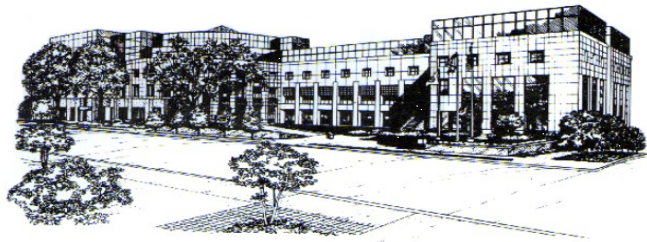


# BOARD OF COUNTY COMMISSIONERS LEON COUNTY, FLORIDA

## AGENDA JOINT COUNTY / CITY PUBLIC HEARING MEETING

**Tuesday, May 26, 2020  
6:00 p.m.**

The meeting will be held via video conferencing. The media and the public can access the meeting in real time on Comcast channel 16, Prism channels 16 and 1016-HD, the County's [Facebook Live](#) page and [YouTube](#) channel; or Comcast channel 13 (WCOT-13) or the live stream available from the City of Tallahassee website Talgov.com.



### ***COUNTY COMMISSIONERS***

Bryan Desloge, Chairman  
District 4

Rick Minor, Vice Chair  
District 3

Kristin Dozier  
District 5

Jimbo Jackson  
District 2

Mary Ann Lindley  
At-Large

Nick Maddox  
At-Large

Bill Proctor  
District 1

Vincent S. Long  
County Administrator

Chasity H. O'Steen  
County Attorney

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The Leon County Commission meets the second and fourth Tuesday of each month. Regularly scheduled meetings are held at 3:00 p.m. A tentative schedule of meetings and workshops is attached to this agenda as a "Public Notice." Commission meeting agendas and minutes are available on the County Home Page at: [www.leoncountyfl.gov](http://www.leoncountyfl.gov). The media and the public can access the meeting in real time on Comcast channel 16, Prism channels 16 and 1016-HD, the County's [Facebook](#) page and [YouTube](#) channel.

Please be advised that if a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at this meeting or hearing, such person will need a record of these proceedings, and for this purpose, such person may need to ensure that verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. The County does not provide or prepare such record (Section 286.0105, Florida Statutes).

In accordance with Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this proceeding should contact the ADA Coordinator by written or oral request at least 48 hours prior to the proceeding, at 850-606-5011 or Facilities Management at 850-606-5000, or 7-1-1 (TTY and Voice) via Florida Relay Service. Accommodation Request Forms are available on the website [www.leoncountyfl.gov/ADA](http://www.leoncountyfl.gov/ADA).

# **Board of County Commissioners**

**Leon County, Florida**

## **Agenda**

**Joint County / City Public Hearing Meeting**

**Tuesday, May 26, 2020, 6:00 p.m.**

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The Board will meet via video conference to conduct the May 26th Joint County / City Public Hearing meeting. The meeting is being held utilizing communications media technology pursuant to the Governor's Executive Order 20-69, Emergency Management – COVID-19 – Local Government Public Meetings.

The media and the public can access the meeting in real time on Comcast channel 16, Prism channels 16 and 1016-HD, the County's [Facebook](#) page and [YouTube](#) channel or Comcast channel 13 (WCOT-13) or the live stream available from the City of Tallahassee website [Talgov.com](#).

Public comment will be accepted via electronic submission. Citizens wishing to provide input for this meeting may submit their comments at [Leoncountyfl.gov/PublicComments](http://Leoncountyfl.gov/PublicComments). To ensure adequate time for Commissioner review, comments should be submitted by 8 p.m. on May 25, 2020. Comments will be distributed to the Commissioners prior to the May 26, 2020 6:00 p.m. meeting. Comments submitted after the 8:00 p.m. deadline will be added to the official record of the meeting, but the County cannot guarantee that the Commissioners will have adequate time to review those comments prior to the meeting. Anyone needing assistance with submitting comments may contact County Administration via email at [LCG\\_PublicComments@leoncountyfl.gov](mailto:LCG_PublicComments@leoncountyfl.gov) or via phone at 850-606-5300.

### **SCHEDULED PUBLIC HEARINGS, 6:00 P.M.**

1. Joint County/City Transmittal Public Hearing on 2020 Cycle Comprehensive Plan Amendments  
(County Administration/ PLACE/ Planning)

### **ADJOURN**

*The next regular meeting of the Board of County Commissioners is tentatively scheduled for  
**Tuesday, June 16, 2020 at 3:00 p.m.***

All lobbyists appearing before the Board must pay a \$25 annual registration fee. For registration forms and/or additional information, please contact the Board Secretary or visit the County Clerk website at [www.leoncountyfl.gov](http://www.leoncountyfl.gov)



**PUBLIC NOTICE**  
**Leon County Board of County Commissioners**  
**2020 Tentative Meeting Schedule**

<b>Date</b>	<b>Day</b>	<b>Time</b>	<b>Meeting</b>
<b>January 27</b>	Monday	9:00 a.m.	Board Retreat
<b>January 28</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>February 11</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>February 25</b>	Tuesday	1:00 p.m.	Joint Workshop Comprehensive Plan Amendments
<b>February 25</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>March 10</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>April 14</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<del><b>April 28</b></del> <i>cancelled</i>	<del>Tuesday</del>	<del>9:00 a.m.</del>	<del>Budget Policy Workshop</del>
<b>April 28</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>May 12</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>May 21</b>	Thursday	3:00 p.m.	Special Board Meeting
<del><b>May 26</b></del> <i>cancelled</i>	<del>Tuesday</del>	<del>3:00 p.m.</del>	<del>Regular Board Meeting</del>
<b>May 26</b>	Tuesday	6:00 p.m.	Joint Transmittal Hearing on 2020 Cycle Comprehensive Plan Amendments
<del><b>June 16</b></del> <i>rescheduled</i>	<del>Tuesday</del>	<del>9:00 a.m.</del>	<del>Budget Workshop</del>
<b>June 16</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>July 14</b>	Tuesday	9:00 a.m.	Budget Workshop
<b>July 14</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>August 25</b>	Tuesday	9:00 a.m.	Budget Workshop
<b>September 15</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>September 15</b>	Tuesday	6:00 p.m.	First Public Hearing on Tentative Millage Rate and Budgets
<b>September 29</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>September 29</b>	Tuesday	6:00 p.m.	Second Public Hearing on Final Millage Rate and Final Budgets
<b>October 13</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>October 27</b>	Tuesday	3:00 p.m.	Regular Board Meeting
<b>November 17</b>	Tuesday	3:00 p.m.	Reorganization & Regular Board Meeting
<b>December 8</b>	Tuesday	3:00 p.m.	Regular Board Meeting

## PUBLIC NOTICE

### Leon County Board of County Commissioners 2020 Tentative Meeting Schedule

All Workshops, Meetings, and Public Hearings are subject to change.

Month	Day	Time	Meeting Type
<b>January 2020</b>	<b>Wednesday 1</b>	<b>Offices Closed</b>	<b>NEW YEAR'S DAY</b>
	<i>Thursday 9 &amp; Friday 10</i>	<i>Seminar 2 of 3</i>	<i>FAC Advanced County Commissioner Program Alachua County; Gainesville, FL</i>
	<b>Tuesday 14</b>	<b>No meeting</b>	<b>BOARD RECESS</b>
	<b>Monday 20</b>	<b>Offices Closed</b>	<b>MARTIN LUTHER KING, JR. DAY</b>
	Tuesday 21	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Monday 27	9:00 a.m.	Board Retreat FSU Dodd Hall, Heritage Museum
	Tuesday 28	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
		6:00 p.m.	Second & Final Public Hearing to adopt Ordinance amending Section 10-1.101, entitled "Definitions" creating a new Section 10-6.820, entitled "Solar Energy Systems"
		6:00 p.m.	First & Only Public Hearing to Consider an Ordinance Amending Chapter 7, Article II of the Leon County Code of Laws Entitled, "Additional Civil Traffic Penalty"
		6:00 p.m.	First & Only Public Hearing to Consider an Ordinance Amending Chapter 16, Article V, to Comply with Recent Florida Legislative Amendments for Wireless Technology in Rights-of-Way
	<i>Wednesday 29</i>	<i>7:30 a.m.</i>	<i>FAC Legislative Day Tallahassee, FL</i>
	Thursday 30	3:00 p.m.	Blueprint Intergovernmental Agency City Commission Chambers
<b>February 2020</b>	Tuesday 11	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
		6:00 p.m.	First of two Public Hearings to consider adoption of a proposed Ordinance creating a new Section 10-6.657 of the Land Development Code, entitled "Mining Zoning District"
		6:00 p.m.	First of two Public Hearings to consider adoption of a proposed Ordinance amending the Land Development Code of the Leon County Code of Laws to allow Urban Agriculture and Urban Equine as permitted uses
	Friday 14	9:00 – 10:30 a.m.	Community Legislative Dialogue Meeting
	Tuesday 18	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Tuesday 25	1:00 p.m.	Joint City/County Workshop on the 2020 Cycle Comprehensive Plan Amendments
		3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
	<i>Saturday 29 – Wednesday 4</i>		<i>NACO Legislative Conference Washington, D.C.</i>
<b>March 2020</b>	Tuesday 10	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
		6:00 p.m.	Second and Final Public Hearing to Consider Adoption of a Proposed Ordinance Creating a New Section 10-6.657 of the Land Development Code, Entitled "Mining Zoning District"

Month	Day	Time	Meeting Type
<b>March 2020 (cont.)</b>	Tuesday 10	6:00 p.m.	First & Only Public Hearing on an Ordinance updating the Capital Improvements Schedule of the Capital Improvements Element of the Comprehensive Plan
		<del>6:00 p.m. Cancelled</del>	<del>First and Only Public Hearing to Consider a Sixth Amendment to the Southwood Development of Regional Impact Integrated Development Order</del>
	Thursday 12	1:00 p.m.	Blueprint Economic Development Strategic Plan Workshop
		3:00 p.m.	Blueprint Intergovernmental Agency City Commission Chambers
	<del>Tuesday 17</del>	<del>1:30 p.m. Cancelled</del>	<del>Capital Region Transportation Planning Agency City Commission Chambers</del>
	Wednesday 25	1:00 p.m.	Blueprint Intergovernmental Agency Special Meeting – Web Conference on COVID-19
<b>April 2020</b>	Tuesday 14	3:00 p.m.	Regular Meeting – Virtual Meeting <del>County Courthouse, 5<sup>th</sup> Floor Commission Chambers</del>
		<del>6:00 p.m. Rescheduled</del>	<del>All Board of County Commissioners Public Hearings</del>
	Wednesday 15	1:00 p.m.	Blueprint Intergovernmental Agency Special Meeting – Web Conference on COVID-19
	<del>Thursday 16 &amp; Friday 17</del>	<del>Seminar 3 of 3 Cancelled</del>	<del>FAC Advanced County Commissioner Program Alachua County; Gainesville, FL</del>
	<del>Tuesday 21</del>	<del>1:30 p.m. Cancelled</del>	<del>Capital Region Transportation Planning Agency City Commission Chambers</del>
	<del>Tuesday 28</del>	<del>9:00 a.m. Cancelled</del>	<del>Budget Policy Workshop County Courthouse, 5<sup>th</sup> Floor Commission Chambers</del>
	Tuesday 28	12:30 p.m.	Board of County Commissioners Attorney-Client Meeting Re: Petrandis litigation
	Tuesday 28	3:00 p.m.	Regular Meeting – Virtual Meeting <del>County Courthouse, 5<sup>th</sup> Floor Commission Chambers</del>
		3:00 p.m.	Adoption Public Hearing on Small Scale Comprehensive Plan Amendments
		3:00 p.m.	First & Only Public Hearing to Consider Adoption of an Ordinance Amending Chapter 10, the Land Development Code, to Correct Scrivener’s Errors and Inadvertent Inconsistencies
		3:00 p.m.	First of Two Public Hearings to Consider Adoption of an Ordinance Amending Section 10-6.660 of the Land Development Code, Entitled “Lake Protection Node Zoning District”
		3:00 p.m.	Second and Final Public Hearing to Consider Adoption of a Proposed Ordinance Amending the Land Development Code of the Leon County Code of Laws to Allow Urban Agriculture and Urban Equine as Permitted Uses
		3:00 p.m.	First and Only Public Hearing to Consider a Proposed Ordinance Amending Chapter 4, Article II of the Leon County Code of Laws Regarding Animal Control
<b>May 2020</b>	Tuesday 12	3:00 p.m.	Regular Meeting – Virtual Meeting <del>County Courthouse, 5<sup>th</sup> Floor Commission Chambers</del>
		3:00 p.m.	Second and Final Public Hearing to Consider Adoption of an Ordinance Amending Section 10-6.660 of the Land Development Code, Entitled “Lake Protection Node Zoning District”

Month	Day	Time	Meeting Type
May 2020 (cont.)	Tuesday 12	3:00 p.m.	First and Only Public Hearing to Consider Adopting a Proposed Ordinance Amending the Official Zoning Map to Change the Zoning Classification from the Urban Fringe (UF) District to the General Commercial (C-2) District (7601 Blountstown Highway)
		3:00 p.m.	First and Only Public Hearing to Consider Adopting a Proposed Ordinance Amending the Official Zoning Map to Change the Zoning Classification from the Lake Protection (LP) to the Commercial Parkway (CP) Zoning District (N. Monroe and Capital Circle Northwest)
		3:00 p.m.	First and Only Public Hearing to Consider Adopting a Proposed Ordinance Amending the Official Zoning Map to Change the Zoning Classification from the Manufactured Home and Single-Family Detached District (R-5) to the Light Industrial (M-1) Zoning District (north side of Highway 20 west of Capital Circle Southwest)
		3:00 p.m.	First and Only Public Hearing to Consider Adopting a Proposed Ordinance Amending the Official Zoning Map to Change the Zoning Classification from the Residential Preservation (RP) to the General Commercial (C-2) Zoning District (Capital Circle Southwest at Tillie Lane)
	Tuesday 19	1:30 p.m.	Capital Region Transportation Planning Agency <del>City Commission Chambers</del> - Virtual Meeting
	Thursday 21	<del>1:00 p.m.</del> Rescheduled 7/9	<del>Blueprint Intergovernmental Agency Budget Workshop</del>
	Thursday 21	3:00 p.m.	Special Meeting – Virtual Meeting
	<b>Monday 25</b>	<b>Offices Closed</b>	<b>MEMORIAL DAY</b>
	<del>Tuesday 26</del>	<del>3:00 p.m.</del> <del>Cancelled</del>	<del>Regular Meeting – Virtual Meeting</del> <del>County Courthouse, 5<sup>th</sup> Floor Commission Chambers</del>
	Tuesday 26	3:00 p.m.	Blueprint Intergovernmental Agency <del>City Commission Chambers</del> – Virtual Meeting
		6:00 p.m.	Joint City/County Transmittal Hearing on Cycle 2020 Comprehensive Plan Amendments
		<del>6:00 p.m.</del> To be rescheduled	<del>Joint City/County Adoption Hearing on Cycle 2020 Comprehensive Plan Amendments</del>
June 2020	<del>Tuesday 9 – Friday 12</del>	<del>Cancelled</del>	<del>FAC Annual Conference &amp; Educational Exposition</del> <del>Orange County; Orlando, FL</del>
	Monday 15	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	<del>Tuesday 16</del>	<del>9:00 a.m.</del> <del>Rescheduled - 8/25</del>	<del>Budget Workshop</del>
	Tuesday 16	3:00 p.m.	Regular Meeting County Courthouse, 5th Floor Commission Chambers
		6:00 p.m.	First of Two Public Hearings to Consider Adoption of an Ordinance Amending the Leon County Land Development Code and Creating a New Section 10-6.659, Entitled “Government Operational (GO) Zoning District,”
July 2020	<b>Friday 3</b>	<b>Offices Closed</b>	<b>INDEPENDENCE DAY observed</b>
	<u>Thursday 9</u>	<u>1:00 p.m.</u>	<u>Blueprint Intergovernmental Agency Budget Workshop</u> <u>City Commission Chambers</u>
	Thursday 9	3:00 p.m.	Blueprint Intergovernmental Agency City Commission Chambers
	Tuesday 14	9:00 a.m.	Budget Workshop County Courthouse, 5th Floor Commission Chambers

Month	Day	Time	Meeting Type
<b>July 2020</b> (cont.)	Tuesday 14	3:00 p.m.	Regular Meeting County Courthouse, 5th Floor Commission Chambers
		6:00 p.m.	Second and Final Public Hearing to Consider Adoption of an Ordinance Amending the Leon County Land Development Code and Creating a New Section 10-6.659, Entitled "Government Operational (GO) Zoning District,"
	Friday 17 - Monday 20		NACo Annual Conference Orange County; Orlando, FL
	<b>Tuesday 28</b>	<b>No Meeting</b>	<b>BOARD RECESS</b>
<b>August 2020</b>	Wednesday 5 – Saturday 8		National Urban League Annual Conference Houston, TX
	Friday 14 - Sunday 16		Chamber of Commerce Annual Conference Amelia Island, Fernandina Beach, FL
	<b>Tuesday 25</b>	<b>9:00 a.m.</b>	<b>Budget Workshop</b> County Courthouse, 5th Floor Commission Chambers
<b>September 2020</b>	<b>Monday 7</b>	<b>Offices Closed</b>	<b>LABOR DAY</b>
	Wednesday 9 - Thursday 10		FAC Innovation & Policy Conference Palm Beach County; Palm Beach Gardens, FL
	Tuesday 15	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	<b>Tuesday 15</b>	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
		6:00 p.m.*	First Public Hearing Regarding Tentative Millage Rates and Tentative Budgets for FY 20/21*
	Wednesday 16 – Sunday 20		Congressional Black Caucus Annual Legislative Conference – Washington D.C.
	Thursday 17	5:00 p.m.	Blueprint Intergovernmental Agency Meeting & 6:00 p.m. Budget Public Hearing, City Commission Chambers
	Wednesday 23 – Saturday 26		ICMA Annual Conference Toronto
	<b>Tuesday 29</b>	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
		6:00 p.m.*	Second & Final Public Hearing on Adoption of Final Millage Rates and Budgets for FY 20/21*
*These public hearing dates may change because of the School Board's scheduling of its budget adoption public hearings			
<b>October 2020</b>	Tuesday 13	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
	Tuesday 20	9:00 a.m.	Capital Region Transportation Planning Agency Workshop/Retreat – Location TBD
	Tuesday 27	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
<b>November 2020</b>	<b>Wednesday 11</b>	<b>Offices Closed</b>	<b>VETERAN'S DAY OBSERVED</b>
	Monday 16 <b>TENTATIVE</b>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Tuesday 17	3:00 p.m.	Reorganization and Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers
	<b>Thursday 26</b>	<b>Offices Closed</b>	<b>THANKSGIVING DAY</b>
	<b>Friday 27</b>	<b>Offices Closed</b>	<b>FRIDAY AFTER THANKSGIVING DAY</b>
<b>December 2020</b>	Wednesday 2 - Friday 4		FAC Legislative Conference Duval County; Jacksonville, FL
	Tuesday 8	3:00 p.m.	Regular Meeting County Courthouse, 5 <sup>th</sup> Floor Commission Chambers

Month	Day	Time	Meeting Type
December 2020 (cont.)	Thursday 10	3:00 – 5:00 p.m.	Blueprint Intergovernmental Agency City Commission Chambers
	Tuesday 15	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Friday 25	Offices Closed	CHRISTMAS DAY
January 2021	Friday 1	Offices Closed	NEW YEAR'S DAY
	Tuesday 12	No Meeting	BOARD RECESS



## **Citizen Committees, Boards, and Authorities**

### **Current and Upcoming Vacancies**

[leoncountyfl.gov/committees](http://leoncountyfl.gov/committees)

#### **CURRENT VACANCIES**

##### **Advisory Committee on Quality Growth**

(seat for a person employed by a university or local school system)  
Board of County Commissioners (1 appointment)

##### **Affordable Housing Advisory Committee**

Board of County Commissioners (up to 10 appointments)  
Seats available for the following categories:

- a. A citizen who is actively engaged in the residential home building industry in connection with affordable housing.
- b. A citizen who is actively engaged in the banking or mortgage banking industry in connection with affordable housing.
- c. A citizen who is a representative of those areas of labor actively engaged in home building in connection with affordable housing.
- e. A citizen who is actively engaged as a for-profit provider of affordable housing.
- k. A citizen who represents essential services personnel, as defined in the local housing assistance plan. Essential Service Personnel includes teachers and educators, other school district, community college and university employees, police and fire personnel, health care personnel, skilled building trades personnel and active U.S. Armed Forces service members.)

##### **Board of Adjustment & Appeals**

City of Tallahassee Commission (3 appointments)

#### **UPCOMING VACANCIES**

##### **MAY 31, 2020**

##### **Advisory Committee on Quality Growth**

Board of County Commissioners (6 appointments)

##### **JUNE 30, 2020**

##### **Architectural Review Board**

(seat for the Planning Commission Chair or designee)  
Planning Commission (1 appointment)

##### **Board of Adjustment & Appeals**

Board of County Commissioners (2 appointments)

##### **CareerSource Capital Region Board**

Board of County Commissioners (2 appointments)

##### **Planning Commission**

Board of County Commissioners (1 appointment)

**JULY 31, 2020**

**Big Bend Health Council**

Board of County Commissioners (4 appointments)

**Code Enforcement Board**

Commissioner - District II: Jackson, Jimbo (1 appointment)

Commissioner – At-large I: Lindley, Mary Ann (1 appointment)

Commissioner - At-large II: Maddox, Nick (1 appointment)

**Investment Oversight Committee**

Clerk of Court (1 appointment)

**Leon County Educational Facilities Authority**

Board of County Commissioners (3 appointments)

**SEPTEMBER 30, 2020**

**Animal Shelter Advisory Board**

Board of County Commissioners (3 appointments)

**Council on Culture & Arts**

Board of County Commissioners (1 appointment)

**Housing Finance Authority of Leon County**

Commissioner - District IV: Bryan Desloge (1 appointment)

Commissioner - District V: Kristin Dozier (1 appointment)

Commissioner – At-large I: Mary Ann Lindley (1 appointment)

**Leon County Research & Development Authority**

Board of County Commissioners (3 appointments)

**Science Advisory Committee**

Commissioner - District II: Jimbo Jackson (1 appointment)

Commissioner - District V: Kristin Dozier (1 appointment)

**Tallahassee-Leon County Commission on the Status of Women & Girls**

Board of County Commissioners (Ratify 4 CSWG appointments)

Commissioner - District I: Bill Proctor (1 appointment)

Commissioner - District III: Rick Minor (1 appointment)

Commissioner – District V: Kristin Dozier (1 appointment)

**Leon County  
Board of County Commissioners**

**Notes for Agenda Item #1**

# Transmittal Public Hearing on 2020 Cycle Comprehensive Plan Amendments

## Agenda Item #1

May 26, 2020

**To:** Honorable Chairman and Members of the Board

**From:** Vincent S. Long, County Administrator

**Title:** Joint County/City Transmittal Public Hearing on 2020 Cycle Comprehensive Plan Amendments

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<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, Director, Planning, Land Management, and Community Enhancement (PLACE) Cherie Bryant, Director, Tallahassee-Leon County Planning Department
<b>Lead Staff/ Project Team:</b>	Artie White, Administrator – Comprehensive Planning

### **Statement of Issue:**

This item provides for the Joint County/City Public Transmittal Hearings on the 2020 Cycle amendments to the Tallahassee-Leon County Comprehensive Plan. Large-scale amendments (proposed amendments that involve a use of greater than 10 acres) to the Future Land Use Map and text amendments to the other goals, objectives, and policies in Comprehensive Plan require two public hearings (transmittal public hearing and adoption public hearing).

### **Fiscal Impact:**

This item has a fiscal impact. Public notices will be provided according to Florida Statutes, County Land Development Code and City Land Development Code regulations. The cost of these notices will be paid from the Planning Department budget.

### **Staff Recommendations:**

See next page.

**Staff Recommendations:**

- Option #1: Conduct the transmittal public hearing on TTA 2020 003 – *Southeast Sector Plan*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
- Option #2: Conduct the transmittal public hearing on TTA 2020 011 – *Neighborhood Boundary Land Use*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
- Option #3: Initiate a text amendment to Chapter 10 of the City of Tallahassee Land Development Code to include implementing zoning for the updated *Neighborhood Boundary Land Use* category (*City*)
- Option #4: Conduct the transmittal public hearing on TMA 2020 010 – *Bond and Griffin Heights Neighborhood Boundary*, a 2020 Cycle Amendment to the Future Land Use Map and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*City only*)
- Option #5: Conduct the transmittal public hearing on TTA 2020 006 – *Pine Cone Woods Urban Services Area*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
- Option #6: Conduct the transmittal public hearing on LMA 2020 06 – *Pine Cone Woods*, a 2020 Cycle Amendment to the Future Land Use Map and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County only*)
- Option #7: Conduct the transmittal public hearing on TTA 2020 013 – *Welaunee Arch Urban Services Area and Critical Area Plan*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
- Option #8: Conduct the transmittal public hearing on TMA 2020 012 – *Welaunee Arch*, a 2020 Cycle Amendment to the Future Land Use Map and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*City only*)

## **Report and Discussion**

### **Background:**

The purpose of the Public Hearing is to transmit proposed large-scale map amendments and text amendments to the State Land Planning Agency and other reviewing agencies.

The 2020 Cycle began in April 2019 with the opening of the application period. Applicants had from the first week of April until September 18, 2019 to complete a pre-application conference with staff and until September 27, 2019 to submit their application. Following a 10 day review of applications, the applications were posted on the website [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020) for public comment on the proposed amendments. These comments are included in the attached staff reports. The public was notified of the proposed amendments in accordance with Florida Statutes, the Leon County Code of Ordinances, and the City of Tallahassee Code of Ordinances. Additionally, notification was provided through the Planning Department email subscription service. Additional public input was taken at a public open house prior to the workshop and public hearing with the Local Planning Agency. A Joint Workshop was held with the Board of County Commissioners and City Commission on February 25, 2020.

The 2020 Cycle included the following:

- Joint Amendments:
  - 4 Text Amendments to Land Use Element
- City of Tallahassee Amendments:
  - 4 Map Amendments
  - 2 Small-Scale (10 acres or fewer)
  - 2 Large-Scale (Greater than 10 acres)
- Leon County Amendments:
  - 6 Map Amendments
  - 5 Small-Scale (10 acres or fewer)
  - 1 Large-Scale (Greater than 10 acres)

Small-scale map amendments (proposed amendments that involve a use of 10 acres or fewer) to the Comprehensive Plan only require one public hearing (adoption public hearing).

- The City Commission adopted the small-scale map amendments for properties located within City Limits on April 22, 2020. Unless challenged, these amendments become effective on May 23, 2020.
- The Board of County Commissioners adopted small-scale map amendments for properties located in unincorporated Leon County on April 28, 2020. Unless challenged, these amendments become effective on May 29, 2020.



Large-scale map amendments (proposed amendments that involve a use of greater than 10 acres) and text amendments require two public hearings, a transmittal public hearing and an adoption public hearing. Amendments approved during these transmittal public hearings will be submitted to the State Land Planning Agency and other reviewing agencies. Following their review, adoption public hearings will be conducted for the final adoption of those amendments.

**Full 2020 Cycle Amendment Schedule:**

Application Cycle	April 2019 – September 27, 2019
Public Open House	December 17, 2019
Public Open House	January 6, 2020
Local Planning Agency Workshop	January 7, 2020
Local Planning Agency Public Hearing	February 4, 2020
Joint City-County Workshop	February 25, 2020
City Small-Scale Adoption Hearings	April 22, 2020
County Small-Scale Adoption Hearings	April 28, 2020
Joint City-County Transmittal Public Hearing	May 26, 2020
Joint City-County Adoption Public Hearings	To be scheduled

The structure of this amendment cycle is based on requirements in Chapter 163, Florida Statutes with additional public input opportunities exceeding the statutory requirements. The 2020 Cycle follows the same general structure as the annual amendment cycle from previous years. The last major change in statutory requirements occurred in 2011.

**Analysis:**

The proposed 2020 Cycle Comprehensive Plan Amendments include:

- 4 Text Amendments
- 3 Large-Scale Map Amendments
  - 1 in unincorporated Leon County
  - 2 within the City of Tallahassee limits

The amendments are as follows:

**1. Name: TTA 2020 003 – Southeast Sector Plan**

***Applicant: St. Joe Company***

***Jurisdiction: Joint Leon County and City of Tallahassee***

***Staff: Chris Ibarra***

**Text Amendment:** This is a request to update the portions of the Future Land Use Element Objectives 6.1 and 10.1 and supporting policies to the Southeast Sector Plan and to change the Roadway Functional Classification of Esplanade Way on Map 25, “Roadway Functional Classification Southeast,” within the Mobility Element in the Tallahassee-Leon County Comprehensive Plan.

The Southeast Sector Plan is included in the Land Use Element of the Tallahassee-Leon County Comprehensive Plan and addresses both the Southwood property and Colin English

property. Its purpose is to promote innovative planning, compact development strategies and protect the natural resources of the area. This includes design standards to promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The Roadway Functional Classification portion is included in the Mobility Element in the Tallahassee-Leon County Comprehensive Plan. The overall goal of the Mobility Element is to “Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.”

A text amendment has been requested for the Southeast Sector Plan to reclassify the roadway functional classification of Esplanade Way within the Mobility Element section of the Tallahassee-Leon County Comprehensive Plan. The purpose of the Southeast Sector Plan text amendment will be to clarify ambiguous language, modify/remove policy language that is out of date or no longer applies and clarify review requirements to Planned Developments. The purpose for reclassifying Esplanade Way’s Roadway Functional Classification to a Minor Collector from a Major Collector is because a Major Collector carries relatively higher traffic volumes whereas Minor Collectors channel traffic from minor/local street and would allow a new residential development to be built along that roadway and give it direct access to the roadway.

Joint County/City Workshop: A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. There were no questions on this amendment from the Commissioners.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- Staff report and citizen comments for this text amendment is included as Attachment #1.

**2. Name: TTA 2020 011 – Neighborhood Boundary Land Use**

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

***Jurisdiction: Joint Leon County and City of Tallahassee***

***Staff: Artie White***

Text Amendment: This is a text amendment request to amend the Neighborhood Boundary Land Use Category (Policy 2.2.21) in the Land Use Element to allow the land use category to be applied in a manner that creates mixed use corridors when recommended in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. This amendment is related to Map Amendment TMA 2020 010.

Joint County/City Workshop: A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners asked about whether the amendment could be applied in areas where the land use would not be desirable. Staff explained that the application of the land use category in the manner proposed by the changes would require a

City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Commissioners expressed concern about high-rise apartments being allowed in the land use category. Staff explained that high-rise apartments are not an allowable use in the proposed land use category. Commissioners asked if there would be continued meeting and coordination with the Bond and Griffin Heights Neighborhoods. Staff explained that coordination with the neighborhoods would continue as implementing zoning is developed.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- Staff report and citizen comments for this text amendment is included as Attachment #2.
- Staff also recommends initiating a text amendment to the City of Tallahassee Land Development Code to develop an implementing zoning district for this Land Use Category.

**3. Name: TMA 2020 010 – Bond and Griffin Heights Neighborhood Boundary**

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

***Jurisdiction: City of Tallahassee***

***Staff: Artie White***

Large-Scale Map Amendment: This is a request to change the Future Land Use Map (FLUM) designation of parcels along Alabama Street in the Griffin Heights Neighborhood, from Basin Street to Abraham Street, and for a corridor in the Bond Neighborhood bounded by Gamble Street and Floral Street from Residential Preservation to Neighborhood Boundary Office. This would allow these areas to become mixed-use corridors with neighborhood-scale, non-residential uses and a variety of residential uses. This amendment is intended to implement recommendations from the Bond Neighborhood First Plan and the planning efforts of the Griffin Heights Neighborhood.

Joint County/City Workshop: A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners asked for clarification on whether the amendment applied to both side of Alabama Street, whether the amendment would encroach into residential neighborhoods, and about the scale of non-residential allowed. Staff confirmed that the amendment applies to both side of Alabama Street, acknowledged that both residential and non-residential uses exist where the amendment is proposed, confirmed that the proposed land use category would allow both residential and non-residential uses such that existing residential development would not be made non-conforming, and noted that non-residential uses would be of the same scale as the existing non-residential uses.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- Staff report and citizen comments for this text amendment is included as Attachment #3.

**4. Name: TTA 2020 006 - Pine Cone Woods Urban Services Area**

***Applicant: Pine Cone Woods, LLC.***

*Jurisdiction: Joint Leon County and City of Tallahassee*

*Staff: Artie White*

Text Amendment: A request to extend the Urban Services Area (USA) to include a number of parcels located on Thomasville Road, surrounding Chiles High School. Two of the parcels are owned by the applicant, Pine Cone Woods, LLC, with the others being owned by Talquin Water and Wastewater, INC., Leon County, and the School Board of Leon County.

Joint County/City Workshop: A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners asked if development was planned for the subject site. Staff explained that the Urban Services Area expansion would be one step, a map amendment to change the designation of the subject area to Bradfordville Mixed Use would be the next step, and a Planned Unit Development is proposed before development could begin. The Commissioners also noted that the School Board is supportive of the proposed amendment.

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

**5. Name: LMA 2020 06 - Pine Cone Woods**

***Applicant: Pine Cone Woods, LLC.***

*Jurisdiction: Leon County*

*Staff: Artie White*

Large-Scale Map Amendment: This is a request to change the Future Land Use Map (FLUM) designation from Rural (R) to Bradfordville Mixed Use (MU) on approximately 175 acres. The parcels are located along Thomasville Road and surround Chiles High School. The current Rural category is intended to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Single-family residential uses are allowed in the Rural category at a maximum density of one (1) dwelling unit per ten (10) acres. Non-residential uses functionally related to and directly in support of agricultural silvicultural, and other natural resource-based activities may be permitted in the Rural category at a maximum intensity of 2,000 sq. ft. per acre. The proposed Bradfordville Mixed-Use category is intended to create a village atmosphere with an emphasis on low to medium density residential land use (8 to 16 dwelling units per acre), small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents. This amendment is related to text amendment TTA 2020 006.

Rezoning Application: A zoning change from Rural (R) to Planned Unit Development (PUD) will be requested to implement the proposed amendment to the Future Land Use Map. At such time, the PUD process, including Public Hearings for the Planned Unit Development, will apply.

Joint County/City Workshop: A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners did not have any questions for staff on this proposed amendment.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- Staff report and citizen comments for this text amendment is included as Attachment #5.

**6. Name: TTA 2020 013 – Welaunee Arch Urban Services Area and Critical Area Plan**

*Applicant: City of Tallahassee*

*Jurisdiction: Joint City of Tallahassee/Leon County*

*Staff: Artie White*

Text Amendment: This is a text amendment request to update the Welaunee Critical Area Plan to include the development plan for the Welaunee Arch. This text amendment would also extend the Urban Services Area (USA) to include parcels that are within the City Limits, but currently outside the Urban Services Area at the location of the Welaunee Arch.

Joint County/City Workshop:

A workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners discussed a variety of topics related to this proposed amendment. The following additional information addresses the questions asked of staff by the Commissioners at the joint workshop:

*The Funding of Urban Services:*

- The Welaunee Arch has been annexed into the City Limits.
  - Per the Intergovernmental Coordination Element of the Comprehensive Plan, the City is required to provide full urban services to areas that are annexed.
  - The Urban Services Agreement requires the City to provide the water and sewer services to the boundary of the property such that access is available to the services.
- Extending the services throughout the development will be the responsibility of the owner or developer.
  - The agreement specifies that the City will provide water and sanitary sewer to the boundary of the development.
  - The City has agreed to provide underground electric service throughout the development.

- The on-site roadway improvements within the development shall be made by the owners at their cost, except for the Welaunee Northeast Gateway project, and in compliance with City standard specifications.
- This arrangement ensures that infrastructure improvements occur at the same time as development instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development assures that there is no stranded or early investment in infrastructure waiting for future development to occur.
- The Urban Services Agreement would not preclude investment in other parts of the community.
- The Northeast Gateway is funded through the penny sales tax.
  - These projects are spread throughout the community such that no one sector of the county receives investment while another sector does not.
  - The projected budget for the Northeast Gateway assumes the dedication of the right-of-way for the extension of Welaunee Boulevard to the northern property boundary and the dedication of right-of-way for the interchange with Welaunee Boulevard and Interstate-10. The recently amended Urban Services Agreement obtained additional right-of-way, not previously contemplated, necessary to complete the Northeast Gateway Project as approved by the Blueprint Intergovernmental Agency to include the Shamrock Road Extension.

*The Timing of the Proposed Amendment:*

- Per Objective 2.1 and associated policies, “The City of Tallahassee intends to expand its corporate limits to provide urban services to urbanized and urbanizing areas in the Urban Services Area, including the Southwood and Welaunee study areas as referenced in the Land Use Element.”
  - This policy became effective on July 16, 1990.
  - The Welaunee study area was annexed into the City on September 5, 1990 with Ordinance 90-O-0029.

*Population Accommodation:*

- There are several policies in the Land use Element regarding the Urban Services Area.
  - Policy 1.1.1 defines the Urban Services Area as “strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.” This policy does not include consideration of population accommodation.
  - Objective 1.1 states, “Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided



economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility.”

- The intent of the Urban Services Area is to coordinate land use and infrastructure while preserving natural resources.
- The Welaunee Arch has been located within the City limits and planned for urban services since the 1990s. It is inconsistent with Comprehensive Plan policies to have incorporated City limits outside of the Urban Services Area boundary.
- The proposed amendment coordinates land use and infrastructure while protecting approximately 1,430 to 1,915 Acres of natural resources by designating them Open Space.
- The Objective says that the location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.”
  - It is possible to identify environmentally sensitive lands and water bodies and it is possible to determine the ability to provide urban infrastructure through Capital Improvement Schedules and agreements.
  - The Comprehensive Plan does not provide a methodology for determining what area is necessary to accommodate 90% of new residential dwelling units.
    - Planning staff developed a study in 2007 in an effort to estimate availability of vacant and underdeveloped land and previously approved developments that could serve projected housing needs within the Comprehensive Plan horizon (20-year window).
    - While, the study indicated there were sufficient lands, the study assumed that every vacant and underdeveloped property was available for sale, development, and redevelopment, and was developed at their maximum allowed density based on Future Land Use Category (not accounting for more restrictive zoning designations).
    - Based on development trends observed in the community, many of the properties will not be redeveloped due to neighboring property or neighborhood concerns and very few properties are quick to develop/redevelop to their maximum density

- due to adjacent property or neighborhood concerns, restrictive subdivision regulations, environmental features, transportation concurrency requirements, stormwater requirements, etc.
- It is possible to determine the percentage of residential dwelling units constructed within and outside of the Urban Services Area after the fact, but the USA is not readjusted annually based on the number.
  - In 2019, only 83.8% of residential dwelling units were constructed within the Urban Services Area.
- Policy 1.1.8 states that “The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure.”
  - The City approved Urban Services Agreement guarantees urban infrastructure to the subject property.
  - This Policy indicates that the Urban Services Area is intended to coordinate land use and infrastructure.
  - This Policy states that “The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon.”
    - This Policy is intended to provide a mechanism to maintain affordability of housing and commercial lands. Lack of available land for future housing development creates a supply and demand pricing scenario for housing. For example, when insufficient land for residential development is not made available for new or redeveloped housing, the cost of housing increases. New or redeveloped commercial will only occur when the market can support the new/redeveloped commercial.

*Sprawl:*

- The Welaunee Arch is located in the middle of other neighborhoods and development.
  - The Arch is located directly between Killearn Acres, Killearn Estates, Buckhead, and other neighborhoods on the west; Northshire, Center Hill Acres, Northwest Kingdom, and other neighborhoods on the north; Pine Tree Circle, Miccosukee Woods, the Miccosukee Land Co-Op, and other neighborhoods on the east; and Kimberly Hills, Miccosukee Meadows, Coventry Park, and other neighborhoods on the South.
  - These neighborhoods each represent development that is of a greater density than what the Rural land use category allows by the Comprehensive Plan.
  - Because the development around the Welaunee Arch is predominantly low density, single use development, the proposed development plan for the Welaunee Arch would address the suburban sprawl land use patterns that currently exist.

- By offering a mixture of uses (town center, employment center, neighborhood center, etc.) the non-residential uses would serve not only any new residential development, but existing residential development in the areas around Welaunee as well.
- This would result in the need to travel shorter distances to access jobs, goods, and daily necessities.

*Infill Development:*

- While the Comprehensive Plan does promote infill development, factors that currently work against this goal include physical constraints, regulatory barriers, and community pushback.
  - Physical barriers include environmental constraints as well as lot configuration constraints.
    - For example, smaller lots in urban environments are sometimes constrained by the need to provide stormwater management and parking on-site, leaving only a relatively small portion of the site remaining for development.
  - Regulatory barriers include constraints such as subdivision regulations.
    - For example, subdivision regulations prohibit a lot in RP-1, RP-2, R-1, or R-1 from being subdivided in a manner that results in a lot that is more than 10% smaller than the median lot size in the recorded or unrecorded plat. This effectively means that it is difficult to meet the allowable density in these areas, thus preventing incremental development or redevelopment.
  - Infill development in the community is often met with resistance from neighborhoods and neighborhood organizations.

*Coordination with the Comprehensive Plan:*

- Planning is currently occurring for the Northeast Gateway.
  - These planning efforts assume the dedication of land from the Welaunee Arch for Welaunee Boulevard, the proposed interchange, and the extension of the Miccosukee Greenway.
  - The proposed policies specify that areas designated as Open Space “shall be open to the general public and be designed with access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations.”

*Allowed Development Intensity and Corridor Preservation:*

- The portion of the Welaunee Arch within the Urban Services Area is currently in the Planned Development land use category.
  - Per the Comprehensive Plan, “the intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until the plan is modified through the plan amendment process in conjunction with the development of regional impact and/or planned unit development processes.” Therefore, the Planned

Development land use allows for a maximum of 20 dwelling units per acre and a range of non-residential intensities based on the Development Pattern selected from the Suburban Intensity Guidelines (generally approximately 20,000 square feet per acre, but up to 176,000 square feet per acre for Hospitals).

- Therefore, the proposed amendments would not increase the maximum intensities and densities for that area.
- The Urban Services Agreements indicate that the property owner will dedicate the land needed for Welaunee Boulevard, the interchange, and the Miccosukee Greenway.
- The land for the Shamrock Extension will be reserved by the property owner.
- Because of these agreements and policies, the need for local governments to purchase property for right-of-way should be minimized.

*Planning for Greenways:*

- The proposed amendments provide for the Welaunee Greenway around the perimeter of the Arch.
- The proposed policies specify that areas designated as Open Space “shall be open to the general public and be designed with access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations.”
- The proposed amendments further the plan for the Northeast Gateway which includes the “Creation of the 8.4 mile Welaunee Greenway, with a footbridge across I-10 to connect to the Miccosukee Greenway, creating a 17-mile trail loop.”

Changes to the proposed amendment since the Joint Workshop

The address the comments from the Joint Workshop, the following changes have been made to the proposed amendment:

*Changes in Residential Density:*

- The Residential District density has been increased from 6 units per acre to 10 units per acre
  - This addresses concerns from the County and City Commissions expressed at the Joint Workshop as well as concerns expressed by the public about the density being too low and the efficiency of providing public infrastructure.
  - To provide a rational connection to the land use categories in the Comprehensive Plan, staff updated the density to be consistent with the maximum density of the Urban Residential land use category.
- The Residential Reserve District (Phase 2) density has been increased from 1 unit per acre to 6 units per acre
  - This addresses concerns from the County and City Commissions expressed at the Joint Workshop as well as concerns expressed by the public about the density being too low, the efficiency of public infrastructure, and the 1 unit per acre density reflecting sprawl

- To provide a rational connection to the land use categories in the Comprehensive Plan, staff updated the density to be consistent with the maximum density of the Residential Preservation land use category.

*Phasing of the Districts:*

- The Residential District and Mixed-Use District are now considered Phase 1 while the Residential Reserve District is Phase 2.
- This phasing promotes more efficient uses of public infrastructure
- This phasing discourages “leapfrog” development patterns
- The phasing has two triggers built in:
  - The first is based on a number of residential units and the square footage of non-residential in Phase 1 being constructed prior to Phase 2.
    - This requires higher density residential development and non-residential development to occur prior to the lower density residential
    - This allows some flexibility to ensure residential development occurs at a level to support the non-residential development
  - The second is the plan horizon year of the Comprehensive Plan
- The Open Space District is separate from these phases as both phases will include open space

*Master Plan Requirements:*

- Added development guidelines that address energy efficiency through land use and transportation and crime prevention through design
  - These development guidelines will direct the development of subsequent site-specific development projects as part of a PUD
  - These development guidelines address the master plan requirements for the Planned Development land use category

*Compatibility:*

Through coordination with the property owner’s agent and representation from the Buckhead Neighborhood:

- Additional compatibility criteria were added for proposed development in proximity to existing neighborhoods designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map.

Relationship between Northeast Gateway Project and Proposed Amendment

As included in the attached staff report, the 2<sup>nd</sup> Amendment of the Agreement, as approved by the City Commission on April 8, provides for the following:

- The Owners agree to reserve land within the Arch for future dedication of right-of-way necessary for the construction of Welaunee Boulevard North from I-10 to the northern boundary of Owners property.
- The Owners renew their obligations to dedicate land for an I-10 interchange with Welaunee Boulevard and extend the time for the dedication.

- The parties agree that the Owners shall not be required to dedicate land for any right-of-way prior to adopting a long-term land use plan for their property.
  - The parties recognize that the Owners are entitled to concurrency, impact fee or other form of transportation exaction credit for any dedication of land for right-of-way for the Northeast Gateway Phase I (Welaunee Boulevard) project and for the I-10 interchange.
  - The parties acknowledge that the term of the Agreement shall expire twenty-five years from the date of execution of this Second Amendment.
  - The parties acknowledge that the City has initiated an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan concerning land uses within the Welaunee property and a proposed extension of the boundaries of the Urban Services Area.
    - The parties therefore acknowledge that upon transmittal of the proposed amendment to the Department of Economic Opportunity and consideration of the amendment at a future adoption hearing, the City will have satisfied its obligations as provided in paragraph 20 of the Agreement, as amended.
  - Nothing in the Amendment is intended to preclude the City from the exercise of its proper police powers and exercise of independent judgment on planning decisions in its exclusive role to protect the public health, safety or welfare.
  - Approval of Comprehensive Plan amendments concerning the Welaunee property are a condition of the agreement which triggers the owners' duty to donate the right-of-way.
  - If the Comprehensive Plan amendments are not approved (or amendments concerning the property are not approved at a future date), the owners are not obligated to donate the right-of-way.
  - The Agreement does not preclude the City from exercising independent judgement on planning decisions, and thus does not mandate a vote of support by the City on the amendments.
- Staff recommendation on proposed amendment: Approve
  - Local Planning Agency recommendation on proposed amendment: Approve
  - Staff report and citizen comments for this text amendment is included as Attachment #6.

**7. Name: TMA 2020 012 - Welaunee Arch**

*Applicant: City of Tallahassee*

*Jurisdiction: City of Tallahassee*

*Staff: Artie White*

Large-Scale Map Amendment: This is a request to change the Future Land Use Map (FLUM) designation for parcels totaling approximately 2,810.55 acres in the Welaunee Arch planning area from Rural (R) to Planned Development (PD).



The Planned Development designation is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses. Developments in this category are intended to have a mix of uses that result in greater internal capture of automotive trips and a net fiscal benefit for local governments. This category allows a mixture of office, commercial uses and residential densities up to 20 units per acre.

Joint County/City Workshop: A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle Amendments. Commissioners did not have any questions for staff on the proposed amendment.

Rezoning Application: A zoning change from Rural (R), Critical Planning Area (CPA), and Single Family Detached (R-1) to Planned Development (PD) is requested to implement the proposed Future Land Use Map amendment. The purpose of the Planned Development (PD) District is to establish planning guidelines for large undeveloped areas, greater than 200 acres inside of the Urban Service Area, and whose development could have substantial impacts on the community as a whole. The Planned Development Master Plan is implemented through approval of a PUD(s). The PD zoning district will be replaced on the zoning map by PUD zoning. The PUD district replacing the PD zoning district shall be consistent with the allowable uses established in the Master Plan.

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- Staff report and citizen comments for this text amendment is included as Attachment #7

Public Notice:

These public hearings have been noticed and advertised in accordance with the provisions of section 163.3184, Florida Statutes, the *Leon County Code of Ordinances* (Attachment #8) and the *City of Tallahassee Code of Ordinances* (Attachment #9).

Comprehensive Plan Update Project:

At the October 15, 2019 Joint Workshop, staff provided an overview of the Tallahassee-Leon County Comprehensive Plan to the City and County Commissions. At that time, the City and County Commissions directed staff to cancel the Request for Proposals to hire a consultant for the Land Use and Mobility Element updates, consider expanding the scope of the project to include all eleven Elements of the Tallahassee-Leon County Comprehensive Plan, and bring the associated costs back to the City and County Commissions.

- Staff has evaluated the level of work necessary to update the entire Comprehensive Plan and contacted other local governments to leverage procurement mechanisms to determine reasonable cost estimates for completing this work.
- Since this time, the COVID-19 pandemic has occurred and is anticipated to have a significant impact on County and City budgets.

- There is no timeline for how long it will take to update the Comprehensive Plan. However, a major study of the Comprehensive Plan and rewrite of policies and implementing land development regulations is a multi-year effort.

Through the upcoming County and City budget cycles, staff will bring back options for consideration including the budget and scope to rewrite of all eleven Elements of the Comprehensive Plan, utilization of a consultant to complete the updates to the Land Use and Mobility Elements, and an option to update the Land Use and Mobility Elements with in-house staff. Each of these options will provide an opportunity to review the one dwelling unit per 10 acres density restrictions in the Rural land use category.

**Options:**

1. Conduct the transmittal public hearing on TTA 2020 003 – *Southeast Sector Plan*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
2. Conduct the transmittal public hearing on TTA 2020 011 – *Neighborhood Boundary Land Use*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency. (*County and City*)
3. Initiate a text amendment to Chapter 10 of the City of Tallahassee Land Development Code to include implementing zoning for the updated *Neighborhood Boundary Land Use* category. (*City only*)
4. Conduct the transmittal public hearing on TMA 2020 010 – *Bond and Griffin Heights Neighborhood Boundary*, a 2020 Cycle Amendment to the Future Land Use Map and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*City only*)
5. Conduct the transmittal public hearing on TTA 2020 006 – *Pine Cone Woods Urban Services Area*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
6. Conduct the transmittal public hearing on LMA 2020 06 – *Pine Cone Woods*, a 2020 Cycle Amendment to the Future Land Use Map and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County only*)
7. Conduct the transmittal public hearing on TTA 2020 013 – *Welaunee Arch Urban Services Area and Critical Area Plan*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)

8. Conduct the transmittal public hearing on TMA 2020 012 – *Welaunee Arch*, a 2020 Cycle Amendment to the Future Land Use Map and transmit the proposed amendment to the State Land Planning Agency and review agencies. (*City only*)
9. Conduct the transmittal public hearing on TTA 2020 003 – *Southeast Sector Plan*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
10. Conduct the transmittal public hearing on TTA 2020 011 – *Neighborhood Boundary Land Use*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
11. Do not initiate a text amendment to Chapter 10 of the City of Tallahassee Land Development Code to include implementing zoning for the updated *Neighborhood Boundary Land Use* category. (*City only*)
12. Conduct the transmittal public hearing on TMA 2020 010 – *Bond and Griffin Heights Neighborhood Boundary*, a 2020 Cycle Amendment to the Future Land Use Map and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*City only*)
13. Conduct the transmittal public hearing on TTA 2020 006 – *Pine Cone Woods Urban Services Area*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
14. Conduct the transmittal public hearing on LMA 2020 06 – *Pine Cone Woods*, a 2020 Cycle Amendment to the Future Land Use Map and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County only*)
15. Conduct the transmittal public hearing on TTA 2020 013 – *Welaunee Arch Urban Services Area and Critical Area Plan*, a 2020 Cycle Text Amendment to the Land Use Element of the Comprehensive Plan and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*County and City*)
16. Conduct the transmittal public hearing on TMA 2020 012 – *Welaunee Arch*, a 2020 Cycle Amendment to the Future Land Use Map and do not transmit the proposed amendment to the State Land Planning Agency and review agencies. (*City only*)
17. Board direction.

**Recommendation:**

Options #1, #2, #3, #4, #5, #6, #7, and #8

**Attachments:**

1. Staff report for TTA 2020 003 (Southeast Sector Plan)
2. Staff report for TTA 2020 011 (Neighborhood Boundary Land Use)
3. Staff report for TMA 2020 010 (Bond and Griffin Heights Neighborhood Boundary)
4. Staff report for TTA 2020 006 (Pine Cone Woods Urban Services Area)
5. Staff report for LMA 2020 06 (Pine Cone Woods)
6. Staff report for TTA 2020 013 (Welaunee Critical Area Plan and Urban Services Area)
7. Staff report for TMA 2020 012 (Welaunee Arch)
8. Notice of Public Meeting (County)
9. Notice of Public Meeting (City)



**2020 Comprehensive Plan Amendment Cycle**  
TTA2020003  
Southeast Sector Plan

SUMMARY		
Applicant:	Proposed Change	TLCPD Recommendation:
The St. Joe Company	See Attachment #1	Approve
TLCPD Staff:	Comprehensive Plan Element	LPA Recommendation:
Chris Ibarra	Land Use Element Objectives 6.1 and 10.1	Approve
Contact Information:	Policy Number(s)	
<a href="mailto:Christopher.ibarra@talgov.com">Christopher.ibarra@talgov.com</a> (850) 891-6431	6.1.1, 10.1.1 and 10.1.3	
Date: October 24, 2019	Updated: May 14, 2020	

**A. SUMMARY:**

The Southeast Sector Plan is included in the Land Use Element of the Tallahassee-Leon County Comprehensive Plan and addresses both the Southwood property and Colin English property. Its purpose is to promote innovative planning, compact development strategies and protect the natural resources of the area. This includes design standards to promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers.

The proposed text amendment would update the portions of the Future Land Use Element Objectives 6.1 and 10.1 and supporting policies to the Southeast Sector Plan. The amendment would clarify ambiguous language, modify/remove policy language that is out of date or no longer applies and clarify review requirements to Planned Developments.

**B. STAFF RECOMMENDATION:**

Approve.

**C. PROPOSED POLICY CHANGE:**

See Attachment # 1

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

The St. Joe Company is requesting a text amendment to amend portions of the Future Land Use Element Objectives 6.1 and 10.1 and supporting policies to the Southeast Sector Plan in the *Tallahassee-Leon County Comprehensive Plan*, specifically the Southwood and Colin English quadrant. The St. Joe Company proposes to modify/remove policy language that is out of date or no longer applies and clarify ambiguous language. In addition, the St. Joe Company also proposes to clarify the review requirements and to remove duplication in the review of a Planned Development. With the maturing of Southwood and the push toward project buildout the developer feels it's a good time to revise these sections of the comprehensive plan to ensure Southwood and the Southeast Sector Plan are consistent.

## **E. STAFF ANALYSIS**

### **1. [Future Land Use Category Objective 6.1] Deletion of DRI's**

The Future Land Use Element (FLUE) Policy 6.1.2 (p) requires the proposed Development of Regional Impact (DRI) development order meet the requirements of the Planned Development Master Plan. This language would remove the DRI requirement in the Southeast Sector Plan since it is no longer applicable.

### **2. [Future Land Use Category Objective 6.1] Option for PUD to serve as Master Plan**

The Future Land Use Element (FLUE) Policy 6.1.1 requires a Planned Development create a separate master plan before it begins developing and it be reviewed and approved by the City or the County, depending on which jurisdiction the project is in. This language change would allow the Planned Unit Development to serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment. If the Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2.

### **3. [Future Land Use Category Objective 6.1] Clarify when a Comprehensive Plan Amendment is needed**

The Future Land Use Element (FLUE) Policy 6.1.2 requires a Comprehensive Plan Amendment when a Planned Development begins to develop. This language change would propose a comprehensive planned amendment only to be needed for a Planned Development Master Plan if it is inconsistent with the Suburban land use category and the Comprehensive Plan.

#### **4. [Future Land Use Category Objective 6.1] Remove the requirement to identify Residential Unit Type**

The Future Land Use Element (FLUE) Policy 6.1.2 (d) requires that the Master Plan identifies total dwelling units by residential type. The language change would remove the requirements to identify total dwelling units by residential type.

#### **5. [Future Land Use Category Objective 6.1] Clarify natural resource protection requirements**

The Future Land Use Element (FLUE) Policy 6.1.2 (f) states the Master Plan identify specific requirements that will adequately protect the natural resources of the area. The language would clarify that the burden on the development of the master plan is to demonstrate how the planned development will protect the natural resources on-site.

#### **6. [Future Land Use Category Objective 6.1.] Mass Transit Planning**

The Future Land Use Element (FLUE) Policy 6.1.2 (g) requires Planned Developments Master Plan to identify Major transportation improvements that are consistent with adopted transportation plans, and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan needs to address issues of capacity maintenance, promotion of form transit, bicycle, pedestrian accessibility, and protection of canopy roads and facilities and development requirements to provide alternative modes of transportation. This language change would allow the Master Plan to address mass transit if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the planned Development.

#### **7. [Future Land Use Category Objective 6.1.] Affordable Housing**

The Future Land Use Element (FLUE) Policy 6.1.2 (k) requires Planned Developments Master plan to identity how the development will provide for low and moderate incoming housing. This language change would allow the Master Plan to address Affordable housing by complying with any ordinances that address the need for affordable housing at the time the master plan is adopted.

#### **8. [Future Land Use Category Objective 6.1.] Crime Prevention**

The Future Land Use Element (FLUE) Policy 6.1.2 (o) requires Planned Developments Master plans to identity how the development will address crime prevention strategies. This language will propose that a Master Plan address crime prevention with guidelines

that encourage the use of Crime Prevention Through Environmental Design (CPTED) principles.

**9. [Future Land Use Category Objective 10.1.] Separate English from St. Joe Properties**

The Future Land Use Element (FLUE) Policy 10.1.1 requires that there be a percent of mix of land uses required for the Southeast Sector Planning Area. This language proposes that the policy clearly state the mix uses percentages apply to St. Joe owned property (Southwood) and the English property individually and clarify the mixed-use percentages apply separately to those lands.

**10. [Future Land Use Category Objective 10.1.] Edit Mixed Use Percentages**

The Future Land Use Element (FLUE) Policy 10.1.1 *10.1.1 (A) (1), 10.1.1 (A) (2), 10.1.1 (A) (3), 10.1.1 (A) (5)* requires the Southeast Sector Plan to have a percent mixes of land uses. This language would remove the word “approximately” from the mixed land use requirements and keep the required percentages, increase the land area in residential development from 50% to 60% and decrease commercial, office and /or industrial development from 20% to 10%.

**11. [Future Land Use Category Objective 10.1.] Remove or Update Density/Units for Projects**

The Future Land Use Element (FLUE) Policy 10.1.1 (b) requires entitlements that specify the Southeast Sector Plan Densities, Intensities and Phasing in Table 7. This language would remove the maximum entitlements for the Southeast Sector Plan since the DRI development order and PUD establish the maximum entitlements for the Southeast Sector Plan.

**12. [Future Land Use Category Objective 10.1.] Clarify location of Industrial lands**

The Future Land Use Element (FLUE) Policy 10.1.1 (d) (1) requires industrial development to be in the southwest quadrant of the Southeast Sector Planning area. This language would specify that the Southwest quadrant is not limited to industrial development and there is no requirement that industrial development must be built.

**13. [Future Land Use Category Objective 10.1.] Affordable Housing**

The Future Land Use Element (FLUE) Policy 10.1.1 (e) requires an affordable housing study be submitted to the Department of Community Affairs (DCA) by the developer or by the Tallahassee-Leon County Planning Department at that time of any implementing development or Regional Impact Applications for Development Approval or if necessary,



at the time of the Evaluation and Appraisal Report (EAR) for the Southeast Sector Planning Area. This change would remove the current language which references the prior Southwood DRI affordable housing analysis and replace it with developments that must comply with applicable affordable and inclusionary housing ordinances.

**14. [Future Land Use Category Objective 10.1.] School Sites**

The Future Land Use Element (FLUE) Policy 10.1.1 (f) requires school sites to be located on the Southwood property and one on the English property. This change would remove the current school requirements since it is the understanding of St. Joe Company that the school board has no intention of developing a new school for Southwood.

**15. [Future Land Use Category Objective 10.1.] Capital Improvement Plan Update**

The Future Land Use Element (FLUE) Policy 10.1.1 (f) (5) requires a Capital Improvement Plan and annual updates every five years. This language would remove the Capital improvement Plan update since this is no longer needed.

