community
  - Communities designed for pedestrians, transit, bikes and cars.
  - Places designed and built to be inclusive and accessible.
  - Urban areas framed by locally or regionally derived architecture and landscape design that celebrate local history, climate, and ecology.

**Objective 1.1 – Growth and Population Accommodation:**

Tallahassee and Leon County will accommodate our population growth in a responsible manner. To support the population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forest and agricultural lands from unwarranted and premature conversion to urban land uses. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

*Policies will include strategies such as Urban Services Area and planning period timeframes.*

**Objective 1.2 – Community Context:**

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas may include existing development patterns, future development patterns based on land use and zoning, natural features, and other physical factors. The context areas shall be used as the basis for planning and design in the City of Tallahassee and Leon County.

*Policies will include strategies such as the Future Land Use Map and a transportation corridors map.*

**Objective 1.3 – Efficient and Financially Feasible Development:**

Promote efficient and financially feasible development patterns that maintain distinct natural, rural, sub-urban, and urban areas.

*Policies will include strategies such as densities and intensities.*

**Objective 1.4 – Fiscally Responsible Growth:**

Promote growth and development in the community that utilizes existing infrastructure. Growth and development in the community that requires new public facilities will recover the cost of providing and maintaining these facilities by generating increased taxable value, increasing sales taxes, and/or creating new jobs.

*Policies will include strategies such as infill and redevelopment and corridor preservation.*

**Objective 1.5 – Preservation of Rural Areas:**

Preserve rural areas of the community and prevent the conversion of rural lands into low density, single use districts. Protect agricultural and silvicultural uses, natural resource-based activities, ecosystem functions, ecosystem services, scenic vistas, and pastoral landscapes.

*Policies will include strategies such as the Rural land use category.*

**Objective 1.6 – Disconnected Development:**

Leverage transportation connectivity and urban design principles to mitigate the impacts of automobile-oriented, single-use development. Strategies to mitigate these impacts shall focus on reducing environmental impacts and improving mobility, especially for people walking, people riding bikes, and people using transit.

*Policies will include strategies such the Rural land use category.*

**Objective 1.7 – Urban Design:**

Incorporate urban design standards and design guidelines that serve as predictable guides for change into the Land Development Regulations for the City of Tallahassee and Leon County.

*Policies will include strategies such as Crime Prevention Through Environmental Design (CPTED).*

**Objective 1.8 – Public Infrastructure:**

Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and wellbeing efficiently, effectively, and equitably.

*Policies will include strategies such as school siting.*

**Objective 1.9 – Southside Investment Strategy:**

Encourage quality land development and redevelopment, retain and increase employment opportunities, and attain an income mix in the southern part of Tallahassee's urban area comparable to the remainder of the County's urbanized area.

*Policies will include strategies such infrastructure investments in the Southside.*

**Objective 1.10 – Southeast Sector:**

***[Objective being revised in coordination with Land Use Division]***

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area

**Objective 1.11 – Welaunee Critical Area Plan:**

Develop the Welaunee Critical Planning Area with a mixture of land uses that includes predominantly walkable neighborhoods, mixed-use districts, major employment centers, a diversity of housing choices, protection of conservation and preservation areas, and a transportation system which accommodates both vehicular and non-vehicular transportation.



**Objective 1.12 – Welaunee Critical Planning Area Land Uses:**

Develop the Welaunee Critical Planning Area with an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. Create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout.

**Objective 1.13 – Welaunee Critical Planning Area Transportation Standards:**

Design the transportation systems in the Welaunee Critical Planning Area to capture internal trips, promote alternatives to single-occupancy vehicle travel, and support a mixed-use development pattern. Design the transportation network to support and enhance livable community concepts while meeting level of service standards. Create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Create region-serving roads and infrastructure incorporating and consistent with the Northeast Gateway project.

**Objective 1.14 – Welaunee Critical Planning Area Public Facilities:**

Provide public facilities that serve residential and non-residential uses on a phased basis consistent with the level-of-service and availability standards of this comprehensive plan. Provide infrastructure needed to serve development that is predominantly self-supporting rather than predominantly dependent upon public funding. Provide infrastructure consistent with the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement).

**Objective 1.15 – Welaunee Critical Planning Area Design Standards:**

Develop the Welaunee Critical Planning Area through a series of PUD Concept Plans that shall incorporate design standards that will insure mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use 1.12 and 1.13, PUD Concept Plans shall be consistent with the general design standards in this comprehensive plan.

**Objective 1.16 – Welaunee Critical Planning Area Toe Development:**

Continue to develop the Welaunee Toe as a mixed-use community that provides employment opportunities, protects natural resources in an urbanized setting and emphasizes pedestrian mobility and transportation alternatives.

**Objective 1.17 – Welaunee Critical Planning Area Heel Development:**

Develop the Welaunee Heel as new mixed-use community that provides employment opportunities, protects natural resources in an urbanized setting and emphasizes pedestrian mobility and transportation alternatives.

**Objective 1.18 – Welaunee Arch Master Plan:**

Develop the Welaunee Arch as new mixed-use community with a region-serving mixed-use activity center, residential areas with a strong sense of place and a range of housing choices, transportation choices with linkage to commercial services and jobs, and planned recreation and open space. Develop the Welaunee Arch area in a manner that integrates with the Welaunee Critical Planning Area Heel and Toe, incorporates and is consistent with the Northeast Gateway project, and transitions to the rural lands beyond the Welaunee Arch.

**Objective 1.19 – Land Development Regulations:**

Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

## **Draft Goal 2 [LM] -A Healthy Community:**

Our community will maintain a healthy environment comprised of neighborhoods, activity centers, places of employment, and natural areas designed and built to be lively, inclusive, safe, and sustainable.

To maintain a healthy environment our community will protect and improve the quality of its: air, potable water, soils, forests, natural water bodies and waterways while also protecting habitats for native plants and animals. Valuable or irreplaceable natural resources will be conserved. All residents and visitors to our community will have access to vitally important open spaces. To achieve this goal, our community will:

- Identify natural resources that contribute to human well-being.
- Prioritize the preservation of natural areas (including conservation and preservation areas, environmentally sensitive features and water resources) when making land use and transportation decisions.
- Provide access and opportunities for active and passive recreation, open spaces, greenways and parks.
- Coordinate with neighboring local governments, and regional, state, and federal agencies to cooperatively manage natural resources extending beyond jurisdictional boundaries.

The planning for healthy neighborhoods, activity centers, places of employment, and natural areas will treat all citizens equitably and provide opportunities for citizen involvement while recognizing the importance of private property rights. Planning and development of a healthy community will address the importance of school siting, community context and access to:

- Employment
- Parks and recreational opportunities
- Transportation options
- Health services and healthy food options
- Schools and educational opportunities

**Objective 2.1 – Identification of Natural Resources and Geographic Features:**

Identify natural resources that contribute to human well-being and community character and other features that could impact human health.

**Objective 2.2 – Restoration of Habitats and Sensitive Lands:**

Restore, connect, and protect natural habitats and sensitive lands.

**Objective 2.3 – Prioritization of Natural Areas:**

Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features and water resources) when making decisions regarding land use, transportation, and infrastructure extension.

**Objective 2.4 – Preservation of Natural Areas:**

Preserve natural areas, including conservation areas, environmentally sensitive features, and water resources.

**Objective 2.5 – Access and Opportunities for Parks and Recreation:**

Provide equitable public access and opportunities for active and passive recreation, open spaces, greenways, and parks.

**Objective 2.6 – Urban Forests:**

Based on best available data, ensure proper urban forest management. Urban forest management shall include preservation of significant trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

**Objective 2.7 – Green infrastructure:**

Implement green infrastructure strategies as a cost-effective, resilient approach to reduce and treat stormwater at its source while delivering environmental, social, and economic benefits.

**Objective 2.8 – Climate Adaptation and Community Resilience:**

[Objective being developed based on current efforts and initiatives by the City and County]

Address Community Resilience based on current efforts by the City and County.

**Objective 2.9 – Intergovernmental Coordination:**

Effectively address and manage natural resources that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions.

**Objective 2.10 – Recognizable places:**

Foster and protect distinctive, attractive places that are recognizable and important to the community.

**Objective 2.11 – Safety:**

Improve the safety of the public realm by incorporating urban design principles in land development regulations and designing and operating streets for users of all ages and abilities.

**Objective 2.12 – Connectivity and Access Management:**

Reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

**Objective 2.13 – Land Use and Transportation Coordination:**

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility. Coordinate land use and transportation to improve access to recreational opportunities, active transportation, healthy food options, and health services, while ensuring safe neighborhoods, and the meaningful involvement of all people in regards to creation and enforcement of environmental laws.

**Objective 2.14 – Multimodal Transportation District (MMTD):**

[Waiting on outcome of AMFSS and MMTD Evaluation]

Facilitate the use of multiple modes of transportation and urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile use and vehicle miles travelled.