**16. [Future Land Use Category Objective 10.1.] Delete Average Densities**

The Future Land Use Element (FLUE) Policy 10.1.2 (A) (B) (C) (D) (E) (F) (I) requires that there be an average density under Residential Densities. The language would remove the average density requirement since this is difficult to maintain and can work against comprehensive planning goals for urban development.

**17. [Future Land Use Category Objective 10.1.] Assisted Living**

The Future Land Use Element (FLUE) Policy 10.1.2 (A) currently doesn't allow Assisted living Facilities. The language would allow the addition of Assisted Living Facilities to the allowed uses in the Southeast Sector Plan.

**18. [Future Land Use Category Objective 10.1] Southwood Town Center**

The Future Land Use Element (FLUE) Policy 10.1.2 (i) Implementing land Use Districts states that the development of a Town Center district shall include a mixture of uses and allocate ranges of percentages to each use: commercial, office, residential and institutional/community facilities. This language change would remove the current mixture of uses categories and percentage ranges and replace it with development minimums in square feet of commercial and 200 residential units.

**20. [Future land use Category Objective 10.1] Transportation Analysis Requirement**

The Future Land Use Element (FLUE) Policy 10.1.3 (m) requires and transportation analysis and transportation plan revised to identify transportation improvements needed for Phase I development in the Southeast Sector Planning Area and will be included in the 97-1 comprehensive plan amendment cycle. This language would remove the Transportation analysis requirement in the Southeast Sector Plan since it is no longer applicable.

## **21. [Future land use Category Objective 10.1] Medium Density Residential**

The Future Land Use Element (FLUE) Policy 10.1.1 (d) (3) states Medium Density Residential development to be located adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center. This language change would state that the majority but not limited to, of Medium Density Residential development will be located adjacent to the Capital Circle Office and interspersed with office development in the northwest quadrant.

## **22. Esplanade Way reclassified as Minor Collector**

Currently Esplanade Way is designated as a Major Collector under the Florida Department of Transportation (FDOT) Roadway Functional Classification. Within the Glossary under Major Collector in the Tallahassee-Leon County Comprehensive Plan it states: “major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.” Reclassifying Esplanade Way’s Roadway Functional Classification would allow upcoming residential projects to have direct access from Esplanade Way. The proposed change would reclassify Esplanade Way from a Major Collector to a Minor Collector.

### Policy Formation/Previous Changes

The Planned Development (Objective 6.1 and its supporting policies) were adopted on December 23, of 1996.

The Southeast Sector Plan (Objective 10.1 and its supporting policies) were adopted into the Comprehensive Plan in May 1996 and revised in July 1999.

### Additional Information

Over the past couple of years, the Florida legislature has amended the Florida Statutes related to Development of Regional Impact (DRI’s) as such the references to the Southwood DRI’s in the Southeast Sector Plan are no longer applicable.

### Previous Commission Consideration

Consistent with the Southeast Sector Plan the Southwood DRI was approved and subsequent planned unit developments were approved as well as amendments to it.

## **F. STAFF REPORT UPDATE**

This section is reserved for future updates to staff report.

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

Cycle 2020 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Joint City-County Commission Workshop	February 25, 2020	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual Meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

Below is a summary of changes and actions that have taken place subsequent to the publication of the original staff report.

### Public Open House

**Public Open House - December 17, 2019:** 24 citizens attended the open house to discuss the 2020 Cycle. None of the attendees had questions regarding this proposed text amendment.

### Local Planning Agency Workshop

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment

**Local Planning Agency Public Hearing – February 4, 2020:** A Public hearing was held on February 4, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had requested

that the Development Order from the DRI addressing affordable housing be included in the amendment. The current DRI section governing housing, proposed changes under review as part of a current DRI amendment application, and an explanation of proposed changes are included as an attachment # 3. The Local Planning Agency voted 7-0 to recommend approval of the proposed text amendment. The applicant was available to answer questions. There were no other citizen speakers on this amendment.

#### Joint City/County Commission Workshop

**Joint City/County Commission Workshop – February 25, 2020:** A Joint City/County Commission workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. There were no questions on this amendment from the City or County Commissioners.

### **G. CONCLUSION:**

Based on the above analysis, Planning Department staff recommends approval of the amendment request for the following reasons:

- The proposed text amendment is consistent with the Future Land Use Element Objectives 6.1 and 10.1 and supporting policies to the Southeast Sector Plan in the *Tallahassee-Leon County Comprehensive Plan*, specifically the Southwood and Colin English quadrant and the Roadway Functional Classification change to Esplanade Way from a Major Collector to a Minor Collector. It does not seek to change the original goals for the Southeast Sector Plan or the Planned Development land use which is to create a high-quality mixed-use development in the City and County.
- Consistency with Land Development Code policies
- Consistency with previous City or County Commission actions
- Consistency with Planning Department projects, initiatives, etc.
- Supportive of special area plans, placemaking districts, BCC strategic initiatives, etc.

### **H. ATTACHMENTS:**

Attachment # 1: Proposed Policy change and strike-thru/underline version of proposed changes.

Attachment # 2: Proposed Roadway Functional Classification Leon County, Southeast Map 25.

Attachment # 3: DRI Housing Information



**Reference to Staff report bullet point *Proposed Policy Change C* to be Incorporated as Text Amendment to the Comprehensive Plan**

*“Include policy number and strike-thru/underline version of proposed changes.”*

**Staff Report:**

*Planned Development  
Objective 6.1: [L]*

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objectives-and the related policies.

Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan. ~~til the plan is modified through the plan amendment process in conjunction with the development of regional impact and/or planned unit development processes.~~ The mix of uses shall be established at the time of development through the ~~development of regional impact and/or~~ planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

*Policy 6.1.1: [L]*

Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is consistent with the Planned Development\_ - Master Plan and identifies the

specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment.

*Policy 6.1.2: [L]*

Except as provided by Policy 6.1.3, prior to approval of development or subdivision within Planned Development Areas, a Planned Development- Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment. The Comprehensive Plan shall be amended concurrently with the Planned Development Master Plan ~~will~~ allocate the mix, locations and intensities of future land uses as well as any public facilities required to serve proposed land uses. -No comprehensive plan amendment shall be required if the Planned Development Master Plan is consistent with the Suburban land use category and the Planned Development does not create an inconsistency with the Comprehensive Plan.

The Master Plan shall identify the following:

- a) Boundary of area subject to Planned Development;
- b) General depiction of mix, location and intensities of future land uses;
- c) Activities permitted within each land use;
- d) Total dwelling units ~~by residential dwelling type~~;
- e) Total square footage of non-residential development;

- f) How natural resources on-site will be protected; specific requirements that will adequately protect the natural resources of the area
- g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, ~~promotion of mass transit and bicycle and~~ pedestrian accessibility, and protection of canopy roads, if applicable. The Master Plan will also address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development;
- h) Facilities and development requirements to provide for alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit;
- k) How the development will comply with applicable affordable and inclusionary housing ordinances. ~~i~~
- o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency and pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime. and crime prevention.
- ~~p) Alternatively, for a proposed DRI the applicant must demonstrate to the Planning Department that the DRI Development Order will meet the requirements of the Planned Development Master Plan.~~

*Policy 10.1.1" [L]- Southeast Sector Plan Overview*

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the

Southeast Sector Planning Area map, Figure 10.A). For the Southwood, ~~and~~ Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall



constitute the Planned Development Master Plan -consistent with Objective 6.1 [L] and its associated policies.

The following percent mixes of land uses shall be required for the Southeast Sector Planning Area. The percentages shall be applied separately to both Southwood and the Colin English properties. In addition, the percentages shall also be applied separately to the former Southside DRI properties outside of Southwood within the Southeast Sector Plan..

~~required shall be calculated utilizing the acreages within implementing PUD's that are included within districts allowing these land use types as a percent of the total Southeast Sector Planning Area. These calculations shall be made for each Development Order or PUD phase developed for the Southwood DRI and Colin English properties.~~

- (1) ~~Approximately~~ 40-560% of the land area in residential development
- (2) ~~Approximately~~ 10-30% of the land area in commercial, office and/~~orand~~ industrial development
- (3) ~~Approximately~~ 10-15% of the land area in community facilities/services and utility easements and recreational facilities.
- (4) ~~Less than 1% of the land in historical resources.~~
- (5) ~~Approximately~~ 20-30% of the land in open space/greenways. \_\_ Open space shall comprise a minimum of 22% of each of the Southwood ~~PUD~~DRI and Colin English properties.

#### B. Densities and Intensities:

- (1) The maximum densities and intensities for ~~each phase of~~ development within the Southeast Sector Planning Area are established in ~~Policy 10.1.2~~Table A.

#### C. Phasing:

- (1) The Southeast Sector Planning Area will be permitted to develop in phases, ~~as set forth in Table A.~~

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2. The 3,322-acreages constituting the Southwood Development of Regional Impact, as approved by the City and County on April 28, 1999, shall be included within Phase I of the Southeast Sector Plan.

TABLE A: ~~ENGLISH PROPERTY SOUTHEAST SECTOR PLAN~~ DENSITIES, INTENSITIES AND PHASING

~~Table 7- Southeast Sector Plan Densities, Intensities, and Phasing~~

	Maximum Residential Units	Minimum Residential Densities	Maximum Non-Residential	Hotel	Hospital
<b>Phase I</b>					
<del>Southwood DRI (3,322 acres)</del>	4,770	As required by Policy 10.1.2 [L]	403,000 GSF	170 rooms	N/A
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF		
<b>Phase II</b>					
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF		

Notes:

The Colin English Property densities and intensities are those found within the Suburban Land Use Category consistent with Objective 6.1 [L].

D. Land Use Location Criteria:

(1) Industrial development, if constructed, is to be located in the southwest quadrant of the Southeast Sector Planning Area, primarily utilizing Tram Road and Capital Circle. Industrial development is not required in this quadrant; therefore, the quadrant may have no industrial development at buildout.

(3) Medium Density Residential development to be located primarily, but not solely limited to areas

~~development to be located~~ adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.

(5) Large Lot Single Family Residential development to develop primarily in, but not limited to, occur in the southeast quadrant of the Southeast Sector Planning Area;

E. Affordable Housing\_ Development must comply with applicable affordable and inclusionary housing ordinances.

~~An Affordable Housing Study will be submitted to the Department of Community Affairs (DCA) by the applicable developer or by the Tallahassee-Leon County Planning Department at the time of any implementing Development of Regional Impact Applications for Development Approval or if necessary at the time of the Evaluation and Appraisal Report (EAR) for the Southeast Sector Planning Area. Any portion subject to a DRI development order which includes an affordable housing study or monitoring requirement will not require analysis by the Tallahassee-Leon County Planning Department. If necessary, the Study will be updated at each subsequent EAR due date through the year 2020, or 80% build-out of the Phase I employment generators (retail, industrial, commercial development), whichever occurs first. The Study will include the following:~~

~~(1) A report of the existing employee base (with estimated salaries) of the Southeast Sector Plan's industrial, retail, and commercial developments;~~

~~(2) An Affordable Housing Demand, Supply and Needs Analysis utilizing the assumptions used in the East Central Regional Planning Council (ECRPC) Affordable Housing Methodology;~~

~~(3) The Housing Supply Analysis will, to the extent possible, list those vacant dwelling units (for sale and for rent) that are available on-site, and off-site within 10 miles or 20 minutes, whichever is less, from the center of the Southeast Sector Plan area (the northwest corner of the Capital Circle Office Center). The analysis shall consider the number of units built during the monitoring period and the number of units purchased, by price range; and~~

~~(4) A recommendation as to whether further action is necessary to ensure that affordable housing to the development's very low, low, and moderate income employees is provided in close proximity to the development's employment centers. If action is needed, a comprehensive plan amendment will be undertaken to address the problem.~~

#### F. Additional Requirements:

(1) ~~A School site parcels for antwo elementary schools at thirty (30) acres each and one middle school at forty (40) acres each~~ shall be set aside On the English property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the Southwood property, provided that each of the public school sites on the Southwood property may be the location of a prekindergarten through grade 8 facility with the agreement of the Leon County School Board. ~~The Sschool sites~~ shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible. ~~The Southwood property shall be encouraged to develop a life-long learning center with technological linkages for the sharing of instructional services with schools in the Southern Strategy area, partnerships with the State of Florida for maximum utilization of the Capital Circle Office Center for educational and other community purposes, and adult learning capabilities. While the full range of educational opportunities is encouraged within the Southwood learning center, it is anticipated that Lincoln and Rickards High Schools will have adequate capacity to serve the high school age population expected from this area.~~

~~(5) The developer of the Southwood property will submit a five-year capital improvements plan to the City and County, with annual updates in order to adequately coordinate with the local governments capital improvement plans. This information will include buy not limited to plans for utilities infrastructure, roadways, stormwater facilities, and other capital infrastructure necessary for the local governments to meet their capital improvement reporting requirements as required by state law.~~

#### Policy 10.1.2: [L] SESP Implementing Land Use Districts

The Southeast Sector Planning Area shall be developed utilizing the following implementing PUD districts that allows a range of types of residential, commercial, office and industrial uses with varying densities and *intensities*:

##### (A) NEIGHBORHOOD VILLAGE CENTER - VC

Designed to serve as the center of the neighborhood, and discourage commercial strip development and sprawl along roadways.

- Each Village Center shall have a consistent design theme and complementary palate of materials.
- Village centers shall provide ample open space to allow for community gatherings or public events.
- Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

TNDs (Traditional Neighborhood Districts) and VCs (Village Center) ~~are a critical component of the Southeast Sector Plan. These areas~~ implement the development pattern that creates compact urban development with higher density residential uses focused around a commercial village center. TNDs and VCs shall be located together in order to promote convenient walk-between shopping and entertainment opportunities; an area that is pedestrian and bicycle friendly and is not designed with an over-reliance on the automobile. This pattern of development is strongly encouraged by the Comprehensive Plan.

(B) TRADITIONAL NEIGHBORHOOD DISTRICT - TND

Location mix and configuration of land uses are designed to encourage alternatives to automobiles and provide more identifiable pedestrian-friendly neighborhoods. More restrictive planning and architectural standards will be applied in order to maintain traditional town form.

TNDs and VCs ~~are a critical component of the Southeast Sector Plan. These areas~~ implement the development pattern that creates compact urban development with higher density residential uses focused around a commercial Village Center. TNDs and VCs shall be located together in order to promote convenient walk-between shopping and entertainment opportunities; an area that is pedestrian and bicycle friendly and is not designed with an over-reliance on the automobile. This pattern of development is strongly encouraged by the Comprehensive Plan. The specific development criteria and phasing for the TNDs and VCs shall be included in the LDRs and be determined by local government.

Allowed Uses:

- ~~Average Density 6 DU/AC~~  
Assisted Living Facilities

Residential Densities:

~~Average Density 6 DU/AC~~

(A) TRADITIONAL NEIGHBORHOOD DISTRICT – TND

Residential Densities:

~~Average Density 6 DU/AC~~

(B) MEDIUM DENSITY RESIDENTIAL- MDR

Design of MDR- \_ shall use energy saving concepts and maximize roadway connections.

Allowed Uses:

- Assisted Living Facilities

Residential Densities:

~~Average Density 8 DU/AC FOR English, 10 DU/AC for Southwood~~

(C) Low DENSITY RESIDENTIAL – LDR

Residential Densities:

~~Average Density 2.5 DU/AC for English, 3.5 Du/AC for Southwood~~

(D) LARGE LOT SINGLE FAMILY RESIDENTIAL – LSF

Residential Densities:

~~Average Density 1 DU/AC~~

(E) MIXED USE OFFICE/COMMERCIAL – MUOC

- Provide mass transit accessibility, if transit is available, and
- May have regional stormwater facilities.

~~(F) SOUTHWOOD-TOWN-CENTER-TC~~

#### Mixture of Uses:

Development within the TC district shall include a mixture of uses consistent with the following ~~ranges~~ minimums ::

- 60,000 square feet of commercial
- 200 residential units
- ~~Commercial: 25% to 60% of the area~~
- ~~Office: 25% to 60% of the area~~
- ~~Residential: 30% to 70% of the area~~
- ~~Institutional/Community Facilities: up to 30% of the total area~~

Additional development may include any other uses permitted in the TC district, such as office, , institutional/community facilities, medical and assisted living facilities. Maximum development shall be limited by the allowable densities and maximum Floor Area Ratios (FAR).

#### Residential Densities:

Average Density 10 DU/AC

#### *Policy 10.1.3: [L] – Transportation*

(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro. Mass transit routes will be extended to all VC's, TMDs, major employment and retail centers.

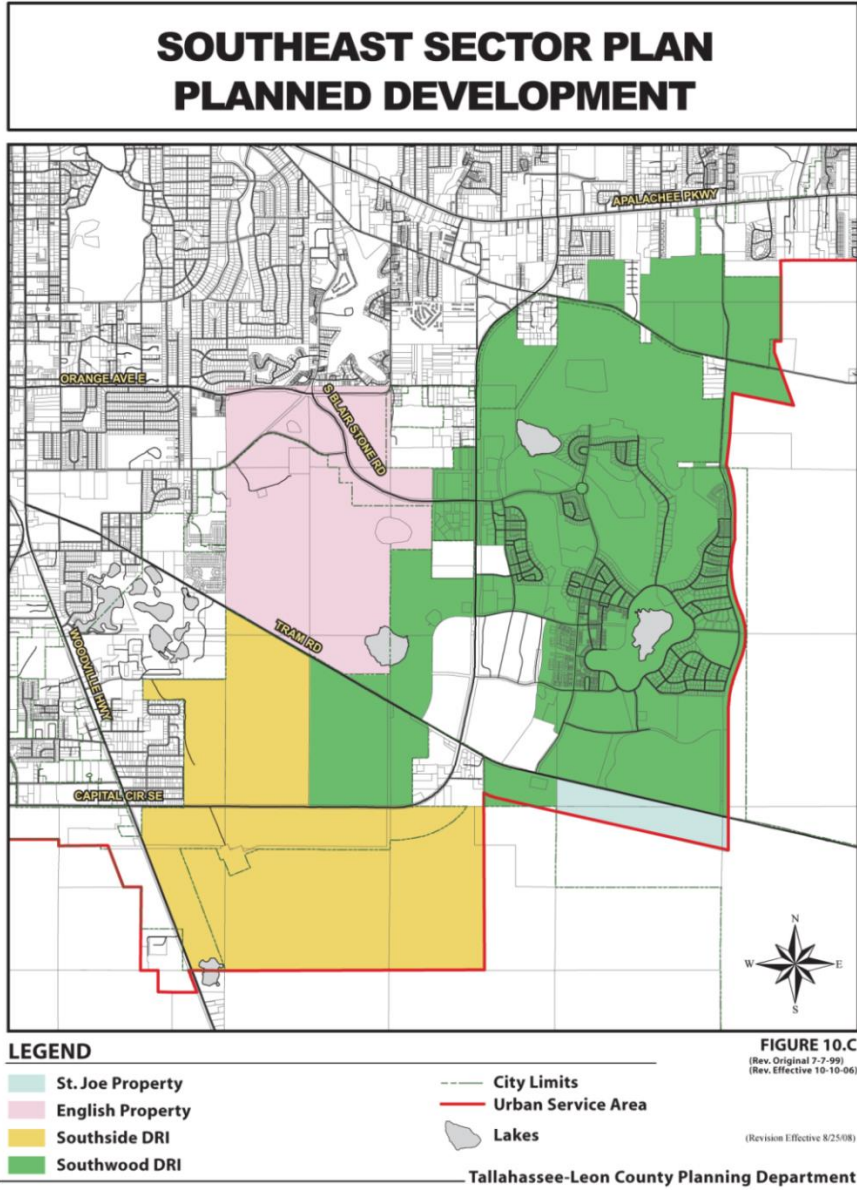
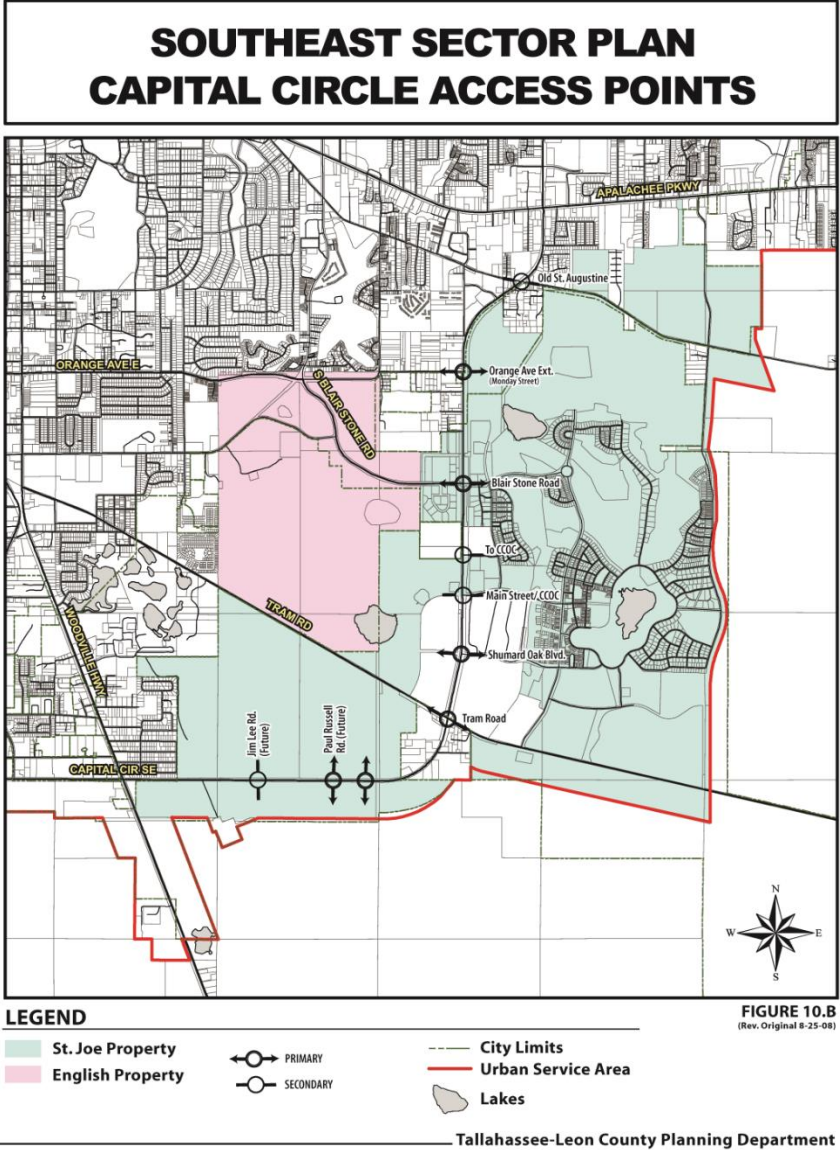
(m) Transportation analysis and a transportation plan revised to identify transportation improvements needed to serve Phase I development in the Southeast Sector Planning Area will be included in the 97-1 comprehensive plan amendment cycle.



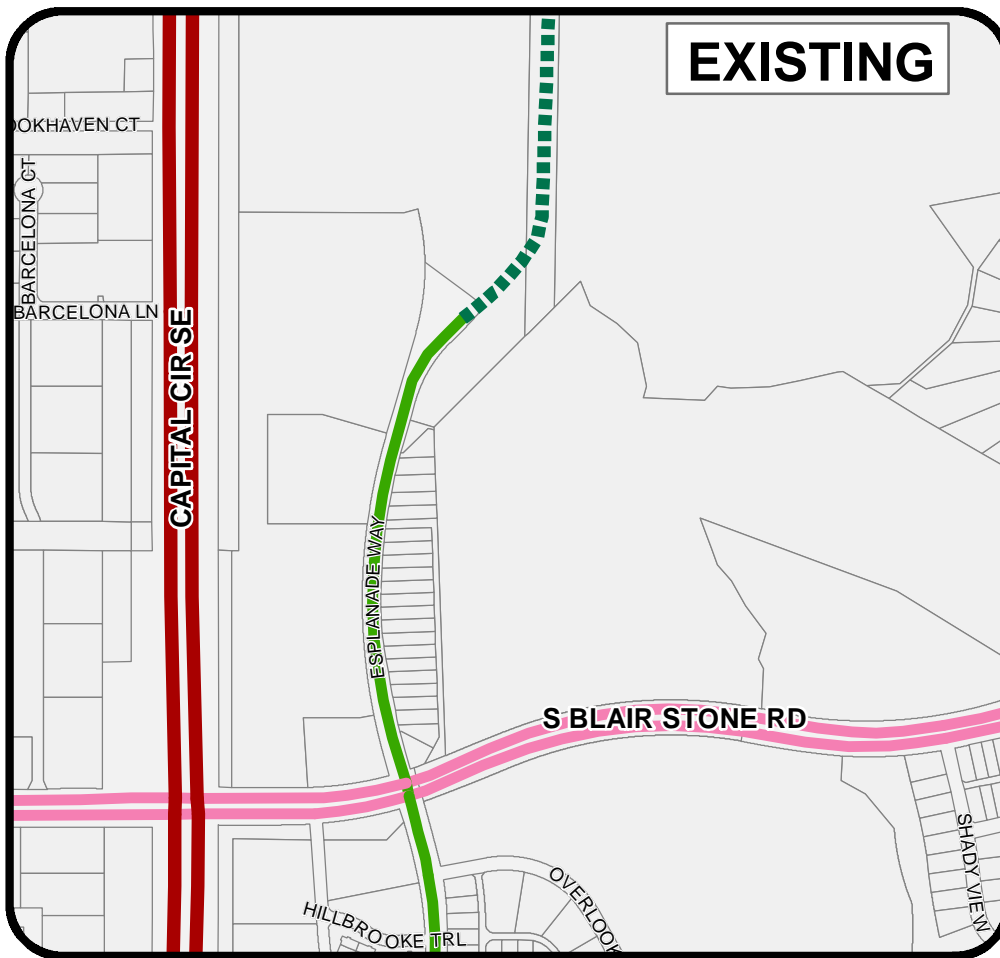
I. Land Use

Map 8: Southeast Sector Plan, Capital Circle Access Points

Map 9: Southeast Sector Plan, Planned Development







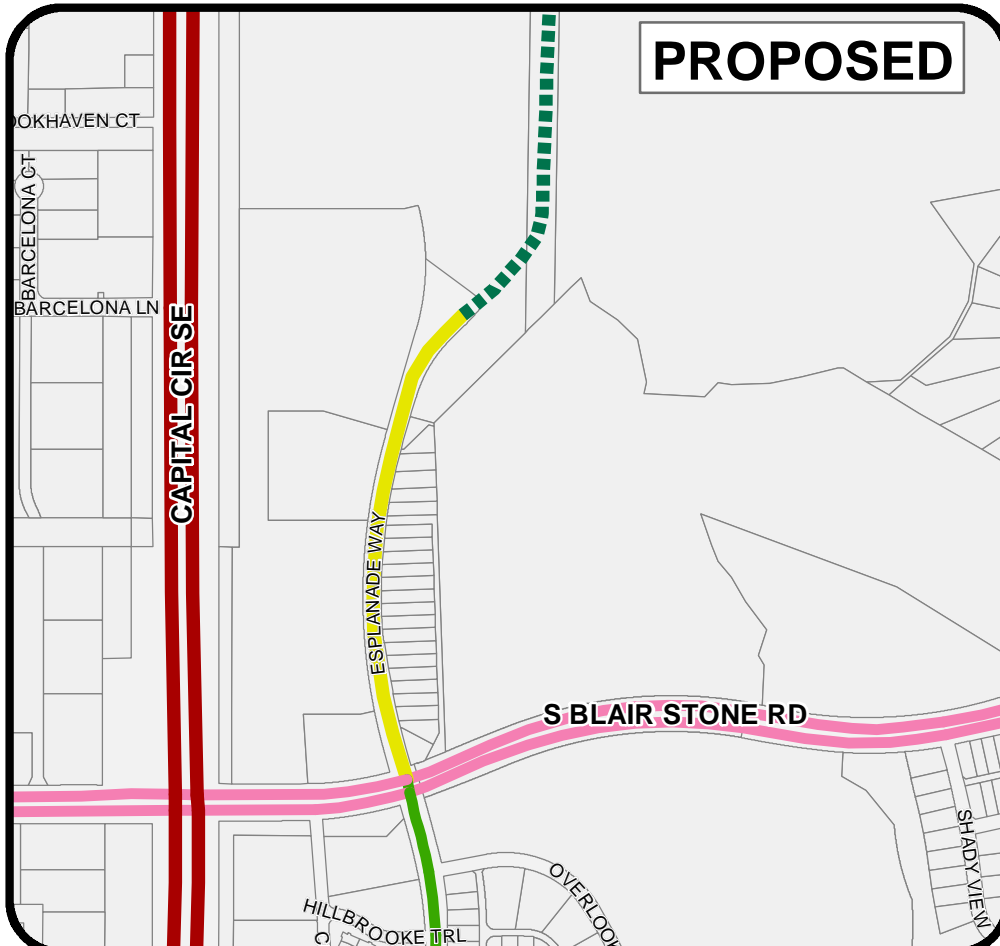
## Roadway Functional Classification

**Southeast Sector Plan  
TTA2020003**

**That portion of Esplanade Way  
between S. Blair Stone Rd and  
the North termination of  
Esplanade Way at  
Delaney Apartments**

**Existing Roadway  
Functional Classification  
Major Collector**

**Proposed Roadway  
Functional Classification  
Minor Collector**



### Roadway Functional Classification

- Minor Collector
- Major Collector
- Minor Arterial
- Principle Arterial
- PA Limited Access
- Proposed Local
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principle Arterial



16. Housing

- a. During regional review, an unmet need for 48 very low income units (VLI) (18 in Phase 1 and 30 in Phase 2) was determined based on the development program in the Application for Development Approval and Sufficiency Response. Subsequent to regional review, the Developer revised the development program by moving MUOC-3 to Phase 2 and reducing the school on MUEI-2 from 225,000 SF to 200,000 SF. A revised housing analysis submitted on January 22, 1999, determined an unmet need for 43 VLI units all in Phase 2. Based on these analyses, the Department of Community Affairs and Apalachee Regional Planning Council determined that the project will not cause a regionally significant impact on affordable housing.
- b. Housing Policy 1.2.4 of the Tallahassee-Leon County Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer for this project. However, the City has determined that some level of affordable housing mitigation is appropriate for this project and has requested that the Developer provide a mechanism to support the creation of additional affordable housing opportunities. The Developer has offered to provide voluntary affordable housing assistance subject to the terms of this condition and with cooperation of the City and County.
- c. The Developer has paid the total sum of \$150,000.00 into escrow which constituted prepayment of the voluntary housing assistance fee for the first 1,000 single family residential units constructed and developed on the DRI Property. The Developer shall pay these monies as directed by the local government(s) on or before December 31, 2005.
- d. After the first 1,000 units have received a certificate of occupancy, a voluntary fee of \$160.00 per single family residential unit constructed and developed for sale on the DRI property shall be paid by the Developer. Such payments shall be based on the number of certificates of occupancy

received on a calendar year basis and shall be paid by the Developer, in arrears, at the time of filing of the Annual Report. The Developer shall pay these monies as directed by the local government(s).

- e. The fees from subsections c. and d. shall be used for programs which encourage affordable housing in proximity to the project. The program(s) may include but need not be limited to:
  - (1) The acquisition of land;
  - (2) A program for down payment assistance to Low Income or Very Low Income homebuyers;
  - (3) Prepayment of points for LI or VLI homebuyers;
  - (4) The rehabilitation of existing LI or VLI housing; or
  - (5) Construction of new LI or VLI housing by private Developers or not-for-profit housing agencies.
- f. An affordable housing supply inventory was conducted by the Developer in accordance with the East Central Florida Regional Planning Council Housing Demand, Supply and Need Methodology for Assessing the Affordable Housing Impact of Developments of Regional Impact, April, 1996, and was accepted in the regional report. This inventory identified the following supply within a 10-mile/20 minute housing accessibility area:
  - 500 Very Low Income Units
  - 561 Low Income Units
  - 253 Middle Income Units
- g. The Developer proposed to develop on-site housing to augment the existing supply of affordable housing. When a residential unit is constructed on-site and is within the affordable housing cost range, the existing supply identified in the affordable housing supply inventory shall be increased by 1.5 units in accordance with Rule 9J-2.048(8)(c)1., F.A.C. Each year in the Annual Report required by Section 3.A.23., the Developer shall report the number of units constructed and sold or offered for rent within the DRI Property, during the preceding 12 months and cumulatively, within the housing cost ranges utilized in the regional report.

- h. The following demand ratios shall be used to determine when nonresidential development on the DRI Property creates a demand for affordable housing:

1,000 square feet Retail/Commercial	0.298 very low income units 0.338 low income units 0.114 middle income units
1,000 square feet Office	0.031 very low income units 0.510 low income units 0.774 middle income units
1,000 square feet Industrial	0.010 very low income units 0.122 low income units 0.222 middle income units
1 acre Educational/Institutional	0.021 very low income units 0.277 low income units 0.437 middle income units
1 18-hole Golf Course (club house, pro shop, snack bar)	10 very low income units 5 low income units 3 middle income units

Examples:

200,000 square feet Retail will require:	60 very low income units 68 low income units 23 middle income units
200,000 square feet Office will require:	6 very low income units 102 low income units 155 middle income units

- i. If, at the conclusion of a phase, the nonresidential development constructed during that phase creates a demand for affordable housing at the demand ratios provided by paragraph h., which demand is in excess of the available supply inventory as provided by paragraphs f. and g., the Developer may mitigate for such unmet need by making a payment to the escrow account identified in paragraph c. based on the payment schedule in paragraph j.

- j. The initial payment of \$150,000.00 shall constitute prepayment of voluntary mitigation for the 43-unit unmet need of very low income housing projected for Phase 2. All additional funds from the Developer's voluntary housing assistance fee shall constitute a credit against any additional unmet need for affordable housing pursuant to Rule 9J-2.048, F.A.C., at a rate of \$3,542.00 for very low income units, \$2,416.00 for low income units and \$1,063.00 for middle income units.
- k. This condition shall govern affordable housing impacts and mitigation for the project for purposes of the local comprehensive plan and DCA's Adequate Housing Uniform Standard Rule through Phase 2.

17. Recreation

- a. The Developer has conveyed a 62 acre +/- parcel to the City and this condition of the development order has been satisfied. This area shall be counted toward St. Joe's obligation under the Urban Services Agreement on an acre-for-acre basis. The City will use its best efforts to negotiate an agreement on shared-use facilities with schools located on MUEI-2 and MUEI-3.
- b. The 62 acre +/- parcel shall be contiguous and, except for an existing stormwater management facility on the site, shall be exclusive of all easements and stormwater facilities for nonpark drainage.
- c. Paragraph b. is not intended to preclude the construction of joint stormwater management facilities for park and nonpark drainage on the site with the City's approval so long as such facilities are designed, constructed and located so as not to interfere with the active recreation use of the site. The Developer shall be responsible for any incremental design, construction, operation or maintenance costs of the joint facilities associated with nonpark drainage. If the Developer and the City are unable to agree on the concept or location of the joint stormwater management facilities, paragraph b. shall apply and nonpark drainage shall be accommodated outside of the 62-acre site in the adjacent open space buffer along Tram Road or other locations consistent with the approved SFMP and SESP.
- d. The remainder of St. Joe's obligation under the Urban Services Agreement to dedicate land for active recreation may be satisfied by offering to dedicate approximately 71 contiguous acres to the City for active recreation in

**PROPOSED DRI DEVELOPMENT ORDER AMENDMENTS**

- 1. HOUSING – THE DEVELOPER IS PROPOSING TO REPLACE THE OUTDATED DRI DO HOUSING LANGUAGE AND REPLACE IT WITH A SIMPLE COMMITMENT FOR THE DEVELOPER TO PROVIDE A MINIMUM OF 144 WORKFORCE HOUSING UNITS ONSITE. THE PROPOSED EDITS ARE IDENTIFIED BELOW.**

16. Housing

- a. The Developer has satisfied its housing obligations through its initial payment of \$150,000 to the City and its subsequent payments of \$160.00 for each unit built in the Project to date.
- b. The Developer has the option to build a minimum of 144 workforce housing units in the Project and will coordinate with the City prior to constructing the units. The Developer will continue to meet the requirements of 16.c. below unless the units are constructed and receive a certificate of occupancy.
- cd. After the first 1,000 units have received a certificate of occupancy, a A  
voluntary fee of \$160.00 per single family residential unit constructed and developed for sale on the DRI property shall be paid by the Developer. Such payments shall be based on the number of certificates of occupancy received on a calendar year basis and shall be paid by the Developer, in arrears, at the time of filing of the Annual Report. The Developer shall pay these monies as directed by the local government(s).

d.e. The fees from subsections a. and c. e. and d. shall be used for programs which encourage affordable housing in proximity to the project. The program(s) may include but need not be limited to:

- (1) The acquisition of land;
- (2) A program for down payment assistance to Low Income or Very Low Income homebuyers;
- (3) Prepayment of points for LI or VLI homebuyers;
- (4) The rehabilitation of existing LI or VLI housing; or
- (5) Construction of new LI or VLI housing by private Developers or not-for-profit housing agencies.

~~a. During regional review an unmet need for 48 very low income units (VLI) (18 in Phase 1 and 30 in Phase 2) was determined based on the development program in the Application for Development Approval and Sufficiency Response. Subsequent to regional review, the Developer revised the development program by moving MUOC 3 to Phase 2 and reducing the school on MUEI 2 from 225,000 SF to 200,000 SF. A revised housing analysis submitted on January 22, 1999, determined an unmet need for 43 VLI units all in Phase 2. Based on these analyses, the Department of Community Affairs and Apalachee Regional Planning~~



SCANNED

~~Council determined that the project will not cause a regionally significant impact on affordable housing.~~

b. ~~Housing Policy 1.2.4 of the Tallahassee-Leon County Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer for this project. However, the City has determined that some level of affordable housing mitigation is appropriate for this project and has requested that the Developer provide a mechanism to support the creation of additional affordable housing opportunities. The Developer has offered to provide voluntary affordable housing assistance subject to the terms of this condition and with cooperation of the City and County.~~

c. ~~The Developer has paid the total sum of \$150,000.00 into escrow which constituted prepayment of the voluntary housing assistance fee for the first 1,000 single family residential units constructed and developed on the DRI Property. The Developer shall pay these monies as directed by the local government(s) on or before December 31, 2005.~~

f. ~~An affordable housing supply inventory was conducted by the Developer in accordance with the East Central Florida Regional Planning Council Housing Demand, Supply and Need Methodology for Assessing the Affordable Housing Impact of Developments of Regional Impact, April, 1996, and was accepted in the regional report. This inventory identified the following supply within a 10-mile/20 minute housing accessibility area:~~



SCANNED

~~500 Very Low Income Units~~

~~561 Low Income Units~~

~~253 Middle Income Units~~

~~g. The Developer proposed to develop on-site housing to augment the existing supply of affordable housing. When a residential unit is constructed on-site and is within the affordable housing cost range, the existing supply identified in the affordable housing supply inventory shall be increased by 1.5 units in accordance with Rule 9J-2.048(8)(c)1., F.A.C. Each year in the Annual Report required by Section 3.A.23., the Developer shall report the number of units constructed and sold or offered for rent within the DRI Property, during the preceding 12 months and cumulatively, within the housing cost ranges utilized in the regional report.~~

~~h. The following demand ratios shall be used to determine when nonresidential development on the DRI Property creates a demand for affordable housing:~~

~~1,000 square feet Retail/Commercial ————— 0.298 very low  
income units~~

~~0.338 low income units~~

~~0.114 middle income units~~

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1 acre Educational/Institutional ————— 0.021 very low  
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1 18-hole Golf Course ————— 10 very low income  
units

(club house, pro shop, snack bar) ————— 5 low income units

3 middle income units

#### Examples:

200,000 square feet Retail will require: ————— 60 very low income units

68 low income units

23 middle income units

200,000 square feet Office will require: ————— 6 very low income units

102 low income units

155 middle income units

i. ~~If, at the conclusion of a phase, the nonresidential development constructed during that phase creates a demand for affordable housing at the demand ratios provided by paragraph h., which demand is in excess of the available supply inventory as provided by paragraphs f. and g., the Developer may mitigate for such unmet need by making a payment to the escrow account identified in paragraph c. based on the payment schedule in paragraph j.~~

j. ~~The initial payment of \$150,000.00 shall constitute prepayment of voluntary mitigation for the 43-unit unmet need of very low income housing projected for Phase 2. All additional funds from the Developer's voluntary housing assistance fee shall constitute a credit against any additional unmet need for affordable housing pursuant to Rule 9J-2.048, F.A.C., at a rate of \$3,542.00 for very low income units, \$2,416.00 for low income units and \$1,063.00 for middle income units.~~

k. ~~This condition shall govern affordable housing impacts and mitigation for the project for purposes of the local comprehensive plan and DCA's Adequate Housing Uniform Standard Rule through Phase 2.~~



**SCANNED**

**TRANSPORTATION** - As a result of the current proposed land use changes to the DRI and PUD, a balancing of trips, additions and subtractions, is taking place to keep the overall impacts trip neutral when compared to the original analyses. The balancing of residential trips and non-residential trips are also being documented so as not to significantly impact the internal capture assumptions in the original analyses. In addition, the simplification on the reporting of future changes to land uses and resulting trips is being proposed. For example, the basis of the original traffic analyses was the identification of land uses and calculation of trips by sub-area or traffic analysis zone (TAZ), and there are 42 TAZs. This has made changes to land uses and traffic, even if very minor, unnecessarily cumbersome. The proposed "Fix" is to use the overall summary table of land uses and trips (Exhibit B-1) as the basis for the changes to the PUD/DRI. This will still ensure that changes to land uses and resulting traffic are adequately analyzed and reviewed so the overall impacts are not greater than originally identified. The Exhibit F in the DRI DO is amended to incorporate the transportation evaluation summary table (see **Exhibit 8**).

### **CHANGES TO THE DRI DEVELOPMENT ORDER**

1. Housing – The Developer proposes to delete the existing housing conditions in the DRI development order [Section A.16 in DRI DO] and replace the conditions with a developer option to build 144 workforce units within Southwood or continue to pay the \$160.00 fee. The proposed development order language is attached as **Exhibit 6**.

The Developer is proposing the deletion of these policies for the following reasons:

- a. DRI statutes Repealed – The Southwood DRI was adopted in 1999 when Chapter 380 was still in effect which required the analysis of housing impacts and mitigation if a significant impact is created. This process included the review of the former Department of Community Affairs and the Apalachee Regional Planning Council. This DRI review process has been repealed in state law and only local review is now required. However, the Southwood DRI still reflects this archaic process.
- b. DRI Housing Methodology Repealed – The Southwood housing conditions are based on the East Central Florida Housing methodology which was the standard in 1999. However, shortly thereafter East Central Florida's methodology was questioned to the point that the Region repealed its requirements. Since 1999 all of the DRI rules including housing methodology has been repealed. However, the Southwood DRI still incorporates the ECFRPC methodology and the studies based on those repealed rules.
- c. Developer adding option to build workforce housing – The Developer is in discussions with builders to construct workforce housing within the community rather than continue to pay \$160.00 per remaining unit. The provision of a minimum of 144 workforce units is a bigger community benefit than continuing to provide the unit fee. The Developer proposes to add the 144 units as a

**SCANNED**

developer option. The Developer would continue to pay the fee in accordance with the development order until or if the units are not constructed.

- d. No future phase under existing DRI – The Southwood DRI housing analysis considered Project impacts through Phase 2. Southwood has only been approved for development through Phase 2a and will never develop Phase 2b under the existing DRI development order conditions. In addition, since the housing methodology was based on non-residential construction and the entitlements in Phase 2b were all non-residential, the 1999 housing methodology included impacts that will never be created since Phase 2b will never be constructed under the existing DRI conditions.
2. Transportation – The Developer proposes the following changes to the transportation conditions in the DRI DO [Sections 2F, 3.A.14.j and Exhibits F and G]:
    - a. Phase 2b – Amend the development order to permit the commencement of Phase 2b if concurrency approval is received from the City of Tallahassee. The current development order requires a comprehensive traffic analysis before Phase 2b can be commenced. This requirement was based on the previous DRI laws and rules which have now been repealed. Under the current law the DRI must meet the local government requirements which is a concurrency approval. Additionally, the Developer will never build Phase 2b under the current transportation requirements because it is cost prohibitive to do so. The proposed language is attached as Exhibit 6.
    - b. Exhibit F – The Developer is proposing to amend Exhibit F to incorporate the spreadsheet that summarizes the land use changes included in the transportation evaluation.
    - c. Exhibit G – The Developer is proposing to update Exhibit G by removing completed projects, update projected completion dates and clarify which roads will be completed at the time a site plan is proposed.
  3. Land Use – The nine land use amendments results in the following cumulative changes as reflected in Section 2.E and the amended Exhibit B-1:
    - a. Residential – Reduce by 110 units from 5,170 to 5,060
    - b. Commercial – Reduce by 107,549 SF from 780,230 SF to 672,681 SF
    - c. Industrial – Reduce by 153,000 SF from 2,630,381 to 2,477,381 SF
    - d. Hotel – Reduce by 27 rooms from 162 rooms to 135 rooms
    - e. Office – Reduce by 193,000 SF from 2,194,117 SF to 2,001,117 SF
    - f. Assisted Living Facility – Add Assisted Living Facility at 116 beds. This is not a new use but is a clarification of the DRI entitlements.
    - g. Education – Increase by 131,000 SF from 544,000 SF to 675,000 SF.
    - h. Other uses – Clarify that there is 29,354 SF of daycare center, 12,800 SF of community center and both is counted as education/institutional. Also, clarify that the Southwood House adds 17,000 SF in entitlements.
  4. Air Quality – The Developer is proposing to delete the requirement to conduct an air quality study before commencing Phase 2b in Section 3.A.1.b of the DRI DO. The air



**Citizens Comments**

**TTA 2020 003**

**Southeast Sector Plan**

**Received as of May 14, 2020**

**No citizen comments have been  
received for this proposed amendment**



**2020 Comprehensive Plan Amendment Cycle**

TTA 2020 011  
Neighborhood Boundary

SUMMARY		
Applicant:	Proposed Change	TLCPD Recommendation:
Tallahassee-Leon County Planning Department	Text Amendment to Neighborhood Boundary FLUC	Approve
TLCPD Staff:	Comprehensive Plan Element	LPA Recommendation:
Artie White	Land Use [L]	Approve
Contact Information:	Policy Number(s)	
<a href="mailto:Artie.white@talgov.com">Artie.white@talgov.com</a> (850) 891-6432	2.2.21 [L], Table 5, and Table 6	
Date: 11/14/2019	Updated: 5/14/2020	

**A. SUMMARY:**

This is a text amendment request to amend the Neighborhood Boundary Land Use Category (Policy 2.2.21) in the Land Use Element of the Tallahassee-Leon County 2030 Comprehensive Plan to allow the land use category to be applied in a manner that creates mixed use corridors or nodes, when recommended in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. This amendment is related to Map Amendment TMA 2020 010.

**B. RECOMMENDATION:**

Approve

**C. PROPOSED POLICY CHANGE:**

This text amendment would change the language of Policy 2.2.21 [L] as reflected in the strike-through/underlined edits in Attachment #1. This amendment would also update the Land Use Development Matrices for the City (Table 5) and County (Table 6) as reflected in the strike-through/underlined edits in Attachment #2.

**D. APPLICANT'S REASON FOR THE AMENDMENT:**

This proposed text amendment to the Tallahassee-Leon County 2030 Comprehensive Plan is submitted along with a concurrent map amendment to apply the Neighborhood Boundary (NB) Future Land Use Category (FLUC) along the Floral and Alabama Street corridors in the Greater Bond and Griffin Heights neighborhoods. The Greater Bond Neighborhood First Plan was adopted by the Greater Frenchtown/Southside Community

Redevelopment Agency on December 13, 2018. This plan identifies land use changes, specifically adjustments that allow increased commercial opportunities along Floral Street, among other corridors. The recommendation from the Bond Neighborhood First Plan is included as Attachment #3. The Griffin Heights Neighborhood Association is also in the process of formalizing a Neighborhood First Plan. The first draft of this plan identifies land use changes to allow Alabama Street to become a Main Street for the neighborhood, and to allow for neighborhood-scale non-residential uses, including retail uses. The draft recommendation from the Griffin Heights Neighborhood First Plan is included as Attachment #4.

Currently, the Neighborhood Boundary Land Use Category contains language that would not be consistent with the application of the FLUC on Alabama Street and in Bond. This proposed amendment seeks to remedy that conflict in a way that shall have no impact on any lands currently designated NB, or any property that might be suitable for application.

The proposed amendments to Policy 2.2.21 would maintain the intent of maintaining a buffer between residential development and more intensive development. Language would be added to allow NB to be applied as part of a City or County coordinated placemaking, sense of place, neighborhood, or sector plan to create.

Additional amendments to the land use category would remove outdated language requiring the creation of one or more zoning districts to implement the NB land use category (as this has occurred since the time the FLUC was adopted), and align the non-residential development with standards identified in the C-1 Neighborhood Commercial District. The C-1 zoning district is intended to provide goods and services that people frequently use, in close proximity to their homes. The C-1 district is intended to encourage commercial development that is compatible in scale and design with surrounding residential uses and therefore limits the size of buildings to 20,000 square feet per acre. This amendment reflects that intensity standard. The amendment also removes orientation and design requirements from the FLUC to leave that type of detail to the land development regulations, wherein standards will be included to ensure compatibility with surrounding existing land uses.

Lastly, the amendment would increase the allowable density from eight (8) dwelling units per acre to eighteen (18) dwelling units per acre, which reflects the max density allowed under the Central Urban-18 (CU-18) zoning district. CU-18 is intended to provide a variety of low to medium density housing types, promote infill development of existing residential areas, promote compatibility and encourage the maintenance of residential enclaves, and promote pedestrian and bicycle mobility. This would bring into conformity many of the existing residential uses that, largely due to lot size, have densities that exceed 8 dwelling units per acre. Additionally, this would more closely reflect the scale of non-residential development that would be allowed under the revised NB FLUC.

This proposed amendment also updates the Land Use Development Matrices for the City (Table 5) and County (Table 6), to reflect these described text changes. The Land Use



Development Matrices are intended to be a pictorial representation of existing policies in the Comprehensive Plan.

## **E. STAFF ANALYSIS**

### History and Background

The Neighborhood Boundary Land Use Category was adopted into the Comprehensive Plan in July 2003 (Amendment 2003-1-T-006). The purpose of this amendment was to create the Neighborhood Boundary future land use category that creates a transition between low-density residential development and more intensive development. The land use category was renumbered in both 2006 and 2007. Since adoption, the land use category has only been applied to the following locations:

- Two properties on Thomasville Road at the intersection of E 9<sup>th</sup> Avenue.
- One parcel at 413 N Meridian Street.

Staff has been working with the Greater Bond Neighborhood Association and Griffin Heights Neighborhood Association to address issues relating to the current land use regulations in place in their neighborhoods. Specifically, the neighborhoods have issues with the designation of Residential Preservation on certain neighborhood corridors that they desire to have increased opportunities for neighborhood scale non-residential uses.

Currently, there are no FLUC that allow the type and intensity of non-residential uses the neighborhoods desire, while still protecting against development that is out of character of the neighborhood. This text amendment, along with a concurrent map amendment (TMA 2020 011), seeks to remedy this situation.

The current language of Policy 2.2.21 [L] indicates that the NB FLUC is intended to provide a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices. Additionally, the FLUC describes that the NB category shall be applied adjacent to residential neighborhoods, on roads with high traffic volumes, not within the interior of an existing neighborhood.

This text amendment would supplement the intent of the NB category to allow the establishment of neighborhood-scale mixed use corridors as part of City or County coordinated neighborhood planning efforts.

The text amendment would also amend the intensity limitations of the land use category to more closely reflect minor commercial standards, and remove language that would conflict with Multimodal Transportation District (MMTD) development standards. The amendment also reduces the depth allowance for application of the land use category.

The amendment would also remove language containing specificities that are more appropriate for Land Development Regulations. This change is consistent with the intent of Policy 1.1.9 [M] which requires designation of a Multimodal Transportation District to

promote walking, bicycling and transit use in order to reduce dependence on the automobile. This text amendment would allow application of NB within the Bond and Griffin Heights Neighborhoods (both of which reside within the MMTD) to increase the availability of walk-to commercial and office opportunities.

Per Section 163.3202 (1), Florida Statutes, within 1 year after submission of its comprehensive plan or revised comprehensive plan for review pursuant to s. 163.3191, each county and each municipality shall adopt or amend and enforce land development regulations that are consistent with and implement their adopted comprehensive plan. Tallahassee-Leon County Planning Department staff is currently working with neighborhood representatives and staff from the Growth Management Department to finalize implementing zoning for the revised Neighborhood Boundary Land Use Category. Within one year, the City of Tallahassee Land Development Code will need to be amended to include this implementing zoning district.

#### Previous Commission Consideration

- The Greater Bond Neighborhood First Plan was adopted by the Greater Frenchtown/Southside Community Redevelopment Agency on December 13, 2018.

#### **F. 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 2020 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Joint City-County Commission Workshop	February 25, 2020	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment.

**Local Planning Agency Public Hearing – February 4, 2020:** The Local Planning Agency voted to recommend approval of the proposed amendment. There were no citizen speakers on this amendment.

**Joint City-County Commission Workshop – February 25, 2020:** A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners asked about whether the amendment could be applied in areas where the land use would not be desirable. Staff explained that the application of the land use category in the manner proposed by the changes would require a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Commissioners expressed concern about high-rise apartments being allowed in the land use category. Staff explained that high-rise apartments are not an allowable use in the proposed land use category. Commissioners asked if there would be continued meeting and coordination with the Bond and Griffin Heights Neighborhoods. Staff explained that coordination with the neighborhoods would continue as implementing zoning is developed.

#### **G. CONCLUSION:**

Based on the above analysis, Planning Department staff recommends approval of the amendment request for the following reasons:

Include reasons for recommendation including:

- This amendment would be consistent with the intent of Policy 1.1.9 [L]
- The proposed amendment would be consistent with the actions of the Greater Frenchtown/Southside Community Redevelopment Agency that adopted the Greater Bond Neighborhood First Plan.
- The proposed amendment is consistent with Planning Department projects to address land use issues identified by in-town neighborhoods as part of their Neighborhood First planning efforts.
- The proposed amendment would allow the creation of a neighborhood-scale mixed use corridor to provide commercial opportunities in the Greater Bond and Griffin Heights neighborhoods. The amendment would be consistent with identified land use changes in the Greater Bond Neighborhood First Plan, and early Neighborhood First planning efforts of the Griffin Heights Neighborhood Association.

#### **H. ATTACHMENTS:**

1. Attachment #1 – Proposed Amendments to NB Policy 2.2.21
2. Attachment #2 – Proposed changes to the Land Use Development Matrices for the City and County
3. Attachment #3 – Relevant sections of the Greater Bond Neighborhood First Plan
4. Attachment #4 –Neighborhood Infrastructure Section from the Draft Griffin Heights Neighborhood First Plan

I. Land Use

**Policy 2.2.21: [L]**

NEIGHBORHOOD BOUNDARY (EFF. 7/25/03; REV. EFF. 7/26/06;  
RENUMBERED 3/14/07)

*Intent:* This future land use category is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices. Where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan, this future land use category may also be used to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses.

*Allowable Uses:* Low-density residential including duplexes, townhomes, triplexes, and quadplexes; and non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, bed and breakfast inns and community services. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or any other use having drive-through facilities, are not allowed in order to protect neighborhoods from ~~any~~ negative impacts associated with increased vehicular traffic.

*Intensity/Density:* Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed ~~eight (8)~~ eighteen (18) dwelling units per acre. ~~Residential and non-residential structures shall not exceed 2 stories in height including floors devoted to parking facilities.~~ Non-residential structures are permitted up to a maximum of ~~5,000 square feet of gross building floor area per parcel and 210,000 square feet of~~ gross building floor area per acre.

## I. Land Use

*Design Standards:* The land development regulations shall establish design standards to promote compatibility with adjacent residential development. ~~These standards shall address elements such as roof, building scale, color, exterior building materials, building front setback, architectural style, buffering, landscaping, solid waste disposal, parking, lighting, and signs.~~

*Location and Orientation:* ~~The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. This category shall be located adjacent to residential neighborhoods and is limited to locations on roads with high traffic volumes, and on the edges of existing and future residential neighborhoods. This land use category shall not be applied within the interior of an existing neighborhood. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category. The geographic extent of this category shall not exceed a depth greater than 250 feet or one lot whichever is less. For properties located at an arterial/local, arterial/major collector, or arterial/minor collector intersection, non-residential development must front the arterial road~~

*Access Management:* The land development regulations shall specify specific vehicular access management requirements that will serve to mitigate possible negative impacts to roadways associated with the implementation of this category.

*Implementation:* ~~The provisions of this land use category shall be implemented through the creation of one or more zoning districts and this land use category shall not become effective until such time as the implementing zoning districts are adopted. These zoning districts may further define and limit the provisions contained within the Comprehensive Plan regarding this land use category as well as establish criteria governing the permitted location of this category. Applicants seeking to amend the Future Land Use Map designation for a requested parcel to the Neighborhood Boundary land use category shall specify the~~

~~appropriate zoning district at the time application is made for a Comprehensive Plan amendment.~~

I. Land Use

Table 5: Land Use Development Matrix, Tallahassee

TALLAHASSEE \*  
LAND USE DEVELOPMENT MATRIX

PROPOSED LAND USE	TYPE	FUTURE LAND USES																EXISTING ADJOINING LAND USES <sup>(A)(D)(G)</sup>										TRANSPORTATION ACCESS <sup>(B)(J)</sup>										ENVIRONMENTAL CONSTRAINTS <sup>(C)</sup>						INFRA- STRUCTURE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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		NEIGHBORHOOD BOUNDARY	RURAL/AGRICULTURAL	URBAN FRINGE	ACTIVITY CENTER	RURAL COMMUNITY	LAKE PROTECTION	RESIDENTIAL PRESERVATION	LAKE TALQUIN	GOV. OPERATIONAL	REC./OPEN SPACE	EDUCATIONAL	HEAVY INDUSTRIAL	URBAN RESIDENTIAL	RESIDENTIAL CORRIDOR	RESIDENTIAL CORRIDOR NODE	MINOR	NEIGHBORHOOD	COMMUNITY	REGIONAL	HIGHWAY	MINOR	MAJOR	PARK	LOW	MEDIUM	HIGH	PASSIVE	ACTIVE	ELEMENTARY	MIDDLE	HIGH	COMMUNITY SERVICE	LIGHT INFRASTRUCTURE	HEAVY INFRASTRUCTURE	POST SECONDARY	MINOR	PARK		PRIN. ART / PRIN. ART	PRIN. ART / MIN. ART	PRIN. ART / MAJ. COL.	PRIN. ART / MIN. COL.	PRIN. ART / LOCAL	MIN. ART / MIN. ART	MIN. ART / MAJ. COL.	MIN. ART / MIN. COL.	MIN. ART / LOCAL	MAJ. COL. / MAJ. COL.	MAJ. COL. / MIN. COL.	MAJ. COL. / LOCAL	MIN. COL. / MIN. COL.	MIN. COL. / LOCAL	LOCAL / LOCAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	FLOODWAY/FLOODPLAIN UNDEVELOPED	SEVERE GRADES	SIGNIFICANT GRADES 10 - 20%	WETLAND	REGULATED CLOSED BASIN	HIGH QUALITY SUCCESSIONAL FOREST	NATIVE FOREST	GROUNDWATER RESOURCE PROTECTION	CANOPY ROAD	SEWER SYSTEM	SEPTIC TANK	WATER SYSTEM	WATER WELL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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- X – Land use is compatible/allowable  
0 – Land use incompatible/not allowable  
1 – PUD or site plan review  
2 – Planned unit development required, except for cemeteries or for religious facilities to be used solely for religious functions. PUD requirement will apply if ancillary facilities are proposed in conjunction with religious facilities.  
3 – Permitted where sufficient stormwater management capacity exists within the basin  
4 – Consistent with aquifer recharge policies contained within the Conservation Element  
5 – Permitted outside of Urban Service Boundary  
6 – Permitted only at those intersection quadrants which previously have been developed  
7 – Permitted in conjunction with mixed use project (footnote deleted)  
8 – Cluster development required  
9 – Intended for upper level of density range  
10 – Agricultural related only  
11 – No access to canopy road  
12 – Residence for security or caretaker personnel allowed  
13 – Office use permitted if ancillary to industrial use  
14 – Intended for lower level of density range  
15 – Secondary access only approved in conjunction with site plan, PUD or DRI

- 16 – Direct access allowed outside urban service area or on previously platted lot  
17 – Primary access to canopy road permitted only when alternate access to non-canopy roads is unavailable  
Primary access shall be restricted to one driveway designed to mitigate impacts. Planned development required for approval.  
18 – Commercial restricted to 50,000 sq ft  
19 – Where sewer is not available, permitted for community services with less than 5000 sq ft or a 500 gal septic tank.  
20 – Permitted on lots greater than 2 acres inside the Urban Service Area, permitted outside Urban Service Area (Sewer Policy 2.1.3)  
21 – Permitted for appropriate facilities located outside of Urban Service Area (Sewer Policy 1.3.7)  
22 – May be permitted for sandmines or borrow pits (Conservation Policy 3.2.2)  
23 – Commercial limited to one quadrant of the intersection  
24 – Commercial restricted to 5000 sq ft of gross building floor area per parcel and 10,000 sq ft of gross building floor area per acre provided BOTH standards are met.

- 25 – Density limited to 10 Dwelling units per acre  
26 – Commercial and office restricted to 4,000 sq feet of gross building floor area per parcel and 8,500 sq feet of gross building floor area per acre when developed as a single use provided both standards are met or, 10,000 sq feet of gross building floor area per parcel and 20,000 sq feet of gross building floor area per acre when developed as a mixed use development provided both standards are met.  
NA – Not applicable  
\* – To be used in conjunction with Future Land Use Map and applicable goals, objectives and policies contained within the Comprehensive Plan

- (A) – An incompatible land use may be permitted with an adequate buffer when its incompatibility with an adjoining land use is along rear property lines. This does not apply to heavy industrial adjoining residential  
(B) – Non-residential uses permitted on all streets and intersections designated as non-residential streets  
(C) – Applies to the specific environmentally significant area on site and the plan requires site specific assessment of development impact on endangered, threatened and species of special concern (plants and animals)  
(D) – This portion of the matrix does not apply when existing land use is nonconforming  
(E) – May be waived pursuant to land use policy 3.1.5, or if commercial contained within Mixed Use PUD or DRI development  
(F) – See Transportation Policy 1.6.4  
(G) – Existing adjoining land uses, access, intersection restrictions are not a factor in Activity Center as per conditions of land Use policy 1.4.22

Effective 06-6-08  
Cycle 2007-2

Note:  
Matrix is intended to be a pictorial representation of existing policies in the Comprehensive Plan.

DOES NOT APPLY TO BRADFORDVILLE MIXED USE, SUBURBAN, URBAN RESIDENTIAL 2, VILLAGE MIXED USE, PLANNED DEVELOPMENT, UNIVERSITY TRANSITION, DOWNTOWN, WOODVILLE RURAL COMMUNITY, AND CENTRAL URBAN



**LEON COUNTY\***  
LAND USE DEVELOPMENT MATRIX

[illegible]

**DOES NOT APPLY TO BRADFORDVILLE MIXED USE,  
SUBURBAN, URBAN RESIDENTIAL 2,  
VILLAGE MIXED USE, PLANNED DEVELOPMENT,  
UNIVERSITY TRANSITION, DOWNTOWN,  
WOODVILLE RURAL COMMUNITY, AND CENTRAL URBAN**

**Note:**  
Matrix is intended to be a pictorial representation of existing policies in the Comprehensive Plan.

# Greater Bond



## Neighborhood First Plan





## LAND USE

**Goal:** *Integrate residential, commercial, and industrial development through land use and zoning mechanisms that address historic preservation, protect the natural environment, and enhance the livability of the Greater Bond neighborhood.*



Land use shapes the character of a neighborhood and can present significant challenges or great opportunities for neighborhood revitalization efforts. The Greater Bond neighborhood has a mixture of existing land uses. The neighborhood is home to corner stores, community churches, two community centers, child care/preschool centers, an elementary school, a cement plant, automotive repair shops, and several personal care businesses. Approximately 30 percent of the neighborhood's 468 acres is developed as residential.

The land use challenges identified by the residents include incompatible land uses, limited availability of areas for neighborhood scale commercial development, overgrown vacant lots, dilapidated structures, lack of bicycle and pedestrian connectivity to the broader community, and lack of visually appealing streetscapes. The residents of Greater Bond want to preserve and enhance the residential core

of their neighborhood; however, they are also amenable to creating opportunities for neighborhood scale commercial development within their community.

The recent survey of Greater Bond residents and stakeholders revealed that 95 percent of respondents felt that it was very important to have well-maintained, single-family homes in the neighborhood. Residents were also supportive of pedestrian pathways and bike lanes. The survey also shows that there is support for student housing in the neighborhood and opportunities for neighborhood scale development on three major neighborhood thoroughfares. The following strategies were developed by the Land Use Priority Area Team to support the creation of a land use mix that supports the new vision for the community.





## NEIGHBORHOOD CONCERN 1: Incompatible existing land uses

**Desired Outcome: Zoning adjustments allow for residential, commercial, and light industrial uses while preserving the character of the neighborhood.**

### Strategy 1.1:

Preserve single-family residential character in areas zoned Residential Preservation while creating opportunities to develop new and enhance existing commercial areas in the neighborhood.

#### Action Item 1.1.1:

Coordinate with Planning through a Greater Bond Land Use Committee (comprised of residents, realtors, and developers) to address policy changes.



Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management; Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association, realtors, and developers.

#### Action Item 1.1.2:

Develop and present recommendations to Planning that address non-conforming businesses, compatible home businesses, and new businesses that serve neighbors and students. This may include new commercial opportunities along Osceola Street, Floral Street, Gamble Street, Mill Street, Lake Bradford Road, Orange Avenue; the Villa Mitchell area; and connections for Greater Bond to the FAMU Gateway corridor.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management; Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association

Comprehensive neighborhood revitalization involves an evaluation of existing land uses and current zoning and development patterns with the aim of identifying opportunities for the creation of a land use mix that supports the new vision for the community.



#### Action Item 1.1.3:

Involve Greater Bond residents in the Comprehensive Plan update process that addresses the development of the area between Mill Street and Lake Bradford Road for commercial, entrepreneur/innovation facilities, entertainment, and light industrial uses, which will contribute to significant economic opportunities for current and future neighborhood residents.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management; Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association

## NEIGHBORHOOD CONCERN 2: Vacant lots and dilapidated structures

**Desired Outcome: Dilapidated and abandoned structures in the neighborhood are redeveloped, and local historically significant neighborhood structures are preserved.**

### Strategy 2.1:

Develop City-owned properties in the neighborhood.

#### Action Item 2.1.1:

Sell City-owned properties with contractual conditions that assure new development is affordable and consistent with the character of the community.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Community Housing and Human Services, Real Estate)

#### Action Item 2.1.2:

Explore the feasibility of implementing a community land trust model on City-owned properties in the Greater Bond neighborhood.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Community Housing and Human Services, Real Estate)

### Strategy 2.2:

Rehabilitation of renter-occupied homes throughout the neighborhood.

#### Action Item 2.2.1:

Implement an education program that informs residents about tenant rights regarding requesting repairs and how to properly report code enforcement issues, if necessary.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management)

#### Action Item 2.2.2:

Educate landlords about obtaining rehabilitation loans, rental assistance programs, renter rehabilitation agreements (for example, renters agree to paint and make repairs if landlord pays for materials, a lease that reduces rent for a set period, or a lease-to-own agreement), etc.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Community Housing and Human Services)

### Strategy 2.3:

Encourage the development of privately owned, dilapidated buildings, and vacant lots.

#### Action Item 2.3.1:

Through the GBNA Land Use Committee (comprised of residents, realtors, and developers), survey, prioritize, and promote properties available for development.

Lead: Greater Bond Neighborhood Association

Potential Partners: City of Tallahassee (Community Housing and Human Services)

### Strategy 2.4:

Preserve historic structures throughout the neighborhood.

#### Action Item 2.4.1:

Create an inventory of the neighborhood's significant historic structures.

Lead: Greater Bond Neighborhood Association

Potential Partners: Riley House Museum, Black Archives

#### Action Item 2.4.2:

Identify incentives that promote the preservation of the neighborhood's historically significant structures.

Lead: Greater Bond Neighborhood Association

Potential Partners: Riley House Museum, Black Archives

## NEIGHBORHOOD CONCERN 3: Lack of bicycle/pedestrian connectivity to neighborhood resources and the broader community

**Desired Outcome: Bicycle/pedestrian connectivity throughout the neighborhood is improved.**

### Strategy 3.1:

Identify potential bicycle/pedestrian connections to surrounding development, proposed linear park, gateways to the neighborhood, and FAMU.

#### Action Item 3.1.1:

Develop a bicycle/pedestrian plan for Greater Bond that identifies needed facilities and routes to nearby destinations.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association, CRTPA, Blueprint, FDOT, FAMU

#### Action Item 3.1.2:

Identify potential enhancements to existing neighborhood amenities (i.e., Speed-Spencer-Stephens Park, the linear park, St. Marks Trail, and Tallahassee Junction).

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association, CRTPA, Blueprint, FDOT, FAMU

#### Action Item 3.1.3:

Provide traffic calming and bike lanes throughout the neighborhood.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Parks, Recreation and Neighborhood Affairs; Underground Utilities and Public Infrastructure; Electric Utility), Greater Bond Neighborhood Association





## NEIGHBORHOOD CONCERN 4: Lack of visually appealing streetscapes in the neighborhood

**Desired Outcome: Improved streetscaping on targeted corridors that enhances public safety and mobility while also beautifying the surrounding neighborhood.**

### Strategy 4.1:

Develop and implement a comprehensive streetscaping plan that focuses on four key corridors within the Greater Bond neighborhood.

#### Action Item 4.1.1:

Identify priority streets for enhanced streetscaping. Options include Gamble Street, Saxon Street, Holton Street, Osceola Street, Floral Street, Perry Street, and Eugenia Street.



Lead: Greater Bond Neighborhood Association

Potential Partners: City of Tallahassee (Planning, Community Beautification and Waste Management, Underground Utilities and Public Infrastructure, CRA)

#### Action Item 4.1.2:

Develop and implement a comprehensive streetscaping plan for the four priority streets that includes improved lighting, appropriate tree plantings, sidewalk improvements, additional street/way-finding signs, historical markers, and other landscaping opportunities.

Lead: City of Tallahassee (Planning)

Potential Partners: Greater Bond Neighborhood Association, City of Tallahassee (Community Beautification and Waste Management, Underground Utilities and Public Infrastructure, CRA)









## Griffin Heights DRAFT PLAN

### Neighborhood Infrastructure

**Concern:** Riley Park is underutilized.

**Desired Outcome:** Riley Park is a safe and well-used community resource.

**Strategy 1:** Explore options for enhancing and increasing utilization of Riley Park.

**Action Item 1.1:** Establish a working group comprised of residents and other stakeholders to partner with COT Parks, Recreation & Neighborhood Affairs Department to determine what kind of park the neighborhood wants and what improvements can be made to the park to increase utilization given its topographic and environmental constraints.

**Potential Partners:** COT Parks, Recreation & Neighborhood Affairs, GHNA,

**Action Item 1.2:** Pursue funding opportunities to support implementation of the working groups' recommendations.

**Potential Partners:** COT Parks, Recreation & Neighborhood Affairs, GHNA

**Action Item 1.3:** Improve and stabilize the footpaths on south entrance to increase park usage.

**Potential Partners:** COT Parks, Recreation & Neighborhood Affairs

**Concern:** Lack of bicycle and pedestrian connectivity to neighborhood resources and the broader community

**Desired Outcome:** Increased sidewalk coverage and bike/pedestrian infrastructure

**Strategy 1:** Identify and address gaps in bicycle/pedestrian connections to neighborhood features such as area schools, Riley Park, and major connector streets (Alabama, Tennessee, and Old Bainbridge)

**Action Item 1.1:** Conduct a Walk A Block assessment on current sidewalks and bike lanes.

**Potential Partners:** COT (PRNA, UUPI), GHNA

**Action Item 1.2:** Conduct a Neighborhood Blitz to repair sidewalk issues identified in the Walk A Block Assessment.

**Potential Partners:** GHNA, COT (PRNA, UUPI)

**Action Item 1.3:** Install/complete sidewalks on two priority streets: Preston St (from Clay to Woodward) and Colorado Street.



**Potential Partners:** COT (UUPI)

**Action Item 1.4:** Install signage to encourage vehicles to share the road with bicycles.

**Potential Partners:** COT (UUPI)

**Action Item 1.5:** Install a lighted crosswalk across Basin Street at Arizona to facilitate the safety of kids walking to the bus stop at Basin and Arizona

**Potential Partners:** COT (UUPI)

### Concern: Lack of visually appealing streetscapes and signage in the neighborhood

**Desired Outcome: Improved streetscaping on targeted streets that enhances public safety and mobility while also beautifying the surrounding neighborhood**

**Strategy 1:** Enhance streetscaping on key neighborhood gateway streets.

**Action Item 1.1:** Develop a streetscape plan for neighborhood gateway streets (Basin, Alabama, Colorado, Volusia). Support the Main Street concept for Alabama Street (from Basin Street to North Abraham Street)

**Potential Partners:** COT (UUPI), GHNA, FSU (DURP)

Note: This strategy also ties into the Community Beautification strategies previously discussed for individual property clean-up/maintenance

**Strategy 2:** Increase/enhance streetlight coverage in the neighborhood.

**Action Item 2.1:** Work with COT Electric Utilities to determine streetlight enhancement needs and solutions.

**Potential Partners:** COT (Electric), GHNA

**Action Item 2.2:** Report streetlight outages via DigiTally.

**Potential Partners:** COT (Electric), GHNA

**Strategy 3:** Implement signage and other creative projects to highlight the unique character of the neighborhood.

**Action Item 3.1:** Identify locations for additional/enhanced neighborhood signage on gateway streets and construct signage at these locations. Possible locations include Basin and Preston, Basin and Charlotte, Colorado and Indiana or Colorado and Tharpe.

**Potential Partners:** GHNA, COT (UUPI), PRNA, Growth Mgmt)

**Action 3.2:** Apply for and use funds from the City's Vibrant Neighborhood Grant program to construct neighborhood signs.

**Potential Partners:** COT (PRNA), GHNA

**Action Item 3.3:** Develop a community art project that can involve the neighborhood (ex: mural, etc.)

**Potential Partners:** GHNA, PRNA, COCA, FSU, FAMU

**Concern: Maintenance & appearance of stormwater features**

**Desired Outcome: Neighborhood stormwater features are a safe, clean and attractive amenity.**

**Strategy 1:** Stormwater ditches are regularly maintained and cleared of litter.

**Action Item 1.1:** Encourage residents to report litter in ditches immediately via DigiTally or COT phone number.

**Potential Partners:** GHNA, residents, COT (UUPI)

**Strategy 2:** Enhance the stormwater facility on Alabama between Calloway and Joe Louis Streets.

**Action Item 2.1:** Work with the COT Stormwater Division to determine possible enhancements including fencing and landscaping.

**Potential Partners:** GHNA, COT (UUPI)

**Strategy 3:** Encourage individual homeowners to reduce erosion using landscaping techniques

**Action Item 3.1:** Work with the COT Stormwater Division to target properties in need of erosion mitigation and educate residents about effective strategies for controlling erosion.

**Action Item 3.2:** Promote the TAPP Program's Rain Garden grant

**Potential Partners:** GHNA, COT (UUPI), TAPP

**Concern: Public transportation options are limiting and expensive.**

**Desired Outcome: Residents have reliable and affordable public transportation options.**

**Strategy 1:** Educate residents about ways to access existing StarMetro and other transportation supports.

**Action Item 1.1:** Invite StarMetro to community events to demonstrate ways to access bus schedule

**Potential Partners:** GHNA, StarMetro

**Action Item 1.2:** Promote the STAR program and other resources for transportation

**Potential Partners:** Star Metro, Big Bend Transit, Elder Care Services

**Action Item 1.3:** Create a program to connect residents to bicycle donation or purchase.

**Potential Partners:** GHNA, COT (PRNA), Bicycle House

**Strategy 2:** Increase and enhance the availability of services and support facilities for public transportation in the neighborhood.

**Action Item 2.1:** Advocate for route changes to better service the neighborhood. Ask StarMetro to explore feasibility of providing services that increase coverage of streets.

**Potential Partners:** GHNA, StarMetro

**Action Item 2.2:** Enhance bus stops and shelters at these locations: Preston and Richmond; Basin and Arizona (across from Griffin Heights Apts.)

**Potential Partners:** GHNA, StarMetro

**Action Item 2.3:** Advocate for the creation of a bus stop that provides Miracle Village (Alabama and Birmingham) residents a closer stop.

**Potential Partners:** GHNA, Miracle Village, StarMetro

**Action Item 2.4:** Find resources to allow seniors to get fee waivers or discounts for Dial-A-Ride.

**Potential Partners:** GHNA, StarMetro

**Action Item 2.5:** Create a neighborhood-based volunteer program to give rides to seniors.

**Potential Partners:** GHNA, Churches

#### Concern: Vacant lots and dilapidated structures

Desired Outcome: Vacant properties are well-maintained or are re-developed for community benefits.

**Strategy 1:** Develop vacant lots for community benefit.

**Action Item 1.1:** Develop an inventory of all vacant lots and dilapidated homes within the neighborhood

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 1.2:** Support the development of land north of Volusia for affordable/workforce housing.

**Potential Partners:** GHNA, COT (Housing, PRNA), nonprofit and private developers

**Action Item 1.3:** Assess lots for feasibility for conversion to workforce housing. Identify funding sources for purchase.

**Potential Partners:** GHNA, COT (Housing, PRNA), nonprofit and private developers

**Action Item 1.4:** Assess city- and county-owned lots for feasibility for community gardens or other creative uses (permanent or temporary)

**Potential Partners:** GHNA, COT (Housing, PRNA)

**Action Item 1.5:** Support the creation of a community land trust.

**Potential Partners:** GHNA, COT (Housing, PRNA)

**Action Item 1.6:** Develop a database of publicly-owned lots that are for sale.

**Potential Partners:** COT (Sustainability & Community Preservation, Real Estate, Housing), Leon County

**Strategy 2:** Promote voluntary compliance with city codes.

**Action Item 2.1:** Work with code enforcement to provide a bi-monthly report on active cases at neighborhood association meetings.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 2.2:** Encourage residents to promptly report potential code violations.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 2.3:** Host a workshop where code enforcement provides education about code violations and ways to report them.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 2.4:** Neighborhood residents find and talk to absentee owners about keeping up homes/land.

**Potential Partners:** GHNA, churches

**Action Item 2.5:** Develop and implement a code enforcement amnesty program to waive liens for property owners that do address violations.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Strategy 3: Promote the repair and reuse of existing structures**

**Action Item 3.1:** Develop and implement a housing assistance program that offers financial (grants and/or loans) and regulatory incentive for owners to repair and remodel existing structures.

**Potential Partners:** COT (Housing, PRNA), GHNA

### Concern: Incompatible land uses

**Desired Outcome:** The neighborhood has land uses that allow for a mix of neighborhood-scale commercial development while also preserving the residential character of the neighborhood.

**Strategy 1:** Develop land use mechanisms to preserve the single-family residential character of the neighborhood while also creating opportunities for neighborhood-scale commercial development in designated areas.

**Action Item 1.1:** Designate Alabama Street (from Basin Street to North Abraham Street) as a Main Street corridor, providing opportunities for neighborhood-scale commercial development.

**Potential Partners:** Tallahassee Leon County Planning Department, GHNA, OEV

**Action Item 1.2:** Develop and present recommendations for density and nonconforming land uses within the neighborhood to the Tallahassee Leon County Department

**Potential Partners:** GHNA, Tallahassee Leon County Planning Department

**Action Item 1.3:** Work with the Tallahassee Leon County Planning Department to refine the proposed General Urban Neighborhood land use category for application within the neighborhood.

**Potential Partners:** GHNA, Tallahassee Leon County Planning Department

DRAFT

**Citizens Comments**

**TTA 2020 011**

**Neighborhood  
Boundary**

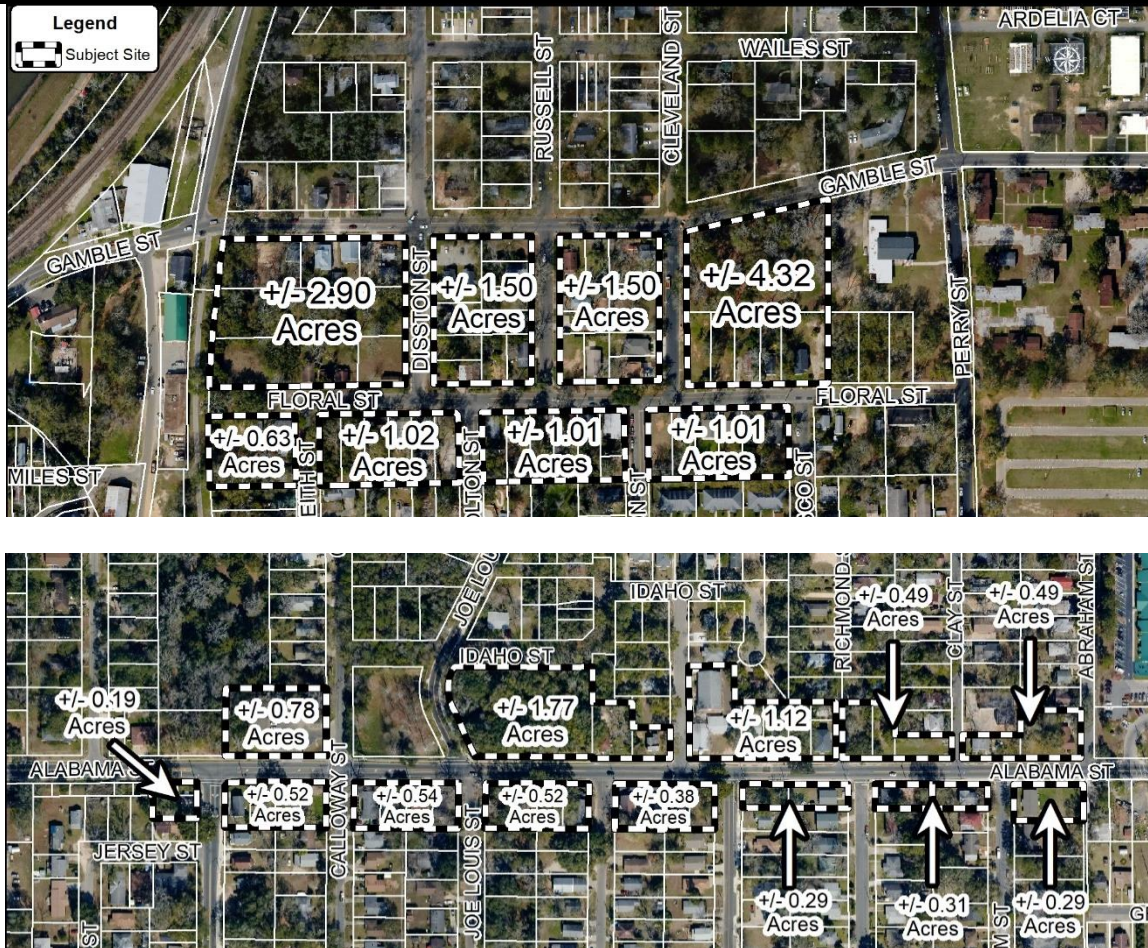
**Received as of May 14, 2020**

**No citizen comments have been  
received for this proposed amendment**





**2020 Comprehensive Plan Amendment Cycle**  
TMA 2020 010  
Bond and Griffin Heights NB



**SUMMARY**

Property Owners:	Property Location:	TLCPD Recommendation:
Various	Various: See included maps	Approve
Applicant:		
Tallahassee-Leon County Planning Dept.		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Artie White	<u>Future Land Use:</u> Residential Preservation <u>Zoning:</u> Residential Preservation-2	Approve
Contact Information:	Proposed Future Land Use & Zoning:	
<a href="mailto:Artie.White@Talgov.com">Artie.White@Talgov.com</a> (850) 891-6432	<u>Future Land Use:</u> Neighborhood Boundary <u>Zoning:</u> No Change	
Date: November 14, 2019	Updated: May 14, 2020	

**A. REASON FOR REQUESTED CHANGE**

This is a request to change the Future Land Use Map (FLUM) designation of parcels along Alabama Street in the Griffin Heights Neighborhood and for a corridor in the Bond Neighborhood south of Gamble Street and along Floral Street from Residential Preservation to Neighborhood Boundary. This would allow these areas to become mixed use corridors with neighborhood-scale, non-residential uses and a variety of residential uses. This amendment is intended to implement recommendations from the Bond Neighborhood First Plan and the planning efforts of the Griffin Heights Neighborhood.

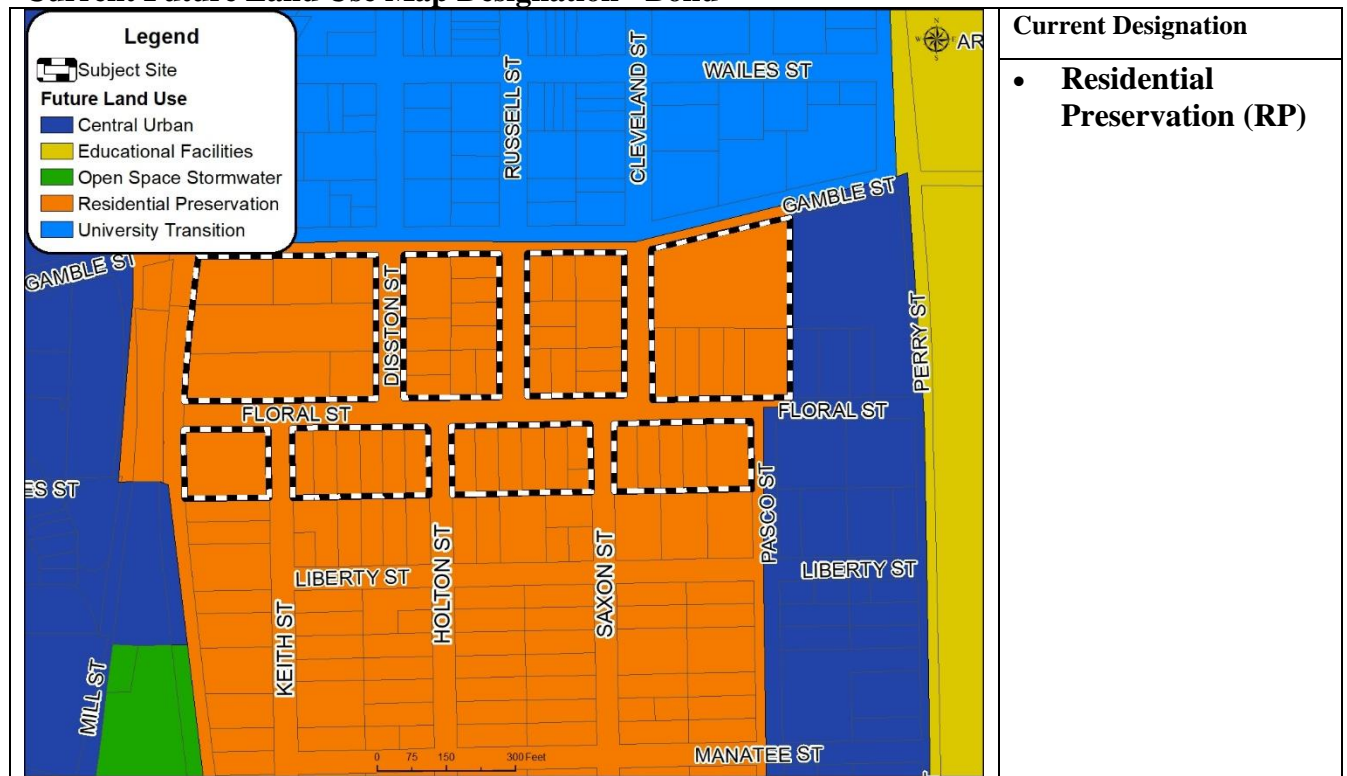
**B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION**

The Subject Areas are currently designated Residential Preservation on the FLUM. The proposed amendment would change the FLUM designation of the areas to Neighborhood Boundary.

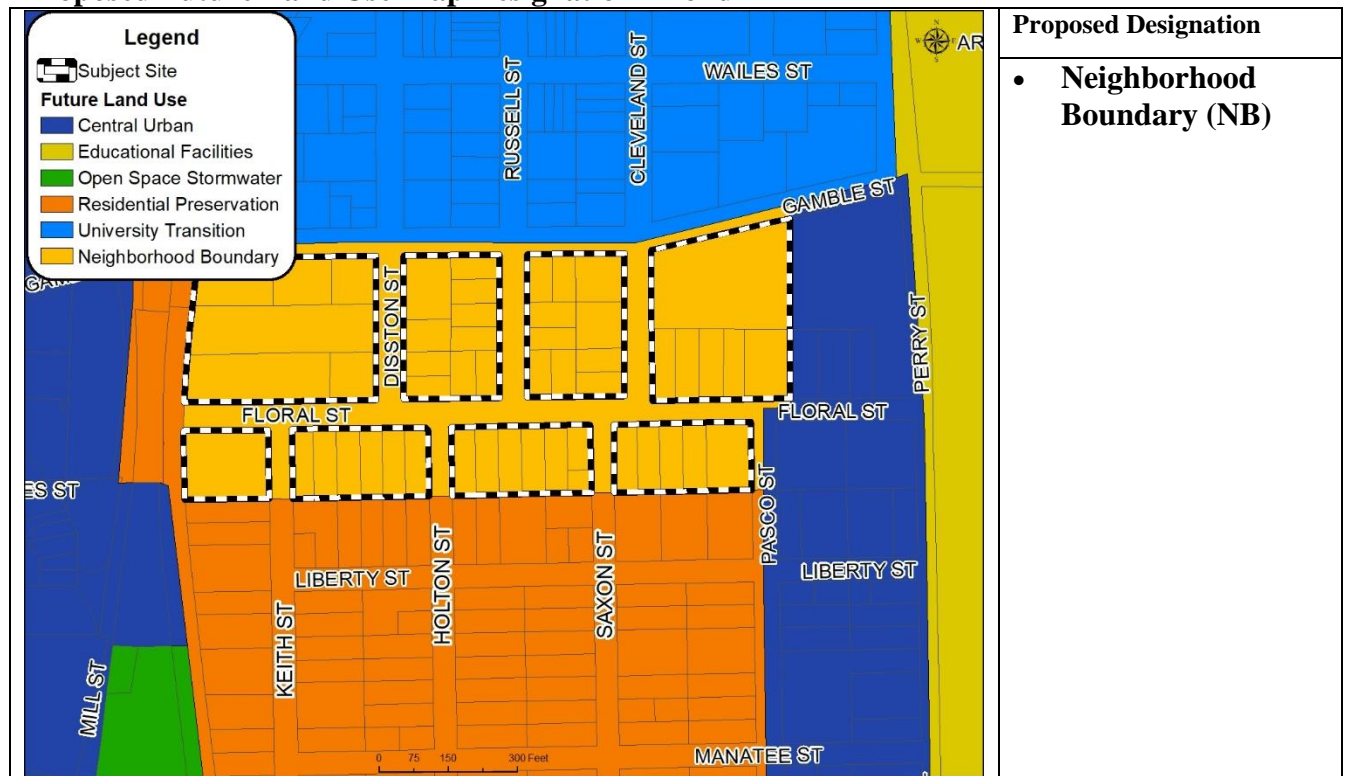
The following maps illustrate the current and proposed FLUM designations for the Subject Areas.



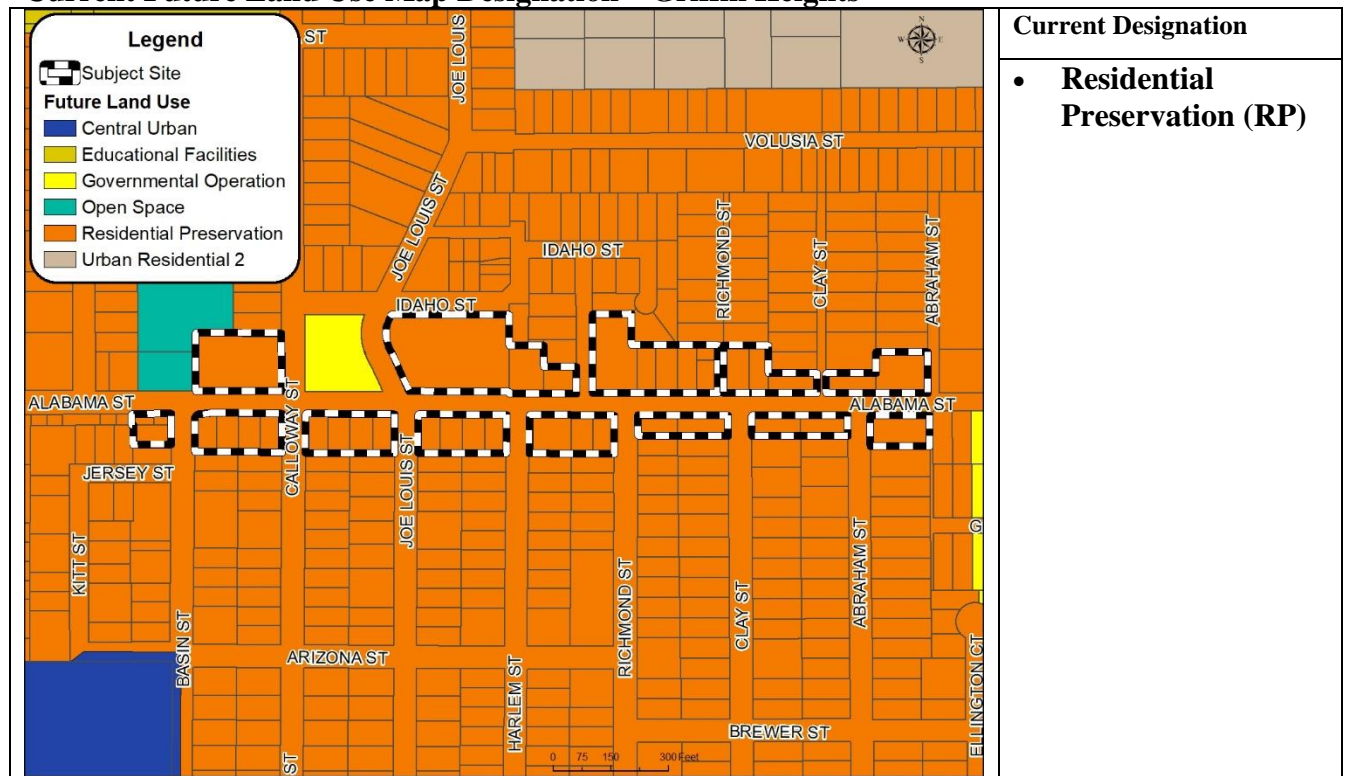
### Current Future Land Use Map Designation - Bond



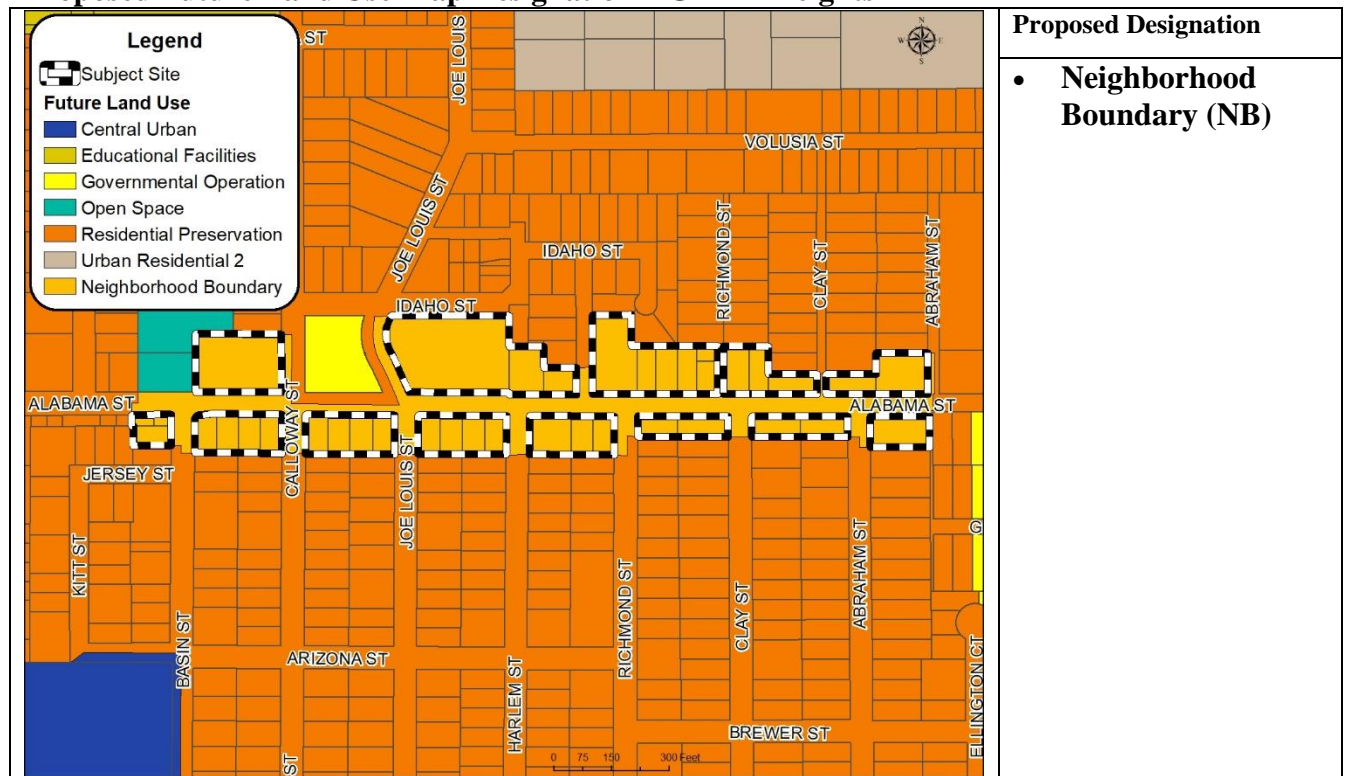
### Proposed Future Land Use Map Designation - Bond



### Current Future Land Use Map Designation – Griffin Heights



### Proposed Future Land Use Map Designation – Griffin Heights



**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.

**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.

**E. SUMMARY OF FINDINGS**

Staff presents the following findings of fact:

1. The subject areas are not consistent with the intent of Policy 2.2.3 [L] and therefore a Residential Preservation designation is not appropriate.
2. The proposed amendment is consistent with the intent of Policy 2.2.21 [L] to create a transition area between residential development and more intensive development, such as higher intensity multi-family and higher intensity non-residential development. The subject area in Bond would create a section of Neighborhood Boundary (NB) between an area of the neighborhood that is designated University Transition and the remainder of the neighborhood that is designated Residential Preservation.
3. The proposed amendment is consistent with Policy 2.2.21 [L], which allows low-density residential uses including duplexes, townhomes, triplexes, and quadplexes. There are currently a number of residential properties in the subject areas in both Bond and Griffin Heights that are considered non-conforming under Residential Preservation. These uses would be consistent with the allowable uses under Policy 2.2.21 [L].
4. The proposed amendment is consistent with Policy 2.2.21 [L], which allows residential land uses up to 12.0 DU/Acre. The proposed text amendment to Policy 2.2.21 [L] would increase the max density allowed in the NB FLUC to 12.0 per acre. The majority of the residential properties in the subject areas in the Griffin Heights and Bond neighborhood have densities that are greater than 6.0 DU/Acre (the max allowed by Policy 2.2.3 [L]) These densities are more consistent with the max allowed under the current and proposed Policy 2.2.21 [L] than under Policy 2.2.3 [L].
5. Policy 2.2.21 [L] allows limited retail uses, among other non-residential uses. There are a number of properties in the subject areas that are neighborhood-scale retail uses that are currently non-conforming uses under Residential Preservation. These uses would be consistent with Policy 2.2.21 [L].
6. The proposed concurrent text amendment to Policy 2.2.21 [L] (proposed Amendment TTA 2020 011) would, in part, add additional language to the intent of the policy, indicating that NB may also be used to establish mixed-use corridors with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County

coordinated placemaking, sense of place, neighborhood, or sector plan. The application of NB on the subject areas in Griffin Heights and Bond, in response to their City-coordinated neighborhood planning efforts, would be consistent with this language.

7. The proposed amendment to Policy 2.2.21 [L] also would change the locational requirements of NB to further limit its application to 250 feet from the right-of-way (reduced from 350 feet). No part of the proposed application of NB in the subject area is greater than 250 feet from the right-of-way.
8. The existing land uses in the subject areas are not consistent with the max density or allowable uses under Section 10-170 of the Land Development Code, and are significantly more consistent with the density and uses allowed under the proposed Neighborhood Boundary Office-Retail section of the Land Development Code.

**F. STAFF ANALYSIS**History and Background

This proposed amendment to the Future Land Use Map (FLUM) of the Tallahassee-Leon County Comprehensive Plan is submitted concurrently with a text amendment to Policy 2.2.21 of the Land Use Element, which is the policy for the Neighborhood Boundary Future Land Use Category (FLUC). This map amendment would apply the amended Neighborhood Boundary FLUC on the Floral and Gamble Street corridors in the Greater Bond Neighborhood (Bond) and on the Alabama Street corridor in the Griffin Heights Neighborhood to implement action items in the Greater Bond Neighborhood First Plan and early Neighborhood First planning efforts in the Griffin Heights neighborhood.

The Greater Bond Neighborhood traces its roots back to the late 1920s with the donation of a significant portion of what is now the Bond neighborhood to Benjamin J. Bond and Letitia J. Bond. Over the years this land was subdivided and sold to African American community members and the neighborhood was developed to include a mixture of residential and non-residential uses. Historically, along Floral Street there were a number of commercial businesses including grocery stores, barbershops, fish markets, and juke joints. Today, several of these properties continue to have commercial uses.

With the adoption of the 2030 Tallahassee-Leon County Comprehensive Plan in the early 1990s, the zoning and land use of the properties fronting Gamble Street and Floral Street changed substantially. Properties that were previously zoned for Residential Mixed Use, Commercial, and Industrial uses along Floral Street and Gamble Street (and throughout much of Bond) were redesignated and rezoned to Residential Preservation, creating many non-conformities throughout the neighborhood and, especially, along Floral Street. Between Gamble Street and Floral Street there were also several neighborhood businesses, some of these that existed at the time of the adoption of the Comprehensive Plan, also becoming non-conforming uses. This application of Residential Preservation also prevented any new neighborhood-scale commercial opportunities from being developed in the majority of the Bond neighborhood.

On September 24, 2018, the Greater Bond Neighborhood Association (GBNA), after working with the City of Tallahassee Neighborhood Public Safety Initiative, adopted a Neighborhood First Plan. The plan addresses four priority areas: Community Beautification, Economic Development and Residential Empowerment, Land Use, and Neighborhood Safety and Crime Prevention. The plan identifies zoning adjustments to allow for residential, commercial, and light industrial uses while preserving the character of the neighborhood as one desired outcome. The plan also indicates the neighborhood's desire to have commercial corridors, and specifically identifies Floral and Gamble Streets as two streets appropriate for such a corridor. This plan was adopted by the Greater Frenchtown/Southside Community Redevelopment Agency on December 13, 2018.

Griffin Heights is a neighborhood that also has many longtime residents and is a neighborhood with its own history and tradition. In 2019, the Griffin Heights Neighborhood began Neighborhood First planning efforts. Staff from the Planning Department have been a part of this effort and neighborhood residents have routinely identified the need for increased commercial opportunity along the Alabama Street corridor. Early drafts of the Griffin Heights Neighborhood First Plan

include language requesting land use changes, specifically the creation of a “main street” along Alabama street that allows for neighborhood-scale commercial development.

Like Bond, prior to the adoption of the 2030 Comprehensive Plan, the zoning in Griffin Heights was a mixture of Commercial, Residential Mixed Use, and Residential zoning districts. Alabama Street historically was a commercial thoroughfare, with a significant number of the properties being rezoned from C-2 to either C-1, RM-3, or R-3 in the mid 1970s, and then further downzoned with the adoption of the 2030 Comprehensive Plan. A number of commercial uses still remain along Alabama Street, but due to their non-conforming status, have been ineligible for improvements or redevelopment.

#### Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for Residential Preservation (Policy 2.2.3) and the current and proposed Neighborhood Boundary Office (Policy 2.2.21 [L]) are included as Attachment #1.

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

The Residential Preservation Future Land Use Category (FLUC) is 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. Commercial and nearly all other non-residential land uses are prohibited.

#### ***Neighborhood Boundary (NB) (Current)***

The Neighborhood Boundary FLUC is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices.

#### ***Neighborhood Boundary (NB) (Proposed)***

The proposed Neighborhood Boundary FLUC is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices. Submitted concurrently with this map amendment is a text amendment to Policy 2.2.21 which would add that: this future land use category may also be used to establish mixed-use corridors with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan.

#### Consistency with Comprehensive Plan

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

Policy 2.2.3 [L] prohibits commercial land uses within the Residential Preservation land use category. A number of properties along both Alabama Street and Floral Street are currently commercial uses and have been for many years. This designation is not appropriate for these



properties in light of the neighborhood requests for increased commercial opportunities, and their historic land use and zoning regulations.

Policy 2.2.21 [L] indicates that the Neighborhood Boundary FLUC is intended to create a transition area between residential development and more intensive development, such as higher intensity multi-family and higher intensity non-residential development. The subject area in Bond would create a section of NB between an area of the neighborhood that is designated University Transition, which allows up to 50 DU/Acre and similarly intense non-residential development. Applying the NB FLUC on the subject area in Bond would allow for a transition from UT to RP with a several block buffer of neighborhood-scale non-residential development and lower density residential development with a wider range of allowable residential uses.

Policy 2.2.21 [L] allows low-density residential uses including duplexes, townhomes, triplexes, and quadplexes. There are currently a number of properties in the subject areas that are considered non-conforming under Residential Preservation. These uses are consistent with the allowable uses under Policy 2.2.21 [L].

Policy 2.2.21 [L] allows residential land uses up to 8.0 DU/Acre. The proposed concurrent Text Amendment (TTA 2020 011) would increase the allowable density from 8.0 DU/Acre to 12.0 DU/Acre. Many of the residential properties in the subject areas have densities that are greater than 6.0 DU/Acre (the max allowed by Policy 2.2.3 [L]). Raising the density would bring many into conformity, others closer to conformity, and match the density of the CU-12 Zoning District, which more closely reflects the densities of the subject areas than the max allowed under Policy 2.2.3 [L]. The CU-12 Zoning District is intended to provide a variety of low to medium density housing types, promote infill development of existing residential areas, promote compatibility and encourage the maintenance of residential enclaves, and promote pedestrian and bicycle mobility.

Policy 2.2.21 [L] allows limited retail uses, among other non-residential uses. There are a number of properties in the subject areas that are neighborhood-scale retail uses that are currently non-conforming uses under Residential Preservation. These uses would be consistent with Policy 2.2.21 [L].

The proposed concurrent text amendment to Policy 2.2.21 [L] would, in part, add additional language to the intent of the policy, indicating that NB may also be used to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. The application of NB on the subject areas in Griffin Heights and Bond in response to their neighborhood planning efforts would be consistent with this language.

The proposed amendment to Policy 2.2.21 [L] also would change the locational requirements of NB to further limits its application to 250 feet from the right-of-way (reduced from 350 feet). No part of the proposed application of NB in the subject area is greater than 250 feet from the right-of-way.

### Zoning

Per Section 163.3202 (1), Florida Statutes, within 1 year after submission of its comprehensive plan or revised comprehensive plan for review pursuant to s. 163.3191, each county and each municipality shall adopt or amend and enforce land development regulations that are consistent with and implement their adopted comprehensive plan.

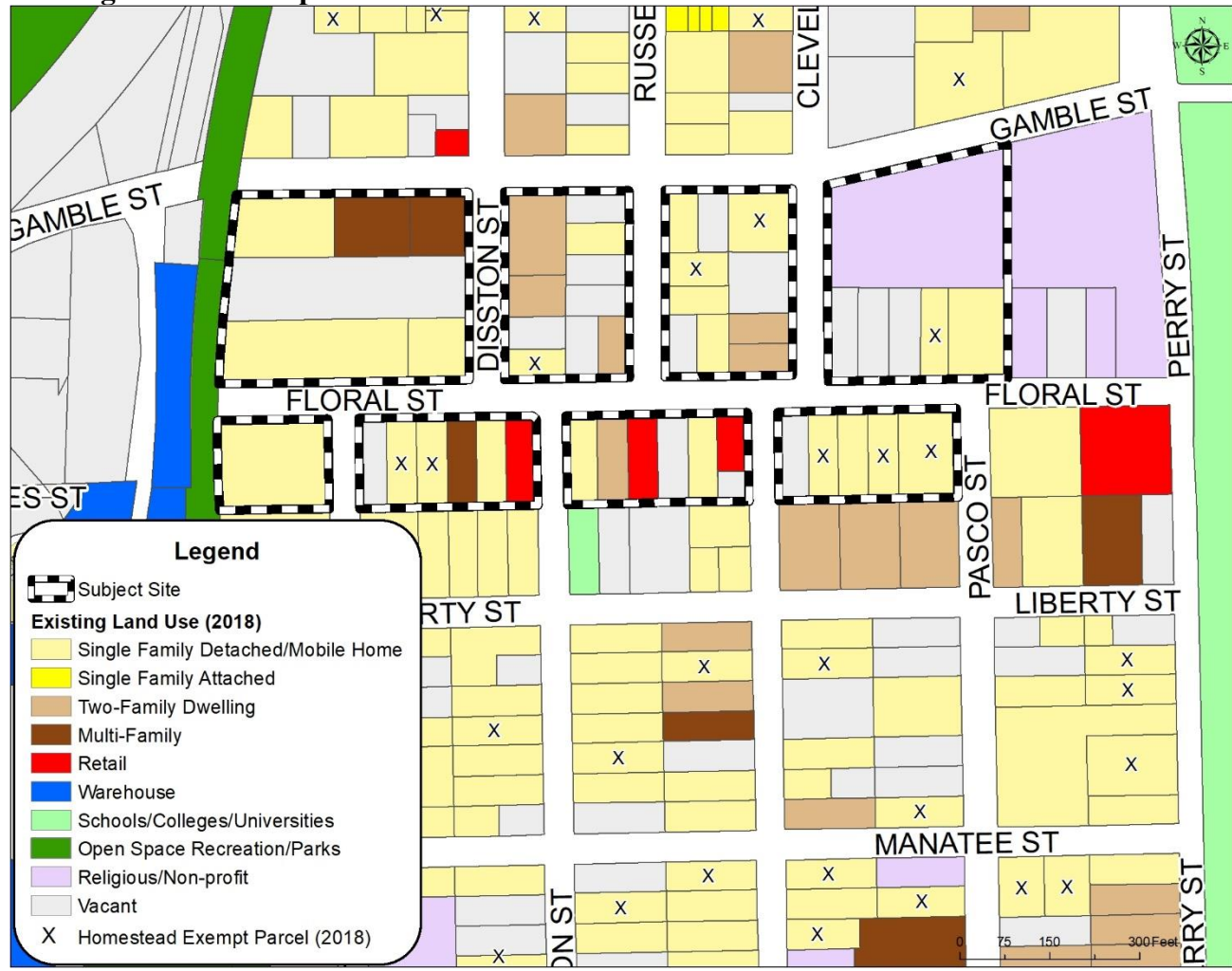
Tallahassee-Leon County Planning Department staff is currently working with neighborhood representatives and staff from the Growth Management Department to finalize implementing zoning for the revised Neighborhood Boundary Land Use Category. Within one year, the City of Tallahassee Land Development Code will need to be amended to include this implementing zoning district. Additionally, the subject area will need to be rezoned with a district that implements the Land Use Category.

### Existing Land Uses

The existing land uses on the 51 parcels comprising approximately 12.1 acres in the Bond Neighborhood is a mixture of uses. There are 31 parcels with residential land uses; these are a mixture of single family detached, two-family, and multi-family properties. There are several retail properties and one property with religious/non-profit uses on it. There are also 16 properties that are vacant of any land use.

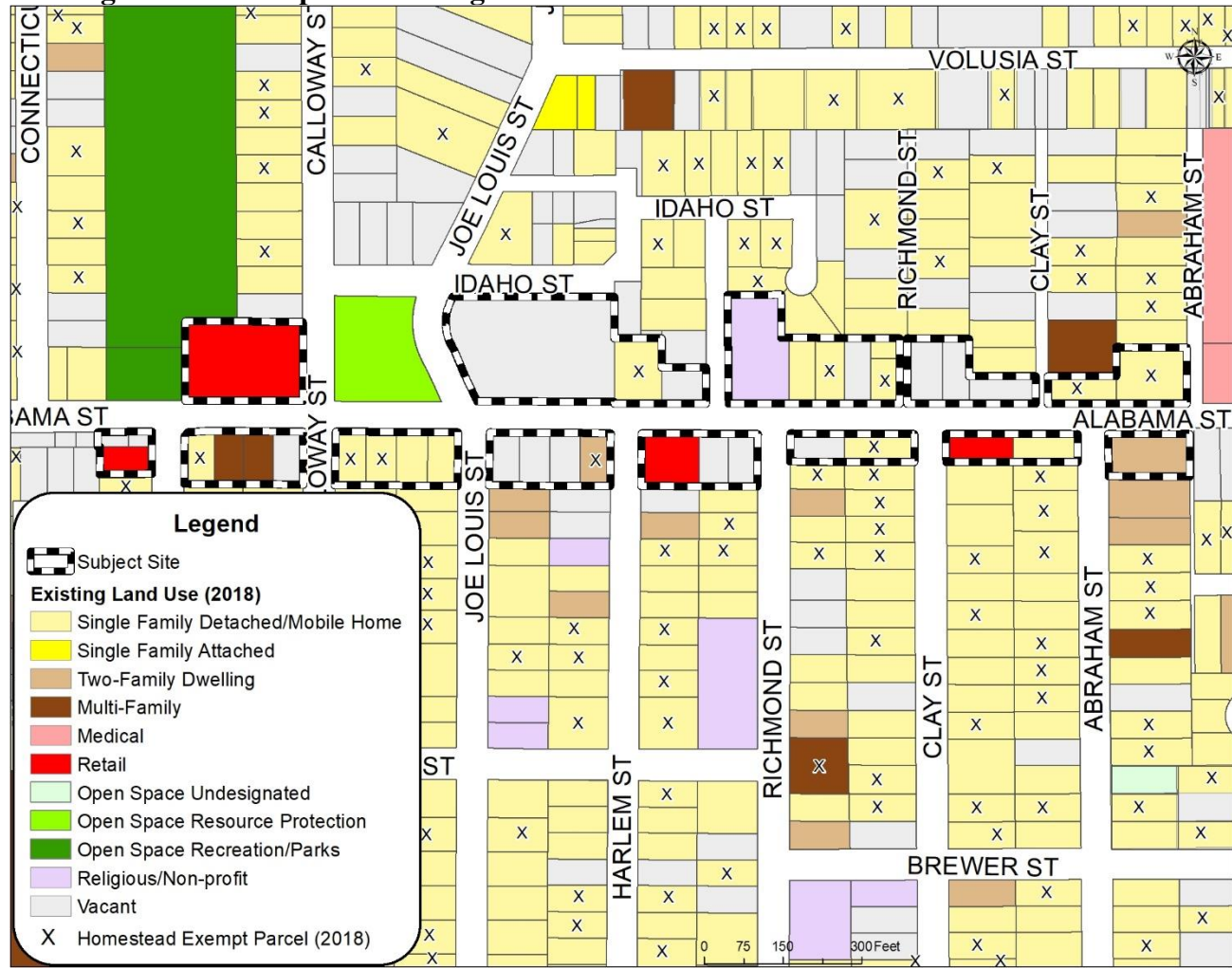


### Existing Land Use Map - Bond



The subject area in the Griffin Heights neighborhood encompasses approximately 7.7 acres and 38 parcels. 18 of these properties are residential land uses that are primarily single family detached uses, but also include two-family and multi-family uses. The remaining properties consist of four properties with retail land uses, one religious/non-profit land use, and 15 properties that are vacant of any land use.

### Existing Land Use Map-Griffin Heights



Residential Preservation Analysis

Policy 2.2.3 of the Land Use Element includes a set of criteria that properties should generally meet to be included in the Residential Preservation Land Use Category.

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

**Bond Analysis:** The land use within the subject area is predominantly residential but there are a number of non-residential properties as well as vacant properties within the subject area in Bond. Immediately to the west of the subject area runs the St. Marks multi-use trail; to the west of the trail is an area of Bond that is predominantly warehouse uses. To the east of the subject area is a strip of the Bond neighborhood that has both residential, non-residential, and religious/non-profit uses. To the east of the neighborhood is Florida A&M University. To the north and south are areas that contain a mixture of residential land uses.

**Griffin Heights Analysis:** The subject area along Alabama Street in Griffin Heights does not have a predominant land use. It is a mixture of residential, non-residential, vacant, and religious/non-profit land uses. To the north and south of the subject area the predominant land use is residential.

B) Majority of traffic is local in nature.

i) Predominance of residential uses front on local streets.

**Bond Analysis:** The subject area in Bond contains residential uses that front on both major and minor collectors, as well as local streets. The majority of residential uses front on local streets.

**Griffin Heights Analysis:** The entirety of the subject area is sited on the north or south of Alabama Street, a minor collector. The majority of properties front Alabama Street. Of the properties that are residential, the majority front Alabama Street, though several that sit on the corner of Alabama Street and a local street front the local street.

ii) Relatively safe internal mobility.

**Bond Analysis:** The majority of the street segments in the subject area in Bond do not have sidewalks. Gamble Street which is the northern boundary of the subject area has sidewalk facilities on both sides of the road with painted crosswalks. Several segments of other streets in the subject area have sidewalks, but most do not. There is a lack of safe mobility in this section of Bond.

**Griffin Heights Analysis:** Alabama street has sidewalks on both sides of the road through the entirety of the subject area. There is relatively safe mobility for the subject area in Griffin Heights.

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

**Bond Analysis:** The average density for the residential properties in the subject area in Bond is 8.2 units per acre. 13 residential properties have densities that are 6.0 units per acre or less, while 18 residential properties have densities that are greater than 6.0 units per acre. The average density for residential properties in Bond that are designated Residential Preservation is 8.4 units per acre.

**Griffin Heights Analysis:** The average density for the residential properties in the subject area in Griffin Heights is 9.6 units per acre. There are two single family properties that would be redesignated NB that are 6.0 units per acre or less. All the remaining residential properties (16 in total) have a density greater than 6.0 units per acre. The average density of all residential properties designated Residential Preservation in Griffin Heights is 7.2 units per acre. Therefore the residential properties in the subject area also exceed the average density for the neighborhood.

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

**Bond Analysis:** The residential properties in the Bond subject area do not exhibit relatively homogenous patterns. 70% of residential properties in the Bond subject area are single family detached homes, just under 20% are duplexes, and just under 10% of residential properties in the subject area in Bond are multifamily properties. For comparison, the residential properties designated Residential Preservation in the Bond Neighborhood are 87% single family detached homes, 1.5% are single family attached homes, about 8% are duplexes, and about 4% are multifamily properties. The densities in the subject area range from under 3 units per acre to over 24 units per acre. Nearly 20% of the residential properties in the subject area have a density that is more than double the maximum allowed 6 units per acre.

**Griffin Heights Analysis:** The residential properties in the subject area in Griffin Heights exhibit relatively homogenous patterns, but far less homogenous than all Griffin Heights neighborhood residential properties that are designated Residential Preservation. In the subject area, approximately 78% of residential properties are single family homes, 11% are duplexes, and 11% are multifamily properties. For all Griffin Heights Residential Preservation residential properties, 93% are single family homes, less than 1% are single family attached homes, 4.7% are duplexes, and about 2% are multifamily properties. The majority of the densities in the subject area in Griffin Heights are above 6.0 units per acre but are below 8.0 units per acre; though, 27% have densities that are over 9.0 units per acre.

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

i) Degree of home ownership.

**Bond Analysis:** Homestead exemptions are a strong indicator of home ownership. Approximately 29% of the residential properties in the Bond subject area have homestead exemptions, compared to 36% on all residential properties designated Residential Preservation in the Bond neighborhood.

**Griffin Heights Analysis:** Approximately 55% of the residential properties in the subject area in Griffin Heights have homestead exemptions, which is a strong indicator of homeownership. 44% of residential properties designated Residential Preservation in Griffin Heights have homestead exemptions.

ii) Existence of neighborhood organizations.

**Analysis:** Both Bond and Griffin Heights have active neighborhood associations which have undertaken neighborhood planning efforts. This amendment would implement the planning efforts by these neighborhood associations.