**Objective 2.15 – Downtown:**

Promote revitalization, reinvestment, and redevelopment characterized by pedestrian-friendly site design with a mix of land uses that are designed to achieve compatibility.

**Objective 2.16 – Bradfordville:**

Define types and levels of development, establish timing and sequencing for development, define and prioritize necessary capital improvements, provide effective stormwater and water quality management, and preserve the rural qualities of the Bradfordville Study Area.

**Objective 2.17 – Equitable Distribution of Land Uses:**

Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of different land uses are shared across the community equitably.

**Objective 2.18 – Lean Urbanism**

Reduce barriers that disproportionately burden small-scale developers, entrepreneurs, and builders, such as application requirements, costs, and complexities to promote incremental infill development and economic growth in Urban areas.

## **Draft Goal 3 [LM] – A Robust Economy:**

Our community will foster a robust economy by enhancing the ability to:

- Increase access to employment opportunities by locating jobs proximate to the homes of people that can provide critical talent in skilled trades.
- Reduce barriers to starting and growing businesses.
- Retain and create new enhanced employment opportunities that emphasize Tallahassee-Leon County's target industries.

Land use and transportation strategies will support a robust economy through:

- Innovation districts and the clustering of mutually beneficial businesses.
- Connections to educational and training facilities.
- Access to roadways, rail, transit, and aviation systems.
- The appropriate location of manufacturing and distribution facilities.

Our community will strive to facilitate the development, attraction, and cultivation of innovative businesses to foster a robust, financially sustainable economy. Associated job creation will help position the economy for sustained, directed growth, raising the quality and standard of living for the citizens of Tallahassee-Leon County.

**Objective 3.1 – Economic Health:**

Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to withstand positive and negative changes in the economy and to continue providing jobs and incomes to support the community.

**Objective 3.2 – Innovation, Industry, and Manufacturing:**

Provide land uses in sufficient quantities and in appropriate locations that allow for entrepreneurship and job creation through technology, industry, manufacturing, and similar activities.

**Objective 3.3 – Fiscal Sustainability:**

Provide a balanced land use mix for fiscal sustainability and economic robustness.

**Objective 3.4 – Airport Access:**

Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

**Objective 3.5 – Freight and Cargo:**

Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

**Objective 3.6 – Post-Disaster Recovery:**

[Waiting on Resiliency Plan; also could bring in local mitigation strategies]

Plan for post-disaster economic recovery to help resume economic activities following damage or destruction by a natural or human-made disaster.



## **Draft Goal 4 [LM] –Housing Options for Our Diverse Population:**

Our community will strive for a broad range of housing types and price levels for people of diverse ages, races, and incomes to:

- Expand affordable housing opportunities and options for people with varying income levels.
- Promote housing options that accommodate an increased population supported by transit or on-demand transportation and non-motorized forms of transportation.
- Support the following principles that offer greater flexibility for people in different stages of life and with different abilities:
  - Accessible outdoor spaces and buildings that can be used and enjoyed by people of all ages.
  - Transportation options that provide non-vehicular drivers with rides to and from healthcare facilities.
  - Housing designed or modified to accommodate aging in place.
  - The availability of accessible, affordable, educational and engaging social activities.
  - Places for intergenerational activities where both young and old can learn from one another to honor what each has to offer.
  - Opportunities for the elderly to work for pay, volunteer their skills and be actively engaged in community life.
  - Public spaces that support interaction and the spread of information through a variety of means.
  - Accessible and affordable health and community services.

While working toward greater housing diversity, our community will protect the character of existing, viable residential areas through neighborhood design and building types.

**Objective 4.1 – Strong Neighborhoods:**

Provide greater housing diversity, while protecting the character of existing, viable residential areas.

**Objective 4.2 – Missing middle housing:**

Allow and encourage diverse housing options along a spectrum of affordability in residential areas to support walkable communities, locally-serving retail, and public transportation options and to provide a solution to the mismatch between the available housing stock and shifting demographics and growing demand for walkability.

**Objective 4.3 – Transit Oriented Development (TOD):**

[Waiting on outcome of AMFSS]

Encourage compact, mixed-use communities near transit where people can enjoy easy access to jobs and services.

**Objective 4.4 – Transit Adjacent Development (TAD):**

[Waiting on outcome of AMFSS]

Encourage connectivity between transit facilities and developments in the vicinity of transit facilities.

**Objective 4.5 – Trail Oriented Development (TrOD):**

[Waiting on outcome of AMFSS]

Encourage compact, mixed-use communities near transit where people can enjoy easy access to jobs and services.