Infrastructure AnalysisWater/Sewer

Both subject areas are served by City of Tallahassee potable water and sewer.

Schools

The Subject Areas are zoned for Bond and Riley Elementary Schools, Nims and Griffin Middle Schools, and Leon and Godby High Schools.

On January 14, 2020, the Leon County School Board approved the school impact analyses. These preliminary analyses indicate that the proposed amendment could result in the following:

<b>Griffin Heights</b>			
	Riley	Griffin	Godby
Present Capacity	0	-66	599
Post-Development Capacity	-18	-74	590

<b>Bond</b>			
	Bond	Nims	Leon
Present Capacity	229	559	201
Post-Development Capacity	200	547	188

Roadway Network

The Bond subject area is served by Gamble Street, a major collector, to the north, a number of local streets, and Saxon Street, which is a minor collector. The Griffin Heights subject area is served primarily by Alabama Street, a minor collector, as well as Joe Louis and Basin Streets, both minor collectors, and a number of local streets that intersect Alabama Street.

Pedestrian and Bicycle Network

The majority of the street segments in the subject area in Bond do not have sidewalks. Gamble Street which is the northern boundary of the subject area has sidewalk facilities on both sides of the road with painted crosswalks. Several segments of other streets in the subject area have sidewalks, but most do not. Holton street which lies in a small portion of the subject area has on-street bike lanes. Gamble Street and Cleveland Street are rated “Medium Comfort” by the Bike Tallahassee Network. No other streets in the subject area in Bond are rated.

Alabama street has sidewalks on both sides of the road through the entirety of the subject area in Griffin Heights. A number of streets that intersect Alabama streets also have sidewalks, and there are a number of crosswalks throughout the corridor. Alabama Street is rated “Medium Comfort” by the Bike Tallahassee Network. There are no bike facilities in the subject area in Griffin Heights.

*Transit Network*

The subject area in Bond is served by both the Dogwood and Moss StarMetro Routes during the week and on Saturdays. Both these routes run every 30 minutes during the week during peak times, with the Dogwood route running every 60 minutes during off-peak times. On Saturdays, both routes run every 60 minutes. On Sundays, the subject area is served by routes 3 and 5, which run every 60 minutes. There are numerous stops throughout the subject area.

The subject area in Griffin Heights is served by the Moss Route on weekdays and Saturdays, and route 5 on Sundays with several stops along the Alabama Street corridor.

Environmental Analysis

There are no sensitive environmental features in the Bond subject area. The Griffin Heights subject area runs immediately south of a City of Tallahassee Stormwater Pond and surrounding wetland at the corner of Alabama Street and Calloway Street. Additionally, Parcel 212664 I0260 is partially encumbered by a watercourse buffer, the extent to which is undetermined. Both subject areas are located within the Lake Munson Basin.

**F. PUBLIC OUTREACH AND NOTIFICATION**

An initial mailing was sent to 1,596 property owners and tenants within 1,000 feet of Subject Sites.

Public Outreach		Date	Details
X	Outreach to Neighborhood Associations	November 25-26, 2019	Email communication sent to Neighborhood Associations via Neighborhood Affairs detailing proposed changes and meeting schedule.
X	Mail Notification of Proposed Changes	December 6, 2019	Notices Mailed to Property Owners within 1000 feet.
X	Public Open House	December 17, 2019	5:30 PM, Second Floor, Frenchtown Renaissance Center
X	Staff Reports Available Online	January 27, 2020	Email Subscription Notice sent to all users of service

**Public Open House – December 17, 2019:** 24 citizens attended the public open house to discuss the 2020 Cycle amendments. Citizens asked questions about the proposed land use and zoning changes. Several attendees stated they were opposed to the amendment, while others said they supported it. One written comment left in support from an attendee is included in the Citizen Comments attachment.

**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 2020 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Joint City-County Commission Workshop	February 25, 2020	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment.

**Local Planning Agency Public Hearing – February 4, 2020:** The Local Planning Agency voted to recommend approval of the proposed map amendment. There was one citizen speakers on this amendment who expressed opposition to the proposal.

**Joint City-County Commission Workshop – February 25, 2020:** A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners asked for clarification on whether the amendment applied to both side of Alabama Street, whether the amendment would encroach into residential neighborhoods, and about the scale of non-residential allowed. Staff confirmed that the amendment applies to both side of Alabama Street, acknowledged that both residential and non-residential uses exist where the amendment is proposed, confirmed that the proposed land use category would allow both residential and non-residential uses such that existing residential development would not be made non-conforming, and noted that non-residential uses would be of the same scale as the existing non-residential uses.

## H. ATTACHMENTS

- Attachment #1: Comprehensive Plan policies for Residential Preservation (Policy 2.2.3) and the current and proposed Neighborhood Boundary (Policy 2.2.21 [L])
- Attachment #2: Relevant sections of the Greater Bond Neighborhood First Plan
- Attachment #3: Relevant sections of the working draft of the Neighborhood Infrastructure section of the Griffin Heights Neighborhood First Plan from September 2019.





**2020 Comprehensive Plan Amendment Cycle**  
**TMA 2020 010**  
**Bond – Griffin Heights NB**

**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.

**Current Policy 2.2.8: [L] Neighborhood Boundary**  
(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07)

*Intent:* This future land use category is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices.

*Allowable Uses:* Low-density residential including duplexes, townhomes, triplexes, and quadplexes; and non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, bed and breakfast inns and community services. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or any other use having drive-through facilities, are not allowed in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic.

*Intensity/Density:* Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eight (8) dwelling units per acre. Residential and non-residential structures shall not exceed 2 stories in height including floors devoted to parking facilities. Non-residential structures are permitted up to a maximum of 5,000 square feet of gross building floor area per parcel and 10,000 square feet of gross building floor area per acre provided that both standards are met.

*Design Standards:* The land development regulations shall establish design standards to promote compatibility with adjacent residential development. These standards shall address elements such as roof, building scale, color, exterior building materials, building front setback, architectural style, buffering, landscaping, solid waste disposal, parking, lighting, and signs.

*Location and Orientation:* This category shall be located adjacent to residential neighborhoods and is limited to locations on roads with high traffic volumes, and on the edges of existing and future residential neighborhoods. This land use category shall not be applied within the interior of an existing neighborhood. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category. The geographic extent of this category shall not exceed a depth greater than 350 feet or one lot whichever is less. For properties located at an arterial/local, arterial/major collector, or arterial/minor collector intersection, non-residential development must front the arterial road.

*Access Management:* The land development regulations shall specify specific vehicular access management requirements that will serve to mitigate possible negative impacts to roadways associated with the implementation of this category.

*Implementation:* The provisions of this land use category shall be implemented through the creation of one or more zoning districts and this land use category shall not become effective until such time as the implementing zoning districts are adopted. These zoning districts may further define and limit the provisions contained within the Comprehensive Plan regarding this land use category as well as establish criteria governing the permitted location of this category. Applicants seeking to amend the

Future Land Use Map designation for a requested parcel to the Neighborhood Boundary land use category shall specify the appropriate zoning district at the time application is made for a Comprehensive Plan amendment.

**Proposed Policy 2.2.21: [L] Neighborhood Boundary**  
(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07)

*Intent:* This future land use category is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices. This future land use category may also be used to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan.

*Allowable Uses:* Low-density residential including duplexes, townhomes, triplexes, and quadplexes; and non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, bed and breakfast inns and community services. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or any other use having drive-through facilities, are not allowed in order to protect neighborhoods from ~~any~~ negative impacts associated with increased vehicular traffic.

*Intensity/Density:* Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed ~~eight (8)~~ twelve (12) dwelling units per acre. ~~Residential and non-residential structures shall not exceed 2 stories in height including floors devoted to parking facilities.~~ Non-residential structures are permitted up to a maximum of ~~5,000 square feet of gross building floor area per parcel and~~ 210,000 square feet of gross building floor area per acre.

*Design Standards:* The land development regulations shall establish design standards to promote compatibility with adjacent residential development. ~~These standards shall address elements such as roof, building scale, color, exterior building materials, building front setback, architectural style, buffering, landscaping, solid waste disposal, parking, lighting, and signs.~~

*Location and Orientation:* The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. ~~This category shall be located adjacent to residential neighborhoods and is limited to locations on roads with high traffic volumes, and on the edges of existing and future residential neighborhoods. This land use category shall not be applied within the interior of an existing neighborhood.~~ Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category. The geographic extent of this category shall not exceed a depth greater than 2350 feet from the right-of-way line or one lot whichever is less. ~~For properties located at an arterial/local, arterial/major collector, or arterial/minor collector intersection, non-residential development must front the arterial road.~~

*Access Management:* The land development regulations shall specify specific vehicular access management requirements that will serve to mitigate possible negative impacts to roadways associated with the implementation of this category.

~~*Implementation:* The provisions of this land use category shall be implemented through the creation of one or more zoning districts and this land use category shall not become effective until such time as the implementing zoning districts are adopted. These zoning districts may further define and limit the provisions contained within the Comprehensive Plan regarding this land use category as well as establish criteria governing the permitted location of this category. Applicants seeking to amend the Future Land Use Map designation for a requested parcel to the Neighborhood Boundary land use category shall specify the appropriate zoning district at the time application is made for a Comprehensive Plan amendment.~~



# Greater Bond



## Neighborhood First Plan



## LAND USE

**Goal:** *Integrate residential, commercial, and industrial development through land use and zoning mechanisms that address historic preservation, protect the natural environment, and enhance the livability of the Greater Bond neighborhood.*



Land use shapes the character of a neighborhood and can present significant challenges or great opportunities for neighborhood revitalization efforts. The Greater Bond neighborhood has a mixture of existing land uses. The neighborhood is home to corner stores, community churches, two community centers, child care/preschool centers, an elementary school, a cement plant, automotive repair shops, and several personal care businesses. Approximately 30 percent of the neighborhood's 468 acres is developed as residential.

The land use challenges identified by the residents include incompatible land uses, limited availability of areas for neighborhood scale commercial development, overgrown vacant lots, dilapidated structures, lack of bicycle and pedestrian connectivity to the broader community, and lack of visually appealing streetscapes. The residents of Greater Bond want to preserve and enhance the residential core

of their neighborhood; however, they are also amenable to creating opportunities for neighborhood scale commercial development within their community.

The recent survey of Greater Bond residents and stakeholders revealed that 95 percent of respondents felt that it was very important to have well-maintained, single-family homes in the neighborhood. Residents were also supportive of pedestrian pathways and bike lanes. The survey also shows that there is support for student housing in the neighborhood and opportunities for neighborhood scale development on three major neighborhood thoroughfares. The following strategies were developed by the Land Use Priority Area Team to support the creation of a land use mix that supports the new vision for the community.







## NEIGHBORHOOD CONCERN 1: Incompatible existing land uses

**Desired Outcome: Zoning adjustments allow for residential, commercial, and light industrial uses while preserving the character of the neighborhood.**

### Strategy 1.1:

Preserve single-family residential character in areas zoned Residential Preservation while creating opportunities to develop new and enhance existing commercial areas in the neighborhood.

#### Action Item 1.1.1:

Coordinate with Planning through a Greater Bond Land Use Committee (comprised of residents, realtors, and developers) to address policy changes.



Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management; Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association, realtors, and developers.

#### Action Item 1.1.2:

Develop and present recommendations to Planning that address non-conforming businesses, compatible home businesses, and new businesses that serve neighbors and students. This may include new commercial opportunities along Osceola Street, Floral Street, Gamble Street, Mill Street, Lake Bradford Road, Orange Avenue; the Villa Mitchell area; and connections for Greater Bond to the FAMU Gateway corridor.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management; Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association

Comprehensive neighborhood revitalization involves an evaluation of existing land uses and current zoning and development patterns with the aim of identifying opportunities for the creation of a land use mix that supports the new vision for the community.



#### Action Item 1.1.3:

Involve Greater Bond residents in the Comprehensive Plan update process that addresses the development of the area between Mill Street and Lake Bradford Road for commercial, entrepreneur/innovation facilities, entertainment, and light industrial uses, which will contribute to significant economic opportunities for current and future neighborhood residents.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management; Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association

## NEIGHBORHOOD CONCERN 2: Vacant lots and dilapidated structures

**Desired Outcome: Dilapidated and abandoned structures in the neighborhood are redeveloped, and local historically significant neighborhood structures are preserved.**

### Strategy 2.1:

Develop City-owned properties in the neighborhood.

#### Action Item 2.1.1:

Sell City-owned properties with contractual conditions that assure new development is affordable and consistent with the character of the community.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Community Housing and Human Services, Real Estate)

#### Action Item 2.1.2:

Explore the feasibility of implementing a community land trust model on City-owned properties in the Greater Bond neighborhood.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Community Housing and Human Services, Real Estate)

### Strategy 2.2:

Rehabilitation of renter-occupied homes throughout the neighborhood.

#### Action Item 2.2.1:

Implement an education program that informs residents about tenant rights regarding requesting repairs and how to properly report code enforcement issues, if necessary.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Growth Management)

#### Action Item 2.2.2:

Educate landlords about obtaining rehabilitation loans, rental assistance programs, renter rehabilitation agreements (for example, renters agree to paint and make repairs if landlord pays for materials, a lease that reduces rent for a set period, or a lease-to-own agreement), etc.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Community Housing and Human Services)

### Strategy 2.3:

Encourage the development of privately owned, dilapidated buildings, and vacant lots.

#### Action Item 2.3.1:

Through the GBNA Land Use Committee (comprised of residents, realtors, and developers), survey, prioritize, and promote properties available for development.

Lead: Greater Bond Neighborhood Association

Potential Partners: City of Tallahassee (Community Housing and Human Services)

### Strategy 2.4:

Preserve historic structures throughout the neighborhood.

#### Action Item 2.4.1:

Create an inventory of the neighborhood's significant historic structures.

Lead: Greater Bond Neighborhood Association

Potential Partners: Riley House Museum, Black Archives

#### Action Item 2.4.2:

Identify incentives that promote the preservation of the neighborhood's historically significant structures.

Lead: Greater Bond Neighborhood Association

Potential Partners: Riley House Museum, Black Archives

## NEIGHBORHOOD CONCERN 3: Lack of bicycle/pedestrian connectivity to neighborhood resources and the broader community

**Desired Outcome: Bicycle/pedestrian connectivity throughout the neighborhood is improved.**

### Strategy 3.1:

Identify potential bicycle/pedestrian connections to surrounding development, proposed linear park, gateways to the neighborhood, and FAMU.

#### Action Item 3.1.1:

Develop a bicycle/pedestrian plan for Greater Bond that identifies needed facilities and routes to nearby destinations.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association, CRTPA, Blueprint, FDOT, FAMU

#### Action Item 3.1.2:

Identify potential enhancements to existing neighborhood amenities (i.e., Speed-Spencer-Stephens Park, the linear park, St. Marks Trail, and Tallahassee Junction).

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Planning; Parks, Recreation and Neighborhood Affairs), Greater Bond Neighborhood Association, CRTPA, Blueprint, FDOT, FAMU

#### Action Item 3.1.3:

Provide traffic calming and bike lanes throughout the neighborhood.

Lead: City of Tallahassee

Potential Partners: City of Tallahassee (Parks, Recreation and Neighborhood Affairs; Underground Utilities and Public Infrastructure; Electric Utility), Greater Bond Neighborhood Association





## NEIGHBORHOOD CONCERN 4: Lack of visually appealing streetscapes in the neighborhood

**Desired Outcome: Improved streetscaping on targeted corridors that enhances public safety and mobility while also beautifying the surrounding neighborhood.**

### Strategy 4.1:

Develop and implement a comprehensive streetscaping plan that focuses on four key corridors within the Greater Bond neighborhood.

#### Action Item 4.1.1:

Identify priority streets for enhanced streetscaping. Options include Gamble Street, Saxon Street, Holton Street, Osceola Street, Floral Street, Perry Street, and Eugenia Street.



Lead: Greater Bond Neighborhood Association

Potential Partners: City of Tallahassee (Planning, Community Beautification and Waste Management, Underground Utilities and Public Infrastructure, CRA)

#### Action Item 4.1.2:

Develop and implement a comprehensive streetscaping plan for the four priority streets that includes improved lighting, appropriate tree plantings, sidewalk improvements, additional street/way-finding signs, historical markers, and other landscaping opportunities.

Lead: City of Tallahassee (Planning)

Potential Partners: Greater Bond Neighborhood Association, City of Tallahassee (Community Beautification and Waste Management, Underground Utilities and Public Infrastructure, CRA)









## Griffin Heights DRAFT PLAN

### Neighborhood Infrastructure

**Concern:** Riley Park is underutilized.

**Desired Outcome:** Riley Park is a safe and well-used community resource.

**Strategy 1:** Explore options for enhancing and increasing utilization of Riley Park.

**Action Item 1.1:** Establish a working group comprised of residents and other stakeholders to partner with COT Parks, Recreation & Neighborhood Affairs Department to determine what kind of park the neighborhood wants and what improvements can be made to the park to increase utilization given its topographic and environmental constraints.

**Potential Partners:** COT Parks, Recreation & Neighborhood Affairs, GHNA,

**Action Item 1.2:** Pursue funding opportunities to support implementation of the working groups' recommendations.

**Potential Partners:** COT Parks, Recreation & Neighborhood Affairs, GHNA

**Action Item 1.3:** Improve and stabilize the footpaths on south entrance to increase park usage.

**Potential Partners:** COT Parks, Recreation & Neighborhood Affairs

**Concern:** Lack of bicycle and pedestrian connectivity to neighborhood resources and the broader community

**Desired Outcome:** Increased sidewalk coverage and bike/pedestrian infrastructure

**Strategy 1:** Identify and address gaps in bicycle/pedestrian connections to neighborhood features such as area schools, Riley Park, and major connector streets (Alabama, Tennessee, and Old Bainbridge)

**Action Item 1.1:** Conduct a Walk A Block assessment on current sidewalks and bike lanes.

**Potential Partners:** COT (PRNA, UUPI), GHNA

**Action Item 1.2:** Conduct a Neighborhood Blitz to repair sidewalk issues identified in the Walk A Block Assessment.

**Potential Partners:** GHNA, COT (PRNA, UUPI)

**Action Item 1.3:** Install/complete sidewalks on two priority streets: Preston St (from Clay to Woodward) and Colorado Street.

**Potential Partners:** COT (UUPI)

**Action Item 1.4:** Install signage to encourage vehicles to share the road with bicycles.

**Potential Partners:** COT (UUPI)

**Action Item 1.5:** Install a lighted crosswalk across Basin Street at Arizona to facilitate the safety of kids walking to the bus stop at Basin and Arizona

**Potential Partners:** COT (UUPI)

### **Concern: Lack of visually appealing streetscapes and signage in the neighborhood**

**Desired Outcome: Improved streetscaping on targeted streets that enhances public safety and mobility while also beautifying the surrounding neighborhood**

**Strategy 1:** Enhance streetscaping on key neighborhood gateway streets.

**Action Item 1.1:** Develop a streetscape plan for neighborhood gateway streets (Basin, Alabama, Colorado, Volusia). Support the Main Street concept for Alabama Street (from Basin Street to North Abraham Street)

**Potential Partners:** COT (UUPI), GHNA, FSU (DURP)

Note: This strategy also ties into the Community Beautification strategies previously discussed for individual property clean-up/maintenance

**Strategy 2:** Increase/enhance streetlight coverage in the neighborhood.

**Action Item 2.1:** Work with COT Electric Utilities to determine streetlight enhancement needs and solutions.

**Potential Partners:** COT (Electric), GHNA

**Action Item 2.2:** Report streetlight outages via DigiTally.

**Potential Partners:** COT (Electric), GHNA

**Strategy 3:** Implement signage and other creative projects to highlight the unique character of the neighborhood.

**Action Item 3.1:** Identify locations for additional/enhanced neighborhood signage on gateway streets and construct signage at these locations. Possible locations include Basin and Preston, Basin and Charlotte, Colorado and Indiana or Colorado and Tharpe.

**Potential Partners:** GHNA, COT (UUPI), PRNA, Growth Mgmt)

**Action 3.2:** Apply for and use funds from the City's Vibrant Neighborhood Grant program to construct neighborhood signs.

**Potential Partners:** COT (PRNA), GHNA

**Action Item 3.3:** Develop a community art project that can involve the neighborhood (ex: mural, etc.)

**Potential Partners:** GHNA, PRNA, COCA, FSU, FAMU

**Concern: Maintenance & appearance of stormwater features**

**Desired Outcome: Neighborhood stormwater features are a safe, clean and attractive amenity.**

**Strategy 1:** Stormwater ditches are regularly maintained and cleared of litter.

**Action Item 1.1:** Encourage residents to report litter in ditches immediately via DigiTally or COT phone number.

**Potential Partners:** GHNA, residents, COT (UUPI)

**Strategy 2:** Enhance the stormwater facility on Alabama between Calloway and Joe Louis Streets.

**Action Item 2.1:** Work with the COT Stormwater Division to determine possible enhancements including fencing and landscaping.

**Potential Partners:** GHNA, COT (UUPI)

**Strategy 3:** Encourage individual homeowners to reduce erosion using landscaping techniques

**Action Item 3.1:** Work with the COT Stormwater Division to target properties in need of erosion mitigation and educate residents about effective strategies for controlling erosion.

**Action Item 3.2:** Promote the TAPP Program's Rain Garden grant

**Potential Partners:** GHNA, COT (UUPI), TAPP

**Concern: Public transportation options are limiting and expensive.**

**Desired Outcome: Residents have reliable and affordable public transportation options.**

**Strategy 1:** Educate residents about ways to access existing StarMetro and other transportation supports.

**Action Item 1.1:** Invite StarMetro to community events to demonstrate ways to access bus schedule

**Potential Partners:** GHNA, StarMetro

**Action Item 1.2:** Promote the STAR program and other resources for transportation

**Potential Partners:** Star Metro, Big Bend Transit, Elder Care Services

**Action Item 1.3:** Create a program to connect residents to bicycle donation or purchase.

**Potential Partners:** GHNA, COT (PRNA), Bicycle House

**Strategy 2:** Increase and enhance the availability of services and support facilities for public transportation in the neighborhood.

**Action Item 2.1:** Advocate for route changes to better service the neighborhood. Ask StarMetro to explore feasibility of providing services that increase coverage of streets.

**Potential Partners:** GHNA, StarMetro

**Action Item 2.2:** Enhance bus stops and shelters at these locations: Preston and Richmond; Basin and Arizona (across from Griffin Heights Apts.)

**Potential Partners:** GHNA, StarMetro

**Action Item 2.3:** Advocate for the creation of a bus stop that provides Miracle Village (Alabama and Birmingham) residents a closer stop.

**Potential Partners:** GHNA, Miracle Village, StarMetro

**Action Item 2.4:** Find resources to allow seniors to get fee waivers or discounts for Dial-A-Ride.

**Potential Partners:** GHNA, StarMetro

**Action Item 2.5:** Create a neighborhood-based volunteer program to give rides to seniors.

**Potential Partners:** GHNA, Churches

#### **Concern: Vacant lots and dilapidated structures**

**Desired Outcome: Vacant properties are well-maintained or are re-developed for community benefits.**

**Strategy 1:** Develop vacant lots for community benefit.

**Action Item 1.1:** Develop an inventory of all vacant lots and dilapidated homes within the neighborhood

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 1.2:** Support the development of land north of Volusia for affordable/workforce housing.

**Potential Partners:** GHNA, COT (Housing, PRNA), nonprofit and private developers

**Action Item 1.3:** Assess lots for feasibility for conversion to workforce housing. Identify funding sources for purchase.

**Potential Partners:** GHNA, COT (Housing, PRNA), nonprofit and private developers

**Action Item 1.4:** Assess city- and county-owned lots for feasibility for community gardens or other creative uses (permanent or temporary)

**Potential Partners:** GHNA, COT (Housing, PRNA)

**Action Item 1.5:** Support the creation of a community land trust.



**Potential Partners:** GHNA, COT (Housing, PRNA)

**Action Item 1.6:** Develop a database of publicly-owned lots that are for sale.

**Potential Partners:** COT (Sustainability & Community Preservation, Real Estate, Housing), Leon County

**Strategy 2:** Promote voluntary compliance with city codes.

**Action Item 2.1:** Work with code enforcement to provide a bi-monthly report on active cases at neighborhood association meetings.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 2.2:** Encourage residents to promptly report potential code violations.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 2.3:** Host a workshop where code enforcement provides education about code violations and ways to report them.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Action Item 2.4:** Neighborhood residents find and talk to absentee owners about keeping up homes/land.

**Potential Partners:** GHNA, churches

**Action Item 2.5:** Develop and implement a code enforcement amnesty program to waive liens for property owners that do address violations.

**Potential Partners:** COT (Sustainability & Community Preservation, PRNA), GHNA

**Strategy 3: Promote the repair and reuse of existing structures**

**Action Item 3.1:** Develop and implement a housing assistance program that offers financial (grants and/or loans) and regulatory incentive for owners to repair and remodel existing structures.

**Potential Partners:** COT (Housing, PRNA), GHNA

### Concern: Incompatible land uses

**Desired Outcome:** The neighborhood has land uses that allow for a mix of neighborhood-scale commercial development while also preserving the residential character of the neighborhood.

**Strategy 1:** Develop land use mechanisms to preserve the single-family residential character of the neighborhood while also creating opportunities for neighborhood-scale commercial development in designated areas.

**Action Item 1.1:** Designate Alabama Street (from Basin Street to North Abraham Street) as a Main Street corridor, providing opportunities for neighborhood-scale commercial development.

**Potential Partners:** Tallahassee Leon County Planning Department, GHNA, OEV

**Action Item 1.2:** Develop and present recommendations for density and nonconforming land uses within the neighborhood to the Tallahassee Leon County Department

**Potential Partners:** GHNA, Tallahassee Leon County Planning Department

**Action Item 1.3:** Work with the Tallahassee Leon County Planning Department to refine the proposed General Urban Neighborhood land use category for application within the neighborhood.

**Potential Partners:** GHNA, Tallahassee Leon County Planning Department

DRAFT

**Citizens Comments**

**TMA 2020 010**

**Bond and Griffin**

**Heights Neighborhood**

**Boundary**

**Received as of May 14, 2020**

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

December 17, 2019

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

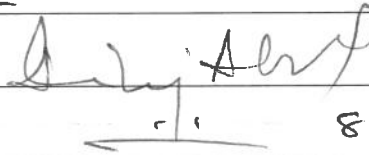
Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: 2020010

I am very happy - CITY IS TAKING THIS STEPS.  
All the best -



850 321-3937

December 16, 2019

I am 100% AGAINST rezoning Griffin Heights! We are a very old and proud community that looks out for one another. Yes, we have had our share of crime but what neighborhood hasn't. I love our community the way it is!

The property that I reside on has been in my family for YEARS! First, my Grandparents lived here, then my parents, followed by my brother which is 12 years older than I am. Now it is my home once more. I designed and built my home on Alabama Street in 2006. I built my home here not because I couldn't afford to build somewhere else. I chose to live in Griffin Heights because of the love of the community. To change the zoning to commercial will DESTROY the community love and bond we have. There are several empty commercial places and lots that already zoned commercial in Tallahassee... GO THERE! Nothing on Alabama Street need to be rezoned! I did not move back to my first home to be surrounded by "strangers" moving in and out every 3 to 12 months. Nor did I sign up to live next to or across the street to a "Coffee Shop" or business. No one in my family or my friends even drink coffee on a regular basis. I have a small business and I don't want to put in my neighborhood. I moved back to the neighborhood because it was my first home and where I would be surrounded by long term family and extended family. I can literally go outside in my yard or walk down the street and people would recognize me and tell me stories of my Grandparents, Father, Brother (Which are all deceased know) and myself when I was a little girl.

If you rezone Griffin Heights to commercial property, we will lose the essence of what a community should be. I feel that rezoning Griffin Heights would run generations of families out the community. With Social Media being such a big part of our life people are starting to lose what it is to have a real bond, and a true feel of community. We have that here.

In Griffin Heights it is a community not a business. We are real people and we want to keep it zoned as is... FAMILY! We do need a coffee shop or any extra businesses on Alabama Street. Just help and beautify the businesses we already have available. Put actual swing sets and more in the park we have! Add better sidewalks, retaining walls, lighting, cut the grass more often and better than it is usual maintained etc.... but don't, I repeat don't change the zoning!!!! We do not need another "Frenchtown". That is not what I moved to Griffin Heights for!!! With all the crime everywhere including Yoga Studios I am totally against "Strangers" coming in and out my neighborhood on an hourly bases for "coffee".

I am really offended that this petition has come this far and NO ONE or PARTY has invited or informed me an actual resident who lives on Alabama Street of this ridiculous plan until last Saturday through the mail January 14<sup>th</sup>! The first meeting is scheduled on the 17<sup>th</sup> but nothing on the City website is ready for reading regarding the actual plans!

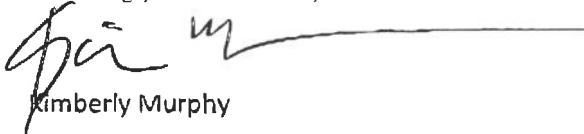
This impact will be to Griffin Heights neighborhood, but it will directly affect me personally because the changes will be mainly to Alabama Street. My home is on Alabama Street. I live on Alabama Street and I am appalled by the lack of effort made to include me in the process! The people who are making these big decisions do not live on Alabama Street, and or no longer live in Griffin Heights. They don't represent what I want and should not have the right to decide what Alabama Street needs! They should not have a say on anything considering it doesn't impact them directly!

Ask yourself do you want to live next to a Coffee shop or business or do you want to live across the street from a family home? Most of you who are deciding on this plan probably have a house beside another house and probably would not have purchased your home if there was a business across the street or next door. Do me the same courtesy leave the zoning as is!

Tharpe Street and Tennessee Street are less than 1 minute away from Alabama Street. Both streets are in walking distance, a bike ride, a bus ride, and a car drive away. Leave the businesses there, get your coffee there!

I have 2 girls age 10 and 11 on the Autism Spectrum. The last thing my husband and I need are my girls being approach by a stranger from the coffee shop across the street offering to buy my girls a cocoa. With all the pedophiles in the neighborhood a coffee shop will be a great set up for human trafficking in our neighborhood. Therefore, I STRONGLY SAY A HARD NO to any additional commercial properties in the neighborhood and rezoning!!!!!! Help build up what we already have!

Thanking you in advance,



Kimberly Murphy

1222 Alabama St

Tallahassee, Florida 32304

(850)345-1445



**From:** [kjephy@yahoo.com](mailto:kjephy@yahoo.com)  
**To:** [Alfano, Michael](#)  
**Cc:** [Wainner, Robyn](#); [Bryant, Cherie \(Planning\)](#); [White, Artie](#); [Megan Doherty](#); [Autumn Calder](#); [Baker, John](#)  
**Subject:** Re: Griffin Heights - Amendment #TMA202010  
**Date:** Monday, January 27, 2020 10:11:01 AM

---

**\*\*\*EXTERNAL EMAIL\*\*\***

Please report any suspicious attachments, links, or requests for sensitive information.

Hello,

Thank you for the update. As I read the email I noticed you meet in different places for "Griffin Heights input" will you please send me those locations and or the contact persons therefore I will have a starting point to meet/speak with those people who are claiming to speak for the neighborhood. I would also like any public notes taken on those meetings. Thank you.

Kimberly M.

On Mon, Jan 27, 2020 at 9:52 AM, Alfano, Michael  
<[Michael.Alfano@talgov.com](mailto:Michael.Alfano@talgov.com)> wrote:

Hello Ms. Murphy,

I reached out to you Friday afternoon after receiving your email, and left you a voicemail; I believe that John Baker from Neighborhood Affairs has also reached out to you. I am sorry that you feel as though you have not had a sufficient opportunity to provide input on this Comprehensive Plan Amendment.

We have included your original letter dated December 16<sup>th</sup>, 2019 as part of the public comments received on the amendment and will add your Friday email to the record, as well. As a reminder, these comments are provided to the LPA in advance of the public hearings on proposed comp plan amendments to take into account when considering whether to recommend approval or denial.

In regards to the meeting later today, you are welcome to attend and participate if you would like. It will be today at 4:30 PM on the third floor of the Renaissance Center in the Planning Department. We asked Neighborhood Affairs staff to reach out to members of the Bond and Griffin Heights neighborhoods to invite them to help us understand what buildings (residential and non-residential) they believe match the character of their neighborhood.

We are asking folks to come to the meeting with specific examples of buildings from the neighborhoods (or the community at large if they believe they would fit), and then will develop *additional* development regulations based on this input for where we are proposing to implement Neighborhood Boundary in Bond and Griffin Heights. This is an initial meeting on this process and we will be recommending that the LPA postpone their vote on this amendment on

February 4<sup>th</sup>, to March 3<sup>rd</sup>, to ensure we can get the additional development standards right. Please note, the meeting today is an informal working meeting, not a meeting with any sort of governing body where votes will be taken, etc.

Today's meeting was not set when notices went out, nor would a meeting like it be included on the public notices that we send out because it is not one of the public meetings that make up the Comprehensive Plan Amendment Cycle (Public Open House, LPA Workshop, LPA Public Hearing, Joint City/County Workshop, etc.).

I won't presume to speak for Neighborhood Affairs, but I believe the January 22nd meeting that you reference in your email was a meeting with members of the Frenchtown Neighborhood, who are also developing a neighborhood plan.

Additionally, I cannot answer your questions about the development of the Griffin Heights neighborhood planning efforts (how residents were organized/notified, etc.), but I am sure that John and his team will be happy to talk through that with you. However, I have included below a general overview of Planning's involvement in this project, in the event it helps give a sense how much public input we have taken into account.

Please feel free to give me a call to discuss this further, if you wish, you can reach me on my new desk line at (850) 219-1075, or my personal cell is (850) 212-3476. Additionally, my new email with Blueprint is michael.alfano@blueprintia.org. I am sorry if you feel you have been misled at any point, and I hope that this email helps to clarify some of the issues you have raised.

All the best,  
Mike Alfano

### ***Project Background***

Since May of last year, Planning has been coordinating with Neighborhood Affairs to work with Neighborhood Association Residents to implement land use changes requested in the Greater Bond Neighborhood First Plan, and in the first draft of the Griffin Heights Neighborhood First Plan.

Below is a list of all the engagement with Bond and Griffin Heights that Planning Staff undertook on this project, in addition to our normal noticing and public meetings that are part of the Comp. Plan Amendment Cycle:

- May 30, 2019 – Presentation to Greater Bond Neighborhood Association
- June 3, 2019 – Presentation to Griffin Heights “Places” Subcommittee
- June 10, 2019 – Meeting w/Bond NA member Rhett Turnquest
- June 24, 2019 – Attended Griffin Heights “Places” subcommittee and answered questions about land use in Griffin Heights

- August 22, 2019 – Engagement at Southside Farmer’s Market
- August 29, 2019 – Update to Greater Bond Neighborhood Association
- September 9, 2019 – Update to Griffin Heights Neighborhood Association
- September 19, 2019 – Griffin Heights Community Action Team (CAT) Meeting
- November 12, 2019 – Participated in Griffin Heights Neighborhood First Open House
- November 26, 2019 – Email to Bond and Griffin Heights Neighborhood Association leadership through Neighborhood Affairs giving an overview of the final proposal of land use changes, noticing procedure, and a request to spread the word to fellow residents.
- January 14, 2020 – Update to Greater Bond CAT Team
- *Upcoming: January 27, 2020* – Initial meeting with neighborhood residents to identify buildings that represent the character of the neighborhood to serve as the basis for additional development standards
- *Upcoming: January 28, 2020* – Update to Griffin Heights CAT Team

The proposed land use amendments in Bond and Griffin Heights will accomplish, at least in part, the below action items from the Bond Neighborhood First Plan and Draft Griffin Heights Plan:

- *Bond Plan*
  - Economic Development and Community Empowerment Concern #1: Lack of areas targeted for neighborhood-scale commercial development in the areas zoned “Residential Preservation”
    - Specifically addresses creating a commercial corridor on Floral and Gamble Streets
  - Land Use Neighborhood Concern #1: Incompatible Land Uses
    - Specifically addresses the request for land use/zoning adjustments to allow for residential and commercial land uses, while preserving the character of the neighborhood, though admittedly, only in the northern portion of the neighborhood.
- *Draft Griffin Heights Plan*
  - *Concern: Incompatible land uses*
    - *Desired Outcome: The neighborhood has land uses that allow for a mix of neighborhood-scale commercial development while also preserving the residential character of the neighborhood*
      - *Strategy 1: Develop land use mechanisms to preserve the single-family residential character of the neighborhood while also creating opportunities for neighborhood-scale commercial development in designated areas.*
        - *Action Item 1.1: Designate Alabama Street (from Basin Street to North Abraham Street) as a Main Street corridor, providing opportunities for neighborhood-scale commercial development.*

**From:** kjephy@yahoo.com <kjephy@yahoo.com>  
**Sent:** Thursday, January 23, 2020 11:35 PM  
**To:** Alfano, Michael <Michael.Alfano@talgov.com>  
**Cc:** Wainner, Robyn <Robyn.Wainner@talgov.com>  
**Subject:** Griffin Heights - Amendment #TMA202010

**\*\*\*EXTERNAL EMAIL\*\*\***

Please report any suspicious attachments, links, or requests for sensitive information.

Visit the Planning Department website at: [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020)

**NOTICE OF A REQUESTED AMENDMENT  
TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP**

An application has been filed to request a change of designation on the Comprehensive Plan Future Land Use Map for the property shown on the map on the reverse side of this notice. You are being notified of this requested change because public records indicate that you own property within approximately 1,000 feet of the subject site. A location map and a summary of the request are shown on the reverse side of this notice.

Listed below are the scheduled Workshops and Public Hearings on this request. The December 17<sup>th</sup> Open House event is an opportunity for you to come and ask questions in a less formal setting prior to the start of the more formalized public hearing process. Prior to each meeting, please check [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020) to confirm there have been no changes to this meeting schedule.

The Local Planning Agency, City Commission, and Board of County Commissioners appreciate any information that would be useful to them in their deliberations on the amendment request. In addition to the public hearings, the Local Planning Agency and City and County Commissions will hold workshops on the proposed amendments. The public is invited to attend, but no public comments will be taken at the workshops.

Date	Meeting	Purpose	Time	Location
December 17 (Tuesday)	Planning Department Staff	Open House 2020 Cycle Amendments	5:30 PM	Renaissance Center 2nd Floor 435 North Macomb Street
January 7 (Tuesday)	Local Planning Agency	Local Planning Agency Workshop	6:00 PM	Renaissance Center 2nd Floor 435 North Macomb Street
February 4 (Tuesday)	Local Planning Agency	Local Planning Agency Public Hearing on Comprehensive Plan Amendment and Rezoning	6:00 PM	Renaissance Center 2nd Floor 435 North Macomb Street
February 25 (Tuesday)	County and City Commissions	Joint City-County Commission Workshop	1:30 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
March 11 (Wednesday)	City Commission	Introduction of Adoption Ordinance for Comprehensive Plan Amendment and Rezoning Ordinance	4:00 PM	City Hall 2 <sup>nd</sup> Floor Commission Chambers
April 14 (Tuesday)	County and City Commissions	Joint City-County Comprehensive Plan Amendment Transmittal Public Hearing	6:00 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
May 26 (Tuesday)	County and City Commissions	Joint City-County Adoption Public Hearing and First of Two Rezoning Public Hearing	6:00 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
June 17	City Commission	Second and Final Rezoning Public Hearing	6:00 PM	City Hall 2 <sup>nd</sup> Floor Commission Chambers

If you have a disability requiring accommodations, please call the Tallahassee-Leon County Planning Department at least forty-eight (48) hours prior to the hearing (excluding weekends and holidays). The Planning Department Telephone is (850) 891-6400. The Florida Relay TDD Service Telephone is 1-800-955-8771.

If you have concerns that you wish to be considered by the City and County Commissions in regard to this application, you may submit written comments in response to this notice. You may submit your comments by letter, facsimile (fax), on the form below or through our website at [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020). More detailed information on each proposed amendment is also available on the website.

Tallahassee-Leon County Planning Department  
ATTN: Comprehensive Planning Division  
300 South Adams Street  
Tallahassee, Florida 32301  
Telephone: (850) 891-6400 Fax: (850) 891-6404

Amendment # TMA202010

I/We as owner(s) of property at this address: \_\_\_\_\_ wish the information below  
to be considered by the Local Planning Agency and the City/County Commissions: \_\_\_\_\_

SIGNED \_\_\_\_\_

Hello,

I am very upset about how the rezoning of Alabama Street is being handled. The very first and only notification I received as a resident who actually live on Alabama Street about the rezoning was in December from the City of Tallahassee.

At that particular meeting we were told that we still had input and I should address my

concerns with Robyn W because she is over the neighborhood meetings. This was also the first time I heard Griffin Heights had a neighborhood association. (Note my family has owned and lived on Alabama Street for over 45+ years.) I responded to you Mike, Robyn has a COT email address, so who from my neighborhood is hosting neighborhood meetings? I was again given Robyn W. information. I contacted Robyn a few times to see when the next meeting was being held. The date I was eventually given for our Griffin Heights meeting was January 28th.

Yesterday I was informed from a concern neighbor that there will be a meeting on January 27th at COT at 4:30pm ( Which is not on the meeting agenda we received in December). At that meeting you, Mike A. Will be hosting a meeting to hear from Representatives of Griffin Heights (which I am still unfamiliar with) to draft guidelines for the amendment but before that Wednesday, January 22, Robyn W. Held a pre-meeting with certain people in the neighborhood about the amendment to prep for the meeting.

All this seems very shady to me. For one who are these Representatives? Two why wasn't I or my neighbors notified before the amendment was put in action, and three why is there a neighborhood meeting being held after the amendment guidelines are being set and finalized? If you really wanted the neighborhood input, or at least the homeowners input of what we wanted we should have been notified in advance of the "neighborhood" meetings and pre-meetings. None of my homeowner neighbors I'm familiar with know about these neighborhood meetings or the amendment that COT is trying to put in effect. I don't know if when you say representatives of the neighborhood if you are referring to the churches in the neighborhood. Either way I do not belong to a church in this neighborhood and therefore they don't represent my needs. Plus, majority of churches congregation aren't filled with people from the same neighborhood. Most are visitors to the neighborhood.

Again I actually live on Alabama Street in Griffin Heights therefore I will be directly effected by the changes you are trying to make. I am strongly against this amendment. Yes, the area can benefit from a beautification but adding more renters and businesses is not the way to do it. Promoting homeownership, making our park an actual family friendly park, closing both convenient stores, help relocate or get the Joe Louis residents on their feet and off of housing, putting a sidewalk around the entire holding pond, take down the fence and making it a place of enjoyment like Lake Ella or Betton hills. You diminish crime by promoting family friendly environments. We don't need more businesses in this area. If so put them on an actual busy street like Old Bainbridge where they belong not the middle of a neighborhood to bring loud unwanted traffic.

Don't change Alabama Street Zoning. Businesses on this street have never enhanced the neighborhood. They eventually go out of business or become crime infested. Both my parents and grandparents have had businesses on this street and neither businesses have survived. I own a business and I don't want to bring it to a residential neighborhood. Therefore leave the zoning as is and help the neighborhood other ways and stop being shady and underhanded about it. Actually include the residential homeowner's input.

Kimberly M.  
1222 Alabama St



Apr 14, 20 / Dorothy Posters  
Ph 284-7240  
2020 Comprehensive Plan Amendment  
Cycle

This letter explains why the  
Griffin Heights area doesn't need additional  
complexes, duplexes, or triplexes. This area  
should be considered a historical location.  
The people living in this area are citizens  
who have lived in their homes for forty  
years or better. Most of the seniors are  
on a fixed income who barely get by  
on a set income. The other people are  
old churches who barely have a congregation.  
Those few that attend church are people  
from other locations. Students parking  
is another problem. These students have  
no respect for a home owner and their  
property; thanks to their dogs we have to  
pick up dog droppings every day, because  
they don't care, when we get to see a popo  
bag in their hands. Adding commercial  
stores is another bad idea, these seniors  
can barely feed themselves. Beer + wine  
is all the drug zone and the students  
live on a regular. Here's what we need

Below is a list of a few things we need to happen.

1. Sheds & Pot Holes fix
2. Holding ponds maintained on a regular before long. everyone in this area is going to become sick. The drain stop up on a regular. Trash & papers drain in from other areas.
3. Affordable Houses
4. Police Protection ~~from~~ from the drug ~~gangs~~ guys. I see the student buying drugs all the time
5. Wooded areas need to be cleaned up so viewing is clear.
6. A law need to be set for round men boxers to be showing
7. law should be set for people setting in chairs along the streets in front of Churches, residential areas, Our subdivisions need to be respected.
8. Need more security lights street lights
9. More land beautification in the area.
10. More Bus-stop covers & slating people are getting rained on at the bus stop.

More safe recreation for the children, fully equipped fenced in area.  
11. Better Schools

- D. Tree Trimming
- B. Electrical Pole change outs
- H. Additional side walk
- I. Additional Bus stopes

More apartment complex will creat more noise for home owners.  
Student Housing is all over Tallahassee and some of them are not affordable, with no tenants.

I have traveled to other subdivision like Lufkin ~~OK~~ there the home owners are at place.

Tallahassee is becoming over crowded, this is what my area is about to become. I am objecting to this new plan. We are getting set up for higher taxes for these fixed income seniors.

The students go and then come.

D. Besten



**2020 Comprehensive Plan Amendment Cycle**  
TTA 2020 006  
Pine Cone Woods Urban Services Area

SUMMARY		
Applicant:	Proposed Change	TLCPD Recommendation:
Pine Cone Woods, LLC	Extending the Tallahassee-Leon County Urban Services Boundary	<b>Approve</b>
TLCPD Staff:	Comprehensive Plan Element	LPA Recommendation:
Mike Alfano	Land Use	<b>Approve</b>
Contact Information:	Policy Number(s)	
Artie.White@Talgov.com (850) 891-6432	Urban Services Area as shown on Map 2 and Map 3	
<b>Date:</b> 10/23/2019	<b>Updated:</b> 5/14/2020	

**A. SUMMARY:**

The proposed amendment to the Land Use Element of the Tallahassee-Leon County Comprehensive Plan would extend the Urban Services Area (USA) to include approximately 182 acres of land surrounding Chiles High School on the northwest side of Thomasville Road in Leon County. The properties within the area that would be included in the Urban Services Area (Subject Site) are owned by Pine Cone Woods, LLC and are the subject of a concurrent application to change their designation on the Future Land Use Map.

**B. STAFF RECOMMENDATION:**

Approve.

**C. PROPOSED POLICY CHANGE:**

See attached new map of the Tallahassee-Leon County Urban Services Area that would replace Map 2 and Map 3 in the Land Use Element of the Tallahassee-Leon County Comprehensive Plan.

**D. APPLICANT'S REASON FOR THE AMENDMENT:**

The applicant highlights that in the 29 years since the Tallahassee-Leon County Comprehensive Plan was adopted, development activity has occurred around the area proposed for inclusion in the Urban Services Area, bringing many commercial activities and some new housing to the area. They propose that this USA expansion will allow limited development to occur on the unconstrained portions of the parcel, where existing roads and infrastructure already exist. This USA expansion, they reason, will enable a potential school site expansion and will serve the broader area of the community in the most efficient manner.

**E. STAFF ANALYSIS**History and Background

The original Urban Services Area was established in 1990. Since 1997, it has been amended 10 times. In 1997, the USA was extended to incorporate 13.55 acres that includes the land where Chiles High School is now located. This proposed amendment would expand the Urban Services Area in this area to include the parcels immediately adjacent to Chiles High School.

***Amendments to the Urban Services Area Boundary Since 1997***

<b>Cycle</b>	<b>Area</b>	<b>Acreage Added</b>	<b>Acreage Deleted</b>
1997-1	Thomasville Road	13.55	
1997-1	Bradfordville Road		-1,600.80
1997-1	Capital Circle SE	250.94	
1999-1	Buck Lake Road		-294.37
2000-1	Centerville Road	39.78	-34.52
2000-2	Blountstown Highway	2.48	
2003-2	Meridian Road	28.90	
2004-2	Tower Road	78.02	
2005-2	Woodville Highway	17.59	
2010-2	TLH Airport	858.89	
	<b>Totals</b>	<b>1290.15</b>	<b>-1,929.69</b>

Objective 1.1 [L] of the Tallahassee-Leon County Comprehensive Plan directs development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. To accomplish this, Objective 1.1 [L] directs the establishment and maintenance of an Urban Service Area, which is based upon a desire to have Tallahassee and Leon County to grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. The location and size of the USA shall be depicted on the Future Land Use Map

(FLUM) and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County; the ability to provide the urban infrastructure; and the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

Policy 1.1.1 [L] indicates that new development should be concentrated in the urban service area, in order to discourage urban sprawl.

Policy 1.1.11 [L] indicates that 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.

The Objective and Policies listed above indicate, in summary:

- 1) A significant majority of development in Tallahassee and Leon County should be directed to areas within the Urban Services Area.
- 2) The Urban Services Area should contain areas which have in place, or have agreements to provide, land and water resources and other service capacities to accommodate growth in an environmentally acceptable manner.
- 3) The Urban Services Area is intended to coordinate development with the availability of capital infrastructure, and to discourage urban sprawl.

As highlighted by the applicant, the areas near to the subject site have been developed to a significantly higher degree than they were at the inception of the Tallahassee-Leon County Comprehensive Plan. There is a larger presence of both residential and non-residential development in the area. In other words, the area has become more urbanized.

As indicated above, the Urban Services Area is designed to prevent the premature conversion of land to urbanized development and to constrain the areas to which urban services are extended.

The subject site is currently in the Talquin Electric Cooperative (Talquin) franchise area for water, sewer, and electricity, and is served by water and sanitary sewer provided by Talquin. Talquin has indicated a commitment to expand capacity to meet any increase in need due to development. The subject site has access to the principal arterial Thomasville Road from Lawton Chiles Lane via Wolfpack Way and Rhea Road.

As there is existing capital infrastructure available on the subject site, a purpose of the Urban Service Area (directing development away from areas without or not intended to have urban services, and to areas that do) would be furthered by expanding the USA to include the subject site.



Lastly, at the August 27, 2019 Business Meeting of the Leon County School Board, the School Board voted unanimously to support expanding the USA, to include both additional properties that are owned by Leon County, Leon County Schools, and the subject properties owned by Pine Cone Woods, LLC. There was also discussion at this meeting that this expansion would allow the school an opportunity for on-site bus parking, school expansion, or additional school parking.

#### Previous Commission Consideration

The Urban Services Area has been altered 10 times since 1997; at times additional lands were brought into the USA, and at times additional lands were removed. In the subject area, the USA was extended in 1997 to encompass the area where Chiles High School is sited.

#### **F. 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 2020 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Joint City-County Commission Workshop	February 25, 2020	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual Meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment.

**Local Planning Agency Public Hearing – February 4, 2020:** After a staff presentation and public testimony, the Local Planning Agency voted to recommend approval of the proposed amendment.

**Joint City-County Commission Workshop – February 25, 2020:** A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners did have questions for staff on the proposed amendment. Commissioners asked if development was planned for the subject site. Staff explained that the Urban Services Area expansion would be one step, a map amendment to change the designation of the subject area to Bradfordville Mixed Use would be the next step, and a Planned Unit Development is proposed before development could begin. The Commissioners also noted that the School Board is supportive of the proposed amendment.

#### **G. CONCLUSION:**

Based on the above analysis, Planning Department staff recommends approval of the amendment request for the following reasons:

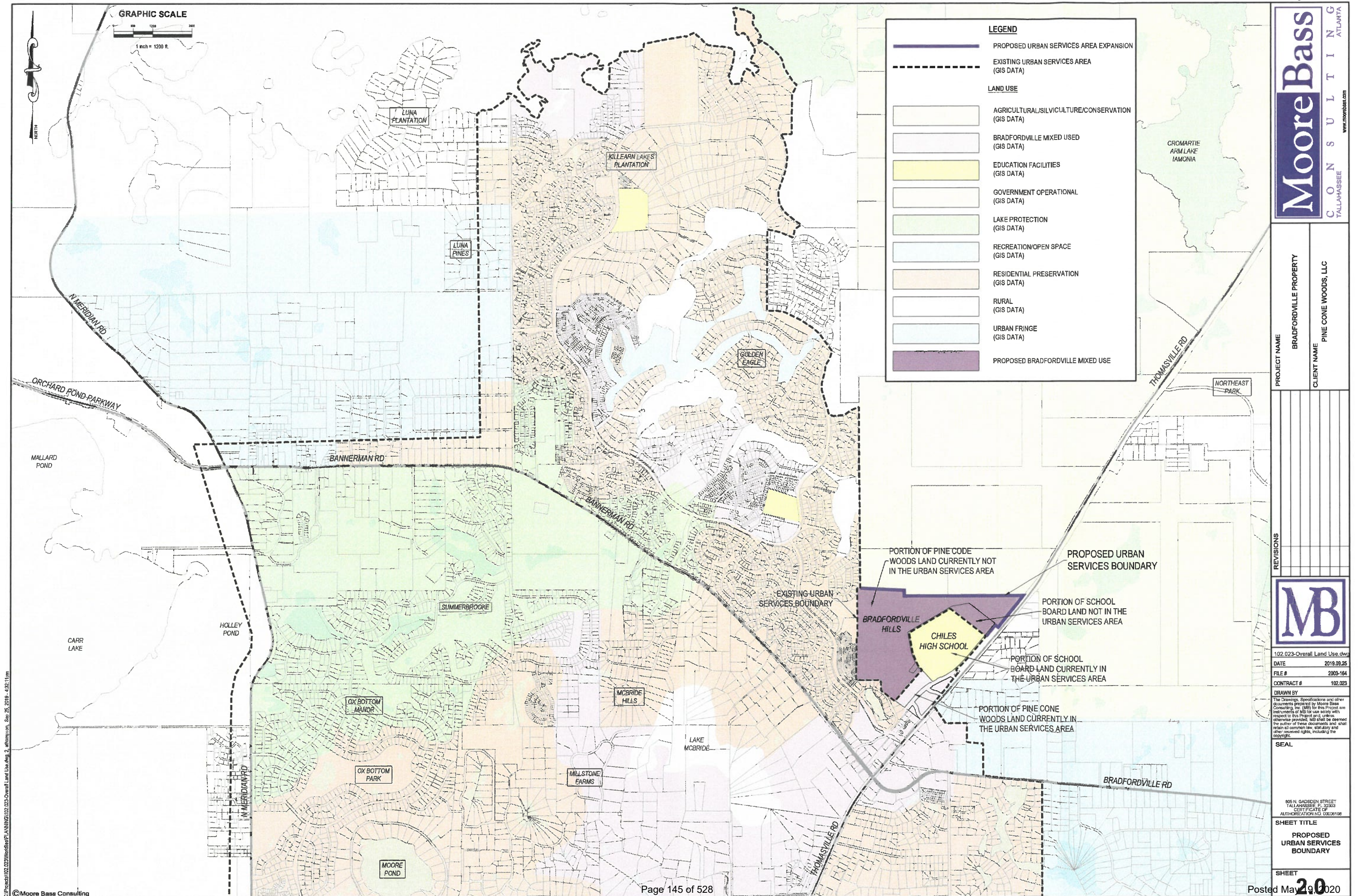
Include reasons for recommendation including:

- Amending the Future Land Use Map (Map 2 and Map 3) of the Tallahassee-Leon County Comprehensive Plan to extend the Urban Services Area to include the subject site would be consistent with Objective 1.1 [L], Policy 1.1.1 [L], and Policy 1.1.11 [L] of the Tallahassee Leon County Comprehensive Plan.

#### **H. ATTACHMENTS:**

1. Map of the Proposed Urban Services Area







## **Citizens Comments**

# **LMA 2020 06**

## **Pine Cone Woods Map Amendment and**

# **TTA 2020 006**

## **Pine Cone Woods Urban Services Area**

Received as of May 14, 2020

**From:** [Calhoun, Sherri](#)  
**To:** [White, Artie](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Thursday, January 09, 2020 12:19:54 PM  
**Attachments:** [image001.png](#)

---

Sherri Calhoun  
Staff Assistant  
Comprehensive Planning & Urban Design  
300 S. Adams Street. Tallahassee, Florida  
Ph#: (850) 891-6413  
Fax: (850) 891-6404  
[Sherri.calhoun@talgov.com](mailto:Sherri.calhoun@talgov.com)  
<http://www.talgov.com/planning/PlanningHome.aspx>



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

**From:** dropco@yahoo.com <dropco@yahoo.com>  
**Sent:** Tuesday, January 7, 2020 10:46 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Calhoun, Sherri <Sherri.Sullivan@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** LMA202006 Map
- **Name:** Jon Dropco
- **Address:** 7147 Beech Ridge Trl
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32312
- **Email Address:** [dropco@yahoo.com](mailto:dropco@yahoo.com)
- **Comments:** I'm concerned with the proposal and what effect it would have on traffic and water management/runoff on Beech Ridge Trail. When the plantation would clear cut the pine trees, the water coming down from the plantation was a flood into Arrowhead Lake. A loss of those trees and the ability to suck up rain would be devastating to my property. Also, Lawton Chiles Ln can barely handle the morning and afternoon traffic from the high school. Development of 175 acres would not be beneficial to the two lane roadways. This proposal should be further limited.

**From:** [Calhoun, Sherri](#)  
**To:** [White, Artie](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Thursday, January 09, 2020 12:19:48 PM  
**Attachments:** [image001.png](#)

---

Sherri Calhoun  
Staff Assistant  
Comprehensive Planning & Urban Design  
300 S. Adams Street. Tallahassee, Florida  
Ph#: (850) 891-6413  
Fax: (850) 891-6404  
[Sherri.calhoun@talgov.com](mailto:Sherri.calhoun@talgov.com)  
<http://www.talgov.com/planning/PlanningHome.aspx>



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**From:** Blakeboy78@gmail.com <Blakeboy78@gmail.com>  
**Sent:** Thursday, January 9, 2020 2:01 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Calhoun, Sherri <Sherri.Sullivan@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** LMA202006 Map
- **Name:** Kyle Blake
- **Address:** 3509 OAK HILL TRL
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32312
- **Email Address:** Blakeboy78@gmail.com
- **Comments:** Please reconsider this development. We recently moved here because of the location. We have an abundance of wildlife and enjoy nearly zero noise pollution. Please dont add more homes that will destroy this ecosystem, create noise, and strain the infrastructure. I vote NO on changing the land from Rural to PUD.



## Perrine, Beth

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**From:** Hardcastle.ron@gmail.com  
**Sent:** Thursday, January 09, 2020 9:35 PM  
**To:** CMP\_PLN\_AMND  
**Cc:** Perrine, Beth  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** LMA202006 Map
- **Name:** Ron Hardcastle
- **Address:** 3448 Briar Branch Trail
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32312
- **Email Address:** Hardcastle.ron@gmail.com
- **Comments:** A significant portion (approximately 10 acres on the western boundary) of the land associated with this amendment request is located in a FEMA flood zone. Furthermore the majority of the homes in Killlearn Lakes that border the western boundary are on septic service. The land behind these homes slopes downward into the land designated a flood zone. The septic systems of these homes percolate waste water into this area, the western edge of the property in question for transition from rural to mixed use designation. Any approval should mandate that development may not occur in the area of the property within the flood zone.

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA 2020 06 / TTA 2020 006

- Concerns: (not necessarily in any order)
- ① traffic
  - ② schools
  - ③ water/run off
  - ④ density
  - ⑤ wildlife protection - gopher tortoise, etc.
  - ⑥ ~~concerned regarding expanding USA~~

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

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Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA 2020 06 and

TTA 2020 006

Keep the residential density  
similar to that in Killebrew Lakes  
2 to 3 units per acre maximum.

Art Berger

3252 Horseshoe Trail  
Tallahassee, FL

32312

2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

Comment Form

Amendment name/number: LMA 2020 06 / TTA 2020 06

\* We are concerned about  
TRAFFIC onto Beech Ridge TRAIL  
We already have substantial  
water sheet flow on to our  
property at 7136 Beech Ridge  
TRAIL,

Also a larger concern is the  
old CURB STOP across from our  
home and how this will  
affect our quality of life  
and our current simple  
street.

Scott & Vicki McLuckie  
McLuckies@aol.com

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

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Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA202006

NOT PLEASED WITH CURRENT TRAFFIC. MORE DEVELOPMENT  
WILL BRING MORE AUTO TRAFFIC.

NOT PLEASED WITH COMMERCIAL DEVELOPMENT SITES  
ALONG THOMASVILLE ROAD NEXT TO CARLOS HIGH

DO NOT WANT GAS STATIONS + FAST FOOD RESTAURANTS  
ALONG THOMASVILLE ROAD BY CARLOS HIGH. WILL BE  
TOO MUCH CONGESTION IN TRAFFIC.

MORE DEVELOPMENT WILL BRING MORE STUDENTS TO AREA  
THAT WILL IMPACT ALL TRAFFIC ON THOMASVILLE ROAD

ALL ABOVE WILL IMPACT THE QUALITY OF LIFE ON  
MILLWOOD CIRCLE, DIRECTLY ACROSS THOMASVILLE ROAD  
FROM PLANNED COMMERCIAL USES.



## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: PINE CONE WOODS

Is this project needed? needed by Leon County?

IS so, why not look to areas more north of cities high school?  
Why change the land use

From Rural...? I'm thinking it is rural for a  
reason...

The owner/developer has probably  
paid reasonable taxes for  
years - maybe decades. Now they  
want to transform a rural area,  
collect the money and move on -  
maybe to another project.

- David Flagg

850-264-5222

Scottsdale resident,  
23 years

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number:

Pine cone Woods

- ① need buffer fronting Thomasville Road.
- ② 20 units per acre is way to dense.
- ③ concerned about what type of commercial goes in on Thomasville Road.
- ④ concerned about increased traffic congestion.

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA 2020 06

It seems very developer friendly to have land zoning put first and fore front before any kind of impact studies are done. Unfortunately, this is ~~to~~ to the detriment of the citizens. More transparency to this entire process would be appreciated.

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

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Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number:

LMA 2020 06  
~~LMA 2020 06~~ + TTA 2020 006

I have major concerns about traffic on  
Thomasville Rd. + Bannerman Rd. if the zoning  
continues to allow more + more development  
in this beautiful Bradfordville neighborhood!  
Schools to capacity already + the traffic  
is already scary!! we want it to stay rural!

Judy A. Stone

7499 Anglewood Lane

e-mail - [jastone13@AOL.com](mailto:jastone13@AOL.com)

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: Pine Cone Woods

- Can a serious Buffer be established between the future development & homes in the Killbuck Lakes Plantation Homes.

- Too many homes per acre

- WE WANT THIS AREA TO STAY RURAL!

Fred & Cindy Fisher

Valley Creek Drive

Killbuck Lakes Plantation

Resident



## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

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Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: TIA 2020 006

The current use is Rural & should not be changed to a more dense development. The infrastructure doesn't exist to support higher density. There are already 3 major projects proposed & approved for Bonnerman Road - with all 3 there will be added over 1,000 residential homes added in next five years. Enough is enough!

Ellen Hicks  
Bull Headly Rd

**From:** [vickieyoung823@gmail.com](mailto:vickieyoung823@gmail.com)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, January 18, 2020 1:29:57 PM

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- **Amendment:** LMA202006 Map
- **Name:** Vickie Young
- **Address:** 3564 Dogwood Valley Trl
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32312
- **Email Address:** vickieyoung823@gmail.com
- **Comments:** We as property owners in Killearn Lakes, would like to see this property retain its Rural status. We have seen some of the areas around us already develop into commercial property, and adding more commercial property around the high school will increase traffic congestion that already exists due to high school traffic. Let's reserve this as rural, so we can maintain this area's beautiful and natural scenery, ecosystem function, home to our native animals and just keep Leon County's beauty. Consider purchasing the space across the street where Khol's use to be. This has been vacant for a while and may be a good space to add some light commercial shopping and walking areas, without having to bring down trees and harm our natural areas.

Visit the Planning Department website at: [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020)

**NOTICE OF A REQUESTED AMENDMENT  
TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP**

An application has been filed to request a change of designation on the Comprehensive Plan Future Land Use Map for the property shown on the map on the reverse side of this notice. You are being notified of this requested change because public records indicate that you own property within approximately 1,000 feet of the subject site. A location map and a summary of the request are shown on the reverse side of this notice.

Listed below are the scheduled Workshops and Public Hearings on this request. The December 17<sup>th</sup> Open House event is an opportunity for you to come and ask questions in a less formal setting prior to the start of the more formalized public hearing process. Prior to each meeting, please check [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020) to confirm there have been no changes to this meeting schedule.

The Local Planning Agency, City Commission, and Board of County Commissioners appreciate any information that would be useful to them in their deliberations on the amendment request. In addition to the public hearings, the Local Planning Agency and City and County Commissions will hold workshops on the proposed amendments. The public is invited to attend, but no public comments will be taken at the workshops.

Date	Meeting	Purpose	Time	Location
February 4 (Tuesday)	Local Planning Agency	Local Planning Agency Public Hearing on Comprehensive Plan Amendment and Rezoning	6:00 PM	Renaissance Center 2nd Floor 435 North Macomb Street
February 25 (Tuesday)	County and City Commissions	Joint City-County Commission Workshop	1:30 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
April 14 (Tuesday)	County and City Commissions	Joint City-County Transmittal Public Hearing	6:00 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
May 26 (Tuesday)	County and City Commissions	Joint City-County Adoption Public Hearing and Rezoning Public Hearing	6:00 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse

If you have a disability requiring accommodations, please call the Tallahassee-Leon County Planning Department at least forty-eight (48) hours prior to the hearing (excluding weekends and holidays). The Planning Department Telephone is (850) 891-6400. The Florida Relay TDD Service Telephone is 1-800-955-8771.

If you have concerns that you wish to be considered by the City and County Commissions in regard to this application, you may submit written comments in response to this notice. You may submit your comments by letter, facsimile (fax), on the form below or through our website at [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020). More detailed information on each proposed amendment is also available on the website.

**Tallahassee-Leon County Planning Department  
ATTN: Comprehensive Planning Division  
300 South Adams Street  
Tallahassee, Florida 32301**

Telephone: (850) 891-6400

Fax: (850) 891-6404

**Amendment # LMA202006**

I/We as owner(s) of property at this address: 7136 BEECH RIDGE TRAIL, 32312 wish the information below to be considered by the Local Planning Agency and the City/County Commissions:

THAT NO ENTRY OR EXIT TO PINE CONE WOODS SHALL BE CONNECTED IN ANY WAY TO BEECH RIDGE TRAIL

SIGNED: \_\_\_\_\_

SCOTT A McLUCKIE

**Requested Map Amendment: Pine Cone Woods**

**Reference Number: LMA202006**

**Applicant: Pine Cone Woods, LLC.**

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 2.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 3.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 4.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 5.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 6.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 7.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 8.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 9.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 10.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

1992

Fin. 1-1-15 Planning Department

ATTN: Comprehensive Planning Division

300 South Adams Street

TALLAHASSEE, FL 32301



1994-1995



**Scott McLuckie**  
PO Box 181057  
Tallahassee, FL 32318

I/We as owner(s) of property at this address: 3572 Oak Hill Trail wish the information below to be considered by the Local Planning Agency and the City/County Commissions:

*Please consider that I, & many other neighbors, purchased our property with the assumption/presumption of the Plantation*

*SIGNED: Keeping their land, which runs behind my home, would*

*remain natural. The proposed Amendment now brings your development too close. What about run-off from parking lots & sewage? Killbuck Lakes already has a problem with that.*

*Requested Map Amendment: Pine Cone Woods Also, please consider increased*

*traffic with very little road access to support it. Martha Scott*  
*Construction would only disrupt natural environment.*

Martha Scott  
3572 Oak Hill Trl  
Tallahassee, FL 32312

Tallahassee-Leon County Planning Dept.  
Attn: Comprehensive Planning Division  
300 South Adams St.  
Tallahassee, FL 32301

[illegible][illegible]



**NOTICE OF A REQUESTED AMENDMENT  
TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP**

An application has been filed to request a change of designation on the Comprehensive Plan Future Land Use Map for the property shown on the map on the reverse side of this notice. You are being notified of this requested change because public records indicate that you own property within approximately 1,000 feet of the subject site. A location map and a summary of the request are shown on the reverse side of this notice.

Listed below are the scheduled Workshops and Public Hearings on this request. The December 17<sup>th</sup> Open House event is an opportunity for you to come and ask questions in a less formal setting prior to the start of the more formalized public hearing process. Prior to each meeting, please check [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020) to confirm there have been no changes to this meeting schedule.

The Local Planning Agency, City Commission, and Board of County Commissioners appreciate any information that would be useful to them in their deliberations on the amendment request. In addition to the public hearings, the Local Planning Agency and City and County Commissions will hold workshops on the proposed amendments. The public is invited to attend, but no public comments will be taken at the workshops.

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If you have concerns that you wish to be considered by the City and County Commissions in regard to this application, you may submit written comments in response to this notice. You may submit your comments by letter, facsimile (fax), on the form below or through our website at [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020). More detailed information on each proposed amendment is also available on the website.

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ATTN: Comprehensive Planning Division  
300 South Adams Street  
Tallahassee, Florida 32301  
Telephone: (850) 891-6400 Fax: (850) 891-6404

Amendment # LMA202006

I/We as owner(s) of property at this address: 7124 BEECH RIDGE TRAIL wish the information below to be considered by the Local Planning Agency and the City/County Commissions:

PLEASE SEE ATTACHED LETTER.

SIGNED: \_\_\_\_\_

Mike Mantei  
MIKE & AMY MANTEI  
513-515-0417

**Requested Map Amendment: Pine Cone Woods**  
**Reference Number: LMA202006**  
**Applicant: Pine Cone Woods, LLC.**

Mike & Amy Mantei  
7124 Beech Ridge Trail  
Tallahassee FL 32312

Dear Sirs or madams,

In response to your notice to adjacent property owners concerning the amendment to zoning requested by Pine Cone Woods LLC reference # LMA202006.

While we do not oppose responsible development and growth, in our opinion, the maximum density proposed will be incongruent with the surrounding area. In our opinion, this would cause the area to be degraded aesthetically, environmentally and functionally.

Large areas of subject property include a steep slope with our homes directly below at the base of the slope on Beech Ridge Trail. We already suffer with problematic runoff due to zero drainage infrastructure. We have no ditches, culverts or storm sewers at the base of this large slope where our homes are located. Any additional water coming off that slope due to additional impermeable surfaces could be catastrophic for our homes and property. For this reason alone, we ask that density be restricted, and drainage is carefully planned, especially on the slopes adjacent to Beech Ridge Trail. Thomasville road is already very congested. The schools are already near or at capacity and the environment is already stressed. For example, The County routinely sets up "sand-bag" locations multiple times per year because of the mis handled planning of the past (sheet drainage) through all of Killearn Lakes Plantation, which is directly adjacent the new development being proposed. Please recognize the critical need for high permeable area ratios, buffer zones and carefully designed drainage so as not to exacerbate our already tenuous drainage issues. Perhaps if done well, the new development could even reduce the runoff we experience from those slopes now. We are keenly aware of the immediate and egregious violations and flooding at the start of the "Canopy" development. Please plan for and anticipate similar abuses and prevent them from happening at this development.

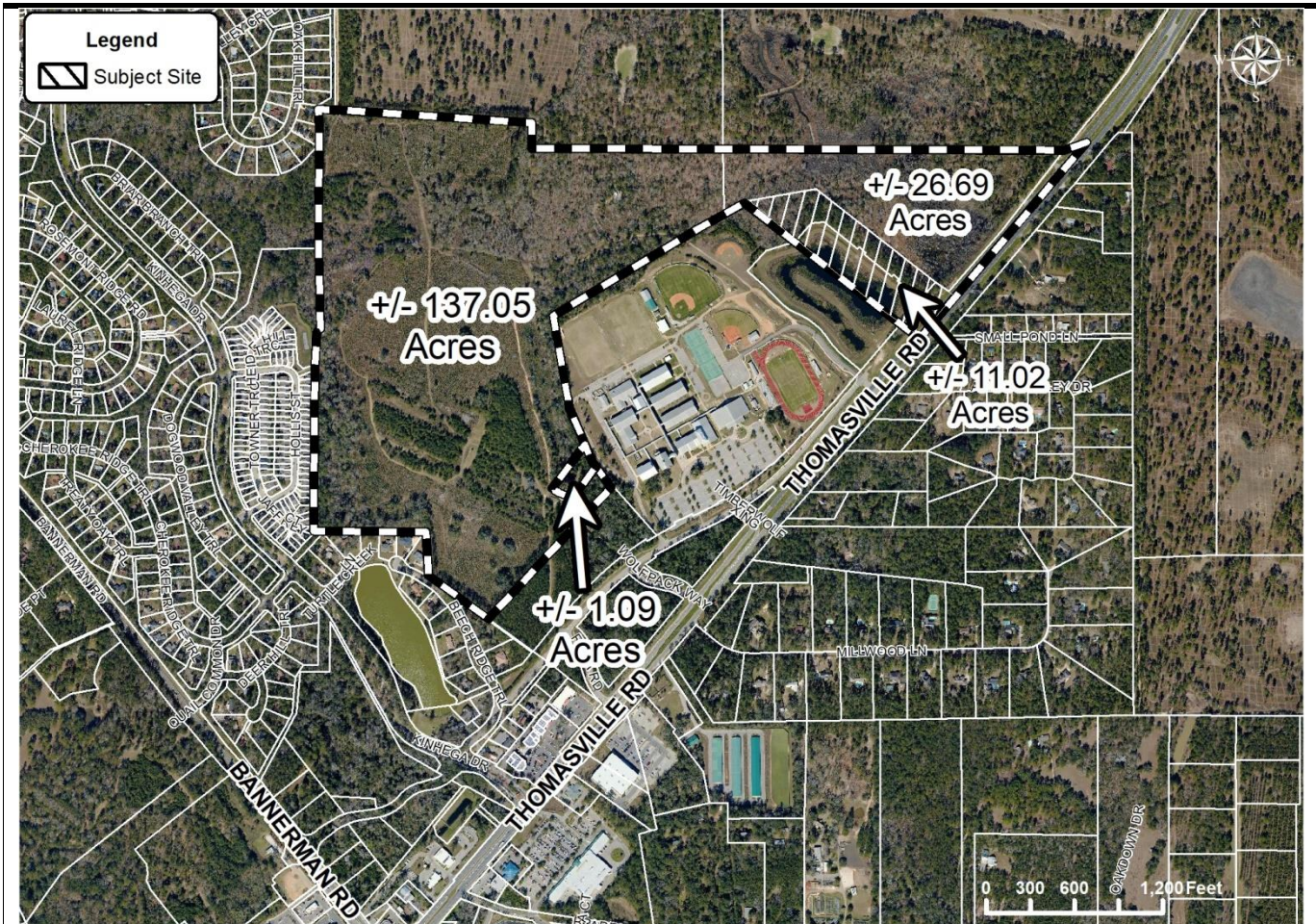
Also, before deciding on this change to zoning, we ask that you require the expansion of the "TAPP water drop application map so we can all study and extrapolate the results of the proposed changes to the topography. As of now, this map's functional boundary stops just short of the affected area but could easily be expanded. This would also have educational value as Chiles HS campus would be included.

One final suggestion. Imagine if most of the new development was a restricted 55 and older community similar to The Villages. The land is at a higher elevation. The HS is already an evacuation shelter often used to house seniors evacuated from the coast. The crime is lower. The older residents would not impact the school system and contribute less to traffic congestion at peak periods. CVS, Walgreens and Publix within a mile. There are MANY older folks in Killearn Lakes Plantation looking to downsize but stay in the area. Seems like this scenario would exemplify responsible, well planned development/growth and be very profitable for the developer.

Thank you

Mike and Amy Mantei. 513-515-0417





**SUMMARY**

Property Owners:	Property Location:	TLCPD Recommendation:
Pine Cone Woods, LLC	6920 Lawton Chiles Lane Tallahassee, FL 32312	Approve
Applicant:		
Pine Cone Woods, LLC		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Artie White	<u>Future Land Use:</u> Rural <u>Zoning:</u> Rural and Bradfordville Commerical-1	Approve
Contact Information:	Proposed Future Land Use & Zoning:	
artie.white@talgov.com (850) 891-6432	<u>Future Land Use:</u> Bradfordville Mixed Use <u>Zoning:</u> No change	
Date: 10/23/19	Updated: 5/14/2020	

**A. REASON FOR REQUESTED CHANGE**

This Comprehensive Plan Map Amendment is also the subject of a concurrent application for a text amendment (LTA 2020 06) to extend the Urban Services Area (USA) to include the properties owned by the applicant, as well as part of a portion of Chiles High School owned by the Leon County School Board and a holding pond owned by Leon County that are currently outside of the USA.

The applicants wish to develop portions of the subject site for residential and non-residential uses at densities and intensities comparable to nearby areas, and potentially allow for some expansion of Chiles High School.

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

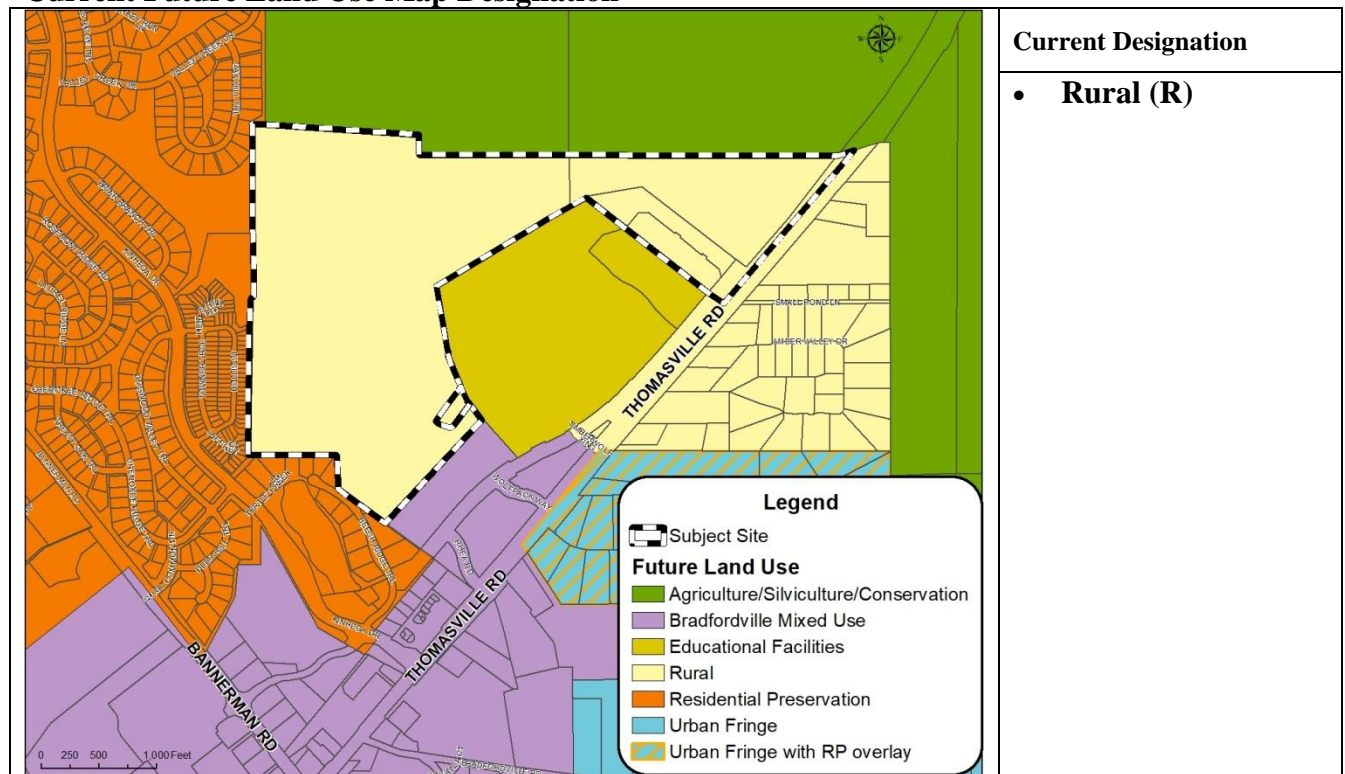
The Subject Area is currently designated Rural on the Future Land Use Map (FLUM). The proposed amendment would change the FLUM designation of the area to Bradfordville Mixed Use.

The applicant initially requested the Planned Development land use category. However, the subject site is less than 200 acres, the minimum acreage required for the Planned Development Land Use category. Because the subject site is within the Bradfordville Sector Plan study area, the requested land use category was changed to Bradfordville Mixed Use.

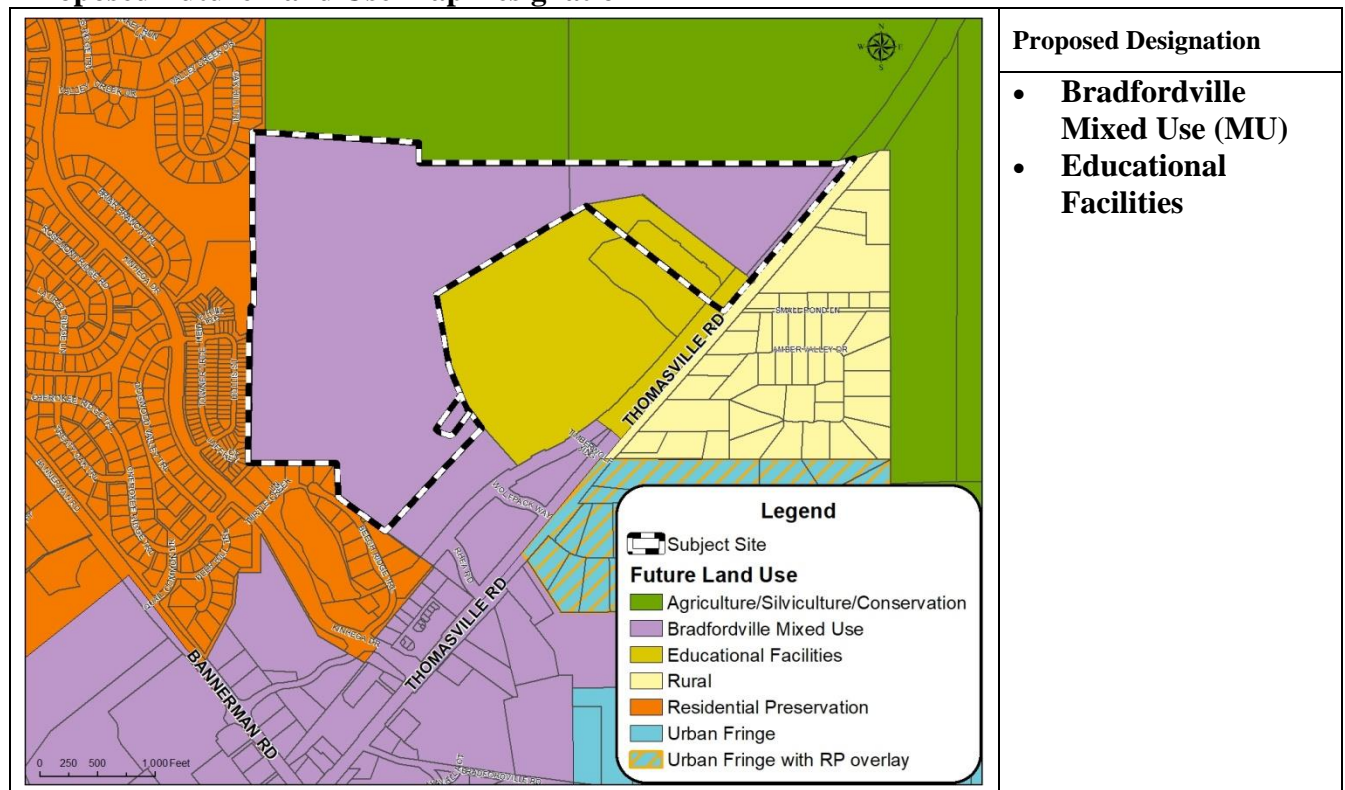
The following maps illustrate the current and proposed FLUM designations for the Subject Area.



### 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.

### 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.

### E. SUMMARY OF FINDINGS

Staff presents the following findings of fact:

1. Policy 2.2.1 [L] indicates that urban services are not planned or programmed for lands in the Rural land use category. There is water and wastewater infrastructure available for the subject site, and a planned expansion of the wastewater capacity as well. Therefore, as these lands have urban services planned/in place, they are currently not consistent with Policy 2.2.1 [L].
2. Policy 2.2.1 [L] indicates a special condition that property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community. The subject site immediately adjoins the USA to the west, surrounds Chiles High School which is in the USA, and a portion of the subject site owned by the applicant is within the USA, as well. Therefore, this special condition is satisfied.
3. Objective 1.7 [L] provides a number of intended purposes for future development patterns for the Bradfordville Mixed Use land use category. These purposes are furthered in part by the proposed development; or, through the PUD process, which will afford Leon County Development Support and Environmental Management the opportunity to ensure they are met/furthered.
4. Policy 2.2.6 [L] indicates that the Bradfordville Mixed Use Land Use Category is intended to create low to medium density residential land use, small scale commercial shopping opportunities, schools and churches, and recreation and leisure-oriented amenities for the enjoyment of area residents. The applicant has indicated that they wish to develop further residential land uses similar to those of other developments in the surrounding area, provide some additional non-residential commercial opportunities, and allow for the potential expansion of Chiles High School on part of the subject site. These uses are consistent with the uses intended for the Bradfordville Mixed Use land use category as described in Policy 2.2.6 [L].



## F. STAFF ANALYSIS

### History and Background

Planning for the future development of the northern portion of Leon County has been underway for over 30 years, with the appointment of the Bradfordville Citizen Task Force in August of 1989. This region of Leon County has been the subject of significant planning efforts and conflict over this time, with a Bradfordville Sector Plan ultimately being adopted by the Leon County Board of County Commissioners in July of 2000. The purpose of the Sector Plan is to achieve long-term planning for the Bradfordville Study Area in a manner which demonstrates compliance with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Over the life of the Bradfordville Sector Plan there has been a significant amount of residential and nonresidential development in the surrounding area. In the last 5 years, especially there has been an increase in nonresidential development at the Bradfordville Town Center.

The subject site is made up of approximately +/- 182 acres of undeveloped land owned by the applicant Pine Cone Woods, LLC, a 1.06 acre parcel owned by Talquin Water and Wastewater, Inc., and a 13.33 acre retention pond owned by Leon County that is surrounded by the 67.26 acre campus of Chiles High School. Portions of the applicant's property and Chiles High School are included in the Urban Services area, which was expanded in 1997 to expand to include Chiles High School.

### Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for Rural (2.2.1 [L]) and Bradfordville Mixed Use (2.2.6)] are included as Attachment #1.

#### ***Rural (Current)***

The subject site is currently designated as Rural on the Tallahassee-Leon County Future Land Use Map (FLUM). The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

#### ***Bradfordville Mixed Use (Proposed)***

The intended function of the Bradfordville Mixed Use category is to create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents.

Consistency with Comprehensive Plan

The proposed amendment is consistent with the following goals, objectives, and policies of the Tallahassee-Leon County 2030 Comprehensive Plan.

Policy 2.2.1 [L] indicates that urban services are not planned or programmed for lands in the Rural land use category. There is currently water and wastewater services provided by Talquin on the subject site. This fact supports redesignated the subject site, as Rural lands are not intended to have urban services.

Policy 2.2.1 [L] indicates a special condition that property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community. The subject site immediately adjoins the USA to the west, surrounds Chiles High School which is in the USA, and a portion of the subject site owned by the applicant is within the USA, as well. Therefore, this special condition is satisfied.

Objective 1.7 [L] describes the desired development pattern for the Bradfordville Mixed Use land use category. A number of intended purposes are described in Objective 1.7:

- a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other

**Analysis:** The applicant has indicated they wish to develop additional residential and commercial land uses and provide the opportunity for the expansion of Chiles High School on the subject site. The size of the property and its proximity to other residential and non-residential uses promote, as well as the proximity to Chiles High School would promote increased pedestrian trips.

- b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

**Analysis:** The applicant wishes to develop additional residential and nonresidential uses similar to the density and intensity of the surrounding area. The environmental constraints on subject site would require development to largely be sited on the western portion of the property, closest to existing residential and nonresidential development.

- c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

**Analysis:** At the August 27, 2019 Business Meeting of the Leon County School Board, applicants indicated their intention to include workforce housing as part of their residential development to help ensure individuals of all income levels have access to housing opportunities in this area of new development. This would satisfy Subsection C of Objective 1.7

- d) Ensure that mapping of zoning districts is consistent [with] the long-term protection of environmental features;

**Analysis:** The subject site is somewhat constrained by environmental features. Parcel 1414202060000 is significantly constrained by wetlands, a waterbody, and is in the 100-year flood plain. The western boundary of parcel 1415200140000 also is constrained from development by wetlands and a water course. The applicants have requested a rezoning to

Planned Unit Development (PUD), which will provide Leon County Development Support and Environmental Management (DSEM) to opportunity to ensure that the environmental features of the subject site are protected.

- e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

**Analysis:** The applicant has requested a PUD rezoning. This will provide Leon County DSEM the opportunity to ensure development will be appropriate to location, access, and surrounding land use.

- f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure.

**Analysis:** The applicant has requested a PUD rezoning. This will provide Leon County DSEM to ensure that proposed development is consistent with the availability of infrastructure. The applicants submitted a letter from Talquin Electric Cooperative indicating that they have water capacity to serve the future development needs of the applicant and that they will be expanding their wastewater capacity and will be able to include the capacity needs of future potential development by the applicant, as well.

Policy 2.2.6 [L] indicates that the Bradfordville Mixed Use Land Use Category is intended to create low to medium density residential land use, small scale commercial shopping opportunities, schools and churches, and recreation and leisure-oriented amenities for the enjoyment of area residents. The applicant has indicated that they wish to develop further residential land uses similar to those of other developments in the surrounding area, provide some additional non-residential commercial opportunities, and allow for the potential expansion of Chiles High School on part of the subject site. These uses are consistent with the uses intended for the Bradfordville Mixed Use land use category as described in Policy 2.2.6 [L].

### Zoning

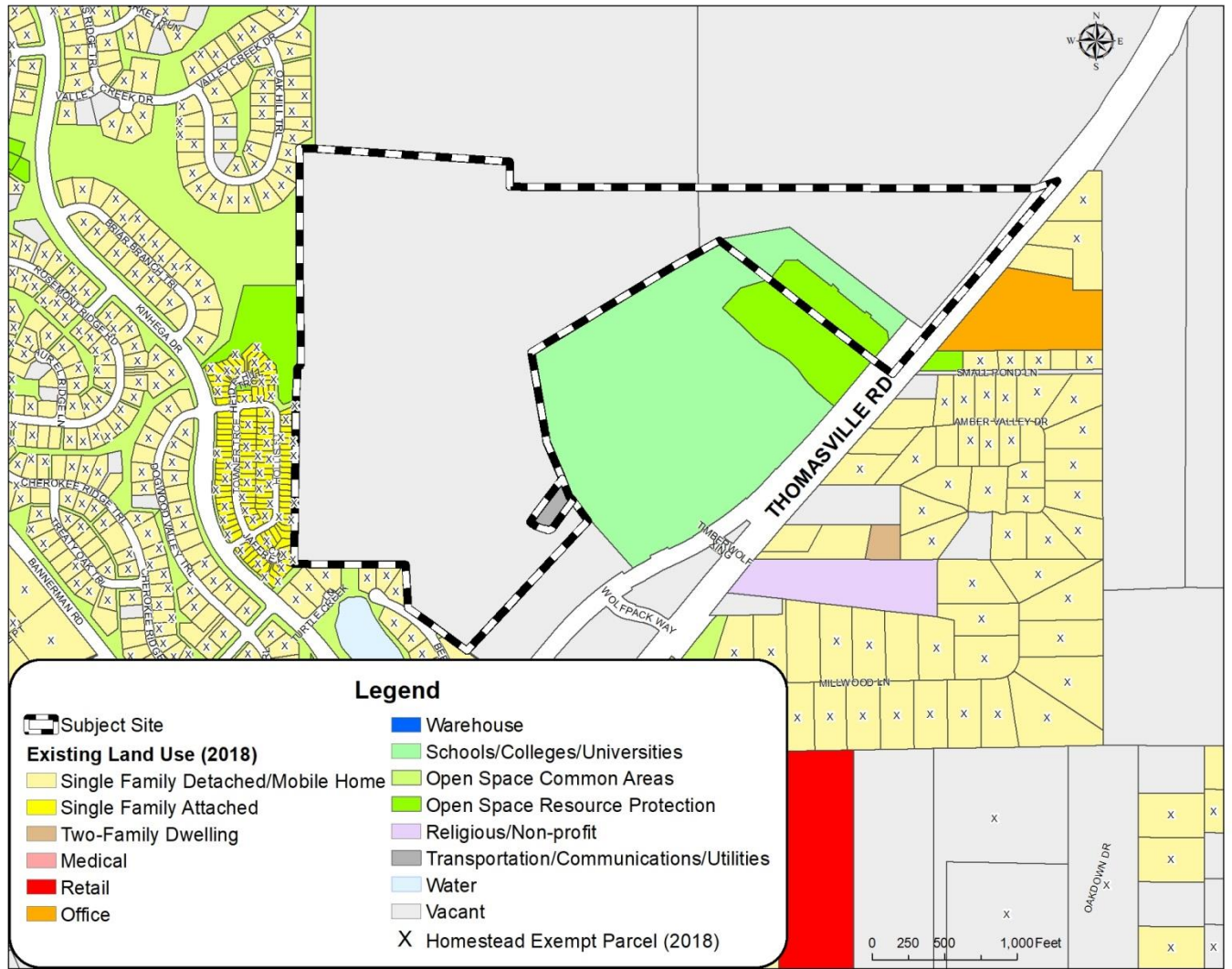
The applicants have submitted an application for a rezoning from Rural to Planned Unit Development concurrent with their Comprehensive Plan Amendment Application. Leon County DSEM will process and analyze their application for rezoning. While a PUD allows for customized and tailored development standards, it must still be consistent with the underlying Comprehensive Plan Future Land Use Designation, which would be Bradfordville Mixed Use should this amendment be approved.

### Existing Land Uses

As illustrated in the following map, the 182.28 acres of properties owned by the applicant on the subject site are currently vacant/undeveloped land. Chiles High School is surrounded by the applicant's properties and is depicted below as Schools/Colleges/Universities. There is 13.33 acre a retention pond owned by Leon County on the Chiles High School site that is Open Space Resource Protection. Talquin Water and Wastewater Inc. owns a 1.09 acre property with a water tower that is classified as Transportation/Communications/Utilities. Across Thomasville Road to the east of the subject site there are primarily single family residential uses, with one large property that is Office. To the west of the subject property there is medium density residential in the form of single family attached housing, and

lower density single family detached housing. To the south of the subject site there is a mix of uses that are retail, office, and warehouse.

## Existing Land Use Map



## Infrastructure Analysis

### *Water/Sewer*

The Subject Site is within the Talquin water, wastewater, and electricity franchise area. The applicants have provided a letter from Talquin Electric Cooperative (Talquin) that indicates there is water capacity to meet the future development needs of this property. Talquin also indicates that they have plans to expand their wastewater capacity and can include the future capacity needs of the applicant in this expansion.

### *Schools*

The Subject Area is zoned for **Killearn Lakes** Elementary School, **Deer Lake** Middle School, and **Chiles** High School.

This proposed amendment was approved by the Leon County School Board at its November 19, 2019 meeting. School Board staff indicates that while no negative impact with Leon County Schools is anticipated, coordination with Leon County Schools would be necessary if the subject site was developed at its maximum potential.

### *Roadway Network*

The subject site fronts Thomasville Road a major arterial, as well as the local street Lawton Chiles Lane. Lawton Chiles Lane has access to Thomasville Road via the local streets Rhea Road and Wolfpack Way.

### *Pedestrian and Bicycle Network*

Lawton Chiles Lane has a sidewalk separated from the road by a buffer, as well as a paved shoulder. Neither Wolfpack Way nor Rhea road have sidewalks, but they have a paved shoulder. Thomasville Road has On-Street Bike Lanes for a portion of the arterial and paved shoulders traveling further north in Leon County.

### *Transit Network*

The site is not served by transit currently.

## Environmental Analysis

The subject site is somewhat constrained by environmental features. Parcel 1414202060000 is significantly constrained by wetlands, a waterbody, and is in the 100-year flood plain. The western boundary of parcel 1415200140000 also is constrained from development by wetlands and a water course, and lands that are in the 100-year flood plain. The applicants have requested a rezoning to Planned Unit Development (PUD), which will provide Leon County Development Support and Environmental Management (DSEM) the opportunity to ensure that the environmental features of the subject site are protected.



**F. PUBLIC OUTREACH AND NOTIFICATION**

An initial mailing was sent to **304** property owners within 1,000 feet of Subject Site.

<b>Public Outreach</b>		<b>Date</b>	<b>Details</b>
X	Mail Notification of Proposed Changes	December 23, 2019	Notices Mailed to Property Owners within 1000 feet
X	Notice of Proposed Land Use Change and Rezoning	November 21, 2019	Two signs providing details of proposed land use and zoning changes posted on subject site
X	Public Open House	December 17, 2020	6 PM, Bradfordville Community Center
X	Supplemental Public Open House	January 6, 2020	6 PM, Bradfordville Community Center
X	Staff Reports Available Online	January 27, 2020	Email Subscription Notice sent to all users of service

**Public Open House – December 17, 2019:** 24 citizens attended an open house to discuss the 2020 Cycle amendments. None of the attendees had any questions or comments regarding this amendment.

**Public Open House – January 6, 2020:** 23 Citizens attended an open house to discuss this amendment. The attendees had questions relating to school concurrency/capacity, traffic congestion/capacity, and residential density.

**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 2020 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Joint City-County Commission Workshop	February 25, 2020	1:00 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual Meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment.

**Local Planning Agency Public Hearing – February 4, 2020:** After a staff presentation and public testimony, the Local Planning Agency voted to recommend approval of the proposed map amendment.

**Joint City-County Commission Workshop – February 25, 2020:** A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners did not have any questions for staff on the proposed amendment.

**H. ATTACHMENTS**

Attachment #1: Comprehensive Plan policies for Rural (2.2.1 [L]) and Bradfordville Mixed Use (2.2.6)



**2020 Comprehensive Plan Amendment Cycle**  
**LMA 2020 06**  
**Pine Cone Woods/Thomasville Road**

**Attachment #1**

**Policy 2.2.1: [L] RURAL/AGRICULTURE**

(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15) INTENT Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations. The intent of the Rural category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area. To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

**ALLOWABLE USES, DENSITIES, AND INTENSITIES**

1. Residential The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.
2. Non-residential Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category. Consistent with Florida's Right to Farm Act, bona-fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a nonresidential intensity limitation. Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft. To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.
3. Community and Recreational Facilities Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited. To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

**SPECIAL CONDITIONS** The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

**Policy 2.2.6: [L] BRADFORDVILLE MIXED USE**

(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07) (APPLIES TO BRADFORDVILLE STUDY AREA ONLY) The Bradfordville Mixed Use Category is depicted on the Future Land Use Map. The category establishes differing proportions of allowed land uses and land use densities and intensities and is intended to be implemented by zoning districts which will reflect eight different development patterns which are described in Objectives 1.7 and 6.1. The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Bradfordville Mixed Use. These eight different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within the category. Commercial development allocations in the Bradfordville Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations. Intended Function: Create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents.

The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the residential land use. The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be minimal. These characteristics are reflective of the village life-style. The essential component of Bradfordville Mixed Use is residential land use. The low to medium density residential development will be located to provide for maximum land use compatibility and enjoyment of recreational and leisure opportunities (recreational land uses are included in the description of Community Facilities). The village will also allow small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience, grocery, and small pharmacies and offices. Office and commercial development in scale with and meeting the needs of the surrounding predominately residential area are appropriate. It is also possible that appropriate sites within the area designated for Bradfordville Mixed Use may be developed for enclosed industrial uses. These are land uses that would usually be considered incompatible with the mixed use village, but due to site conditions, with careful design and facility planning, may be

successfully integrated. Compatibility is also protected by allowing few such uses and limiting their size (development intensity). All of the development patterns are appropriate within Bradfordville Mixed Use as described in Policy 1.7.9 [L]. The development pattern descriptions established under Objective 1.7 guide the density and intensity, location and access to areas of complementary land use.

Allowed land uses within the Bradfordville Mixed Use 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 Bradfordville Mixed Use 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.



**Citizens Comments**

**LMA 2020 06**

Pine Cone Woods  
Map Amendment and

**TTA 2020 006**

Pine Cone Woods  
Urban Services Area

Received as of May 14, 2020

**From:** [Calhoun, Sherri](#)  
**To:** [White, Artie](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Thursday, January 09, 2020 12:19:54 PM  
**Attachments:** [image001.png](#)

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Sherri Calhoun  
Staff Assistant  
Comprehensive Planning & Urban Design  
300 S. Adams Street. Tallahassee, Florida  
Ph#: (850) 891-6413  
Fax: (850) 891-6404  
[Sherri.calhoun@talgov.com](mailto:Sherri.calhoun@talgov.com)  
<http://www.talgov.com/planning/PlanningHome.aspx>



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

**From:** dropco@yahoo.com <dropco@yahoo.com>  
**Sent:** Tuesday, January 7, 2020 10:46 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Calhoun, Sherri <Sherri.Sullivan@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** LMA202006 Map
- **Name:** Jon Dropco
- **Address:** 7147 Beech Ridge Trl
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32312
- **Email Address:** [dropco@yahoo.com](mailto:dropco@yahoo.com)
- **Comments:** I'm concerned with the proposal and what effect it would have on traffic and water management/runoff on Beech Ridge Trail. When the plantation would clear cut the pine trees, the water coming down from the plantation was a flood into Arrowhead Lake. A loss of those trees and the ability to suck up rain would be devastating to my property. Also, Lawton Chiles Ln can barely handle the morning and afternoon traffic from the high school. Development of 175 acres would not be beneficial to the two lane roadways. This proposal should be further limited.

**From:** [Calhoun, Sherri](#)  
**To:** [White, Artie](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Thursday, January 09, 2020 12:19:48 PM  
**Attachments:** [image001.png](#)

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Sherri Calhoun  
Staff Assistant  
Comprehensive Planning & Urban Design  
300 S. Adams Street. Tallahassee, Florida  
Ph#: (850) 891-6413  
Fax: (850) 891-6404  
[Sherri.calhoun@talgov.com](mailto:Sherri.calhoun@talgov.com)  
<http://www.talgov.com/planning/PlanningHome.aspx>



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

**From:** Blakeboy78@gmail.com <Blakeboy78@gmail.com>  
**Sent:** Thursday, January 9, 2020 2:01 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Calhoun, Sherri <Sherri.Sullivan@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** LMA202006 Map
- **Name:** Kyle Blake
- **Address:** 3509 OAK HILL TRL
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32312
- **Email Address:** Blakeboy78@gmail.com
- **Comments:** Please reconsider this development. We recently moved here because of the location. We have an abundance of wildlife and enjoy nearly zero noise pollution. Please dont add more homes that will destroy this ecosystem, create noise, and strain the infrastructure. I vote NO on changing the land from Rural to PUD.

## Perrine, Beth

---

**From:** Hardcastle.ron@gmail.com  
**Sent:** Thursday, January 09, 2020 9:35 PM  
**To:** CMP\_PLN\_AMND  
**Cc:** Perrine, Beth  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** LMA202006 Map
- **Name:** Ron Hardcastle
- **Address:** 3448 Briar Branch Trail
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32312
- **Email Address:** Hardcastle.ron@gmail.com
- **Comments:** A significant portion (approximately 10 acres on the western boundary) of the land associated with this amendment request is located in a FEMA flood zone. Furthermore the majority of the homes in Killlearn Lakes that border the western boundary are on septic service. The land behind these homes slopes downward into the land designated a flood zone. The septic systems of these homes percolate waste water into this area, the western edge of the property in question for transition from rural to mixed use designation. Any approval should mandate that development may not occur in the area of the property within the flood zone.

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA 2020 06 / TTA 2020 006

- Concerns: (not necessarily in any order)
- ① traffic
  - ② schools
  - ③ water/run off
  - ④ density
  - ⑤ wildlife protection - gopher tortoise, etc.
  - ⑥ ~~concerned regarding expanding USA~~



## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

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Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA 2020 06 and

TTA 2020 006

Keep the residential density  
similar to that in Killebrew Lakes  
2 to 3 units per acre maximum.

Art Berger

3252 Horseshoe Trail  
Tallahassee, FL

32312

2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

Comment Form

Amendment name/number: LMA 2020 06 / TTA 2020 06

\* We are concerned about  
TRAFFIC onto Beech Ridge TRAIL  
We already have substantial  
water sheet flow on to our  
property at 7136 Beech Ridge  
TRAIL,

Also a larger concern is the  
old CURB STOP across from our  
home and how this will  
affect our quality of life  
and our current simple  
street.

Scott & Vicki McLuckie  
McLuckies@aol.com

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

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Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA202006

NOT PLEASED WITH CURRENT TRAFFIC. MORE DEVELOPMENT  
WILL BRING MORE AUTO TRAFFIC.

NOT PLEASED WITH COMMERCIAL DEVELOPMENT SITES  
ALONG THOMASVILLE ROAD NEXT TO CARLOS HIGH

DO NOT WANT GAS STATIONS + FAST FOOD RESTAURANTS  
ALONG THOMASVILLE ROAD BY CARLOS HIGH. WILL BE  
TOO MUCH CONGESTION IN TRAFFIC.

MORE DEVELOPMENT WILL BRING MORE STUDENTS TO AREA  
THAT WILL IMPACT ALL TRAFFIC ON THOMASVILLE ROAD

ALL ABOVE WILL IMPACT THE QUALITY OF LIFE ON  
MILLWOOD CANY, DIRECTLY ACROSS THOMASVILLE ROAD  
FROM PLANNED COMMERCIAL USES.

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: PINE CONE WOODS

Is this project needed? needed by Leon County?

IS so, why not look to areas more north of cities high school?  
Why change the land use

From Rural...? I'm thinking it is rural for a  
reason...

The owner/developer has probably  
paid reasonable taxes for  
years - maybe decades. Now they  
want to transform a rural area,  
collect the money and move on -  
maybe to another project.

- David Flagg

850-264-5222

Scottsdale resident,  
23 years

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number:

Pine cone Woods

- ① need buffer fronting Thomasville Road.
- ② 20 units per acre is way to dense.
- ③ concerned about what type of commercial goes in on Thomasville Road.
- ④ concerned about increased traffic congestion.

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

### Ways to provide input on proposed amendments:

Online form at [www.Talgov.com/CompPlan2020](http://www.Talgov.com/CompPlan2020)

Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: LMA 2020 06

It seems very developer friendly to have land zoning put first and fore front before any kind of impact studies are done. Unfortunately, this is ~~to~~ to the detriment of the citizens. More transparency to this entire process would be appreciated.



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Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number:

LMA 2020 06  
~~LMA 2020 06~~ + TTA 2020 006

I have major concerns about traffic on  
Thomasville Rd. + Bannerman Rd. if the zoning  
continues to allow more + more development  
in this beautiful Bradfordville neighborhood!  
Schools to capacity already + the traffic  
is already scary!! we want it to stay rural!

Judy A. Stone

7499 Anglewood Lane

e-mail - [jastone13@AOL.com](mailto:jastone13@AOL.com)

## 2020 Comprehensive Plan Amendment Cycle

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300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: Pine Cone Woods

- Can a serious Buffer be established between the future development & homes in the Killbuck Lakes Plantation Homes.

- Too many homes per acre

- WE WANT THIS AREA TO STAY RURAL!

Fred & Cindy Fisher

Valley Creek Drive

Killbuck Lakes Plantation

Resident

## 2020 Comprehensive Plan Amendment Cycle

Public Open House

January 6, 2020

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Email to [Planning@Talgov.com](mailto:Planning@Talgov.com)

Mail to: Tallahassee-Leon County Planning Department, ATTN: Comprehensive Planning Division,  
300 South Adams Street, Tallahassee, Florida 32301

### Comment Form

Amendment name/number: TIA 2020 006

The current use is Rural & should not be changed to a more dense development. The infrastructure doesn't exist to support higher density. There are already 3 major projects proposed & approved for Bonnerman Road - with all 3 there will be added over 1,000 residential homes added in next five years. Enough is enough!

Ellen Hicks  
Bull Headly Rd

**From:** [vickieyoung823@gmail.com](mailto:vickieyoung823@gmail.com)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, January 18, 2020 1:29:57 PM

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- **Amendment:** LMA202006 Map
- **Name:** Vickie Young
- **Address:** 3564 Dogwood Valley Trl
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32312
- **Email Address:** vickieyoung823@gmail.com
- **Comments:** We as property owners in Killearn Lakes, would like to see this property retain its Rural status. We have seen some of the areas around us already develop into commercial property, and adding more commercial property around the high school will increase traffic congestion that already exists due to high school traffic. Let's reserve this as rural, so we can maintain this area's beautiful and natural scenery, ecosystem function, home to our native animals and just keep Leon County's beauty. Consider purchasing the space across the street where Khol's use to be. This has been vacant for a while and may be a good space to add some light commercial shopping and walking areas, without having to bring down trees and harm our natural areas.

Visit the Planning Department website at: [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020)

**NOTICE OF A REQUESTED AMENDMENT  
TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP**

An application has been filed to request a change of designation on the Comprehensive Plan Future Land Use Map for the property shown on the map on the reverse side of this notice. You are being notified of this requested change because public records indicate that you own property within approximately 1,000 feet of the subject site. A location map and a summary of the request are shown on the reverse side of this notice.

Listed below are the scheduled Workshops and Public Hearings on this request. The December 17<sup>th</sup> Open House event is an opportunity for you to come and ask questions in a less formal setting prior to the start of the more formalized public hearing process. Prior to each meeting, please check [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020) to confirm there have been no changes to this meeting schedule.

The Local Planning Agency, City Commission, and Board of County Commissioners appreciate any information that would be useful to them in their deliberations on the amendment request. In addition to the public hearings, the Local Planning Agency and City and County Commissions will hold workshops on the proposed amendments. The public is invited to attend, but no public comments will be taken at the workshops.

Date	Meeting	Purpose	Time	Location
February 4 (Tuesday)	Local Planning Agency	Local Planning Agency Public Hearing on Comprehensive Plan Amendment and Rezoning	6:00 PM	Renaissance Center 2nd Floor 435 North Macomb Street
February 25 (Tuesday)	County and City Commissions	Joint City-County Commission Workshop	1:30 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
April 14 (Tuesday)	County and City Commissions	Joint City-County Transmittal Public Hearing	6:00 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse
May 26 (Tuesday)	County and City Commissions	Joint City-County Adoption Public Hearing and Rezoning Public Hearing	6:00 PM	County Commission Chambers 5 <sup>th</sup> Floor, Leon County Courthouse

If you have a disability requiring accommodations, please call the Tallahassee-Leon County Planning Department at least forty-eight (48) hours prior to the hearing (excluding weekends and holidays). The Planning Department Telephone is (850) 891-6400. The Florida Relay TDD Service Telephone is 1-800-955-8771.

If you have concerns that you wish to be considered by the City and County Commissions in regard to this application, you may submit written comments in response to this notice. You may submit your comments by letter, facsimile (fax), on the form below or through our website at [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020). More detailed information on each proposed amendment is also available on the website.

**Tallahassee-Leon County Planning Department**  
ATTN: Comprehensive Planning Division  
300 South Adams Street  
Tallahassee, Florida 32301

Telephone: (850) 891-6400

Fax: (850) 891-6404

Amendment # LMA202006

I/We as owner(s) of property at this address: 7136 BEECH RIDGE TRAIL, 32312 wish the information below to be considered by the Local Planning Agency and the City/County Commissions:

THAT NO ENTRY OR EXIT TO PINE CONE WOODS SHALL BE CONNECTED IN ANY WAY TO BEECH RIDGE TRAIL

SIGNED: \_\_\_\_\_

SCOTT A McLUCKIE

**Requested Map Amendment: Pine Cone Woods**

**Reference Number: LMA202006**

**Applicant: Pine Cone Woods, LLC.**



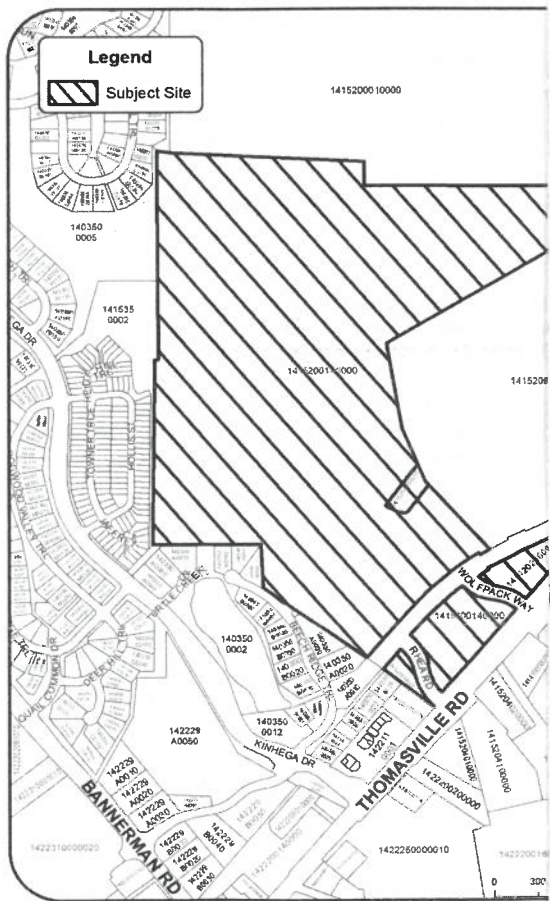
**Large Scale Map Amendment:** This is a request to change Rural (R) to Bradfordville Mixed Use (MU) on approxima Thomasville Road and surround Chiles High School. The promote agriculture, silviculture, and natural resource-bas ecosystem functions, and to protect the scenic vistas and p County's rural areas. Single family residential uses are all one (1) dwelling unit per ten (10) acres. Non-residential u agricultural silvicultural, and other natural resource-based maximum intensity of 2,000 sq. ft. per acre. The proposed create a village atmosphere with an emphasis on low to m commercial shopping opportunities for area residents, scho oriented amenities for the enjoyment of area residents.

**Rezoning Application:** A rezoning application will be proc change from Rural (R) to Planned Unit Development (PUD amendment to the Future Land Use Map.

**Please direct questions regarding this amendment to:** M

To view information on this amendment, go to [www.talga](http://www.talga)

### Pine Cone Woods Map



LOCATION



TALLAHASSEE FL 323

16 JAN 2000 PM 2 L

Tallahassee - Leon Planning Department

Attn: Comprehensive Planning Division

300 South Adams Street

Tallahassee, FL 32301

+ LMA 202006

32301-179199



I/We as owner(s) of property at this address: 3572 Oak Hill Trail wish the information below to be considered by the Local Planning Agency and the City/County Commissions:

Please consider that I, & many other neighbors, purchased our property with the ~~assumption~~ presumption of the Plantation

SIGNED: Keeping their land, which runs behind my home, would

remain natural. The proposed Amendment now brings your development too close. What about run-off from parking lots & sewage? Killbuck Lakes already has a problem with that.

Requested Map Amendment: Pine Cone Woods Also, please consider increased

traffic with very little road access to support it. Martha  
Construction would only disrupt natural environment. Scott



Martha Scott  
3572 Oak Hill Trl  
Tallahassee, FL 32312

Tallahassee-Leon County Planning Dept.  
Attn: Comprehensive Planning Division  
300 South Adams St.  
Tallahassee, FL 32301

32301-173199

32301-173199



TALLAHASSEE FL 323  
23 MAY 2020 PM 3:1

**NOTICE OF A REQUESTED AMENDMENT  
TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP**

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If you have concerns that you wish to be considered by the City and County Commissions in regard to this application, you may submit written comments in response to this notice. You may submit your comments by letter, facsimile (fax), on the form below or through our website at [www.talgov.com/compplan2020](http://www.talgov.com/compplan2020). More detailed information on each proposed amendment is also available on the website.

**Tallahassee-Leon County Planning Department**  
ATTN: Comprehensive Planning Division  
300 South Adams Street  
Tallahassee, Florida 32301  
Telephone: (850) 891-6400 Fax: (850) 891-6404

Amendment # LMA202006

I/We as owner(s) of property at this address: 7124 BEECH RIDGE TRAIL wish the information below to be considered by the Local Planning Agency and the City/County Commissions:

PLEASE SEE ATTACHED LETTER.

SIGNED: \_\_\_\_\_

Mike Mantei  
MIKE & AMY MANTEI  
513-515-0417

**Requested Map Amendment: Pine Cone Woods**  
**Reference Number: LMA202006**  
**Applicant: Pine Cone Woods, LLC.**

Mike & Amy Mantei  
7124 Beech Ridge Trail  
Tallahassee FL 32312

Dear Sirs or madams,

In response to your notice to adjacent property owners concerning the amendment to zoning requested by Pine Cone Woods LLC reference # LMA202006.

While we do not oppose responsible development and growth, in our opinion, the maximum density proposed will be incongruent with the surrounding area. In our opinion, this would cause the area to be degraded aesthetically, environmentally and functionally.

Large areas of subject property include a steep slope with our homes directly below at the base of the slope on Beech Ridge Trail. We already suffer with problematic runoff due to zero drainage infrastructure. We have no ditches, culverts or storm sewers at the base of this large slope where our homes are located. Any additional water coming off that slope due to additional impermeable surfaces could be catastrophic for our homes and property. For this reason alone, we ask that density be restricted, and drainage is carefully planned, especially on the slopes adjacent to Beech Ridge Trail. Thomasville road is already very congested. The schools are already near or at capacity and the environment is already stressed. For example, The County routinely sets up "sand-bag" locations multiple times per year because of the mis handled planning of the past (sheet drainage) through all of Killearn Lakes Plantation, which is directly adjacent the new development being proposed. Please recognize the critical need for high permeable area ratios, buffer zones and carefully designed drainage so as not to exacerbate our already tenuous drainage issues. Perhaps if done well, the new development could even reduce the runoff we experience from those slopes now. We are keenly aware of the immediate and egregious violations and flooding at the start of the "Canopy" development. Please plan for and anticipate similar abuses and prevent them from happening at this development.

Also, before deciding on this change to zoning, we ask that you require the expansion of the "TAPP water drop application map so we can all study and extrapolate the results of the proposed changes to the topography. As of now, this map's functional boundary stops just short of the affected area but could easily be expanded. This would also have educational value as Chiles HS campus would be included.

One final suggestion. Imagine if most of the new development was a restricted 55 and older community similar to The Villages. The land is at a higher elevation. The HS is already an evacuation shelter often used to house seniors evacuated from the coast. The crime is lower. The older residents would not impact the school system and contribute less to traffic congestion at peak periods. CVS, Walgreens and Publix within a mile. There are MANY older folks in Killearn Lakes Plantation looking to downsize but stay in the area. Seems like this scenario would exemplify responsible, well planned development/growth and be very profitable for the developer.

Thank you

Mike and Amy Mantei. 513-515-0417



**2020 Comprehensive Plan Amendment Cycle**  
TTA 2020 013  
Welaunee Arch Urban Services Area  
and Critical Area Plan

SUMMARY		
Applicant:	Proposed Change	TLCPD Recommendation:
City of Tallahassee	Incorporate the development plan for Welaunee Arch and expand the Urban Services Area	Approve
TLCPD Staff:	Comprehensive Plan Element	LPA Recommendation:
Artie White	Land Use	Approve
Contact Information:	Policy Number(s)	
Artie.White@Talgov.com (850) 891-6400	Goal 13 and associated Objectives and Policies Maps 2 and 3	
Date: December 5, 2019	Updated: May 18, 2020	

**A. SUMMARY:**

The proposed amendment updated the Welaunee Critical Area Plan (Goal 13 of the Land Use Element and associated Objectives and Policies) to include the development plan for the Welaunee Arch. The proposed amendment also extends the Urban Services Area to include the Welaunee Arch. The Urban Services Area is depicted on Maps 2 and 3 of the Land Use Element.

**B. RECOMMENDATION:**

Approve.

**C. PROPOSED POLICY CHANGE:**

See Attachment #1

**D. APPLICANT'S REASON FOR THE AMENDMENT:**

This comprehensive plan amendment is being initiated by the City consistent with the First Amendment to the Amended and Restated Urban Services-Development Agreement between the City of Tallahassee, Powerhouse, Inc. that states:

the City shall initiate an amendment to the Comprehensive Plan to create a general land use plan for the Arch to be implemented by future Planned Unit Development zoning districts. The general land use plan will be developed by the City's Planning Department, and will include a generalized transportation network, allowable densities and intensities, and other relevant criteria to be determined by the parties. A request to include all of the Welaunee Property within the City limits (plus the contraction area approved in City's Ordinance No. 11-0-25) in the Urban Service Area boundary will be included in the Comprehensive Plan amendment request. The parties shall agree on the amendment application prior to its submittal.

## **E. STAFF ANALYSIS**

### History and Background

The City of Tallahassee and Powerhouse, Inc. entered into an Urban Services Development Agreement on April 15, 1990. This agreement indicates that the owners of the area identified as Welaunee Plantation would undertake and implement a comprehensive development plan consistent with the Comprehensive Plan and state statutes. The agreement outlines how public facilities and municipal services would be delivered to the development.