**Objective 4.6 – Affordability:**

Expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

**Objective 4.7 – Family Heir Subdivisions:**

Provide a hardship provision by which owners of property outside of the Urban Boundary who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

## **Draft Goal 5 [LM] – A Balanced Transportation Network:**

Our community will have a balanced and viable transportation network with location-appropriate options so pedestrians, bicyclists, motorists and public transportation users of all ages/abilities can travel safely and conveniently throughout the community.

The transportation network shall:

- Include streets, sidewalks, bicycle facilities, shared use paths, trails, airport facilities, transit, and on-demand options.
- Account for land use context, right-of-way constraints, as well as the short-term and long-term costs of transportation infrastructure.
- Incorporate emerging technologies.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Distribute the benefits and burdens of transportation projects equitably.
- Maintain adopted quality of service measures.

Our community will coordinate with neighboring local governments and regional, state, and federal agencies to cooperatively plan and manage a balanced transportation network. This coordination will help maximize funding and development opportunities.

**Objective 5.1 – Context Based Mobility:**

Plan, design, and build the transportation system to reflect the physical setting in which the specific transportation facilities are located.

**Objective 5.2 – Complete Streets:**

Design and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

**Objective 5.3 – Bicycle Facilities:**

Develop a network of bicycle facilities that provides safe, comfortable, and direct connections throughout the community.

**Objective 5.4 – Pedestrian Facilities:**

Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting.

**Objective 5.5 – Transportation Demand Management:**

Leverage transportation demand management strategies to promote efficient modes of travel and to spread the travel demand across more hours of the day.

**Objective 5.6 – Transportation for the disadvantaged:**

Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

**Objective 5.7 – Transit:**

Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation.

**Objective 5.8 – Aviation:**

Provide airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

**Objective 5.9 – Intergovernmental Coordination:**

Effectively address and manage transportation systems that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions.

**Objective 5.10 – Network Connectivity Improvement:**

Effectively improve balance, connectivity, and capacity of the multimodal transportation network.