The Welaunee Critical Area Plan was adopted in 2002 with the goal to “Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.”

An Amended and Restated Urban Services-Development Agreement was entered into on February 2, 2006. This agreement identifies the approved comprehensive development plan for Welaunee and updates provisions for how public facilities and municipal services would be delivered to the development.

To implement the Critical Area Plan, Planned Unit Developments (PUDs) were developed and adopted for portions of Welaunee. The PUD for Canopy was adopted in 2011 and subsequently amended in 2018. The PUD for the Welaunee Toe East was adopted in 2013.

The City of Tallahassee and Powerhouse, Inc. entered into the First Amendment to the Amended and Restated Urban Services Development Agreement on February 16, 2016. This amendment to the agreement addresses the dedication of land for an Interstate-10 interchange with Welaunee Boulevard. This amendment to the agreement also states:

The parties acknowledge the importance of comprehensively planning the development of the Arch and agree that the City should initiate an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan to create a general land use plan as set forth below for the Arch to be implemented by future Planned Unit Development zoning districts.

The agreement is currently being updated again based on preliminary engineering calculations for the land needed for the interchange.



The development plans for the Welaunee Toe and the Heel identify roadway facilities that would be expanded to serve the Arch as well as the larger northeast sector of the community. The region-serving roads that will support a new I-10 interchange and the extension of the Welaunee Greenway are part of the Northeast Gateway project. Project highlights and a map for the Northeast Gateway are included as Attachment #5.

Welaunee Boulevard has been constructed in Welaunee Toe area. A Project Development and Environment (PD&E) study is currently underway for the extension of Welaunee Boulevard. The PD&E is anticipated to be completed in fall 2020 with construction tentatively planned to begin in 2023.

The original Urban Services Area was established in 1990. Since 1997, it has been amended 10 times. This proposed amendment would expand the Urban Services Area to include the Welaunee Arch.

***Amendments to the Urban Services Area Boundary Since 1997***

Cycle	Area	Acreage Added	Acreage Deleted
1997-1	Thomasville Road	13.55	
1997-1	Bradfordville Road		-1,600.80
1997-1	Capital Circle SE	250.94	
1999-1	Buck Lake Road		-294.37
2000-1	Centerville Road	39.78	-34.52
2000-2	Blountstown Highway	2.48	
2003-2	Meridian Road	28.90	
2004-2	Tower Road	78.02	
2005-2	Woodville Highway	17.59	
2010-2	TLH Airport	858.89	
	<b>Totals</b>	<b>1290.15</b>	<b>-1,929.69</b>

The Bureau of Economic and Business Research provides population projections through the year 2045. The most current projections for Leon County are:

County	Estimates April 1, 2018	Projections, April 1					
		2020	2025	2030	2035	2040	2045
LEON	292,332						
Low		286,100	290,400	292,200	291,900	290,700	288,500
Medium		298,300	311,900	322,800	331,500	339,200	346,000
High		309,900	331,500	351,700	369,800	386,900	402,800

The medium projections indicate a population growth of 53,668 people by 2045.

### Previous Commission Consideration

- The Welaunee Critical Area Plan (Amendment 02-2-T-008) was adopted into the Comprehensive Plan in 2002 following the Joint County/City Commissions Adoption Hearing on the Cycle 2002-2 Comprehensive Plan Amendments.
- Subsequent amendments to the Welaunee Critical Area Plan were adopted by the City and County Commissions in 2005 (Amendment 2005-1-T-026) and 2017 (Amendment PCT 2017 01). These amendments related primarily to the Welaunee Heel and Toe.

### Consistency with Comprehensive Plan

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

#### ***Provision of Urban Services Within City Limits***

**Objective 2.1** of the intergovernmental Coordination Element states that “The City of Tallahassee intends to expand its corporate limits to provide urban services to urbanized and urbanizing areas in the Urban Services Area, including the Southwood and Welaunee study areas as referenced in the Land Use Element.”

**Policy 2.1.1** of the intergovernmental Coordination Element states that “The City is required to provide full urban services to areas that are annexed.”

Objective 2.1 and Policy 2.1.1 indicate that the Welaunee Arch, which is located within the City Limits, are intended to have urban services and, as such, should be located within the Urban Services Area.

#### ***Planning for the Remaining Portions of the Welaunee Critical Area Plan***

**Objective 13.2** of the Land Use Element states that “Planning studies for the Toe and Heel, which provided the basis for Land Use Objective 13.1 and its supporting policies, were based on a systems approach that considered linkages and functions of natural and man-made systems extending into the remaining portions of the Welaunee Critical Planning Area (other than the Toe and Heel) and beyond. In addition, the existing Urban Services-Development Agreement addresses certain planning and public facility issues for these remaining portions of the Welaunee Critical Planning Area. Prior to development of these remaining areas, the studies required by Land Use Policy 6.2.2 shall be performed and an amendment to this comprehensive plan shall be adopted.”

The proposed text amendments along with the map amendment proposed in Amendment TMA 2020 012 meet the intent of this Objective 13.2.

### ***Planned Development***

**Objective 6.2 [L]** states “As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.”

**Policy 6.2.1 [L]** states “Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.” The proposed amendment would include the Welaunee Arch in the Urban Services Area.

Proposed Map Amendment TMA 2020 012 would change the land use designation of the area to Planned Development consistent with this Objective 6.2 and Policy 6.2.1.

### ***Directing Development to Areas with Agreements to Provide Services***

**Objective 1.1 [L]** of the Tallahassee-Leon County Comprehensive Plan directs development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner.

The proposed amendment to expand the Urban Services Area is consistent with Objective 1.1 [L] because the City has entered into Urban Services Agreements with Powerhouse, Inc.; therefore, the Comprehensive Plan should direct development to this area that has agreements to provide “the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner.”

### ***Accommodating 90% of New Residential Dwelling Units inside the USA***

**Objective 1.1 [L]** of the Tallahassee-Leon County Comprehensive Plan also states that “The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.”

A review of residential units permitted in 2019 indicate that 83.8% of new residential units within the County were within the Urban Services Area. This falls below the metric of accommodating 90% within the Urban Services Area. The proposed amendments allow the proactive planning to ensure that urban infrastructure is planned in a manner that will accommodate future population growth while protecting environmentally sensitive lands from the impacts of urban development.

### ***The Size of the Urban Services Area***

**Policy 1.1.8** of the land use element states, “The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure.”

The Urban Services Agreements addressing the provision of urban infrastructure in the Welaunee Critical Area Plan relates to the fiscal capacity of the City of Tallahassee to provide urban infrastructure and therefore related to the USA.

### ***Discouraging Sprawl***

**Policy 1.1.1 [L]** indicates that new development should be concentrated in the urban service area, in order to discourage urban sprawl.

**Goal 13** of the Land Use Element, which is the Goal of the Welaunee Critical Area Plan (Goal 13 [L]), is to “Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.” This goal is intended to have the new development occur in a manner that discourages sprawl.

The goal of the Welaunee Critical Area Plan is specifically intended to plan for future growth in a manner that avoids the negative impacts of sprawl. The proposed text amendments expand these policies to the Welaunee Arch. Because this area is intended for growth in a manner that discourages urban sprawl, the proposed amendments are consistent with Policy 1.1.1:[L] and Goal 13 [L].

The proposed development plan for the Welaunee Arch is also directly adjacent to Killearn Estates, Buckhead, the Welaunee Toe and Heel, Roberts Elementary School, and Montford Middle School. Due to this proximity to residential areas and schools, the planning for the Welaunee Arch represents the next logical area for growth while avoiding the “leapfrog” development patterns characteristic of urban sprawl. As depicted on the Welaunee Arch Map, the development program for the Arch contributes to a nodal development pattern that is more easily developed as compact, walkable mixed-use development, Transit Oriented Development (TOD) and/or Trail Oriented Development (TrOD). The Welaunee Arch is also intended to provide a mixture of uses, including region-serving mixed-use and non-residential uses. Including this mix of uses may help reduce the number of vehicle miles traveled by residents in the sector of the community and mitigate against the low-density, single use developments beyond the Welaunee Arch.

## F. STAFF REPORT UPDATE

This section is reserved for future updates to staff report.

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

Cycle 2020 Meetings		Dates	Time and Locations
<b>X</b>	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
<b>X</b>	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
<b>X</b>	Joint City-County Commission Workshop	February 25, 2020	1:30 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment.

**Local Planning Agency Public Hearing – February 4, 2020:** After a staff presentation and public testimony, the Local Planning Agency voted to recommend approval of the proposed amendment.

**Joint Commission Workshop – February 25, 2020:** A workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners discussed a variety of topics related to this proposed amendment. The following additional information addresses the questions asked of staff by the Commissioners at the joint workshop:

### The Funding of Urban Services:

- The Welaunee Arch has been annexed into the City Limits.
  - Per the Intergovernmental Coordination Element of the Comprehensive Plan, the City is required to provide full urban services to areas that are annexed.
  - The Urban Services Agreement requires the City to provide the water and sewer services to the boundary of the property such that access is available to the services.
- Extending the services throughout the development will be the responsibility of the owner or developer.

- The agreement specifies that the City will provide water and sanitary sewer to the boundary of the development.
- The City has agreed to provide underground electric service throughout the development.
- The on-site roadway improvements within the development shall be made by the owners at their cost, except on the City property, and in compliance with City standard specifications.
- Once development occurs, the people served by the infrastructure will be paying customers of the public utility.
- Based on this agreement and structure, meeting the requirement to provide urban services to Welaunee would not preclude investment in other parts of the community.
- The Northeast Gateway is funded through the penny sales tax.
  - These projects are spread throughout the community such that no one sector of the county receives investment while another sector does not.
  - The projected budget for the Northeast Gateway assumes the dedication of the right-of-way for the extension of Welaunee Boulevard to the northern property boundary and the dedication of right-of-way for the interchange with Welaunee Boulevard and Interstate-10.

The Timing of the Proposed Amendment:

- Per Objective 2.1 and associated policies, “The City of Tallahassee intends to expand its corporate limits to provide urban services to urbanized and urbanizing areas in the Urban Services Area, including the Southwood and Welaunee study areas as referenced in the Land Use Element.”
  - This policy became effective on July 16, 1990.
  - The Welaunee study area was annexed into the City on September 5, 1990 with Ordinance 90-O-0029.

Population Accommodation:

- There are several policies in the Land use Element regarding the Urban Services Area.
  - Policy 1.1.1 defines the Urban Services Area as “strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.” This policy does not include consideration of population accommodation.
  - Objective 1.1 states, “Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy



provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility.”

- The intent of the Urban Services Area is to coordinate land use and infrastructure while preserving natural resources.
- The proposed amendment coordinates land use and infrastructure while protecting natural resources.
- The Welaunee Arch has been located within the City limits and planned for urban services since the 1990s.
- The Objective says that the location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.”
  - It is possible to identify environmentally sensitive lands and water bodies and it is possible to determine the ability to provide urban infrastructure through Capital Improvement Schedules and agreements.
  - The Comprehensive Plan does not provide a methodology for determining what area is necessary to accommodate 90% of new residential dwelling units. This calculation would vary greatly depending on whether densities are based on Future Land Use Category or zoning; assumptions as to what degree land use categories that allow both residential or non-residential development will be developed with residential units; assumptions as to whether undeveloped property will develop at the minimum allowable density, the maximum allowable density, or some other level of density; whether constraints such as environmental features and subdivision regulations should be considered; whether the calculation is for residential units needed or for an assumption of how many units will be constructed, or other assumptions.
  - It is possible to determine the percentage of residential dwelling units constructed within and outside of the Urban Services Area after the fact, but the USA is not readjusted annually based on the number.
    - In 2019, only 83.8% of residential dwelling units were constructed within the Urban Services Area.
- Policy 1.1.8 states that “The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure.”
  - This indicates that the Urban Services Area is intended to coordinate land use and infrastructure.
  - This Policy states that “The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate

the population growth expected within the USA from 1993 to the Plan Horizon.”

- The Comprehensive Plan is not clear on how to reconcile this calculation with the 90% of new residential dwelling units in Objective 1.1.
- Similar to the 90% calculation in Objective 1.1, this policy lacks a methodology and the assumptions needed to determine what parameters are included in the 50% calculation.

#### Sprawl:

- The Welaunee Arch is located in the middle of other neighborhoods and development.
  - The Arch is located directly between Killearn Acres, Killearn Estates, Buckhead, and other neighborhoods on the west; Northshire, Center Hill Acres, Northwest Kingdom, and other neighborhoods on the north; Pine Tree Circle, Miccosukee Woods, the Miccosukee Land Co-Op, and other neighborhoods on the east; and Kimberly Hills, Miccosukee Meadows, Coventry Park, and other neighborhoods on the South.
  - These neighborhoods each represent development that is of a greater density than what the Rural land use category allows by the Comprehensive Plan.
  - Because the development around the Welaunee Arch is predominantly low density, single use development, the proposed development plan for the Welaunee Arch would address the suburban sprawl land use patterns that currently exist.
    - By offering a mixture of uses (town center, employment center, neighborhood center, etc.) the non-residential uses would serve not only any new residential development, but existing residential development in the areas around Welaunee as well.
    - This would result in the need to travel shorter distances to access jobs, goods, and daily necessities.

#### Infill Development:

- While the Comprehensive Plan does promote infill development, factors that currently work against this goal include physical constraints, regulatory barriers, and community pushback.
  - Physical barriers include environmental constraints as well as lot configuration constraints.
    - For example, smaller lots in urban environments are sometimes constrained by the need to provide stormwater management and parking on-site, leaving only a relatively small portion of the site remaining for development.
  - Regulatory barriers include constraints such as subdivision regulations.
    - For example, subdivision regulations prohibit a lot in RP-1, RP-2, R-1, or R-1 from being subdivided in a manner that results in a lot that is more than 10% smaller than the median lot size in the

recorded or unrecorded plat. This effectively means that it is difficult to meet the allowable density in these areas, thus preventing incremental development or redevelopment.

- Infill development in the community is often met with resistance from neighborhoods and neighborhood organizations.

#### Coordination with the Comprehensive Plan Update Project:

- At the direction of the Commissions, staff discarded the proposals submitted for the Land Use and Mobility Elements.
  - Staff has evaluated the level of work necessary to update the entire Comprehensive Plan and is working to contact other local governments and to leverage procurement mechanisms to determine reasonable cost estimates for completing this work.
  - There is no timeline for how long it will take to update the Comprehensive Plan.
- Planning is currently occurring for the Northeast Gateway.
  - These planning efforts assume the dedication of land from the Welaunee Arch for Welaunee Boulevard, the proposed interchange, and the extension of the Miccosukee Greenway.

#### Purchasing Property with Higher Development Rights Versus Lower Development Rights:

- The portion of the Welaunee Arch within the Urban Services Area is currently in the Planned Development land use category.
  - Per the Comprehensive Plan, “the intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until the plan is modified through the plan amendment process in conjunction with the development of regional impact and/or planned unit development processes.”
  - Therefore, the proposed amendments would not increase the maximum intensities and densities for that area.
- The Urban Services Agreements indicate that the property owner will dedicate the land needed for Welaunee Boulevard, the interchange, and the Miccosukee Greenway.
- The land for the Shamrock Extension will be reserved by the property owner.
- The proposed policies specify that areas designated as Open Space “shall be open to the general public and be designed with access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations.”
- Because of these agreements and policies, the need for local governments to purchase property should be minimized.

#### Planning for Greenways:

- The proposed amendments provide for the Welaunee Greenway around the perimeter of the Arch.

- The proposed policies specify that areas designated as Open Space “shall be open to the general public and be designed with access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations.”
- The proposed amendments further the plan for the Northeast Gateway which includes the “Creation of the 8.4 mile Welaunee Greenway, with a footbridge across I-10 to connect to the Miccosukee Greenway, creating a 17-mile trail loop.”

#### **G. CONCLUSION:**

Based on the above analysis, Planning Department staff recommends approval of the amendment request for the following reasons:

Include reasons for recommendation including:

- Consistency with Comprehensive Plan policies
- Consistency with Land Development Code policies
- Consistency with previous Commission actions
- Supportive of the Welaunee Critical Area Plan

#### **H. ATTACHMENTS:**

1. Proposed text amendments
2. Urban Services Development Agreement (April 15, 1990)
3. Amended and Restated Urban Services-Development Agreement (February 2, 2006)
4. First Amendment to the Amended and Restated Urban Services Development Agreement (February 16, 2016)
5. Second Amendment to the Amended and Restated Urban Services Development Agreement
6. Blueprint Intergovernmental Agency Agenda Item for the Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure Project
7. Additional information regarding the relationship between the Urban Services Development Agreement, proposed Comprehensive Plan amendments, and the Northeast Gateway

**Attachment #1:** Proposed Amendments

## **WELAUNEE ARCH MASTER PLAN**

### **Objective 13.2: Development of Remainder of Welaunee Critical Planning Area (EFF. 12/10/02)**

~~Planning studies for the Toe and Heel, which provided the basis for Land Use Objective 13.1 and its supporting policies, were based on a systems approach that considered linkages and functions of natural and man-made systems extending into the remaining portions of the Welaunee Critical Planning Area (other than the Toe and Heel) and beyond. In addition, the existing Urban Services Development Agreement addresses certain planning and public facility issues for these remaining portions of the Welaunee Critical Planning Area. Prior to development of these remaining areas, the studies required by Land Use Policy 6.2.2 shall be performed and an amendment to this comprehensive plan shall be adopted.~~

### **Objective 13.2: Development of the Welaunee Arch.**

The intent of the Welaunee Arch Master Plan is to create a community with a wide range of land uses and different types of residential neighborhoods and mixed-use centers that is phased over time, connected by a multi-modal transportation system, and designed to protect natural resources.

The portion of the Welaunee Critical Planning Area north of Interstate 10 (the “Arch”) may develop with a development pattern that creates a community with a wide range of land uses with various types of residential neighborhoods and mixed-use centers and a region-serving activity center, connected by a multi-modal transportation system, and designed to protect natural resources.

**Policy 13.2.1: Concept.** This Welaunee Arch Master Plan satisfies the requirements of Policies 6.1.1 and 6.1.2 for a planned development master plan in order to foster development on the Welaunee Arch 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.

**Policy 13.2.2: Discourage Urban Sprawl.** Development in the Welaunee Arch shall be located wholly within the Urban Services Area. It will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices and a multimodal transportation system; creating a balance of residential and nonresidential land uses; promoting the efficient and cost-effective provision of public facilities and services; preserving open space and natural lands; protecting environmentally sensitive lands; and providing public recreation and open space.

**Policy 13.2.3: Implementation.** The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans that shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. Notwithstanding any other



policies of this Master Plan, any of the one or more PUD Concept Plans may incorporate the entire Arch site, or any portion thereof, including Phase 1 and Phase 2 Land Use Districts.

## LAND USE

**Policy 13.2.4: Land Use Districts.** As depicted on Figure 13-5, the Welaunee Arch shall be designed with these land use districts:

- (1) Residential (Phase 1)** – The Residential land use district is intended to provide the opportunity for a range of housing choices at low densities in proximity to Mixed-Use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be limited to a maximum density of ten dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. A PUD Concept Plan that includes a Residential area adjacent to the Welaunee Greenway shall provide access points to that facility.
- (2) Mixed Use (Phase 1)** – The Mixed Use land use district is intended to create centers with a diverse mix of land uses, including retail; office; residential; hotels; entertainment venues; and civic, cultural, and other public uses with a strong sense of place. Development intensities of non-residential uses in the Mixed Use land use district shall range from 4,000 square feet per acre to 20,000 square feet per acre, not to exceed a total of 1.9 million gross square feet within the Arch. Residential use is limited to a maximum density of 20 dwelling units per acre, comparable to the maximum density of the Suburban land use category, in Mixed Use districts. All uses may be permitted at street level except as further limited by mixed use sub-categories. Mixed-use centers serving neighborhoods should be located convenient to multiple neighborhoods.

Mixed-use centers shall be designed to encourage pedestrian movement, the use of alternative transportation modes, and the use of non-motorized vehicles. It shall create a positive identity through building design and materials, siting structures and parking to minimize the visual impact of automobiles, landscape design and materials, civic spaces, and focal points. Buildings shall be oriented to the street and designed with setback or build-to lines from the street to promote a pedestrian-friendly environment. Building heights in mixed-use centers shall not exceed 65 feet from grade.

A mixed-use center should be designed to have at least one focal point or landmark (such as a fountain, clock tower, plaza, or public square). Such landmarks shall be exempt from height limitations. Property signage in mixed-use centers shall be provided in a coordinated manner established by a master signage plan in the PUD Concept Plan to achieve compatibility with the architectural vernacular and scale of development.

Within Mixed Use land use districts, non-residential land uses may be further assigned on the basis of the following categories as established in PUD Concept Plans:

**(A) Employment Center** - Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Centers except when located above the ground floor in mixed-use buildings.

**(B) Town Center** - Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two “big-box” stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 20 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.

Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available or where stormwater facilities can be integrated with pedestrian friendly environments. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.

**(C) Neighborhood Center** - Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 10 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 20 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.

**(D) Northeast Gateway Activity Center.** The Northeast Gateway Activity Center shall be a Mixed Use district located on the north side of the planned I-10 Flyover or Interchange with Welaunee Boulevard as depicted on Figure 13-5. The precise location is to be determined by required planning and engineering studies and roadway engineering and design. Applicable Planning Unit Developments (PUDs) for the Arch shall facilitate compatibility with existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map by addressing measures to mitigate impacts, such as buffering, screening, and the transition of densities and intensities from more dense and intense adjacent to the activity center to less dense and intense closer to the existing residential developments. The Northeast Gateway Activity Center shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. It may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability.

**(3) Residential Reserve (Phase 2)** – The Residential Reserve land use district is intended to provide the opportunity for lower-density residential uses mixed with open spaces and compatible with adjacent protected areas such as designated Open Space and the Miccosukee Canopy Road Greenway and Welaunee Greenway. Residential development shall be limited to a maximum density of six dwelling units per acre comparable to the maximum density of the Residential Preservation land use category. Conservation Subdivisions shall be allowed in this land use district with residential units clustered on no more than 50 percent of the least environmentally sensitive or otherwise-significant lands on the site and a minimum 50 percent of the site permanently protected by a conservation easement. A PUD Concept Plan that includes a Residential Reserve area adjacent to the Miccosukee Canopy Road Greenway or the Welaunee Greenway shall provide pedestrian access points to these facilities. The Residential Reserve District shall not be developed until 3,000 dwelling units and 500,000 square feet of non-residential uses have been constructed in Phase 1 of the Arch or until after January 1, 2035, whichever occurs first.

**(4) Open Space (Phases 1 and 2)** – The Open Space land use district shall be designed as a connected and continuous network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, including but not limited to Conservation and Preservation lands, aesthetic open space, and the Perpetual Drainage Easement held by the City and County. Passive Recreation Facilities may be constructed in the Open Space land use district. In addition, bandshells, gazebos, and other improved gathering places may be allowed in such lands if designed for pedestrian access only and subject to a management plan approved by the City.

The Open Space land use district shall be open to the general public and be designed with access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations. Such lands shall provide additional buffering for designated Canopy Roads where feasible. They may be privately owned or be dedicated to the public by conveyance to a general- or special-purpose local governmental entity. Public roads and utilities may cross through the Open Space district if no alternative route can be secured and impacts are minimized.

**Policy 13.2.5: Program.** The development program for the Welaunee Arch shall be:

Land Use District	Maximum Density/Intensity	Allocations of Land Use	Estimated Acreages
Phase 1			
Residential	10 Units per Acre	15-25%	715 to 1,200 Acres
Mixed Use (including Employment Center, Town Center, and Neighborhood Center)	20 Units per Acre (residential)	5-10%	95 to 195 Acres (residential)
	4,000 - 20,000 GSF per Acre (non-residential)		140 to 290 Acres (non-residential)
Phase 2			
Residential Reserve	6 Unit per Acre	30-40%	1, 400 to 1,915 Acres
Open Space (Phases 1 and 2)			
Open Space	N/A	30-40%	1,430 to 1,915 Acres
TOTALS			4,778 Acres

**Policy 13.2.6: Inclusionary housing.** A range of housing choices shall be provided to accommodate diverse income levels, age groups, and housing needs. Each PUD Concept Plan

shall include an Inclusionary Housing Plan designed to achieve compliance with the City's Inclusionary Housing Ordinance by buildout of the area governed by that concept plan. In addition to the incentives authorized by the Inclusionary Housing Ordinance, granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation analyses.

**Policy 13.2.7: Community Facilities.** Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in the Residential Reserve, Residential, and Mixed Use land use districts.

**Policy 13.2.8: Essential Services.** Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.

**Policy 13.2.9: Landscaping.** All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use centers shall include street trees.

**Policy 13.2.10: General Compatibility.** Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and vegetative and open space buffers.

**Policy 13.2.11: Compatibility with Existing Residential Development.** To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

**Policy 13.2.12: Interim Uses.** Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

## TRANSPORTATION

**Policy 13.2.13: Transportation System.** The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Map, Figure 13-5, with the final location and design to be based upon site-

specific environmental, engineering, and related considerations. Within centers and neighborhoods, where feasible a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20 percent of the vehicular trips generated on-site at buildout.

**Policy 13.2.14: Northeast Gateway.** The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a new I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock Way from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users—pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard.

**Policy 13.2.15: I-10 Flyover or Interchange.** Welaunee Boulevard shall connect to a flyover across I-10 or an interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

**Policy 13.2.16: Right-of-Way Reservation.** The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Map, Figure 13-5. Reservation means that such land will not be committed to an irreversible land use that would preclude construction of planned transportation facilities and shall be by means of a written agreement, entered into previously or concurrent with the effective date of this master plan, with the City and/or other transportation providers that specifies right-of-way width and other terms. Rights-of-way shall be restricted to transportation facilities and compatible linear infrastructure.

**Policy 13.2.17: Complete Streets.** A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic, and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of streets in mixed-use centers; however, outside of mixed-use centers, a single multi-use path may substitute for sidewalks. Sidewalks shall be provided on one side of all other streets.

**Policy 13.2.18: Bicycle Facilities.** A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between



destinations. Bicycle facilities shall be designed so they may be connected to similar facilities in other PUD Concept Plans.

**Policy 13.2.19: Parking in Mixed-Use Centers.** In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits.

**Policy 13.2.20: Canopy Roads.** Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations.

## **PUBLIC FACILITIES AND SERVICES**

**Policy 13.2.21: Adequate Public Facilities and Services.** Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Such facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.

**Policy 13.2.22: Utilities.** Potable water, sanitary sewer, electricity, and natural gas service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased.

**Policy 13.2.23: Stormwater Management.** Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan for the entire Arch shall be prepared by the applicant and reviewed and approved by the City. If the Arch is intended to develop in phases, the stormwater plan may be conceptual and generalized based upon the maximum development allowed by this master plan. Stormwater facilities shall be designed to meet treatment and attenuation requirements of the Environmental Management Ordinance. Such facilities may be located in Open Space subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

**Policy 13.2.24: Schools.** Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents and provide a focal point for the neighborhoods. The colocation of schools, civic spaces, and active parks is encouraged.

## **RECREATION AND OPEN SPACE**

**Policy 13.2.25: Open Space.** Open Space may include but are not limited to conservation and preservation lands, buffers for environmentally sensitive areas, aesthetic open space, active and passive recreation areas, and community gathering spaces. Open Space may be applied to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities may be utilized to satisfy open space requirements in a PUD Concept Plan.

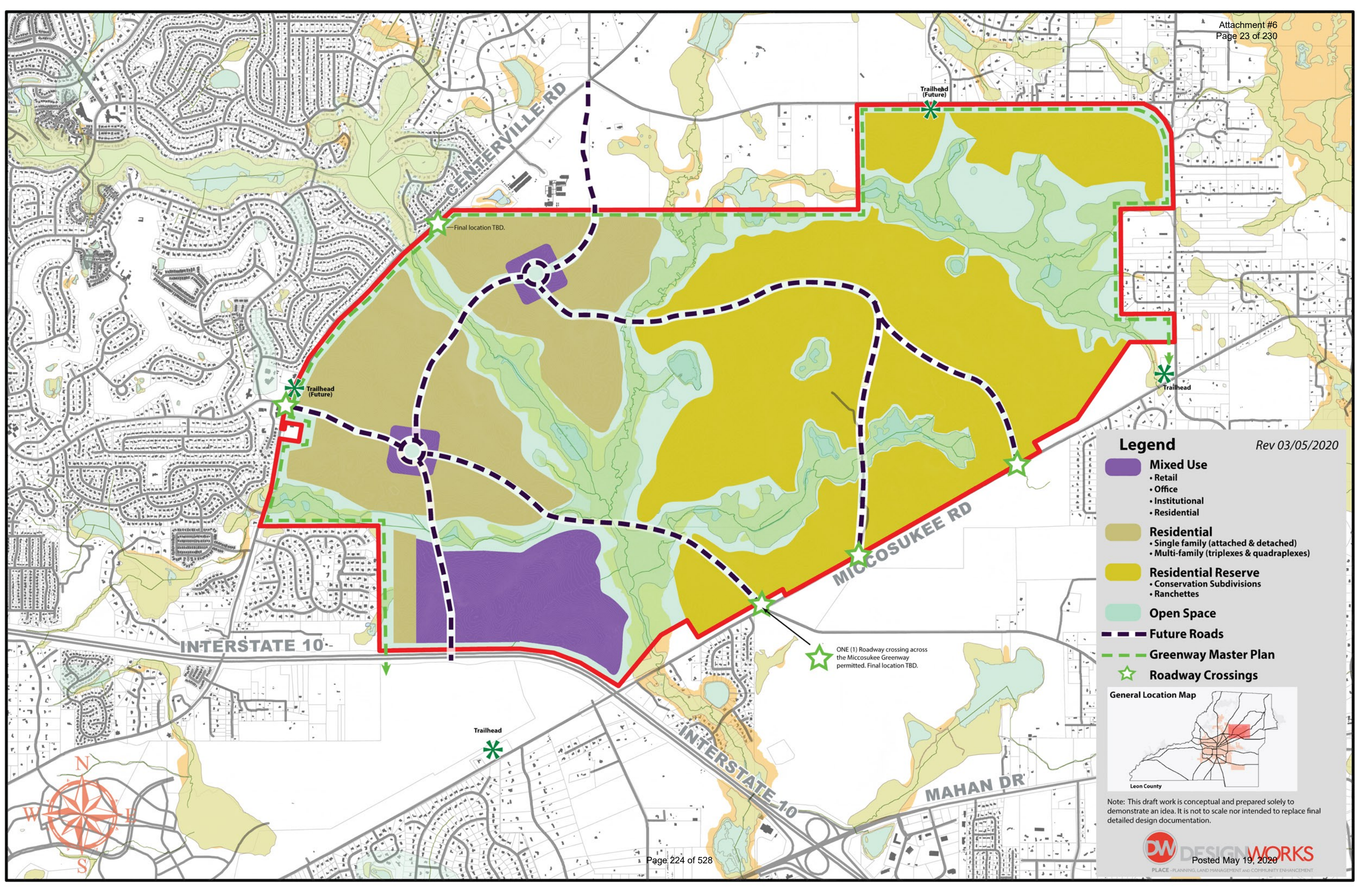
**Policy 13.2.26: Conservation and Preservation Lands.** Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall include measures to protect the values for which such lands were designated and may include conservation easements and other measures consistent with the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits.

**Policy 13.2.27: Recreation Areas.** A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system should link residential neighborhoods with mixed-use centers, civic spaces, employment, recreation and open space, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

**Policy 13.2.28: Perpetual Drainage Easement.** The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, playgrounds, and athletic fields associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

**Policy 13.2.29: Welaunee Greenway.** The Welaunee Greenway shall consist of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed per the Northeast Gateway Blueprint 2020 infrastructure project and consistent with the Tallahassee-Leon County 2015 Greenways Master Plan. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop with a pedestrian bridge across Interstate-10. The Welaunee Greenway shall have a management plan approved by the City that is consistent with the policies of this master plan. Public roadways and utilities may cross through the Welaunee Greenway as needed.

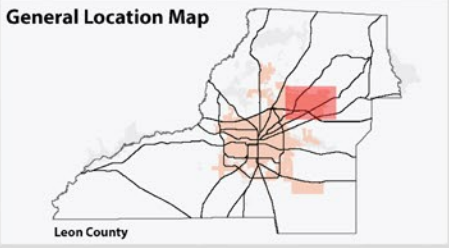




**Legend**

Rev 03/05/2020

- Mixed Use**
  - Retail
  - Office
  - Institutional
  - Residential
- Residential**
  - Single family (attached & detached)
  - Multi-family (triplexes & quadrplexes)
- Residential Reserve**
  - Conservation Subdivisions
  - Ranchettes
- Open Space**
- Future Roads**
- Greenway Master Plan**
- Roadway Crossings**

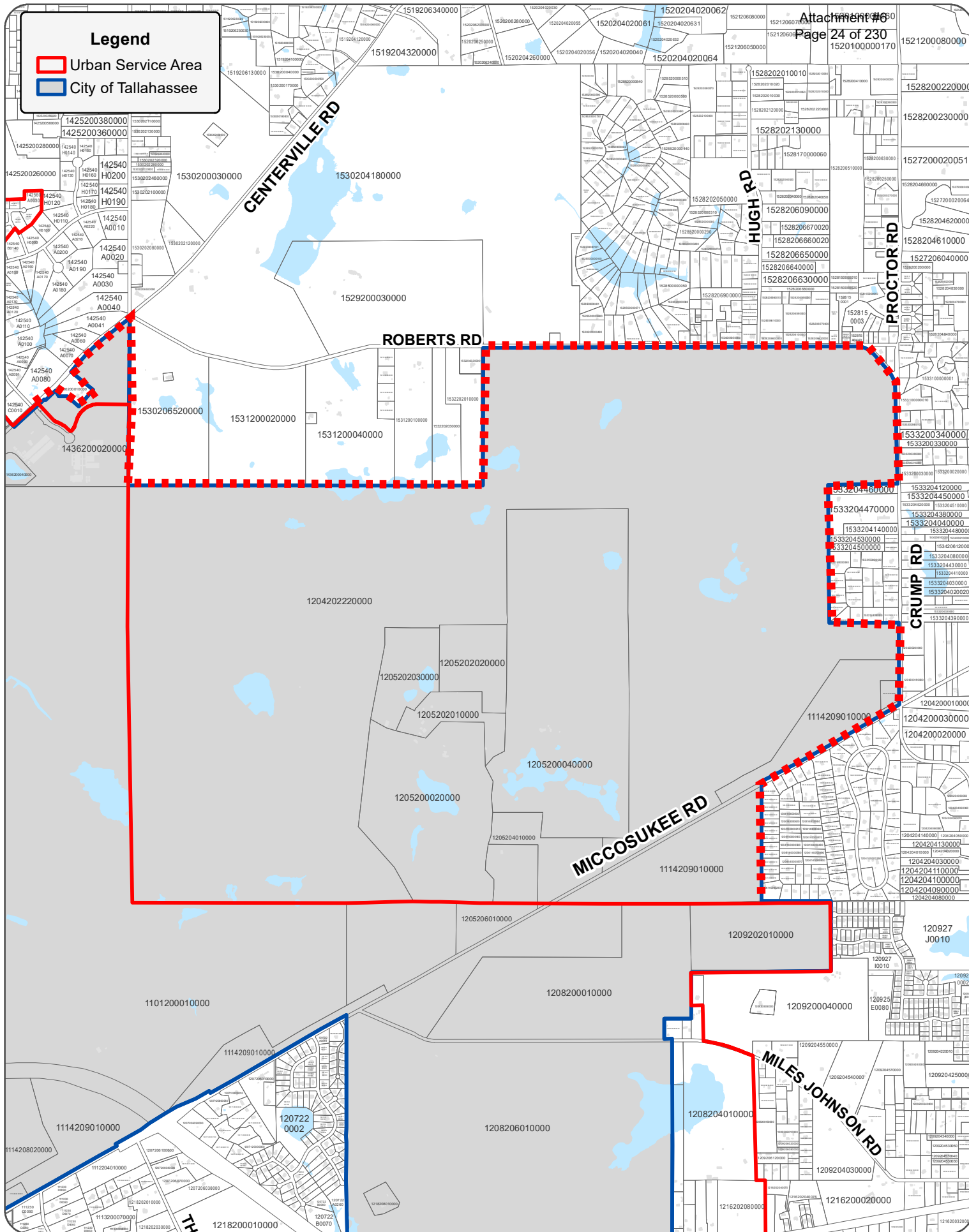


Note: This draft work is conceptual and prepared solely to demonstrate an idea. It is not to scale nor intended to replace final detailed design documentation.



### Legend

- Urban Service Area
- City of Tallahassee



**Attachment #2:** Urban Services Development Agreement (April 15, 1990)

URBAN SERVICES-DEVELOPMENT AGREEMENT

THIS AGREEMENT is entered into on this 15 day of April, 1990, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as "City"), and POWERHOUSE, INC., a Florida holding company, the Estate of John W. Mettler, Jr., Eleanor T. Mettler, John W. Mettler III, Peter W. Mettler, Ellen Mettler, Christopher F. Davenport and Louise M. Davenport, known collectively as "Owners".

W I T N E S S E T H :

WHEREAS, Owners proposed the phased development of property ("the Development") shown on Exhibit "A" to this Agreement to be known as "~~WELAUNEE~~ PLANTATION"; and,

WHEREAS, Owners are desirous of undertaking and implementing a comprehensive development plan approved by local government and consistent with City's Comprehensive Plan and the provisions of Florida Statutes Chapter 163, Part 2, the Growth Management Act, and

WHEREAS, Owners and City are desirous of ensuring that public facilities are available to ensure the best available protection of the ground and surface waters in the Development as well as the drainage basin; and,

WHEREAS, Owners are desirous of securing the delivery of municipal services to the Development; and,



WHEREAS, City has the need for certain road rights-of-way and other public facilities and has the authority to condemn land beyond city limits for said purposes; and

WHEREAS, Owners are willing to make a significant donation of properties for the purpose of providing needed public facilities and major transportation improvements; and,

WHEREAS, City is capable of providing such municipal services to the Development and is desirous of acquiring for the use of the public, the property donations for public facilities referenced below.

NOW, THEREFORE, the parties hereby agree as follows:

1. Water Utilities: Within one (1) year after Owners have notified City in writing, City will make potable water available to the boundary of the Development in sufficient capacity to serve the projected needs of the Development. However, in no case shall City be required to provide potable water to Owners prior to October 1, 1992. In providing said written notice, Owners shall provide a water master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total Development. Owners shall be responsible for the initial expense of installation of water lines within the Development, which expense shall be eligible for reimbursement to Owners as provided for in Paragraph 9 below. Owners may connect into the City water mains at the property boundary for no additional charge. The location of water wells and elevated storage tank sites shall be

mutually agreed upon by Owners and City and donated sites shall not exceed a total of 10 acres.

2. Sanitary Sewer: Within one (1) year after Owners have notified City in writing, City shall, at its expense, provide off-site sanitary sewer lines to the boundary of the Development with sufficient capacity to service the Development. However, in no case shall City be required to provide sanitary sewer to Owners prior to April 1, 1993. In providing said written notice, Owners shall provide a wastewater master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total Development.

Owners shall, at their initial expense, which expense shall be eligible for reimbursement as provided for in Paragraph 9 below, install all on-site sewer lines within the portion of the Development as shown on Exhibit "A".

All "pump station" or "lift station" sites will be donated by Owners. Owners shall construct a "pump station" or "lift station" on such sites and refund or rebate of the costs to Owners by City shall be in accordance with Paragraph 9 below. No connection fee will be charged to Owners for extension of the sanitary sewer system.

Any time prior to April 1, 1993, or if at any time during development a sewer tap moratorium shall halt any further use of the sewer facilities, City agrees that Owners may, to the extent

allowed by State law and the Comprehensive Plan, use septic tanks in place of the sewer system.

3. Underground Electric: City shall provide electric service throughout the entire Development. All electric distribution service provided by City shall be underground and at the expense of City. Installation of electrical service shall be coordinated with Owners so as to minimize any disruption to Owners' schedule for completion of services to the Development. Owners agree to donate no more than ten (10) acres as site(s) for electric substation(s), the location of said site(s) to be mutually agreed upon by Owners and City.

4. On-Site Roadway Improvements: The on-site roadway improvements within the Development shall be made by Owners at their cost and in compliance with City standard specifications. All streets and sidewalks within the Development designated by Owners as public shall be dedicated to and accepted by City as public streets and public sidewalks. All required new sidewalks on public streets shall be paid for by City. Owners shall reserve for future dedication right-of-way for the Northeast Capital Parkway (Parkway) from and along a corridor from Dempsey Mayo Road north of Dove Lake then northeasterly to a proposed intersection of I-10 and then northerly to the northwest corner of the Development (Exhibit "A") to Centerville Road as shown on Exhibit "B". Right-of-way width shall be based upon the typical cross-section #3 Capital Parkway as shown on Exhibit "C". Owners' obligation to dedicate said Parkway right-of-way shall

cease on January 1, 1998, if, by said date, continuous on-site construction of the Parkway has not begun. City shall be entitled to a three (3) year extension until January 1, 2001, provided it requests said extension in writing to Owners on or before January 1, 1997. Further, City agrees that Owners shall be provided the following Parkway access and right to approve the location of

- a) a single Interchange south of I-10 located between Miccosukee Road and I-10 as depicted in Exhibit B; said Interchange shall be designed to provide direct access to Owners' property from a connector road;
- b) a minimum of two (2) bridges with dimensions of no less than 40' width and 14' in height located south of I-10; and
- c) three (3) at grade interchanges north of I-10.

City and Owners agree that Owners shall be entitled to access to Miccosukee Road south of I-10 at two points; one at Arendahl Way and one at Edenfield Road. Owners will provide right-of-way for the easterly extension of Shamrock South from Centerville Road to the east of the intersection of Interstate 10 with U.S. 90 (Mahan Road). The final siting of the right-of-way shall be agreeable to both City and Owners. Right-of-way width shall be based upon estimated traffic generation from the development; however, in no event shall the right-of-way be less than 100 feet nor shall it exceed 150 feet. The cost of construction shall be borne by whichever party (i.e. City or

Owners) requires it be constructed first. The surface water retention/treatment facilities constructed by Owners as a part of the roadway improvements shall be dedicated to the local government having jurisdiction, which local government shall be responsible for the ownership, maintenance, and management of these facilities.

5. Trees: Trees will be planted in accordance with City policy as amended from time to time within the road rights-of-way. Planting the trees will be the obligation of the ultimate home builder. The trees must be planted before a certificate of occupancy is issued.

6. Stormwater and Recreational Facilities: Stormwater management systems used for recreational purposes shall be owned and managed by a Homeowners' Association. The City/County will be granted easements and the perpetual right to discharge stormwater from the publicly owned streets and facilities within the Development to the stormwater management system used for recreational purposes. However, stormwater shall be treated in conformance with state water quality standards (e.g. Chapters 17-3 and 17-25, F.A.C.) prior to discharge to this stormwater management system. All stormwater management systems not used for recreational purposes shall be dedicated to the City/County. Lands utilized for stormwater management systems shall be credited toward the open space, preservation and conservation requirements in the local comprehensive plan.

7. Annexation: Owners have executed and filed with the City irrevocable Petitions for Voluntary Annexation of the Development shown in Exhibit "A" to this Agreement. The obligations of City and Owners as set forth herein shall be contingent upon the successful annexation of at least that portion of the Development depicted as Phase I on Exhibit "D".

8. Easements: Owners shall provide to City at no expense to City and upon request by City, all easements within the Development as are necessary for sewer, water, electricity and City's care and maintenance of public facilities as provided for in paragraph 11 below. The location of such easements shall be mutually agreed upon by City and Owners and shall not interfere with the buildable area of residential lots.

9. Rebates and Acceptance of Dedicated Improvements: City shall, within 90 days of acceptance of facilities by the City, establish a refunding account to reimburse Owners in accordance with the provisions of Section 25-139 and 25-141 of the Code of the City of Tallahassee for the installation of on-site water lines, on-site sewer lines and any other sewer lines or facilities required by City and paid for by Owners. These reimbursement provisions shall continue in effect if Section 25-139 and 25-141 cited above are repealed and shall expire only in accordance with the provisions in Paragraph 14 of this Agreement.

10. Assignability: This Agreement shall be binding upon Owners and City, their successors or assigns. As to Owners, this Agreement, including all benefits and obligations contained



herein, may be assigned in whole or in part, provided that such assignment is made in writing, approved as to form by the City and filed with the City Treasurer-Clerk.

11. Public Facility Sites: Owners, at no cost to City, shall deed to the City fee simple title to a site approximately eighty (80) acres in size, thirty (30) of which shall constitute a buffer zone, the design of which shall be mutually agreed upon by City and Owners. This site shall be used only for a wastewater treatment facility and elevated water storage tank and for no other purpose including but not limited to, the on-site disposal of effluent except by DER approved deep well injection or rapid infiltration basin technologies. There shall be no on-site application of sludge and no on-site spray irrigation of effluent. If rapid infiltration is utilized, it shall be for no more than one (1) million gallons per day and shall cease operation when this site is connected by sewerage transmission lines to another disposal site. Should this site be used for any purpose other than described above, it shall revert to Owners. Owners consent to examine the feasibility of effluent reuse for irrigation purposes on any golf course development within the Development. The 80-acre site shall be located west of the proposed Parkway and contiguous to the southern boundary of I-10, the configuration of which shall be mutually agreed upon by City and Owners. Owners further agree to provide one two (2) acre site for fire protection provided City is unable to co-locate such service on lands provided for water utilities pursuant to

Section 1 of this Agreement. City agrees that on-site construction of the wastewater treatment plant will commence not sooner than January 1, 1997.

12. Letter of Agreement: In addition to this Agreement, the parties will enter into a Letter of Agreement in a standard form used by the City for installation of improvements and payment of rebates for those improvements. The Letter of Agreement is supplemental and subordinate to this Urban Services-Development Agreement; if any conflict exists between the Letter of Agreement and this Agreement, then this Agreement shall control.

13. Owners' Contribution: City shall credit toward any impact fee or exaction imposed by local ordinance upon any land within the Development, any Owner 1) contribution of land for a public facility; or 2) construction, expansion, or payment for land acquisition; or 3) construction or expansion of a public facility, or a portion thereof. The intent of this paragraph is that Owners shall be entitled to the credits and contributions described herein to the extent not prohibited by the current City Code. City agrees that future changes to the City Code notwithstanding, this paragraph shall continue to be interpreted according to the City Code as it exists on the date of execution of this Agreement, and shall remain in effect for the duration of this Agreement according to the terms of paragraph 14. In providing Owners credit for contributions described above, the value of all Owners contributions made pursuant to this Agreement

shall be established by MAI appraisal at the time of donation. The selection of the appraiser shall be mutually agreed upon by City and Owners. The value of the contributions shall constitute a "bank" upon which Owners, at their discretion, may draw in lieu of and in payment of impact fees or exactions imposed by local ordinance. In recognition of Owners reservation of Parkway right-of-way pursuant to paragraph 4 of this Agreement, City agrees that ten per cent (10%) of the present value of said right-of-way shall immediately be credited to and irrevocably vest with the "bank" described above to be applied by Owners as described above. If the additional three year option pertaining to reservation of Parkway right-of-way is exercised by City as described in paragraph 4 above, Owners shall be entitled to an additional 5% credit to be applied to the "bank." Said additional 5% credit shall be established by mutually agreed upon MAI appraisal and immediately and irrevocably vest on January 1, 1998.

14. Terms: This Agreement shall become effective upon execution and shall run for a period of 30 years, said time period to commence upon Owners' receipt of all City approvals necessary to commence development. The provisions of this paragraph shall be tolled for and during the duration of any development moratorium or similar prohibition on the commencement or completion of development.

15. Miscellaneous: The term "continuous," as used in this Agreement shall mean no lapse in construction activity for a period of six (6) months or more; any lapse in construction activity of more than six (6) months shall not be considered continuous.

EXECUTED by City and Owners as indicated by their  
signatures.

ATTEST:

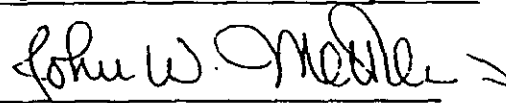
CITY OF TALLAHASSEE

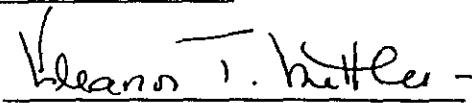
By:   
ROBERT B. INZER  
City Treasurer-Clerk

By:   
MAYOR  
City of Tallahassee

DIRECTORS OF POWERHOUSE, INC.

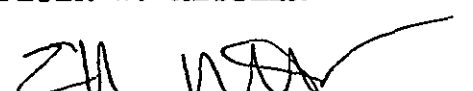
PROPERTY OWNERS

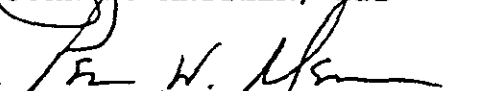
By:   
JOHN W. METTLER, III  
CEO and Vice President

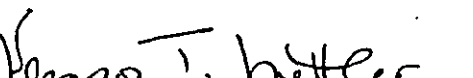
By:   
ELEANOR T. METTLER

By:   
PETER W. METTLER

By:   
JOHN W. METTLER, III

By:   
ELLEN METTLER

By:   
PETER W. METTLER

By:   
ELEANOR T. METTLER

By:   
ELLEN METTLER

By:   
WILLIAM E. STARK

By:   
LOUISE M. DAVENPORT

By:   
LOUISE M. DAVENPORT

By:   
CHRISTOPHER F. DAVENPORT

By:   
CHRISTOPHER F. DAVENPORT  
President and Chief Operating Officer

PERSONAL REPRESENTATIVE OF THE ESTATE OF JOHN W. METTLER, JR.

By:   
THOMAS A. BARRON

EXHIBIT 'A'  
WELAUNEE PLANTATION

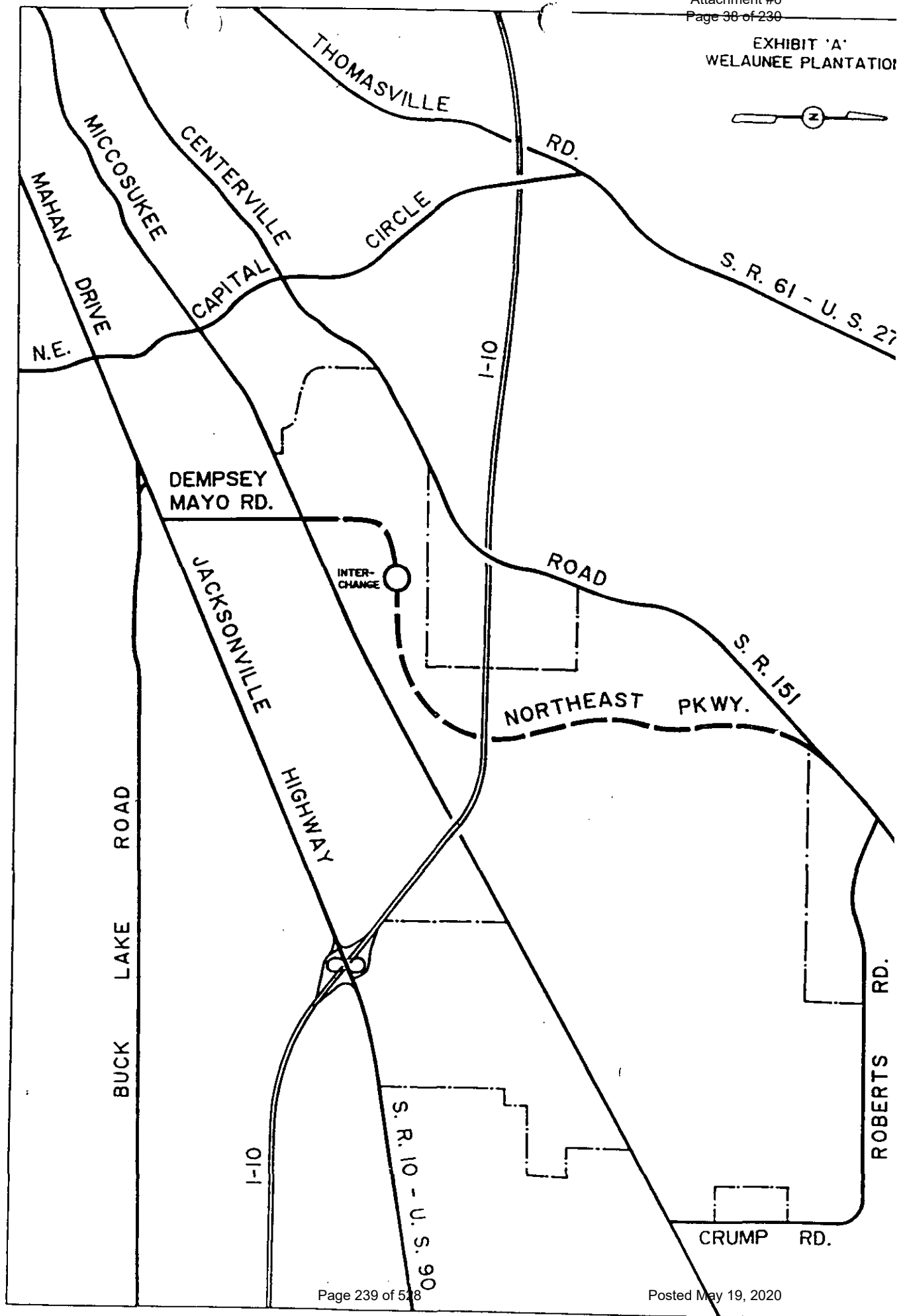
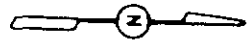




EXHIBIT 'B'  
ON-SITE N. E. PARKWAY

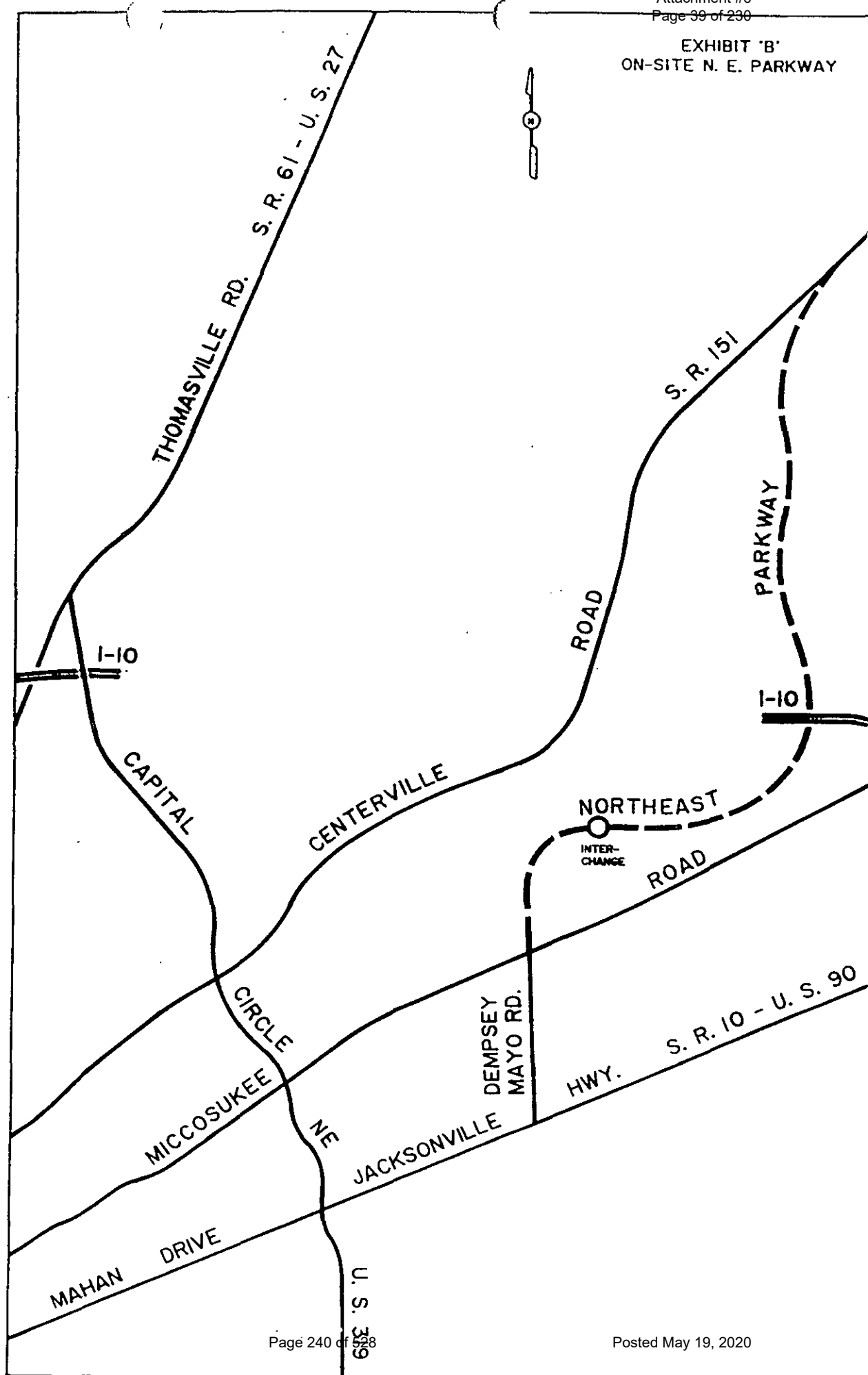


EXHIBIT "C"

# CAPITAL PARKWAY

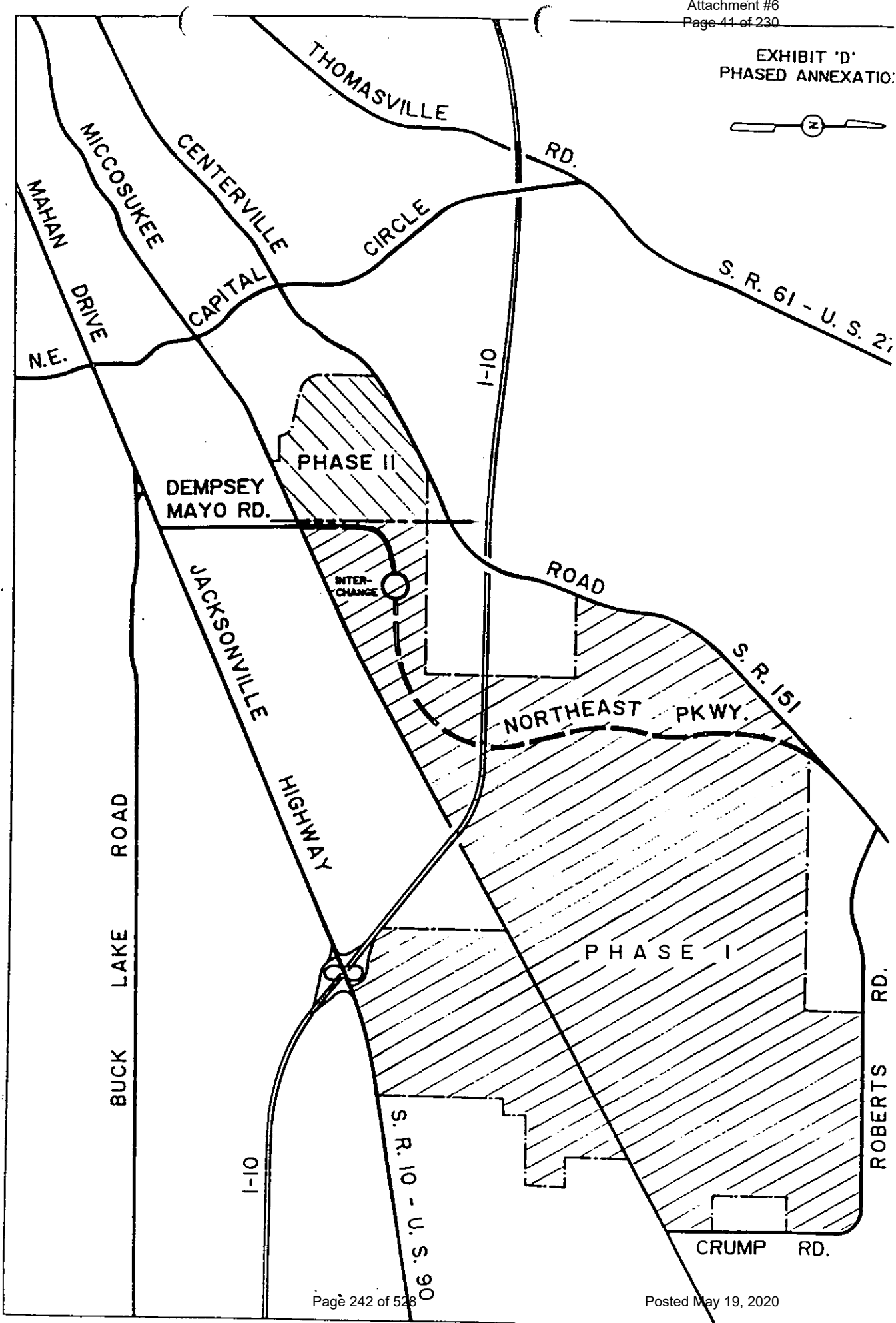
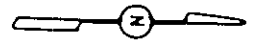
## PROJECT DEVELOPMENT & ENVIRONMENTAL STUDY

### TYPICAL CROSS SECTION #3

DESIGN SPEED = 60 mph  
(DESIRABLE SECTION)  
(NTS)

EXHIBIT  
9

EXHIBIT 'D'  
PHASED ANNEXATION



**Attachment #3:** Amended and Restated Urban Services-Development Agreement (February 2, 2006)

**AMENDED AND RESTATED URBAN  
SERVICES-DEVELOPMENT AGREEMENT**

THIS AMENDED AND RESTATED Urban Services-Development Agreement is entered into on this 2nd day of February, 2006, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as "City"); and POWERHOUSE, INC., a Florida corporation; CHRISTOPHER F. DAVENPORT; LOUISE M. DAVENPORT; and ELLEN METTLER (collectively, hereinafter referred to as "Owners").

W I T N E S S E T H:

WHEREAS, Owners proposed the phased development of property ("the Development") shown on Exhibit "A" to this Agreement to be known as "Welaunee", and

WHEREAS, Owners are desirous of facilitating development on portions of Welaunee through implementation, by themselves or others, of a comprehensive development plan approved by local government and consistent with City's Comprehensive Plan, including the Welaunee Critical Area Plan, and the provisions of Florida Statutes Chapter 163, Part 2, the Growth Management Act; and

WHEREAS, Owners and City are desirous of ensuring that public facilities are available to ensure the best available protection of the ground and surface waters in the Development as well as the drainage basin; and

WHEREAS, Owners are desirous of securing the delivery of municipal services to the Development; and

WHEREAS, the City has the need for certain road rights-of-way and other public facilities and has the authority to condemn land beyond city limits for said purposes; and

WHEREAS, Owners are willing to make a significant donation of properties for the purpose of providing needed public facilities and major transportation improvements; and

WHEREAS, City is capable of providing such municipal services to the Development and is desirous of acquiring for the use of the public, the property donations for public facilities referenced below; and

WHEREAS, on April 15, 1990, City and Owners entered into this Urban Services-Development Agreement ("Agreement") to address the issues set forth above; and

WHEREAS, certain signatories to the Agreement as "Owners" are deceased (Eleanor Mettler); no longer have a legal existence (the Estate of John W. Mettler, Jr.); or no longer have an estate or interest in the real property encompassed by the terms of the Agreement (John W. Mettler III and Peter W. Mettler); and

WHEREAS, the Owners' obligation under the Agreement, as executed in 1990, to reserve for future dedication the right-of-way for the proposed Northeast Capital Parkway expired on January 1, 2001, and is no longer of any legal effect; and

WHEREAS, the Tallahassee-Leon County Metropolitan Planning Organization ("MPO") eliminated the Northeast Capital Parkway from its long-range transportation plans and instead proposed establishment of a thoroughfare to be named Welaunee Boulevard, to traverse portions of Welaunee and to include an interchange with Interstate Highway 10 ("I-10"); and

WHEREAS, on September 26, 1996, City; Powerhouse; Leon County; and Holy Comforter Episcopal Church and Day School entered into that certain Planning Agreement ("Planning Agreement") by which Powerhouse exercised the "advance



development option” for the Welaunee Critical Planning Area pursuant to Land Use Goal 6 of the Tallahassee-Leon County Comprehensive Plan and its supporting objectives and policies, and the parties to said Planning Agreement further agreed to the initiation of certain limited development on a portion of Welaunee; and

WHEREAS, on March 24, 1997, City; Powerhouse; Leon County; and Holy Comforter Episcopal Church and Day School entered into that certain First Amendment to Planning Agreement (“First Amendment to Planning Agreement”) by which certain modifications were made to terms and conditions of the Planning Agreement; and

WHEREAS, Owners have conveyed to City two electric substation sites, not exceeding 10 acres in all, and a water well and water storage tank site, both as required by the Agreement as executed in 1990; and

WHEREAS, Owners initiated in 2000 and completed in 2002, at their sole expense and direction, in consultation with a broad-based Community Advisory Group, all required studies for a critical area plan for portions of Welaunee consistent with Policy LU 6.2.2 of the Tallahassee-Leon County Comprehensive Plan; and

WHEREAS, the City Commission and the Board of County Commissioners of Leon County, on April 9, 2002, adopted the Welaunee Critical Area Plan as Land Use Goal 13 of the Tallahassee-Leon County Comprehensive Plan, effective December 10, 2002, to establish allowed uses, densities and intensities of use and development controls for portions of Welaunee; and

WHEREAS, on February 2nd, 2006, Powerhouse sold and City purchased approximately 428 acres in an area of Welaunee bounded by I-10, Miccosukee Road,

Centerville Road and Fleischman Road ("City Property"), and commonly known as the Toe, and

WHEREAS, Owners and City have agreed on other matters concerning eventual development of portions of Welaunee, including but not limited to alignment and certain design characteristics for portions of Welaunee Boulevard; and

WHEREAS, City and Owners desire to revise and update certain terms of the Agreement to reflect these transactions and changed circumstances.

NOW, THEREFORE, the parties hereby agree as follows:

1. Water Utilities: Within one (1) year after Owners have notified City in writing, City will make potable water available to the boundary of the Development in sufficient capacity to serve the projected needs of the Development. However, in no case shall City be required to provide potable water to Owners prior to October 1, 1992. In providing said written notice, Owners shall provide a water master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total Development. Owners shall be responsible for the initial expense of installation of water lines within the Development, which expense shall be eligible for reimbursement to Owners as provided for in Paragraph 9 below. Owners may connect into the City water mains at the property boundary for no additional charge. The location of water wells and elevated storage tanks sites shall be mutually agreed upon by Owners and City and donated sites shall not exceed a total of 10 acres.

2. Sanitary Sewer: Within one (1) year after Owners have notified City in writing, City shall, at its expense, provide off-site sanitary sewer lines to the boundary of the Development with sufficient capacity to service the Development. However, in no

case shall City be required to provide sanitary sewer to Owners prior to April 1, 1993. In providing said written notice, Owners shall provide a wastewater master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total development.

Owners shall, at their initial expense, which expense shall be eligible for reimbursement as provided for in Paragraph 9 below, install all on-site sewer lines within the portion of the Development as shown on Exhibit "A", except on the City Property.

All "pump station" or "lift station" sites will be donated by Owners except on the City Property. Owners shall construct a "pump station" or "lift station" on such sites and refund or rebate of the costs to Owners by City shall be in accordance with Paragraph 9 below. No connection fee will be charged to Owners for extension of the sanitary sewer system.

Any time prior to April 1, 1993, or if at any time during development a sewer tap moratorium shall halt any further use of the sewer facilities, City agrees that Owners may, to the extent allowed by State law and the Comprehensive Plan, use septic tanks in place of the sewer system, except on the City Property.

3. Underground Electric: City shall provide electric service throughout the entire Development. All electric distribution service provided by City shall be underground and at the expense of City. Installation of electrical service shall be coordinated with Owners so as to minimize any disruption to Owners' schedule for completion of services to the Development.

4. On-Site Roadway Improvements: The on-site roadway improvements within the Development shall be made by Owners at their cost, except on the City Property, and in compliance with City standard specifications. All streets and sidewalks within the Development designated by Owners as public shall be dedicated to and accepted by City as public streets and sidewalks. All required new sidewalks on public streets shall be paid for by City.

City and Owners agree that Owners shall be entitled to access to Miccosukee Road south of I-10 at Arendell Way, Edenfield Road and Dempsey Mayo Road. Roads at these locations shall be located within existing road access easements across the Miccosukee Canopy Road Greenway and shall have no more than two through travel lanes. Owners shall reserve for future dedication the right-of-way for the easterly extension of Shamrock South from Centerville Road to the east of the intersection of Interstate 10 with U.S. 90 (Mahan Drive). The final right-of-way alignment shall be agreeable to both City and Owners. Right-of-way width shall be based upon estimated traffic generation from the development; however, in no event shall the right-of-way be less than 100 feet nor shall it exceed 150 feet. The cost of construction shall be borne by whichever party (i.e. City or Owners) requires it be constructed first; provided, however, that either Owners or City may elect to construct a phase of the Shamrock South extension on a mutually agreed alignment and length without incurring the obligation to pay for construction of the extension on its entire length from Centerville Road to U.S. 90. The surface water/stormwater management facilities constructed by Owners as a part of roadway improvements shall be, upon approval and acceptance of the facility, dedicated to the local government having jurisdiction, which local

government shall be responsible for the ownership, maintenance, and management of these facilities, or to one or more community development districts, at the Owners' option, except on the City Property.

5. Trees: Trees will be planted in accordance with City policy as amended from time to time within the road rights-of-way. Planting the trees will be the obligation of the ultimate home builder. The trees must be planted before a certificate of occupancy is issued.

6. Stormwater and Recreational Facilities: Stormwater management systems used for recreational purposes shall be owned and managed by one or more community development districts, except on the City Property. The City/County will be granted easements and the perpetual right to discharge stormwater from the publicly owned streets and facilities within the Development to the stormwater management system used for recreational purposes. However, stormwater shall be treated in conformance with the City's Land Development Code and state water quality standards (e.g. Chapters 17-3 and 62-25, F.A.C.) prior to discharge to this stormwater management system. All stormwater management systems not used for recreational purposes shall be dedicated to the City/County or one or more community development districts, at the Owners' option, except on the City Property. Lands utilized for stormwater management systems shall be credited toward the open space, preservation and conservation requirements in the local comprehensive plan.

7. Annexation: Owners have executed and filed with the City irrevocable Petitions for Voluntary Annexation of the Development shown in Exhibit "A" of this Agreement. The City hereby acknowledges that the portion of the Development

depicted as Phase I on Exhibit "D" has been successfully annexed, and that therefore the City and Owners are each entitled to their respective benefits, and each are bound to perform their respective obligations, under this Agreement.

8. Easements: Owners shall provide to City at no expense to City and upon request by City, all easements within the Development, except on the City Property, as are necessary for sewer, water, electricity, stormwater, and City's care and maintenance of public facilities as provided for in paragraph 11 below. The location of such easements shall be mutually agreed upon by City and Owners and shall not interfere with the buildable area of residential lots.

9. Rebates and Acceptance of Dedicated Improvements: City shall, within 90 days of acceptance of facilities by the City, establish a refunding account to reimburse Owners in accordance with the provisions of Sections 21-86 through 21-91 and Section 21-93, Tallahassee General Code of Ordinances (formerly Sections 25-139 and 25-141 of the Code of the City of Tallahassee) for the installation of on-site water lines, on-site sewer lines and any other sewer lines or facilities required by City and paid for by Owners. These reimbursement provisions shall continue in effect if Sections 21-86 through 21-91 and Section 21-93 (formerly Sections 25-139 and 25-141) cited above are repealed and shall expire only in accordance with the provisions in Paragraph 4 of this Agreement.

10. Welaunee Boulevard. The following provisions shall apply with respect to Welaunee Boulevard as addressed in the adopted Welaunee Critical Area Plan and in the 2020 Long-Range Transportation Plan update:



- a) Owners and City shall reserve for future dedication, on portions of the property which they respectively own, right-of-way for a thoroughfare which shall be named Welaunee Boulevard, in a corridor from the intersection of Fleischmann Road and Welaunee Boulevard in the Southern Corridor alignment, to north of Dove Pond, and then to an interchange with I-10, as depicted on Exhibit "B", which is attached hereto and incorporated herein. The reserved right-of-way shall be 120 feet wide with a 94-foot-wide right-of-way for segments in planned town or neighborhood centers, with a speed limit of 35 mph consistent with a walkable mixed-use town center. The final right-of-way alignment for Welaunee Boulevard south of I-10 shall be mutually agreed by City and Owners. Right-of-way shall be dedicated in conjunction with development.
- b) Welaunee Boulevard shall be designed and constructed as a "town-and-country" road consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan. Right-of-way widths may vary and shall be based upon the typical cross-sections in Composite Exhibit "C", attached hereto and incorporated herein. Right-of-way width may exceed 200 feet in low-density areas only with approval of Owners and if necessary to provide an "eyebrow" road or to accommodate a split-section profile to minimize environmental impacts.
- c) City and Owners agree to dedicate, from their respective landholdings, the land necessary for an I-10 interchange with Welaunee Boulevard as approved by the Federal Highway Administration and Florida Department

of Transportation, not to exceed 9 acres on each side of I-10. City agrees to apply for and diligently seek approval from all agencies with jurisdiction for an interchange designed and constructed consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan.

- d) Owners' obligation to reserve right-of-way for the I-10 interchange shall expire 10 years from the effective date of this Agreement as amended and restated, if actual and continuous construction of the interchange has not begun by that date.

11. Public Facility Sites: Dove Pond shall be incorporated into a regional stormwater management system to provide flood protection for downstream property owners as provided in the Welaunee Critical Area Plan and consistent with all applicable regulatory requirements. Owners shall, contemporaneous with issuance of a final local development order which establishes and allocates build-out stormwater capacity for that area of Welaunee bounded by I-10, Miccosukee Road, Centerville Road and Fleischman Road (the Toe), make available the necessary land or rights of use, at no cost to the public, for Dove Pond to be incorporated into a regional stormwater management system for storage of treated stormwater to an expected elevation of approximately 100 feet NGVD. As provided by Policy LU 13.1.5(3), Owners' obligation to grant this land or rights of use shall be contingent upon: (a) approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area; (b) approval of public funding in an adopted local government budget(s) for stormwater management facilities to implement the regional plan; and (c) approval by the City and Leon County of interbasin transfers necessary to

implement the regional plan. Owners shall not be obligated to grant the land or rights of use to accommodate stormwater from any portion of the Toe outside the Welaunee Closed Basin, or for any lands within the Welaunee Closed Basin where stormwater requirements will be met on-site and without utilization of Dove Pond.

12. Letter of Agreement: In addition to this Agreement, the parties will enter into a Letter of Agreement in a standard form used by the City for installation of improvements and payment of rebates for those improvements. The Letter of Agreement is supplemental and subordinate to this Urban Services-Development Agreement; if any conflict exists between the Letter of Agreement and this Agreement, then this Agreement shall control.

13. Owners' Contribution: City shall credit toward any impact fee or exaction imposed by local ordinance upon any land within the Development, any Owner 1) contribution of land for a public facility; or 2) construction, expansion, or payment for land acquisition; or 3) construction or expansion of a public facility, or a portion thereof. The intent of this paragraph is that Owners shall be entitled to the credits and contributions described herein to the extent not prohibited by the current City Code. City agrees that future changes to the City Code notwithstanding, this paragraph shall continue to be interpreted according to the City Code as it exists on the date of execution of this Agreement, and shall remain in effect for the duration of this Agreement according to the terms of paragraph 14. In providing Owners credit for contributions described above, the value of all Owners contributions made pursuant to this Agreement shall be established by MAI appraisal at the time of donation. The selection of the appraiser shall be mutually agreed upon by City and Owners. The

value of the contributions shall constitute a “bank” upon which Owners, at their discretion, may draw in lieu of and in payment of impact fees or exactions imposed by local ordinance. City agrees that credits for the contribution of right-of-way for the Welaunee Boulevard extension may be used by Owners to defray off-site transportation concurrency obligations.

14. Term: This Agreement shall become effective upon execution and shall run for a period of 30 years, said time period to commence upon Owners' receipt of all City approvals necessary to commence development. The provisions of this paragraph shall be tolled for and during the duration of any development moratorium or similar prohibition on the commencement or completion of development.

15. Land Use Allocations and Limitations: Owners and City agree that in the area of Welaunee bounded by I-10, Miccosukee Road, Centerville Road and Fleischmann Road (the Toe), the parties' respective land use allocations under the adopted Welaunee Critical Area Plan shall be as follows: for Powerhouse, 1,283 residential units, 102,800 GSF of retail and 60,119 GSF of office and on the City Property, 1,429 residential units, 136,940 GSF of retail and 135,509 GSF of office. Until build-out of Owners' acreage in this area but not more than eight years from commencement of actual physical development or more than 12 years from February \_\_\_\_\_, 2006, whichever shall occur first, the City Property may be used only for public, charitable and civic uses, including conservation, passive or active recreation, community services, stormwater management facilities, affordable housing and ancillary on-site uses and other uses which do not compete with uses on the Owners' acreage in this area. During this period, any other allowable uses expressly identified for this area

shall be subject to prior review and approval by Owner. Thereafter, the City Property may be used for any purpose allowed by the Welaunee Critical Area Plan, as it may be amended.

16. Shared Costs. City and Owners agree they will share costs for the required Natural Features Inventory (NFI) and Stormwater Facilities Master Plan (SFMP) in the area bounded by I-10, Miccosukee Road, Centerville Road and Fleischman Road on a pro rata basis, based on each party's respective acreage in this area. City and Owners each agree to pay its share for preparation and adoption of the NFI and SFMP upon request by the other party, and the parties acknowledge that the NFI and SFMP may be required to prepare a regional stormwater management plan pursuant to the adopted Welaunee Critical Area Plan. The NFI and SFMP studies shall be based on the adopted Welaunee Critical Area Plan and the land use allocations in Paragraph 15.

17. Acknowledgement: City hereby acknowledges that Owners are entitled to receive the following credits based on performance of certain obligations under this Agreement between its effective date and the effective date of this Agreement as amended and restated:

a) \$51,300 in credits against transportation-related impact fees, exactions or system charges for reservation for the Northeast Capital Parkway right-of-way through December 31, 1997; and

b) In lieu of engaging an MAI appraiser to appraise the value of the Northeast Capital Parkway right-of-way as of January 1, 1998, for purposes of the three-year extension through December 31, 2000, half the sum of \$51,300 (i.e., \$21,650

in credits against transportation-related impact fees, exactions or system charges for extension of the reservation for the Northeast Capital Parkway right-of-way from January 1, 1998, through December 31, 2000; and

c) \$44,000 in credits against water system fees, exactions or charges for dedication of a water well and water tank site on Fleischmann Road.

18. Planning Agreement: City and Owners agree that the terms and conditions of this Agreement shall not vary or affect the terms and conditions of either the Planning Agreement or the First Amendment to Planning Agreement.

19. No Unified Plan of Development: City and Owners agree this Agreement is not intended to be, and shall not constitute evidence of, a unified plan of development for purposes of section 380.0651(4), Fla Stat.

20. Miscellaneous: The following provisions shall also apply to this Agreement:

a) This Agreement shall be binding upon Owners and City, their successors or assigns. As to Owners, this Agreement, including all benefits and obligations contained herein, may be assigned in whole or in part, provided that such assignment is made in writing, approved as to form by the City and filed with the City Treasurer-Clerk.

b) The recitals set forth above are incorporated herein as a material part of this Agreement and shall be construed as such.

c) This Agreement shall be governed by, construed under and enforced in accordance with Florida law.



d). Paragraph headings contained in this Agreement are for convenience and reference only, and in no way define, describe, extend or limit the scope or intent of the terms and conditions of either agreement.

e) This Agreement may be executed in multiple counterparts, each constituting a duplicate original, but all such counterparts constituting one and the same agreement.

f) Without limiting the rights and obligations set forth in this Agreement, City and Owners declare their intention to cooperate with each other in effectuating the terms of this Agreement, and to coordinate performance of their respective obligations.


g) Any required notices or reports shall be sent to the following:

For City: City Attorney  
City Hall, Second Floor  
300 South Adams Street  
Tallahassee, FL 32301

For Owners: Christopher F. Davenport  
c/o Powerhouse, Inc.  
3000 Welaunee Road  
Tallahassee, FL 32309

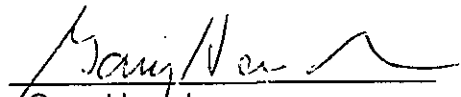
EXECUTED by the City and Owners as indicated by their signatures:

CITY OF TALLAHASSEE:

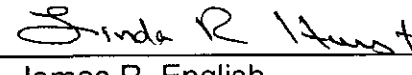
By:   
John R. Marks, III  
Mayor

Date: 2/1/06


ATTEST:

By:   
Gary Herndon  
City Treasurer-Clerk

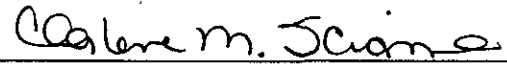
APPROVED AS TO FORM:

By:   
James R. English  
City Attorney

POWERHOUSE, INC.:

By:   
Christopher F. Davenport  
Its President

Date: FEBRUARY 2, 2006

  
Witness

Charlene M. Sciame

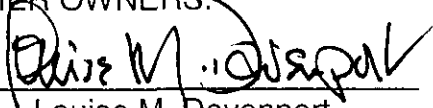
Printed Name of Witness

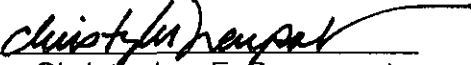
  
Witness

Russell D. Gautier

Printed Name of Witness

OTHER OWNERS:

By:   
Louise M. Davenport

By:   
Christopher F. Davenport

By:   
Ellen Mettler

This document prepared by:

David L. Powell  
Hopping Green & Sams  
Post Office Box 6526  
Tallahassee, FL 32314  
Tel: (850) 425-2222  
Fax: (850) 224-8551

**Attachment #4:** First Amendment to the Amended and Restated Urban Services Development Agreement  
(February 16, 2016)

FIRST AMENDMENT TO THE  
AMENDED AND RESTATED URBAN SERVICES-DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT TO THE Amended and Restated Urban Services-Development Agreement is entered into on this 16<sup>th</sup> day of ~~January~~ <sup>February</sup>, 2016, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as "City"); and POWERHOUSE, INC., a Florida corporation; CHRISTOPHER F. DAVENPORT; LOUISE M. DAVENPORT; and THOMAS A. BARRON, as Trustee under The Maximilian Mettler Moore Trust u/a/d November 18, 2005 (collectively, hereinafter referred to as "Owners").

WITNESSETH:

WHEREAS, the parties entered into the Amended and Restated Urban Services-Development Agreement (hereinafter referred to as "Agreement") on February 2, 2006; and

WHEREAS, in paragraph 10c of the Agreement, the parties agree to dedicate, from their respective landholdings, the land necessary for an I-10 interchange with Welaunee Boulevard, not to exceed 9 acres on each side of I-10; and

WHEREAS, also in paragraph 10c, the City agrees to apply for and diligently seek approval from all agencies with jurisdiction for an interchange designed and constructed consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan (I-10 Interchange); and

WHEREAS, the Owners' obligation to reserve right-of-way for the I-10 interchange is set to expire on February 2, 2016, if actual and continuous construction of the interchange has not begun by that date; and

WHEREAS, the City has applied for and is diligently seeking approval from the agencies with jurisdiction for the I-10 Interchange; and

WHEREAS, it is apparent that construction on the I-10 Interchange will not begin before February 2, 2016, or that the final approval for the I-10 Interchange will be obtained before February 2, 2016; and

WHEREAS, the parties acknowledge the benefit of the I-10 Interchange to the entire community and the benefit of extending the expiration date for the Owners' and City's obligation to donate land on their respective properties needed for the I-10 Interchange; and

WHEREAS, the parties also acknowledge that 9 acres is insufficient for an interchange at the proposed location, and each is willing to dedicate up to 15 acres for the I-10 Interchange; and

WHEREAS, the parties additionally acknowledge that efforts for planning development of the Toe portion of the Welaunee property is essentially complete and that the time is ripe for planning development of the Arch portion of the Welaunee property; and

WHEREAS, the parties acknowledge the importance of comprehensively planning the development of the Arch and agree that the City should initiate an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan to create a general land use plan as set forth below for the Arch to be implemented by future Planned Unit Development zoning districts; and

WHEREAS, this First Amendment to the Agreement is intended to extend the expiration date for the dedication of property for the I-10 Interchange and to increase the amount of acreage each party will dedicate to the I-10 Interchange.

NOW, THEREFORE, the parties hereby agree as follows:

1. The recitals above are incorporated herein as though set forth in their entirety.
2. Paragraph 10 of the Agreement shall be amended as follows:

10. Welaunee Boulevard. The following provisions shall apply with respect to Welaunee Boulevard as addressed in the adopted Welaunee Critical Area Plan and in the 2020 Long-Range Transportation plan update:

...

c) City and Owners agree to dedicate, from their respective landholdings, the land necessary for an I-10 interchange with Welaunee Boulevard as approved by the Federal Highway Administration and Florida Department of Transportation, not to exceed 15 acres on each side of I-10. City agrees to apply for and diligently seek approval from all agencies with jurisdiction for an interchange designed and constructed consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan.

d) Owners' obligation to reserve right-of-way for the I-10 interchange shall expire 13 years from the effective date of this Agreement as amended and restated, if actual and continuous construction of the interchange has not begun by that date.

3. The Agreement shall be amended by adding the following as paragraph 20 and renumbering the existing paragraph 20 (Miscellaneous) as paragraph 21:

20. As part of the Cycle 2017-1 amendments to the Tallahassee-Leon County 2030 Comprehensive Plan ("Comprehensive Plan"), the City shall initiate an amendment to the Comprehensive Plan to create a general land use plan for the Arch to be implemented by future Planned Unit Development zoning districts. The general land use plan will be developed by the City's Planning Department, and will include a generalized transportation network, allowable densities and intensities, and other relevant criteria to be determined by the parties. A request to include all of the Welaunee Property within



the City limits (plus the contraction area approved in City's Ordinance No. 11-O-25) in the Urban Service Area boundary will be included in the Comprehensive Plan amendment request. The parties shall agree on the amendment application prior to its submittal.

4. In all other respects, the Agreement shall remain unchanged except as amended by that certain Canopy Development Agreement recorded in the public records of Leon County in Book 4224, beginning at Page 194.

APPROVED by the City Commission on the 27th day of January, 2016.

EXECUTED by the City and Owners as indicated by their signatures:

CITY OF TALLAHASSEE:

By: Andrew D. Gillum  
Andrew D. Gillum  
Mayor

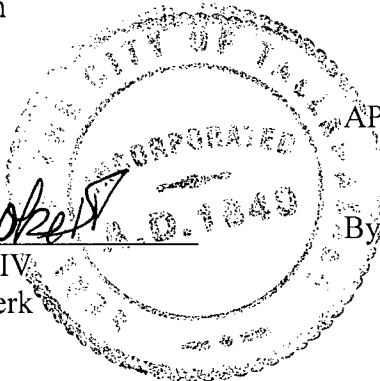
Date: 2/8/2016

ATTEST:

APPROVED AS TO FORM:

By: James O. Cooke, IV  
James O. Cooke, IV  
City Treasurer-Clerk

By: Lewis E. Shelley  
Lewis E. Shelley  
City Attorney



POWERHOUSE, INC.:

By: Christopher F. Davenport  
Christopher F. Davenport  
Its President

Date: 1/29/16

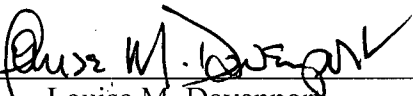
Witness: Joseph Langford  
Witness

Joseph Langford  
Printed Name of Witness

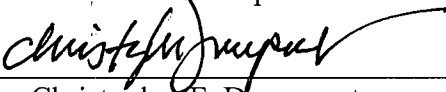
Witness: Debi Collins  
Witness

Debi Collins  
Printed Name of Witness

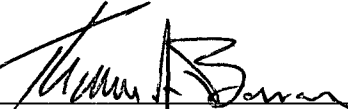
OTHER OWNERS:

By:   
Louise M. Davenport

Date: 1/29/16

By:   
Christopher F. Davenport

Date: 1/29/16

By:   
Thomas A. Barron, as Trustee  
under The Maximilian Mettler  
Moore Trust u/a/d November 18, 2005

Date: 1/29/16

**Attachment #5:** Second Amendment to the Amended and Restated Urban Services Development Agreement

SECOND AMENDMENT TO THE AMENDED AND RESTATED  
URBAN SERVICES - DEVELOPMENT AGREEMENT

This Second Amendment to the Amended and Restated Urban Services-Development Agreement (“Second Amendment”) is entered into on this \_\_\_\_ day of \_\_\_\_\_, 2020, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as “City”); and POWERHOUSE, INC., a Florida corporation; CHRISTOPHER F. DAVENPORT; LOUISE M. DAVENPORT; and THOMAS A. BARRON, a Trustee under The Maximilian Mettler Moore Trust u/a/d November 18, 2005 (collectively, hereinafter referred to as “Owners”).

WITNESSETH:

WHEREAS, the parties entered into the Amended and Restated Urban Services-Development Agreement on February 2, 2006 (“Agreement”);

WHEREAS, the parties entered into the First Amendment to the Amended and Restated Urban Services-Development Agreement on January 29, 2016 (“First Amendment”);

WHEREAS, Owners continue to own portions of the Development, including the approximately 4,677 acres within the City of Tallahassee, generally bounded by Interstate 10 on the south, by Miccosukee Road on the east, by Roberts Road on the north, and by Centerville Road on the west; specifically described in the attached Exhibit “A” (“Welaunee Arch”); and

WHEREAS, the parties have agreed to this Second Amendment to extend the date for the dedication of property for the lands associated with the I-10 interchange, to provide for the additional dedication of property for future right-of-way, and to provide for credits for the dedication.

NOW, THEREFORE, the parties hereby agree as follows:

1. The Owners agree to reserve land within the Arch for future dedication of right-of-way necessary for the construction of the Welaunee Boulevard North from I-10 to the northern boundary of Owners property. The Agreement is therefore amended to insert a new paragraph 10(e) which states:

(e) Owners shall reserve for future dedication right-of-way for the construction of the Welaunee Boulevard North from I-10 to the northern boundary of Owners property. The final right-of-way alignment shall be agreed upon by both the City and Owners, consistent with the Blueprint Intergovernmental Agency Northeast Gateway Phase I project alignment. Right-of-way widths for each segment shall be based upon estimated traffic generation from the development and shall not be less than 100 feet nor greater than 150 feet.

2. The Owners renew their obligations under paragraph 10(c), as amended by the First Amendment, to dedicate land for an I-10 interchange with Welaunee Boulevard and extend the

time for the dedication. The Agreement is therefore amended to delete the language in existing paragraph 10(d) and to replace it with the following:

(d) Owners' obligation to reserve right-of-way for the I-10 interchange, not to exceed 15 acres on each side of I-10, shall expire on January 1, 2030 if actual and continuous construction of the interchange has not begun by that date or if this obligation has not been otherwise extended in writing by the parties hereto.

3. The parties agree that Owners shall not be required to dedicate land for any right-of-way prior to adopting a long-term land use plan for their property. The Agreement is therefore amended to insert a new paragraph 10(f) which states:

(f) Dedication of right-of-way described in this paragraph may occur at an agreed upon time after the effective date of the comprehensive plan amendments described in paragraph 20 of the Agreement as amended. In no event shall Owners be required or obligated to dedicate any right-of-way prior to such plan amendments becoming effective.

4. The parties recognize that Owners are entitled to credit under paragraph 13 of the Agreement for any dedication of land for right-of-way for the Shamrock South extension, Welaunee Boulevard North from I-10 to Owners northern property line and for the I-10 interchange. The credit may be applied to any concurrency obligation, impact fee or other form of exaction imposed under the ordinances and policies in effect at the time of dedication.

5. The parties acknowledge that the term of the Agreement shall expire twenty-five years from the date of execution of this Second Amendment.

6. The parties acknowledge that the City has initiated an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan concerning land uses within the Welaunee property and a proposed extension of the boundaries of the Urban Services Area. The parties therefore acknowledge that upon transmittal of the proposed amendment to the Department of Economic Opportunity and consideration of the amendment at a future adoption hearing, the City will have satisfied its obligations as provided in paragraph 20 of the Agreement, as amended.

7. Nothing in this Second Amendment is intended to preclude the City from the exercise of its proper police powers and exercise of independent judgment on planning decisions in its exclusive role to protect the public health, safety or welfare.

8. Except as provided herein, all other terms and conditions of the Agreement, as previously amended, remain in full force and effect, except as amended by that certain Canopy Development Agreement recorded in the public records of Leon County in Book 4224, beginning at Page 194.

IN WITNESS HEREOF, the parties have executed this Second Amendment with the intent to be legally bound.

CITY OF TALLAHASSEE

By: \_\_\_\_\_  
John E. Dailey  
Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
JAMES O. COOKE, IV  
City Treasurer-Clerk

\_\_\_\_\_  
CASSANDRA K. JACKSON  
City Attorney



WITNESSES:

POWERHOUSE, INC.

\_\_\_\_\_  
Print Name: \_\_\_\_\_

By: \_\_\_\_\_

Christopher F. Davenport

As: Its President

\_\_\_\_\_  
Print Name: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF LEON

The foregoing instrument was acknowledged before me, by Christopher F. Davenport, as President of Powerhouse, Inc., by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2020.

☐ Personally Known or ☐ Produced Identification:

Type of Identification Produced \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

My Commission Expires: \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
Print Name: \_\_\_\_\_

\_\_\_\_\_  
CHRISTOPHER F. DAVENPORT

\_\_\_\_\_  
Print Name: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF LEON

The foregoing instrument was acknowledged before me by CHRISTOPHER F.  
DAVENPORT, by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_ day of  
\_\_\_\_\_, 2020.

☐ Personally Known or ☐ Produced Identification:

Type of Identification Produced \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC  
My Commission Expires: \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
Print Name: \_\_\_\_\_

\_\_\_\_\_  
LOUISE M. DAVENPORT

\_\_\_\_\_  
Print Name: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF LEON

The foregoing instrument was acknowledged before me by LOUISE M. DAVENPORT,  
by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_ day of  
\_\_\_\_\_, 2020.

☐ Personally Known or ☐ Produced Identification:

Type of Identification Produced \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC  
My Commission Expires: \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
Print Name: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_

\_\_\_\_\_  
THOMAS A. BARRON  
a Trustee under The Maximilian Mettler  
Moore Trust u/a/d November 18, 2005

STATE OF FLORIDA  
COUNTY OF LEON

The foregoing instrument was acknowledged before me by THOMAS A. BARRON, a Trustee under The Maximilian Mettler Moore Trust u/a/d November 18, 2005, by means of  
☐ physical presence or ☐ online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2020.

☐ Personally Known or ☐ Produced Identification:

Type of Identification Produced \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC  
My Commission Expires: \_\_\_\_\_

**Attachment #6:** Blueprint Intergovernmental Agency Agenda Item for the Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure Project

**Blueprint Intergovernmental Agency  
Board of Directors  
Agenda Item #10  
January 30, 2020**

<b>Title:</b>	Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure Project
<b>Category:</b>	Public Hearing
<b>Intergovernmental Management Committee:</b>	Vincent S. Long, Leon County Administrator Reese Goad, City of Tallahassee Manager
<b>Lead Staff / Project Team:</b>	Benjamin H. Pingree, Director, Department of PLACE Autumn Calder, Director, Blueprint Daniel Scheer, Blueprint Design and Construction Manager

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## **STATEMENT OF ISSUE:**

In accordance with the Second Amended and Restated Interlocal Agreement dated December 9, 2015, this agenda item requests the Blueprint Intergovernmental Agency Board of Directors (IA Board) conduct the second and final public hearing to approve the substantial amendment to modify the Blueprint Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure project (referred to as Northeast Gateway and listed as Project 25 in the Second Amended and Restated Interlocal Agreement). Attachment #1 includes the original description with Map, and Attachment #2 includes the proposed amended description with Map. A supermajority vote of both the members who are County Commissioners and the members who are City Commissioners is required for the amendment to be approved. The IA Board must also receive recommendations from the Blueprint Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC), and the Intergovernmental Management Committee (IMC).

The proposed amended Northeast Gateway project description follows the IA Board direction at the December 12, 2019 meeting to begin the substantial amendment process to include the combined extensions of Welaunee Boulevard to Roberts Road and Shamrock Street. The first public hearing was held at the Blueprint Citizens Advisory Committee meeting on January 16, 2020. The second and final public hearing to consider the amendment discussed hereafter has been advertised and scheduled for this January 30, 2020 IA Board meeting.

## **FISCAL IMPACT:**

This item will have a fiscal impact if the project is amended. Currently, the proposed amended Northeast Gateway, the combined extensions of Welaunee Boulevard to Roberts Road and Shamrock Street, has a construction cost estimate of \$42M, which is within the existing and planned budget allocations. Future project allocations will come before the IA Board during the annual budget process.

## **SUPPLEMENTAL INFORMATION:**

### **PROCESS TO SUBSTANTIALLY AMEND A BLUEPRINT PROJECT**

The Second Amended and Restated Interlocal Agreement dated December 9, 2015 specifies that Blueprint must hold two public hearings to consider proposed substantial changes to a Blueprint project.

- The first public hearing was publicly advertised and conducted at the January 16, 2020 Blueprint Citizens Advisory Committee (CAC) meeting. The second public hearing was advertised for the January 30, 2020 IA Board meeting.

The IA Board must also receive recommendations from the Technical Coordinating Committee (TCC), CAC, and the Intergovernmental Management Committee (IMC).

- TCC Recommendation (January 13, 2020):
  - The seven present members concurred with staff recommendation to approve the substantial amendment to the Northeast Gateway project.
- CAC Recommendation (January 20, 2020):
  - Members by a 11-1 vote, recommend the IA Board approve the substantial amendment to the Northeast Gateway project.
- IMC Recommendation:
  - The IMC recommends Option 1: Approve the substantial amendment to Blueprint Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure, as described in Attachment #2.

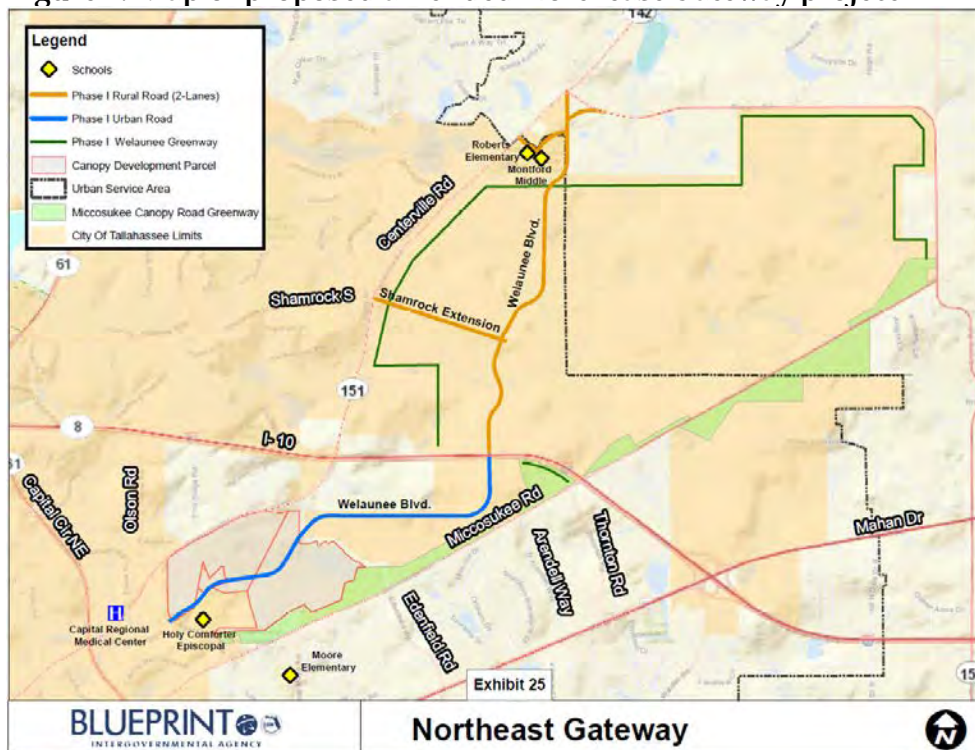
### **PROPOSED AMENDMENT TO THE NORTHEAST GATEWAY PROJECT**

On December 12, 2019, the IA Board approved the initiation of the process to significantly amend the description of the Northeast Gateway consistent with the roadway corridor to extend Welaunee Boulevard to Roberts Road and the Shamrock extension to Centerville Road. Attachment #3 contains the agenda item from December 12, 2019. The recommendation to amend the project was based in a data driven analysis of the primary project purpose, in addition to other important factors such as the construction cost, overall community traffic analysis, current and future land use, economic development expectations, new interstate access, and public input. This agenda items requests the IA Board conduct the second and final public hearing to approve the substantial amendment modifying the Northeast Gateway project. The proposed amendment to the Northeast Gateway project description and map are presented below.



**Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure:** Phase I: Funding to develop Welaunee Boulevard north from Fleischman Road to Roberts Road ~~Shamrock and with a two-lane Shamrock Way Street~~ extension from Centerville Road to Welaunee Boulevard north (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; ~~and~~ (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint, and (v) that the Shamrock Street extension open simultaneously, or after, the Welaunee Boulevard connection at Roberts Road. (Exhibit 25, as Amended)

Figure 1: Map of proposed amended Northeast Gateway project



## **SUMMARY OF IA BOARD ACTIONS SINCE FEBRUARY 2016**

The following summary details IA Board actions and direction to date regarding the commitment to providing the Northeast Gateway Project and for the consideration of a substantial amendment to the Northeast Gateway project.

**February 29, 2016:** IA approval of a funding strategy for the 2020 Northeast Gateway Sales Tax Extension project offering pre-funding of the project in advance of the 2020 Sales Tax Extension program.

**September 12, 2016:** IA Board approval to implement the first step to execute the approved funding strategy approved on February 29, 2016.

**June 13, 2017:** IA Board approval to enter into a Joint Participation Agreement to fund the Dove Pond Regional Stormwater Facility.

**June 21, 2018:** IA Board approval of a funding strategy for the design and construction of Welaunee Boulevard, segments 2 and 3, including authorization to negotiate a funding agreement with the Canopy Community Development District (CDD) for future IA Board consideration.

**December 13, 2018:** IA Board approval of an Interlocal Agreement for the design and construction of Welaunee Boulevard, Segments 2 and 3 with the City of Tallahassee and the CDD.

**June 27, 2019:** IA Board authorization to enter into an Agreement with the Florida Department of Transportation (FDOT) to accept Transportation Regional Incentive Program (TRIP) funding in Fiscal Year (FY) 2023 to reimburse Northeast Gateway Project expenditures made in FY 2020 and FY 2021.

**September 5, 2019:** The IA Board directed the project team to advance a traffic and cost analysis for multiple roadway corridors for the Northeast Gateway project.

**December 12, 2019:** The IA Board directed staff to proceed with the substantial amendment process to revise the Northeast Gateway project description. The amended project description provides for the extension of Welaunee Boulevard north of I-10 to Roberts Road and also to provide the Shamrock Extension as necessitated by the PD&E Traffic Study.

## **SUMMARY OF PUBLIC ENGAGEMENT**

The public engagement for the project began with a kickoff meeting held on March 11, 2019, and more than 250 community members attended. Based on the direction of the IA Board at the September 5, 2019 meeting, Blueprint expanded the public outreach effort to include 'pop-up' events at local community gatherings and also a traffic modeling information session that was held on December 3, 2019. The project team has received more than 250 comments to date and will continue to receive and respond to comments until completion of the PD&E Study. Attachment #4 contains a compilation of the public comment received as of January 22, 2020 following the December 12, 2019 IA Board meeting.

Figure 2: Summary of Community Engagement on the Northeast Gateway project



## NEXT STEPS

The PD&E Study began in November 2018 and includes analysis of traffic, environment, and social/economic impacts of the major transportation improvement. The PD&E is anticipated for completion in fall 2020. The traffic analysis study, an essential first step in the PD&E process, was completed in December. The next step of the PD&E Study is to take a more detailed look at the traffic conditions and begin the stormwater, environmental, historical, and cultural analyses investigations. These further traffic operational analyses are the basis for the development of roadway cross-section and intersection design elements, such as turn lanes and roundabouts.

Design and permitting, is expected to be completed in 2022 with construction in 2023. The funding strategy for the project is to use sales tax revenues for the PD&E, design, and permitting and apply for a State Infrastructure Bank Loan (SIB Loan) for construction. Staff will continue to coordinate with the CDD on construction of the portion of Welaunee Boulevard within the CDD.

The construction of a new interchange at I-10 and Welaunee Boulevard has long been a goal of this project, and the Northeast Gateway project includes a four lane bridge over I-10. However, the interchange is not a part of the PD&E Study. The actual interchange development study and design will be dependent on approval by the Florida Department of Transportation and the Federal Highway Administration approval. In order to justify the interchange, the road, Welaunee Boulevard, leading to the interchange must be substantially underway.

## **SUMMARY**

This agenda item requests the Blueprint IA Board conduct the second and final public hearing to approve the substantial amendment to modify Blueprint Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure. The proposed amended Northeast Gateway project description follows the IA Board direction at the December 12, 2019 meeting to begin the substantial amendment process to include the combined extensions of Welaunee Boulevard to Roberts Road and Shamrock Street. The first public hearing was held at the Blueprint Citizens Advisory Committee meeting on January 16, 2020. The second and final public hearing to consider the amendment has been advertised and scheduled for this January 30, 2020 IA Board meeting. Should the IA Board approve the substantial amendment, staff and the consultant team will continue the PD&E Study process and provide ongoing updates to the IA Board with presentation of the PD&E Study for approval by the IA Board in fall 2020.

**Action by the TCC and CAC:** This item was presented to the TCC at their January 13, 2020 meeting and the TCC concurred with staff recommendation to the IA Board to approve Option #1. The first public hearing was held at the January 16, 2020 CAC meeting and the CAC voted 11-1 to recommend the IA Board approve Option #1.

## **OPTIONS:**

- Option 1: Approve the substantial amendment to Blueprint Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure, as described in Attachment #2.
- Option 2: Do not approve the substantial amendment to Blueprint Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure and maintain the current project description.
- Option 3: IA Board direction.

## **RECOMMENDED ACTION:**

- Option #1: Approve the substantial amendment to Blueprint Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure, as described in Attachment #2.

### **Attachments:**

1. Excerpt from Interlocal Agreement for Project 25 including Exhibit 25
2. Amended Project 25 Description and Exhibit 25
3. December 12, 2019 IA Board Item: Acceptance of the Northeast Gateway Status Report and Consideration of the Substantial Amendment Process
4. Public comments received as of January 22, 2020 following the December 12, 2019 IA Board meeting.

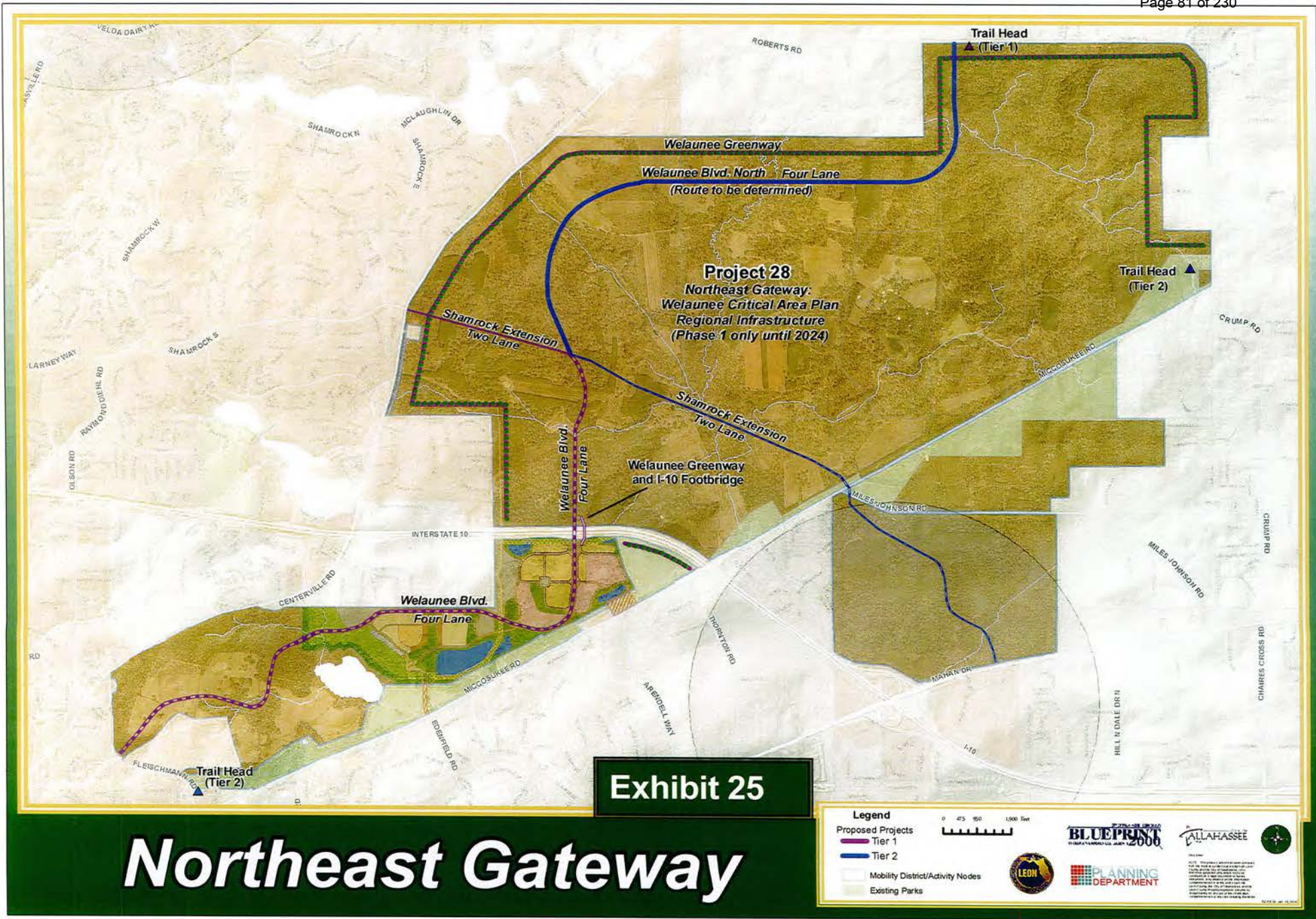
(includes ROW, construction, and stormwater for roadway improvements)  
(Exhibit 24).

Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure

Phase I: Funding to develop Welaunee Boulevard from Fleischman to Shamrock, and two-lane Shamrock Way extension from Centerville to Welaunee Boulevard North (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; and (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint (Exhibit 25).

Project 26, Alternative Sewer Solutions Study: Funding to study and develop preferred options for management alternatives to traditional onsite sewage treatment and disposal systems in the unincorporated areas of Leon County, including the Primary Springs Protection Zone; identify preferred options for responsible management entities, including recommendations for financing and management structures for identified preferred options; recommend regulatory measures; identify other issues related to sewage treatment and disposal system financing (Exhibit 26).













# Northeast Gateway

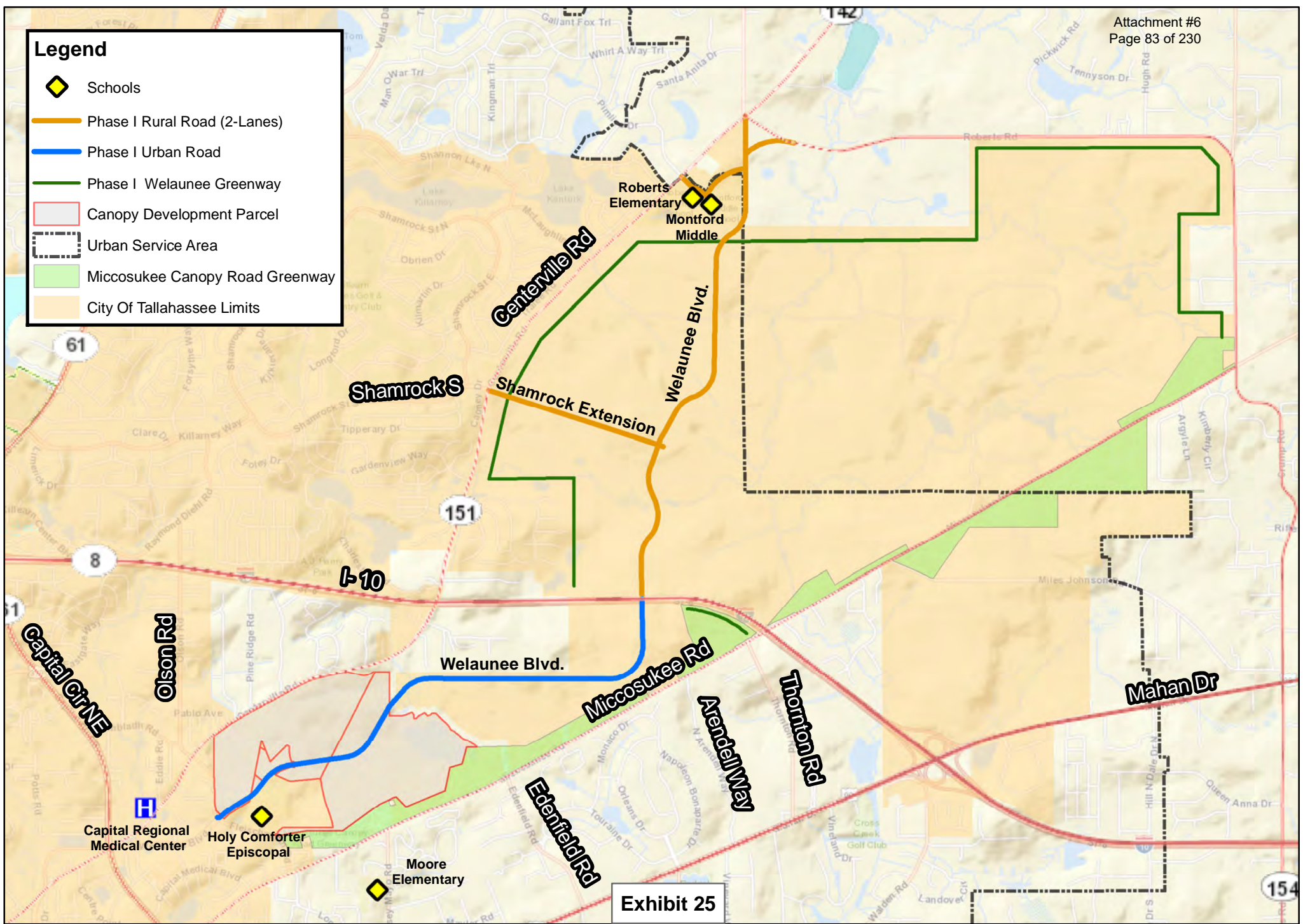
**Exhibit 25**

**Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure:** Phase I: Funding to develop Welaunee Boulevard north from Fleischman Road to Roberts Road Shamrock, and with a two-lane Shamrock Way Street extension from Centerville Road to Welaunee Boulevard ~~north~~ (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; ~~and~~ (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint, and (v) that the Shamrock Street extension open simultaneously, or after, the Welaunee Boulevard connection at Roberts Road. (Exhibit 25, as Amended)



**Legend**

-  Schools
-  Phase I Rural Road (2-Lanes)
-  Phase I Urban Road
-  Phase I Welaunee Greenway
-  Canopy Development Parcel
-  Urban Service Area
-  Miccosukee Canopy Road Greenway
-  City Of Tallahassee Limits



# **Blueprint Intergovernmental Agency Board of Directors Agenda Item #10 December 12, 2019**

**Title:** Acceptance of the Northeast Gateway Status Report and  
Consideration of the Substantial Amendment Process

**Category:** General Business / Presentations

**Intergovernmental  
Management  
Committee:** Vincent S. Long, Leon County Administrator  
Reese Goad, City of Tallahassee Manager

**Lead Staff /  
Project Team:** Benjamin H. Pingree, Director, Department of PLACE  
Autumn Calder, Director, Blueprint  
Daniel Scheer, Blueprint Design and Construction Manager

## **STATEMENT OF ISSUE:**

This agenda item seeks acceptance from the Blueprint Intergovernmental Agency Board of Directors (IA Board) of the project status report for the Blueprint 2020 Northeast Gateway project. At their September 5, 2019 meeting, the IA Board directed the project team to advance a traffic and cost analysis for multiple roadway corridors for the Northeast Gateway project. As detailed in this item, the Traffic Modeling Analysis has been completed, is presented herein, and includes the evaluation of five logical corridor scenarios. Since the September 5, 2019 IA Board meeting, Blueprint has conducted public outreach including 'pop-up' events at local community events, meeting with interested parties such as Killearn Homes Association (KHA) and their engineering representative (Dantin Consulting), and Keep It Rural, as well as a public meeting on December 3, 2019 attended by approximately 150 citizens to discuss the traffic engineering progress and methodology. Specifically, this ongoing collaboration and sharing of information KHA contributed to KHA's role in the project process and technical analysis.

Considering the public input and project purpose and need, economic benefit, and cost estimates, this agenda item concludes with a recommendation to initiate the substantial amendment process to modify the project description consistent with the roadway corridor to extend Welaunee Boulevard to Roberts Road and the extension of Shamrock Street to Centerville Road, presented as Corridor 1.

## **FISCAL IMPACT:**

This item will have a fiscal impact if the project is amended as recommended. Currently, Corridor 1 – the combined extensions of Welaunee Boulevard to Roberts Road and Shamrock Street, has a construction cost estimate of \$42M, which is within the existing and planned budget allocations (detail is provided on page 11). Future project allocations will come before the IA Board during the annual budget process.

## **RECOMMENDED ACTION:**

Option 1: Initiate the process to significantly amend the project consistent with Corridor 1 – Welaunee Boulevard extends to Roberts Road and the Shamrock Extension. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on January 16, 2020 and the second and final public hearing for the Blueprint IA Board meeting on January 30, 2020, at which time a supermajority vote will take place to modify the project.

Option 5: Accept the Northeast Gateway status report.

## **EXECUTIVE SUMMARY:**

Consistent with IA Board direction provided at the September 5, 2019 meeting, this agenda item provides a traffic and cost analysis for five roadway corridors for the Northeast Gateway project. The five corridors were evaluated against the project purpose to improve mobility, enhance connectivity, and reduce transportation pressures on surrounding roadways across Northeast Tallahassee and Leon County as well as additional considerations including preliminary cost, neighborhood traffic analysis, current and future land use, economic development expectations, new interstate access, and public input. For example, collaboration with Killlearn Homes Association (KHA) resulted in consensus over the traffic modeling inputs and results. The item concludes with a recommendation for Corridor 1 – the combined extension of Welaunee Boulevard to Roberts Road and the Shamrock Street. The cost estimates, pros, and cons are listed below.





**Option 1: Corridor 1 (RECOMMENDED)** – Combined extensions of Welaunee Boulevard to Roberts Road and Shamrock Street. Construction Cost Estimate: \$42M

**Pros:**

- Best meets the project purpose to relieve traffic pressures on arterial roads from existing, ongoing, and future development
- Best provides relief to community collector roads at all study years
- Maximizes economic benefit of new road construction and future land uses
- Best opportunity for potential new interchange
- Best connectivity
- Maximized opportunity for leveraging State funds for Welaunee Boulevard construction
- Endorsed by KHA on two conditions: full funding of the project and that Roberts Road open first

**Cons:** Highest cost (however, consistent with original project estimates and within budget) and right-of-way may not be donated at school area.



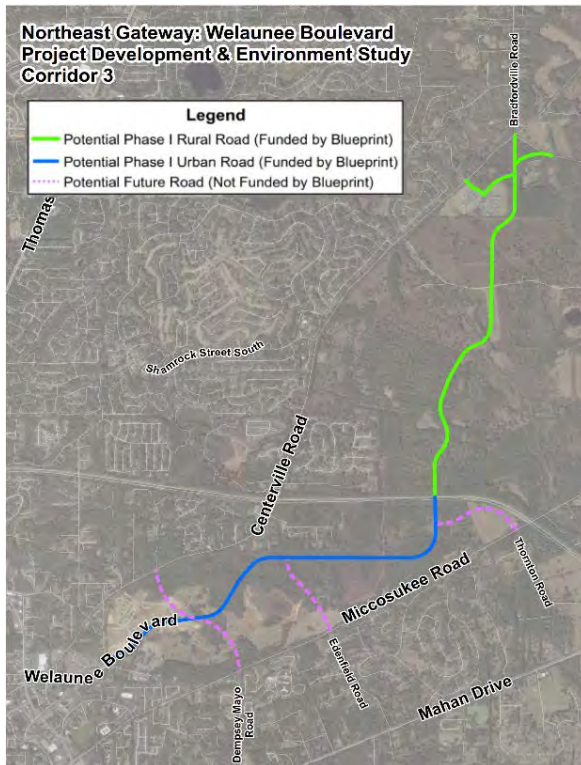
**Option 2: Corridor 2 (original corridor)** – Welaunee Boulevard extends over I-10 to Shamrock Extension. Construction Cost Estimate: \$32M

**Pros:**

- Secures economic benefit of new road construction and some land development
- Supports need for new I-10 interchange
- Provides some relief to most community collector roads at all study years
- Secures economic benefit of new road construction, land development, and new interchange
- Updated cost estimate is less than the budgeted amount

**Cons:**

- Does not fully meet the project purpose to relieve transportation pressures on arterial roads resulting from existing, ongoing, and future development



**Option 3: Corridor 3** – Welaunee Boulevard extends to Roberts Road. Construction Cost Estimate: \$39M

**Pros:**

- Meets the project purpose to relieve transportation pressures on arterial roads resulting from existing, ongoing, and future development
- Provides traffic relief to most community collector roads at all study years
- Supports need for new I-10 interchange
- Secures economic benefit of new road construction, land development, and new interchange
- Endorsed by KHA

**Cons:**

- Higher cost (still within budget)
- Right-of-way may not be donated at Leon County Schools area
- Lower connectivity and pressure relief than recommended Option 1.