Proposed Goals and Objectives	Origin from Current Goals, Objectives, and Policies, and Public Engagement
<b>Goal 1: Places Where People Want to Live, Learn, Work, and Play</b>	
Objective 1.1 – Growth and Population Accommodation	Land Use Objectives 1.1, 1.2 and Policies
Objective 1.2 – Community Context	Land Use Objectives 1.1, 1.2, 2.2 and Policies
Objective 1.3 – Efficient and Financially Feasible Development	Land Use Objectives 1.1, 1.2, 2.1, 2.2, and Policies
Objective 1.4 – Fiscally Responsible Growth	Public Engagement on Land Use and Mobility Goals
Objective 1.5 – Preservation of Rural Areas	Land Use Objectives 2.2 and 3.4;
Objective 1.6 – Disconnected Development	Public Engagement on Land Use and Mobility Goals
Objective 1.7 – Urban Design	Public Engagement on Land Use and Mobility Goals
Objective 1.8 – Public Infrastructure	Land Use Objective 5.1 and 5.2
Objective 1.9 – Southside Investment Strategy	Land Use Goal 11
Objective 1.10 – Southeast Sector	Land Use Objective 10.1
Objective 1.11 – Welaunee Critical Area Plan	Land Use Goal 13
Objective 1.12 – Welaunee Critical Planning Area Land Uses	Land Use Goal 13
Objective 1.13 – Welaunee Critical Planning Area Transportation Standards	Land Use Goal 13
Objective 1.14 – Welaunee Critical Planning Area Public Facilities	Land Use Goal 13
Objective 1.15 – Welaunee Critical Planning Area Design Standards	Land Use Goal 13
Objective 1.16 – Welaunee Critical Planning Area Toe Development	Land Use Goal 13
Objective 1.17 – Welaunee Critical Planning Area Heel Development	Land Use Goal 13
Objective 1.18 – Welaunee Arch Master Plan	Land Use Goal 13
Objective 1.19 – Land Development Regulations	Land Use Objective 1.4
<b>Goal 2: A Healthy Community</b>	
Objective 2.1 – Identification of Natural Resources and Geographic Features	Public Engagement on Land Use and Mobility Goals
Objective 2.2 – Restoration of Habitats and Sensitive Lands	Public Engagement on Land Use and Mobility Goals
Objective 2.3 – Prioritization of Natural Areas	Vision Statement; Land Use Goal 1; Public Engagement on Land Use and Mobility Goals
Objective 2.4 – Preservation of Natural Areas	Vision Statement; Land Use Goal 1; Public Engagement on Land Use and Mobility Goals
Objective 2.5 – Access and Opportunities for Parks and Recreation	Land Use Policy 2.2.14; Mobility Policy 1.1.4; Public Engagement on Land Use and Mobility Goals
Objective 2.6 – Urban Forests	Public Engagement on Land Use and Mobility Goals; Urban Forest Master Plan and Canopy Roads Management Plan
Objective 2.7 – Green infrastructure	Public Engagement on Land Use and Mobility Goals
Objective 2.8 – Climate Adaptation and Community Resilience	Public Engagement on Land Use and Mobility Goals; City of Tallahassee Resiliency Plan (In Development); Resiliency efforts of Leon County.
Objective 2.9 – Intergovernmental Coordination	Requirements for Intergovernmental Coord. Exist Throughout Comp. Plan
Objective 2.10 – Recognizable places	Public Engagement on Land Use and Mobility Goals
Objective 2.11 – Safety	Multiple Objectives in both the Land Use and Mobility Elements; Public Engagement on Land Use and Mobility Goals
Objective 2.12 – Connectivity and Access Management	Mobility Objective 1.4
Objective 2.13 – Land Use and Transportation Coordination	Mobility Objective 1.1
Objective 2.14 – Multimodal Transportation District (MMTD)	Mobility Objective 1.1 and its policies
Objective 2.15 – Downtown	Land Use Objective 9.1, Mobility Policy 1.1.3; Public Engagement on Land Use and Mobility Goals
Objective 2.16 – Bradfordville	Land Use Objective 1.7 and 3.3
Objective 2.17 – Equitable Distribution of Land Uses	Public Engagement on Land Use and Mobility Goals
Objective 2.18 – Lean Urbanism	Public Engagement on Land Use and Mobility Goals
<b>Goal 3: A Robust Economy</b>	
Objective 3.1 – Economic Health	Land Use Objectives 3.1 and 3.2
Objective 3.2 – Innovation, Industry, and Manufacturing	Land Use Policies 2.2.27 and 2.2.28
Objective 3.3 – Fiscal Sustainability	Numerous FLUC Allow/Promote a Mix of Uses
Objective 3.4 – Airport Access	Mobility Objective 3.2; Consultation with TLH Int'l Airport Staff
Objective 3.5 – Freight and Cargo	Mobility Goal 3; Consultation with TLH Int'l Airport Staff
Objective 3.6 – Post-Disaster Recovery	City of Tallahassee Resiliency Plan (In Development)
<b>Goal 4: Housing Options for Our Diverse Population</b>	
Objective 4.1 – Strong Neighborhoods	Land Use Policies 2.2.3, 2.2.6, 2.2.23; Public Engagement on Land Use and Mobility Goals
Objective 4.2 – Missing middle housing	Public Engagement on Land Use and Mobility Goals
Objective 4.3 – Transit Oriented Development (TOD)	Public Engagement on Land Use and Mobility Goals
Objective 4.4 – Transit Adjacent Development (TAD)	Public Engagement on Land Use and Mobility Goals
Objective 4.5 – Trail Oriented Development (TrOD)	Public Engagement on Land Use and Mobility Goals
Objective 4.6 – Affordability	Land Use Policy 2.1.14; Public Engagement on Land Use and Mobility Goals
Objective 4.7 – Family Heir Subdivisions	Land Use Policy 2.1.9 (County)
<b>Goal 5: A Balanced Transportation Network</b>	
Objective 5.1 – Context Based Mobility	Mobility Policy 1.4.2; Public Engagement on Land Use and Mobility Goals
Objective 5.2 – Complete Streets	Mobility Objective 1.2
Objective 5.3 – Bicycle Facilities	Public Engagement on Land Use and Mobility Goals
Objective 5.4 – Pedestrian Facilities	Public Engagement on Land Use and Mobility Goals
Objective 5.5 – Transportation Demand Management	Mobility Objective 1.3; Public Engagement on Land Use and Mobility Goals
Objective 5.6 – Transportation for the disadvantaged	Land Use Objective 2.5
Objective 5.7 – Transit	Mobility Goal 2, Objectives, and Policies; Public Engagement on Land Use and Mobility Goals
Objective 5.8 – Aviation	Mobility Goal 3; TLH Int'l Airport Staff
Objective 5.9 – Intergovernmental Coordination	Requirements for Intergovernmental Coord. Exist Throughout Comp. Plan
Objective 5.10 – Network Connectivity Improvement	Mobility Objective 1.4 and Policies