**Option 4: Corridor 4, Baseline** – Welaunee Boulevard extends up to I-10 and connects at Thornton Road & Miccosukee Road. Construction Cost Estimate: \$19M

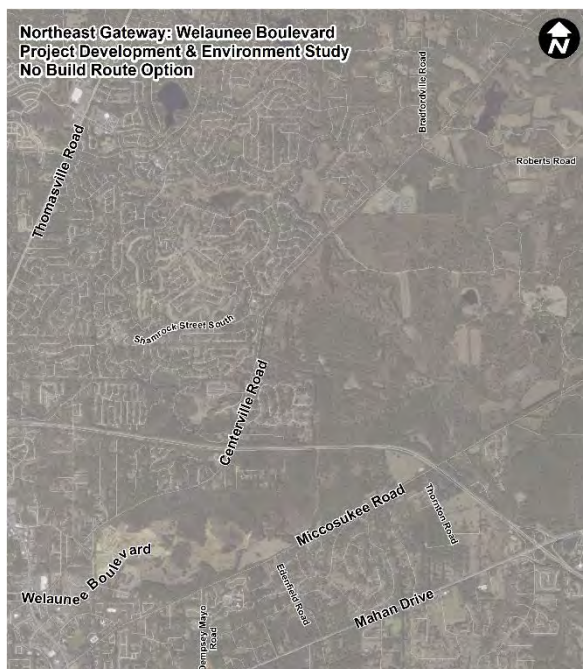
**Pros:**

- Low cost

**Cons:**

- Does not meet the project purpose to relieve transportation pressures on arterial roads resulting from existing, ongoing, and future development
- Does not provide relief to community collector roads at all study years
- Does not support need for new I-10 interchange
- Does not secure maximum economic benefit of new road construction, land development, or new interchange





**No Build** – Welaunee Boulevard does not extend outside of the Canopy Development District. Construction Cost Estimate: \$0

Pros:

- Zero cost

Cons:

- Does not meet the project purpose to relieve transportation pressures on arterial roads resulting from existing, ongoing, and future development
- Does not support need for new I-10 interchange
- Does not provide relief to community collector roads
- Does not secure economic benefit of new road construction, land development opportunities, or new interchange

## SUPPLEMENTAL INFORMATION:

The Northeast Gateway project was identified by the IA Board as a top priority and funded in advance of the receipt of the 2020 sales tax revenue. Since FY2017, approximately \$5M has been allocated to the project. The first step of the project is a Project Development and Environment (PD&E) Study, and the first phase of the PD&E is the traffic modeling analysis. The PD&E Study began in November 2018 and includes analysis of traffic, environment, and social/economic impacts of the major transportation improvement. The PD&E is anticipated for completion in fall 2020. Since the September 5, 2019 IA Board meeting, Blueprint has conducted public outreach including ‘pop-up’ events at local community events, meeting with interested parties such as Killearn Homes Association (KHA) and their engineering representative (Dantin Consulting), and Keep It Rural, as well as a public meeting on December 3 attended by approximately 150 citizens to discuss the traffic engineering progress and methodology.

The current approved project is the construction of Welaunee Boulevard from Fleischman to Shamrock, and two-lane Shamrock extension from Centerville to Welaunee Boulevard. See Attachment #1 for the Northeast Gateway project description and maps as it currently exists. The stated purpose of the Northeast Gateway project is to:

1. Improve regional mobility and enhance connectivity for motorized and non-motorized users.
2. Reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties.

The Traffic Modeling Analysis, recently conducted and presented in this report, analyzes how the routes achieved these goals across a broad area in our Northeast region. Moreover, the

project is needed to provide an alternative route for existing users of Centerville and Miccosukee Roads (two scenic roadways that are locally protected and designated as Canopy Roads), to help accommodate future growth within the Urban Services Area, and alleviate congestion on existing roadway networks within northeast Tallahassee, such as US 319 (Thomasville Road) and US 90 (Mahan Drive). Ongoing and proposed development of the 7,000-acre Welaunee Critical Area Plan, which is nearly entirely located between Centerville and Miccosukee Roads, will result in increased congestion on these two Canopy Roadways, should a new transportation facility not be developed.

### Project Phasing Overview

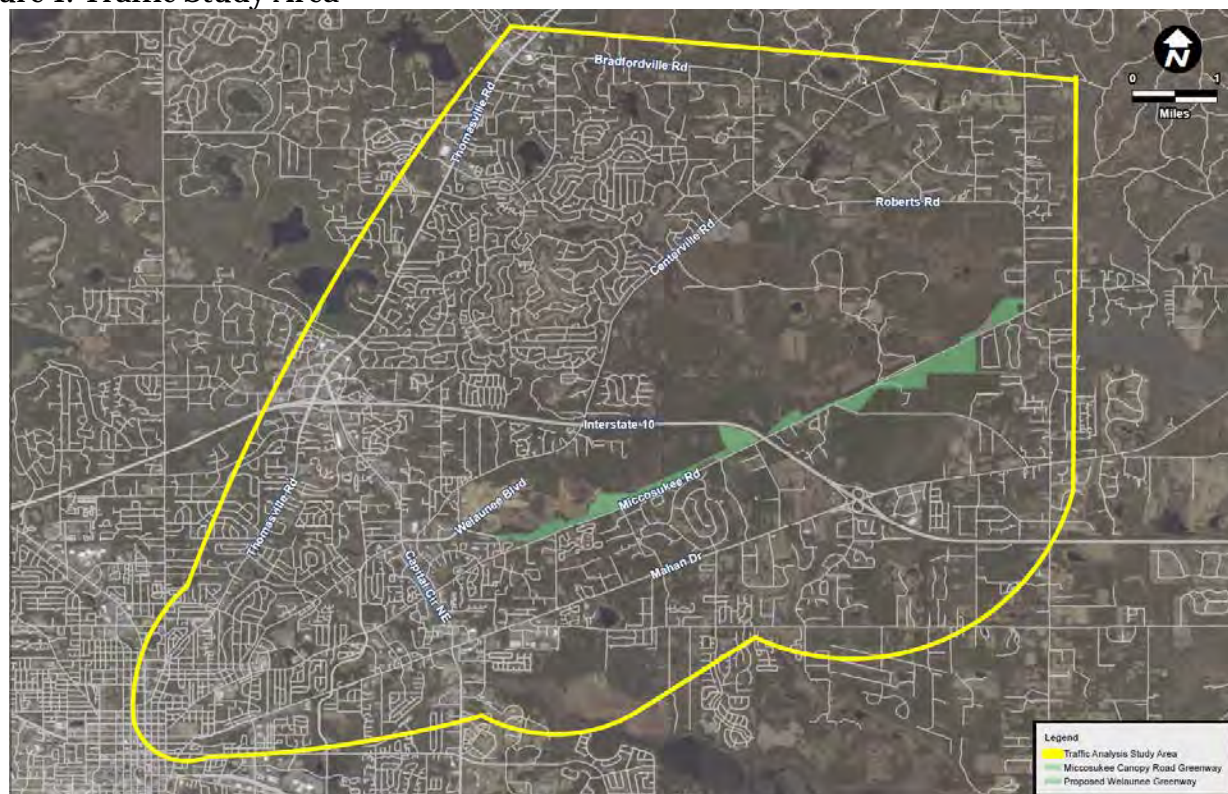
The first phase, PD&E study, began in November 2018 and is anticipated for completion in fall 2020. The PD&E study includes analysis of traffic, environment, and social/economic impacts for major transportation improvements. The second phase, design and permitting, is expected to be completed in 2022 with construction to follow in 2023. The funding strategy for the project is to use sales tax revenues for the PD&E, design, and permitting and apply for a State Infrastructure Bank Loan (SIB Loan) for construction. As approved by the IA Board on December 13, 2018, the design, construction and funding for the portion of Welaunee Boulevard within the Canopy Community Development District (CDD) will be constructed and funded as outlined in the Interlocal Agreement between Blueprint, the City of Tallahassee, and the CDD. A link to the BPIA Agenda Item found at the end of the agenda item:

### Traffic Analysis: Modeling

The purpose of the traffic analysis is to model and compare existing and future traffic conditions on the roadway network at the start of the PD&E study as well as to analyze the anticipated future performance of the existing roadway network with and without the proposed Northeast Gateway. The traffic modeling analyses provides Annual Average Daily Traffic (AADT) volume projections for years 2025, 2035, and 2045. This analysis focused on the area around Thomasville Road/Capital Circle NE to the west, Pisgah Church Road to the north, Proctor Road/Crump Road to the east, and Mahan Drive to the south, as shown in general in Figure 1 by the yellow bubble. The goal was to model a broad region of Northeast Leon County to produce robust and reliable results. The modeling analyses are based on the original corridor and the IA Board direction to expand the traffic study to include alternative corridors. The project team evaluated 17 unique, feasible and logical scenarios for Welaunee Boulevard. The Northeast Gateway Traffic Modeling Summary Report is included as Attachment #2.



Figure 1. Traffic Study Area



The project team's traffic model methodology and input parameters have been independently reviewed by two major traffic engineering firms (HNTB & Michael-Baker International), see Attachment #3. All peer reviews validated the model leading to a more refined analysis. In addition, the project team has worked with Dantin Consulting, as a KHA engineering representative, to further collaborate on the methodology of the traffic modeling. Initially KHA had 11 key questions and concerns about the modeling methodology and network assumptions. Through deliberate collaboration, consensus was gained for all key questions and concerns. In consultation with the independent peer reviewers, the project team distilled the data for the 17 unique models down to five logical corridor scenarios worthy of evaluating further. The process to reach the five scenarios considered land uses, logical transportation network, development timing, and traffic data. Attachment #4 includes maps of all 5 scenarios.

#### *Five Corridors Considered*

- *Corridor 1* – Combined extensions of Welaunee Boulevard to Roberts Road and Shamrock Street.
- *Corridor 2 (original corridor)* – Welaunee Boulevard extends to Shamrock Street Extension.
- *Corridor 3* – Welaunee Boulevard extends to Roberts Road.
- *Corridor 4, Baseline* – Welaunee Boulevard extends up to I-10 and connects at Thornton Road & Miccosukee Road
- *No Build* – Welaunee Boulevard does not extend outside of the Canopy Development District.

### Project Purpose Criteria

For the traffic modeling analysis, the approved purpose and need for the project was consolidated in to five key questions to facilitate comprehension among the many corridors considered.

1. Does the project reduce traffic on Centerville Road in study years?
2. Does the project reduce traffic on Miccosukee Road in study years?
3. Does the project reduce traffic on Thomasville Road in study years?
4. Does the project reduce traffic on Mahan Drive in study years?
5. Does the project support the need for a future I-10 interchange between Centerville Road and Miccosukee Road?

The questions presented above provide measureable criteria for the project's ability to meet the purpose and need with regard to transportation improvements on major, arterial roadways in northeast Tallahassee. Relieves, or reduces traffic, indicates a reduction in transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties. By definition, arterial roads are those that allow travel between areas (i.e. residential areas, commercial areas, entertainment districts, etc.) and provide improved mobility to them. The questions above can be answered through a robust traffic modeling analysis, which has been completed for this project and provided as Attachment #2, and summarized in this agenda item. Specifically, each corridor was evaluated against:

- **“Project Purpose Criteria”** were developed from the five key project purpose questions, which are based on the Northeast Gateway purpose and need statement to provide transportation relief on the following primary arterial roads: Thomasville Rd, Miccosukee Rd, Centerville Rd, and Mahan Rd. as well as the contemplation of a future interchange at I-10 and Welaunee Rd. There are up to 5 PPC's.
- **“Significant Enhancements”** further evaluates the improvements to the primary arterial roads in the criteria. Each road is divided into logical segments, a significant enhancement is determined when the majority of road segments are improved within the specified corridor. There are up to 5 SE's.

Modeled traffic volumes by road and corridor are described in detail in the Traffic Modeling Summary Report (Attachment #2), and a matrix summary of the traffic model results is provided in Attachment #6 and summarized in Table 1.

Table 1. Traffic Analysis Summary

	Project Purpose Criteria / Significant Enhancement		
	2025	2035	2045
Corridor 1 – Welaunee Blvd to Roberts Rd. with Shamrock Connection	5 (PPC) / 2 (SE)	5 (PPC) / 2 (SE)	5 (PPC) / 2 (SE)
Corridor 2 – Original Corridor	5 (PPC) / 1 (SE)	5 (PPC) / 1 (SE)	4 (PPC) / 2 (SE)
Corridor 3 – Welaunee Blvd to Roberts Rd.	5 (PPC) / 1 (SE)	5 (PPC) / 1 (SE)	5 (PPC) / 2 (SE)
Corridor 4, Baseline	4 (PPC) / 0 (SE)	4 (PPC) / 1 (SE)	3 (PPC) / 1 (SE)
No Build	0 (PPC) / 0 (SE)	0 (PPC) / 0 (SE)	0 (PPC) / 0 (SE)

“Green” highlight indicates that all Project Purpose Criteria are met and at least two Significant Enhancements are achieved.

### Key Community Roads

In addition, the traffic analysis went beyond the primary five arterial roads and performed an evaluation of each of the five corridors for relief and/or balancing of traffic on “Key Community Roads”. The majority of the roads are classified as “collector” roads. By definition, collector roads serve the dual purpose of mobility and access, classified between local, or neighborhood roads, and higher capacity arterial roads. A typical highway trip begins on a local road and continues on to a collector and then to an arterial. For example, this category includes Bradfordville, Roberts and roads in Killearn Estates, Killearn Acres, and many other residential areas. The traffic analyses include modeling of future traffic on 24 key community roads in the project area, see Attachment #5 for a graphic of the roads with specific data in the Traffic Modeling Report.

Table 2. Traffic Impact Summary on Key Roads

Corridor 1 – Welaunee Blvd to Roberts Rd. with Shamrock Conn.	AADT* Change in Modeled Traffic		
	2025	2035	2045
Bradfordville Road	+1,100	+2,500	+4,000
Roberts Road	-1,600	-9,000	-13,800
Corridor 2 – Orig Project	AADT* Change in Modeled Traffic**		
	2025	2035	2045
Bradfordville Road	+600	-500	+1,000
Roberts Road	-600	-6,400	-12,400
Corridor 3 – Welaunee Blvd to Roberts Rd.	AADT* Change in Modeled Traffic		
	2025	2035	2045
Bradfordville Road	+1,100	+3,000	+4,000
Roberts Road	-1,600	-8,800	-13,400
Corridor 4, Baseline	AADT* Change in Modeled Traffic		
	2025	2035	2045
Bradfordville Road	+600	0	-3,600
Roberts Road	-600	-2,000	-3,500

\*AADT is Average Annual Daily Traffic: the average of 24-hour traffic counts collected every day in the year.

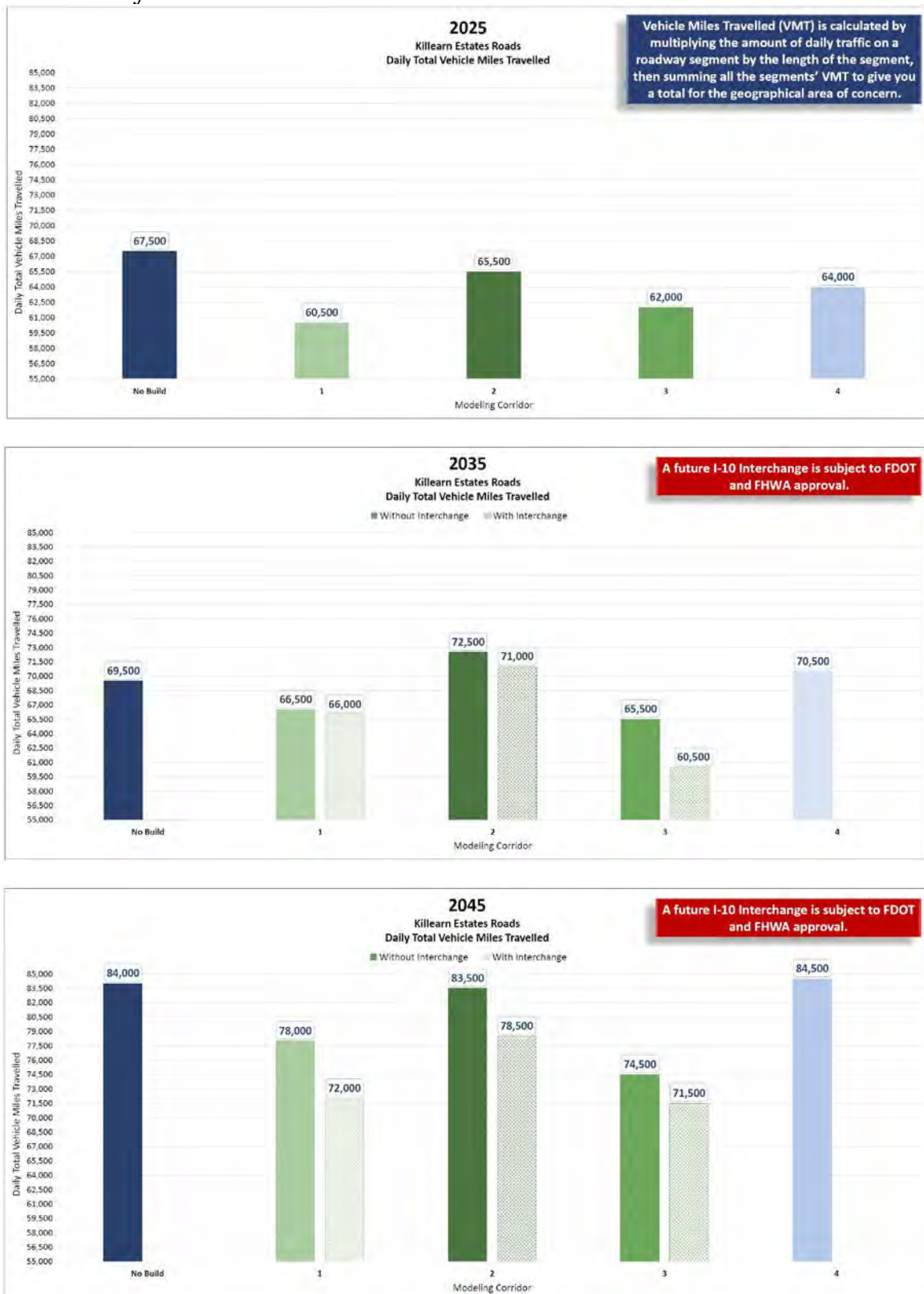
\*\* Change in Modeled Traffic is the cumulative change for all modeled segments of the identified roadway.

“Green” highlight indicates that the identified road shows an overall decrease in modeled traffic.

A summary of modeled vehicle miles travelled on all collector roads in Killearn Estates is presented on the following page in Figure 2.



Figure 2. Summary of Killearn Estates Roads



In summary:

- **Corridor 1** consistently meets all five of the project purpose criteria over the three study periods. It also provides two significant enhancements where traffic is reduced for more segments than those where they remain constant or increase. This corridor also best balanced the community collector network of roads by moving traffic from highly utilized roads to underutilized roads. Significant enhancements to the existing transportation network is more evident with Corridor 1. This is primarily supported by the additional connectivity provided by the Shamrock connection between Centerville Road and Welaunee Boulevard.
- **Corridor 2** consistently meets four of the primary project purpose criteria and transportation needs of the project over the three study periods. It also provides a significant enhancement where traffic is reduced for more segments than those where they remain constant or increase. This corridor had limited balancing effect the community collector network of roads by moving some traffic from highly utilized roads to underutilized roads.
- **Corridor 3** consistently meets all the project purpose criteria over the three study periods. It also provides a significant enhancement where traffic is reduced for more segments than those where they remain constant or increase. This corridor is second best at balancing the community collector network of roads by moving traffic from highly utilized roads to underutilized roads.
- **Corridor 4**, Baseline Scenario, consistently meets only three of the five purpose criteria over the three study periods. At most, only one significant enhancement is realized where traffic is reduced for more segments than those where they remain constant or increase. This corridor minimally balanced the community collector network of roads by moving traffic from highly utilized roads to underutilized roads, mainly south of I-10.
- The **No-Build** scenario does not meet the any of the project purpose criteria over the study periods. It does not balance the community collector network of roads by moving traffic from highly utilized roads to underutilized roads. For this reason, it is not recommended for further action by the IA Board.

The traffic engineering objective is to create a better balanced network across the entire community of roads, where traffic is reduced on existing high use roads and increased on existing low-use roads. The modeling analysis of the five corridors revealed varying impacts to the study area roads. Options 1, 2 and 3 did not trigger a need to widen any of the existing roads including Bradfordville Road. Because traffic will shift as a result of community growth as well as a more connected network, as proposed through Corridors 1, 2, and 3, some existing roads may experience increased traffic while others will see a reduction.

#### Cost Estimates

Project cost estimates have been updated to reflect context appropriate roadway improvements and were derived from the FDOT Cost Per Mile Models for the District 3 region. An additional fifteen percent was added to account for local design preferences that may be above what FDOT would typically include. These will continue to be refined at major project milestones.

For all proposed corridors, the project team recommends that an urban 2-lane typical section facility from the Canopy Development to the south end of the proposed gateway bridge over I-

10. While it may have medians, conceptually this proposed urban facility would be comparable to the new Franklin Boulevard that we see in our local community. The overpass would be constructed as a 4-lane gateway. The team recommends that the road construction transitions to a 2-lane rural typical-section through the 'arch' portion of the project. This rural roadway design intent would be similar to US 319 north near the state line. This configuration also maximizes the ability for the roadway to adjust to the existing natural features found in and around the property as well as minimize initial land disturbing activities. It is also flexible, leaving opportunity for future transportation technology/innovation implementation along this route. All facilities will include a multi-use path adjacent to the road along with an expansive greenway to connect the existing greenways network in the area.

A detailed breakdown of estimated construction costs for the anticipated roadway layout is in Attachment #6 with a summary presented below.

**Table 3. Corridor Scenario Cost Summary**

<b>Project Budget = \$42M</b>	<b>Corridor 1 Welaunee Blvd to Roberts Rd. with Shamrock Conn.</b>	<b>Corridor 2 Original Shamrock Connection</b>	<b>Corridor 3 Roberts Connection</b>	<b>Corridor 4 Baseline</b>	<b>No Build</b>
Cost (\$ Million)	\$42M	\$32M	\$39M	\$20M	\$0.00
+/- Corridor 2 Cost Estimate	+\$10M	\$0	+\$7M	-\$12M	-\$32M

The 2014 cost estimate for the Northeast Gateway was \$47.3M, however, that number did not account for the bridge over I-10, and therefore the cost estimate was updated with the 2016 funding strategy to \$57.3M to include the overpass. Previously allocated and future allocations identified in the approved 5 year Capital Improvement Program provide \$59M for the project. A total of \$17M has been encumbered or committed to date (PD&E, Design, Utilities, Welaunee Blvd within the CDD, and Dove Pond) leaving \$42M available for the project. All corridors presented in this agenda can be realized through existing and planned budget for the Northeast Gateway project based upon these initial, updated cost estimates. The engineering evaluation provides an update to the roadway character and capacity needs from the 2014 concept. Those two updates are 2-lane urban road south of I-10 (originally 4-lane urban road) saves \$5M; updating the context and size of the road north of I-10 to a 2-lane rural road saves \$5M as well. Note, the project budget includes a State Infrastructure Bank (SIB) loan for \$14.35M in 2022 and \$14.35M in 2024 (\$28.7M total).

Cost estimates are to be updated at every major milestone, such as at the completion of 30% design plans that will be provided at the conclusion of the PD&E. The cost estimates include the construction of the Greenway, which will connect to the existing Miccosukee Greenway and create a 17-mile loop.

With some small exceptions, the right-of-way needed for the project will be donated from the major land owners north and south of I-10, this represents a significant cost savings. The value is estimated at \$3M, based on current land use designations. The donation of right-of-way has

been committed through the Urban Services-Development Agreement between Powerhouse, Inc and the City of Tallahassee as well as the approved City of Tallahassee Planned Unit Development (PUD).

The future developers of the property surrounding the corridors identified herein would be responsible for planning, designing, and constructing any additional connections that are not considered for IA Board approval in this item. Also under consideration is the potential Blueprint construction of an urban 4-lane typical section facility from the Canopy Development to the south end of the proposed I-10 bridge. Although subject to future City Commission action, to recover the estimated additional \$5M cost of the additional two lanes, the future developer of the City's property could be subject to concurrency or mobility fees, which could be directed to Blueprint for reimbursement.

### Economic Benefits

#### *Roadway Investment*

The economic value of a new roadway facility has also been contemplated as part of the overall PD&E effort. The Florida Department of Transportation (FDOT) has commissioned numerous studies on the economic impact of investment in infrastructure on a statewide basis. The FDOT analysis findings from the January 2015 Analysis of Florida's Transportation Investments show a Benefit-Cost ratio of 4.4, \$4.40 dollars of economic benefit for each \$1.00 invested. This robust FDOT analysis considers commute times, shippers delivering product, visitors traveling to destinations, and consumers patronizing retail establishments. Applying the same ratio the five corridors yields the following estimate of economic benefit:

Table 4. 2015 FDOT Economic Benefit Analysis Summary

	<b>Corridor 1 Welaunee Blvd to Roberts Rd. with Shamrock Conn.</b>	<b>Corridor 2 Original Shamrock Connection</b>	<b>Corridor 3 Roberts Connection</b>	<b>Corridor 4 Baseline</b>	<b>No Build</b>
Cost (\$ Million)	\$185M	\$141M	\$172M	\$88M	\$0.00

#### *I-10 Interchange Economic Impact*

Another economic driver for consideration is the potential I-10 interchange at the Welaunee Boulevard crossing. Developments around an urban interchange could include retail establishments like that at the Thomasville Road Market District, potential emergency medical facilities, restaurant establishments, hotels, and other service industries at high-traffic interstate interchanges. Corridors 1, 2, and 3 activate the potential for such an interchange.

The Office of Economic Vitality (OEV) conducted an analysis for comparison, in the 15 years between 2003 and 2018, of commercial uses within a ½-mile radius of the center of existing I-10 interchanges were evaluated, as summarized in the following list.



- Mahan Drive interchange increased by 411%, with a net increase of over 436,000 SF of commercial uses; the taxable value increased 282% (\$27.9 million).
- The Monroe Street interchange increased by 23%, with a net increase of 185,000 SF commercial uses; the taxable value increased 10% (\$5.9 million).
- Thomasville Road interchange increased by 23%, with a net increase of over 490,000 SF of commercial uses; the taxable value increased 52% (\$81.4 million). Commercial uses around this interchange changed significantly with the investment of the 6-lane corridor.
- Capital Circle NW interchange increased by 8%; with a net increase of over 20,000 SF of commercial uses; the taxable value increased 2% (\$349,000).

Leon County's four existing interchanges date from I-10's construction in the 1970s, when Leon County's population was less than half of what it is today. Bridge and lane widening projects for I-10 in Leon County were completed in 2009. The changes in population and road capacity may support a prospective fifth I-10 interchange.

In Summary, collective development at the four interchanges rose by 35% (1.1 million SF) in 15 years, with an increase in taxable value of 47% (\$115.6 million). The total change in taxable value and square foot of net development is summarized in Table 4 below.

Table 5. Commercial Uses within ½-Mile Radius of Leon County's I-10 Interchanges, 2003 and 2018\*

I-10 Interchange	Taxable Value (\$ millions)		Development (SF millions)		Taxable Value Change	Development Change
	2003	2018	2003	2018		
Mahan Dr. (US 90)	\$9.9	\$37.8	0.11	0.54	282%	411%
Monroe St. (US 27)	\$59.5	\$65.5	0.80	0.99	10%	23%
Thomasville Rd. (US 319)	\$157.4	\$238.8	2.12	2.61	52%	23%
Capital Circle NW (SR 263)	\$14.8	\$15.2	0.23	0.25	2%	8%
<b>Total</b>	<b>\$241.6</b>	<b>\$357.3</b>	<b>3.26</b>	<b>4.39</b>	<b>47%</b>	<b>35%</b>

\*Includes hotel/motel, nursing facilities, office, and retail uses. Items may not sum to total due to rounding.  
Source: Tallahassee-Leon County Planning Department, Existing Land Use data for 2003 and 2018.

Therefore, based on local conditions, development around an urban interchange in our local community does have substantial positive economic effects in those areas. These significant economic effects in and surrounding interstate interchanges can potentially be realized at a new urban interchange. An interchange at Welaunee Boulevard will be the first new interchange for our surrounding community since the initial construction of the I-10 facility through our area. This development can bring additional temporary and permanent employment in addition to the positive transportation benefits for freight and commuters alike. In 2025, the study anticipates that development south of I-10 will include 814 single family homes, 168 multi-family units, and 550 new jobs. In 2035, south and north of I-10 will development, and the study anticipates, 1,550 single family homes, 905 multifamily units, and 1,879 jobs. The trend for growth continues into 2045. OEV anticipates greater economic impacts should this project lead to a new I-10 interchange and the project team will continue to analyze economic impact as the project

advances. Based on IA Board action regarding alignment for this project, OEV will also conduct a full economic impact analysis with FSU Center for Economic Forecasting and Analysis.

While an exclusive interchange analysis is not part of the PD&E for this project, it is important to note that a more interconnected transportation network is more favorable for future consideration by Federal Highway Administration and the FDOT for an interchange at the proposed crossing of Welaunee Boulevard over I-10. In addition, providing relief to state roadways or at interstate highway interchanges that are already at or above capacity is favorable. As shown in the traffic modeling report, Corridor 1 and Corridor 3 provide the most relief to the congested Thomasville Road/I-10 interchange and therefore maximize the potential for a new interchange at Welaunee Boulevard. Following discussions with FDOT District 3 about the future Interchange Justification Report, Corridor 1 offers the most interconnected transportation system of the corridors and pulls the most traffic off Thomasville Road, which provides the best justification for construction of a new interchange. In addition, the No Build and Corridor 4, Baseline do not include the I-10 overpass making it very unlikely that an interchange would be considered, and Corridor 2 and Corridor 3 do not provide the highest level of connectivity in order to pull as significant amount of the regional traffic away from Thomasville Road as Corridor 1.

Investing in transportation infrastructure does have an economic impact as shown through the FDOT benefit cost ratio, and an interchange could have a significantly positive economic impact. In addition, moving forward a corridor that provides the greatest relief to the state roads increases the potential for leveraging local sales tax revenues with state dollars.

#### Public Outreach Update

The public engagement for the project began with a kickoff meeting held on March 11, 2019, and more than 250 community members attended. Based on the direction of the IA Board at the September 5, 2019 meeting, Blueprint expanded the public outreach effort to include 'pop-up' events at local community gatherings and also a traffic modeling information session that was held on December 3, 2019. The project team has received more than 250 comments to date and will continue to receive and respond to comments until completion of the PD&E Study.

#### Public Outreach Events:

- Project Kickoff Meeting – Holy Comforter Episcopal School
- 'Pop-Up' Events (North-Town Getdown x2, Tallahassee Farmer's Market, Tallahassee Heights United Methodist Church Pumpkin Patch)
- Door-to-door walk and mail-out along Pemberton Road for the noise study
- Traffic Modeling Information Session – Montford Middle School
- Grow Tallahassee – Midtown Area

Attachment #7 is a compilation of the public comment cards received as of December 6, 2019 at or following the December 3, 2019 Traffic Modeling Information Session. An overall general summary of public comments received since the September 5, 2019 IA Board meeting is presented in the following list.

- Concern for the impacts to Killlearn with the Shamrock Extension to the new Welaunee Boulevard
- Concern for the character of the 'rural' community around and north of Roberts Road
- Safety of bicyclists and pedestrians at round-about intersections
- Potential impacts of the proposed connection to Killlearn with respect to property values
- Concerns that the project is "developer driven."

#### Targeted Collaboration with Primary Stakeholders

Blueprint staff is actively coordinating and collaborating with multiple public and private entities including the following groups.

- KHA and their traffic engineering representative Dantin Consulting, for the traffic model development and validation. These meetings focused on the technical review of the modeling inputs and resulted in agreement of the model parameters (land use, network, development timing, etc.). The ongoing collaboration and sharing of information contributed to KHA's role in the project process and technical analysis. Following the traffic modeling information session, the KHA Board submitted a letter outlining their endorsement, see Attachment #8 for the KHA letter, and summarized below:
  - Direct staff to initiate the substantial amendment process for Roberts Road only, or
  - Direct staff to initiate the substantial amendment process for Roberts and Shamrock Street, on two conditions: that the project be fully funded, and that Roberts Road open first.
- Keep it Rural (KIR) to discuss transportation network improvements in rural areas
- Property owners north and south of I-10 to provide input into the Welaunee Boulevard roadway corridor and connections.
- Florida Department of Transportation District 3 leadership on project impacts/benefits to state owned facilities.
- Panhandle Archaeological Society of Tallahassee to proactively identify potential historical and archaeological assets.
- Buckhead Homeowners Association on items related to the potential interchange.
- City of Tallahassee Underground Utilities and Public Infrastructure and Leon County Public Works for concerns expressed within the existing transportation network that fall outside the project area.

## **SUBSTANTIAL AMENDMENT PROCESS:**

The Second Amended and Restated Interlocal Agreement (Interlocal Agreement), which became effective in 2015, provides that any addition, deletion, or amendment to a substantial degree of any Blueprint project in Exhibit I or II of the Interlocal Agreement requires the IA Board to hold two public hearings and consider recommendations of the Citizen Advisory Committee (CAC), Technical Coordinating Committee (TCC), and Intergovernmental Management Committee (IMC) before a super majority vote of both the IA Board members who are County Commissioners and the IA Board members who are City Commissioners. Significantly changing the project description to eliminate the Shamrock extension or add the Roberts Road extension

(as proposed in Corridors 1 and 3) would constitute an amendment to the project description in the Exhibit II of the Interlocal Agreement.

Should the IA Board approve staff's recommendation for Corridor 1 and determine that modifying the Northeast Gateway project description is necessary to meet the purpose and need of the project, then the substantial amendment process to change the project description is necessary. If the IA Board approves either Corridors 1, or 3, staff will proceed with scheduling the two public hearings. The first public hearing can be held at a Blueprint Citizens Advisory Committee (CAC) meeting. The next scheduled CAC meeting is January 16, 2020. The second and final public hearing can be scheduled for the next IA Board meeting on January 30, 2020. Immediately following the public hearing, and on the same day, with consideration of the TCC, CAC, and IMC recommendations, the IA Board can call for votes to amend the project description consistent with the selected project corridor. These actions would be compliant with the Interlocal Agreement and existing IA Board Bylaws.

## **RECOMMENDATION AND NEXT STEPS:**

### **Recommendation:**

The recommendation is to initiate the process to significantly amend the project description consistent with the roadway corridor to extend Welaunee Boulevard to Roberts Road and the Shamrock extension to Centerville Road, presented as Corridor 1. The development of corridor scenarios from an initial 'line on a map' to identified study corridors are a natural progression of the traffic engineering process. While starting with a single proposed corridor, the traffic modeling can create scenarios that expand to multiple corridors requiring analysis leading the project team to the most suitable solution for the project during the initial project development phase, including PD&E. The modeling and synthesis of the data requires multiple internal, yet independent, reviews prior to finalizing any recommendations. This data driven analysis of the primary project purpose, in addition to other important factors such as the construction cost, overall community traffic analysis, current and future land use, economic development expectations, new interstate access, and public input results in the recommendation of Corridor 1 as the Northeast Gateway project. The technical analysis shows that Corridors 1 and 3 both meet the purpose and need to improve mobility, enhance connectivity, and reduce transportation pressures on surrounding roadways while effectively balancing all the items investigated for the Northeast Gateway project, however, Corridor 1 best meets the criteria. Both Corridor 1 and 3 provide relief to surrounding roadways to support a potential new interchange at I-10, but Corridor 1 provides the best connectivity, which maximizes the support for a new interchange at I-10/Welaunee Boulevard. Corridor 1 has the highest cost estimate (\$3M higher than Corridor 3), however, due to the enhanced connectivity, it has the greatest potential for leveraging local sales tax revenues with state dollars resulting from direct relief of the strained state transportation network.

### **Next Steps:**

Should the IA Board move forward with any corridor other than the No Build, staff will continue with the PD&E Study. The next step of the PD&E is to take a more detailed look at the traffic conditions by forecasting and evaluating hourly directional traffic volumes and intersection operations. These further operational analyses are the basis for the development of roadway and

intersection operational elements, such as turn lanes and roundabouts. The operational analyses also provides an opportunity to evaluate specific concerns expressed by citizens regarding construction phasing, safety, traffic calming, aesthetics and peak hour congestion. Blueprint also commissioned a noise study to analyze the extent of potential noise generated by a new interchange. A public meeting to discuss the results will be held after the December 12, 2019 IA Board meeting. Design and permitting, is expected to be completed in 2022 with construction to follow in 2023. The funding strategy for the project is to use sales tax revenues for the PD&E, design, and permitting and apply for a State Infrastructure Bank Loan (SIB Loan) for construction. Staff will continue to coordinate with the Canopy Development District (CDD) on construction of the portion of Welaunee Boulevard within the CDD.

**Action by the TCC and CAC:** The TCC did not receive this agenda item but did receive the Traffic Modeling Summary Report to review. The TCC also received an informational presentation on the Report at their December 2, 2019 meeting. The CAC did not receive this agenda item but did receive the Traffic Modeling Summary Report to review as well as the KHA letter. The CAC also received an informational presentation on the Report at their December 5, 2019 meeting. Discussion by the CAC included coordination with KHA since the last meeting, increased connectivity provided by Corridor 1, and staff's confirmation that the Shamrock Extension could be opened commensurate with or after the Roberts Road connection. The CAC voted to accept the Traffic Modeling Summary Report as provided to the CAC, support the position of the KHA Board as outlined in their December 3, 2019 letter. The vote total was seven votes in favor of the motion, three votes in opposition, and one abstention due to voting conflict.

## OPTIONS:

- Option 1: Initiate the process to significantly amend the project consistent with Corridor 1- Welaunee Boulevard extends to Roberts Road and the Shamrock Extension. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on January 16, 2020 and the second and final public hearing for the Blueprint IA Board meeting on January 30, 2020, at which time a supermajority vote will take place to modify the project.
- Option 2: Authorize the continuation of the PD&E process consistent with Corridor 2 (*original corridor*) – Welaunee Boulevard extends to Shamrock Extension.
- Option 3: Initiate the process to significantly amend the project consistent with Corridor 3 – Welaunee Boulevard extends to Roberts Road. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on January 16, 2020 and the second and final public hearing for the Blueprint IA Board meeting on January 30, 2020, at which time a supermajority vote will take place to modify the project.
- Option 4: Initiate the process to significantly amend the project consistent with the Corridor 4, Baseline – Welaunee Boulevard extends up to I-10 and connects at Thornton Road and Miccosukee Road. Direct staff to schedule the first public hearing for the



Blueprint Citizens Advisory Committee (CAC) meeting on January 16, 2020 and the second and final public hearing for the Blueprint IA Board meeting on January 30, 2020, at which time a supermajority vote will take place to modify the project.

Option 5: Accept the Northeast Gateway status report.

Option 6: IA Board Direction.

## **RECOMMENDED ACTION:**

Option 1: Initiate the process to significantly amend the project consistent with Corridor 1 – Welaunee Boulevard extends to Roberts Road and the Shamrock Extension. Direct staff to schedule the first public hearing for the Blueprint Citizens Advisory Committee (CAC) meeting on January 16, 2020 and the second and final public hearing for the Blueprint IA Board meeting on January 30, 2020, at which time a supermajority vote will take place to modify the project.

Option 5: Accept the Northeast Gateway status report.

### Attachments:

1. Northeast Gateway Project Description
2. Northeast Gateway: Traffic Modeling Summary Report
3. Traffic Model Peer Reviews
4. Maps for the Five Corridor Scenarios
5. Northeast Gateway – Arterial & Collector Study Area Map
6. Northeast Gateway: Summary Matrix and Construction Cost Comparison
7. Public comments from the Traffic Modeling Information Session
8. Killlearn Homes Association 12/3/2019 Project Letter

Link to IA Board item regarding the CDD Agreement:

(<http://go.boarddocs.com/fla/talgov/Board.nsf/goto?open&id=B78UW57DFD92>)



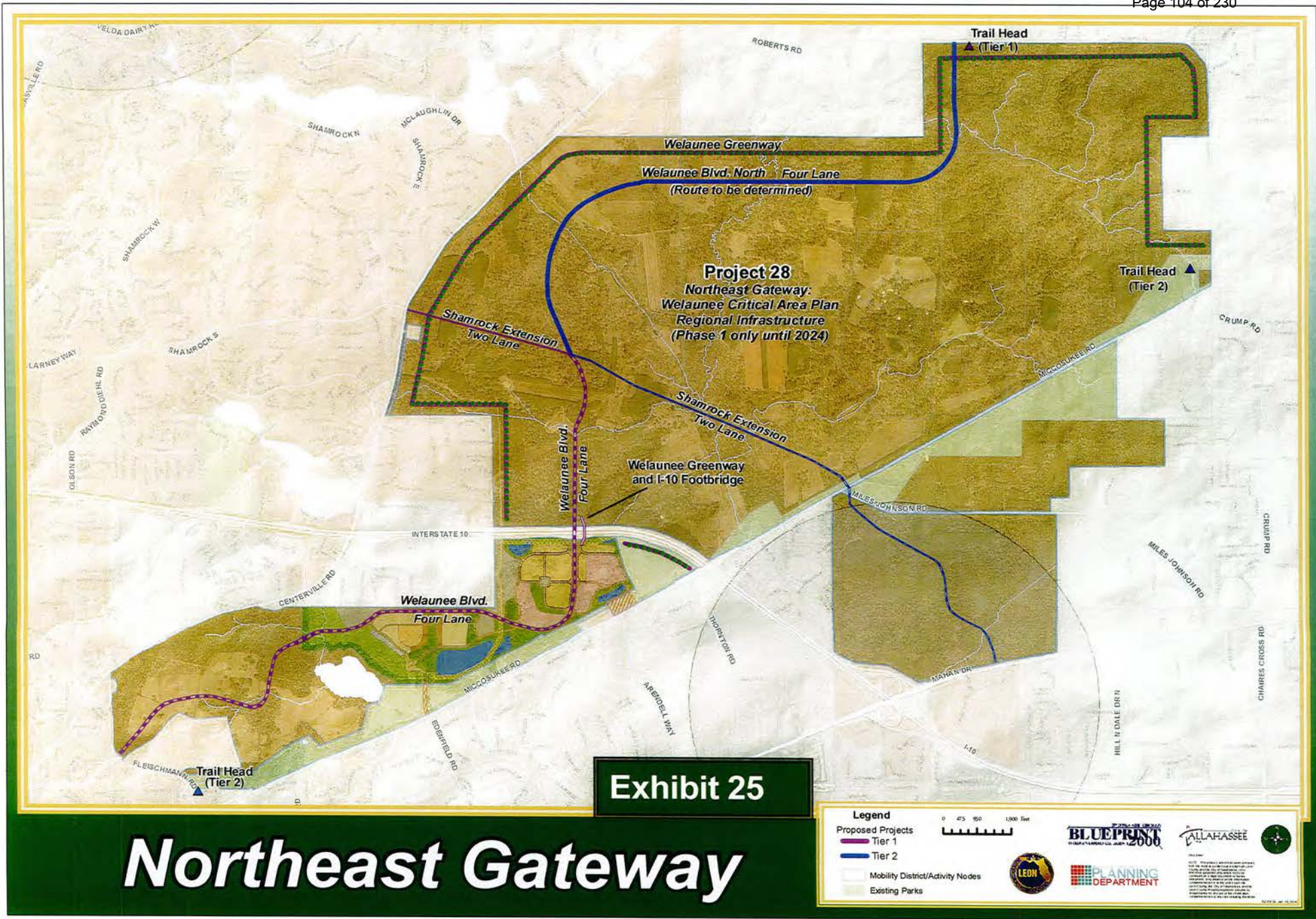
(includes ROW, construction, and stormwater for roadway improvements)  
(Exhibit 24).

Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure

Phase I: Funding to develop Welaunee Boulevard from Fleischman to Shamrock, and two-lane Shamrock Way extension from Centerville to Welaunee Boulevard North (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; and (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint (Exhibit 25).

Project 26, Alternative Sewer Solutions Study: Funding to study and develop preferred options for management alternatives to traditional onsite sewage treatment and disposal systems in the unincorporated areas of Leon County, including the Primary Springs Protection Zone; identify preferred options for responsible management entities, including recommendations for financing and management structures for identified preferred options; recommend regulatory measures; identify other issues related to sewage treatment and disposal system financing (Exhibit 26).





# Northeast Gateway

**Exhibit 25**

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**Date**  
12/02/19

**To**  
Dan Sheer, PE BluePrint



**CC**  
David Crombie, PE HNTB/Tallahassee

**From**  
Daniel J. Beaty, AICP/Tallahassee

**Memorandum**

**Subject:** Peer Review of Northeast  
Gateway: Welaunee Boulevard –  
Task 1: Review of Modeling and  
Forecasting

Mr. Dan Sheer,

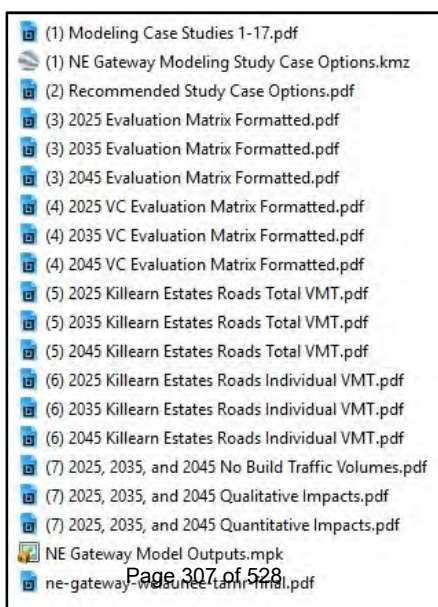
HNTB was asked to perform a Peer Review of the BluePrint Intergovernmental Agency's (BluePrint IA) *Northeast Gateway: Welaunee Boulevard* project. The scope for this work is divided into the following 3 tasks:

- Task 1: Modeling and Forecasting
  - a. Sub-area validation of network and Traffic Analysis Zone (TAZ) data for opening year 2025 & 2045
  - b. Model outputs review
  - c. Proposed growth rates
- Task 2: Level of Service Analysis for Build and No-Build Scenarios
- Task 3: Draft PTAR Review

This memo focusses on Task 1 Modeling and Forecasting and its 3 sub-tasks only.

The files in *Figure 1* were obtained from Kimley Horn and Associates (KHA) on 11/18/19 for this review and are provided in a separate “ZIP” file entitled “*HNTB\_NE Gateway Modeling - Peer Review.zip*”.

*Figure 1: Files*



### **Sub-area Validation of Network and TAZ data for 2025 & 2045**

In order to fully understand the approach taken for traffic forecasting for this project, the Traffic Analysis Methodology Report (TAMR) entitled “*ne-gateway-welaunee-tamr-final.pdf*” was reviewed before looking at anything else. Along with the TAMR, the ArcGIS map package files located in the “*NE Gateway Model Outputs.mpk*” file were also reviewed and served as the primary data for the model review.

We began our review of the travel demand modeling by looking at the adopted Capital Region Transportation Planning Agency’s (CRTPA) 2007 base year travel demand model that was used for this project. We found the model to be validated within appropriate ranges in the project area in Killarn Estates and the surrounding area along Thomasville Road and Centerville Road north of I-10. Thomasville Road from Killarney Way south to Maclay Commerce has a Volume to Count ratio (VC) of 1.55 but then returns down to 0.95 just north of I-10. Centerville Road north of Pimlico Drive also has a VC of over 1.5 but then returns to 1.15 just a few model links to the north.

Most of the VCs in the area are between 0.80 to 1.15. Miccosukee Road and Welaunee Boulevard don’t have good traffic count coverage in the 2007 model with Miccosukee Road only having 1 traffic count location at I-10 and none on the existing Welaunee Boulevard/Centerville Road near Capital Circle NE. Despite the lack of counts on Miccosukee Road and Welaunee Boulevard, the model performs very well in the study area.

A review of the updated socio-economic data described in the TAMR was not done as we didn’t have the input model files.

### **Model Output Review**

Review of the model output was done using the loaded model networks in GIS for the years 2025, 2035 and 2045 for each of the 17 scenarios at a general level and the following 4 options in more detail.

- No-Build
- Option 1
- Option 2
- Option 3
- Baseline (Option 17)

Through our analysis of the model files, the evaluation matrix files (files with a (3) or (4) before them) and the No-Build Volumes/Qualitative/Qualitative Impacts (files with a (7) before them) for each scenario by year we have concluded that the comparisons are valid and reasonable with respect to the distribution of and changes in traffic by year and scenario. We also agree with the reduction of scenarios from 17 to 4 as shown in the “(2) Recommended Study Case Options.pdf” file.

A review of files beginning with the numbers (5) and (6) in Figure 1, show the Vehicle Miles of Travel (VMT) for the Killarn Estates Roads. Most of the data seem reasonable except for the year 2035 No-Build scenario. The 2035 VMT are very close the 2025 VMT. When showing data to others, we recommend not showing the 2035 as it could cause the focus to shift to only the 2035 traffic. The 2025 and 2045 VMT seem very reasonable and are a good measure of the

effects of the alternatives on traffic and should be used when explaining the project and its benefits to the public.

### **Proposed Growth Rates**

Growth rates based on historical traffic growth on 7 FDOT count stations from 2012 to 2017 were presented in the TAMR as well as growth rates derived from the University of Florida's Bureau of Economic and Business Research (BEBR). The BEBR 2018 publication was used to analyze Leon County population for 2017, 2025, 2030, 2035, 2040 and 2045 for Low, Medium and High projections. No recommendations for a growth rate(s) are presented in the TAMR.

Page 5 of the TAMR shows the calculated average compound annual growth rate for the 7 FDOT count stations to be 1.05%. Using the BEBR medium data from Table 1, (BEBR medium projections are used unless there are extenuation circumstances) we see growth rates from 0.92% to 0.64%. This growth shows a slowing of population growth over the 20-year period.

*Table 1: BEBR Population Projections for Leon County*

2017 Population	Projection	2025		2030		2035		2040		2045	
		Pop.	Growth	Pop.	Growth	Pop.	Growth	Pop.	Growth	Pop.	Growth
287,899	Low	285,200	-0.12%	287,100	-0.02%	287,100	-0.02%	285,000	-0.04%	282,400	-0.07%
	Medium	309,900	0.92%	320,900	0.84%	330,000	0.76%	337,300	0.69%	344,100	0.64%
	High	333,300	1.85%	354,900	1.62%	374,600	1.47%	392,900	1.36%	411,400	1.28%

Given this data, a compound annual growth rate between 0.77% (the average of the 5 time periods from Table 1 above) and 1.05% from the historical traffic count analysis should be used. It should be noted that this analysis and recommendation does not include any inclusion of the travel demand model growth rates. Typically, growth rates used for this type of project are at least 1.00% even if the outcome of the data analysis shows lower growth. The exceptions to this are in areas that are excepted to see very little growth as a result of already being built out and having no redevelopment opportunities.

Please let us know if you have any questions or would like to discuss this further.

Thanks,

Daniel J. Beaty, AICP  
Chief Planner, HNTB



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## Project Memorandum

**To:** Daniel Scheer, PE  
Blueprint Project Manager – Northeast Gateway/Welaunee Boulevard

**From:** **Michael Baker International**  
Jeff Roberts, PE, Associate Vice President  
Jamie Sloboden, PE, Director of Traffic Engineering

**Date:** September 26, 2019

**RE:** Northeast Gateway/ Welaunee Boulevard  
Peer Review of Traffic Modeling Methodology Dated September 2019 DRAFT

Upon Blueprint request, Michael Baker International performed a review of the September 2019 Draft Traffic Modeling Methodology Report and supporting documentation prepared by Kimley-Horn and Associates (NE Gateway Consultant). The goal of this review is to determine if the acceptable approaches were taken and to scan the veracity of the results.

Our team received the following documents provided by the NE Gateway Consultant:

- 9/3/19: NE Gateway Traffic Modeling Methodology Report (DRAFT)
- 9/4/19: Copy of NE Gateway Consultant Scope of Services and Traffic Analysis Methodology Report dated January 2019 (FINAL)
- 9/6/19: Conducted phone meeting with NE Gateway Consultant to discuss work product. Received two (2) Traffic Modeling Scenarios Matrices for AADT and Growth Comparisons

The following summarizes our findings and offers recommendations for Blueprint and the NE Gateway Consultant to consider moving forward.

### Comment 1:

Provide sub-area model calibration results consistent with FDOT traffic modeling handbook requirements.

### Justification:

*The defined modeling approach identified in the Traffic Modeling Methodology Document was to utilize the available regional demand model to conduct several network scenarios to determine the impact of any proposed new connections on neighborhoods and other existing roadways. The regional demand model is*

*an appropriate tool for testing the relative impacts of different network and lane call scenarios. However, to ensure the validity of these results, there are model requirements, primarily model calibration/validation of the sub-area, which should be verified prior to evaluating any proposed alternatives.*

*The September 2019 DRAFT report discussed “Model Validation” steps; however, the content of that section discussed confirmation of land use assumptions and model assumptions for future year networks, but did not reflect model validation for actual current conditions of the sub-area. A meeting was held with the NE Gateway Consultant on September 6, 2019 to confirm this methodology. Through this discussion, it was confirmed that the basis of the analysis starts with the assumption that the last regional model “validation” in 2007 was acceptable for this study. This may in fact be true; however, a regional validation is performed to ensure that the region reflects total number of trips, and traffic on major roads, it is not always accurate for a given sub-area, which is why sub-area validation is typically an important 1<sup>st</sup> step before conducting future year build alternatives analysis. Therefore, some form of sub-area validation/calibration is recommended. In our opinion, we have no confirmed evidence from documentation provided to us that supports whether this sub-area is valid or not; however, there may be ongoing work by the NE Gateway Consultant or previous sub-area validation studies that we are not currently aware of.*

Comment 2:

Provide summary comparison tables within the final report for each alternative scenario under consideration.

Justification:

The future year networks and alternatives presented by the Consultant’s analysis are numerous. It will be important that comparison tables be prepared to make it easily understood what the benefits are to different alternatives. Some tables (not included in the methodology document) were shared after we held discussions. These types of tables will be important for future readers of these results.

Comment 3: Conduct Post-Processing for future forecast results

Justification:

*As of the time of this review of the Traffic Modeling Methodology Draft Document dated September 2019, the model results contained in the report are considered “raw”, meaning they are straight outputs taken from the regional model. While these results are useful in comparing alternatives, they may not reflect “actual” forecasts. We recommend that post-processing of forecasts be included. This ties into the model validation, post processing procedures to account for model error by taking the differences in the base year and applying to future years.*

*As these results go to public scrutiny, this information could be misleading. For example, a model result could show Road "X" at 10,000 vpd but based on a model error 2,000 vpd the forecast volume should be 8,000 vpd (10,000-2,000). This is an overly simplistic example, however given the nature of roads and constituencies being affected these minor differences in traffic volume results will matter and may become a source of challenge.*

In summary, based on our review of the draft documentation provided by the NE Gateway Consultant, we recommend the following considerations:

- Establish screen line and cut lines that are universal for model validation and comparisons of alternatives
- Base year sub-area model validation: At a minimum, a comparison of ground counts to model outputs should be made at the screen line and cut line level. A determination should then be made if further calibration to the demand model must be conducted.
- A Post processing method should be developed and incorporated into the final report.

#### Next Steps:

A review of the actual model files and direct model outputs has not been conducted to confirm that network coding reflects the report documentation. Once the NE Gateway Consultant conducts sub-area validation and post-processing, the model files should be reviewed for concurrence with the written study.

Additionally, review of model results should be conducted after further work products are prepared and/or responses and additional information is provided by the NE Gateway Consultant. Until the validation is conducted of the base model, it will be difficult to ascertain the reasonableness of the forecasted future condition results.

Please contact our office if you have any questions regarding these recommendations.

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## Legend



- Potential Phase I Rural Road (Funded by Blueprint)
- Potential Phase I Urban Road (Funded by Blueprint)
- - - - - Potential Future Road (Not Funded by Blueprint)
- Proposed Welaunee Greenway

### Corridor

### Description

#### No Build Scenario

Existing roadway network without the proposed improvements.

1

Extend Welaunee Boulevard north over I-10 to connect at the existing intersection of Centerville Road and Roberts Road as well as extend Shamrock Street to connect with Welaunee Boulevard.

2

Extend Welaunee Boulevard north over I-10 to connect with an extension of Shamrock Street.

3

Extend Welaunee Boulevard north over I-10 to connect at the existing intersection of Centerville Road and Roberts Road.

4

Extend Welaunee Boulevard to connect with an extension of Thornton Road, south of I-10.

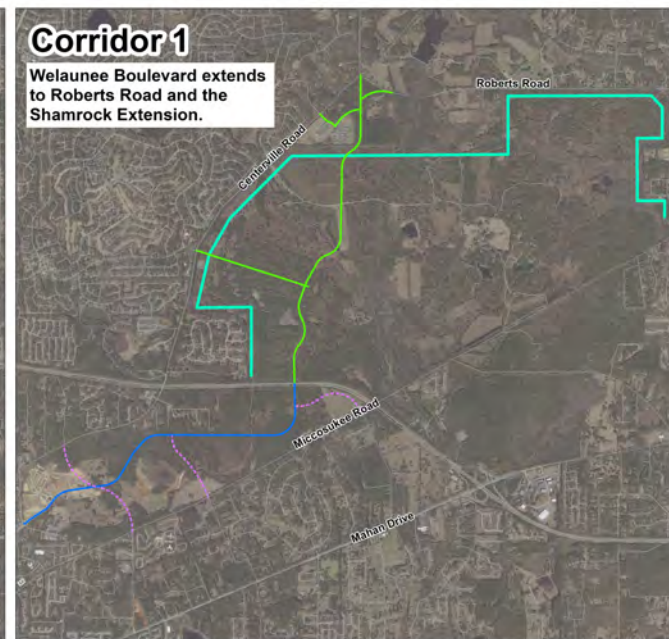
## No Build Scenario

Welaunee Boulevard does not extend outside of the Canopy Development District.



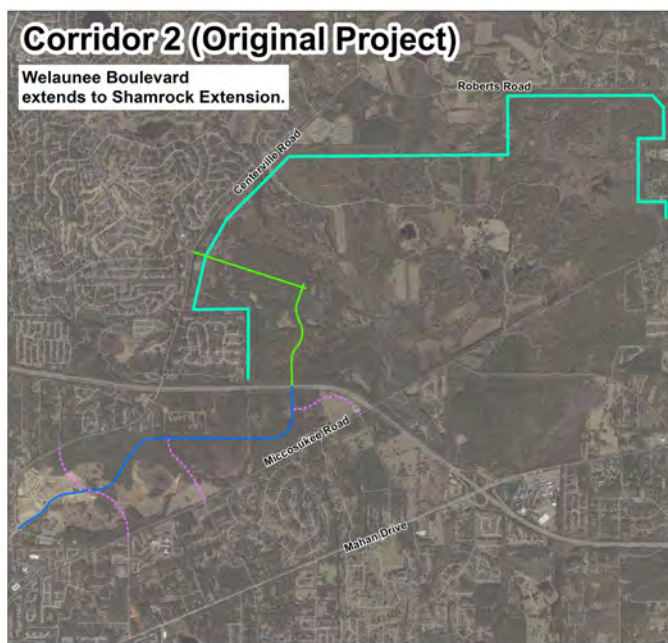
## Corridor 1

Welaunee Boulevard extends to Roberts Road and the Shamrock Extension.



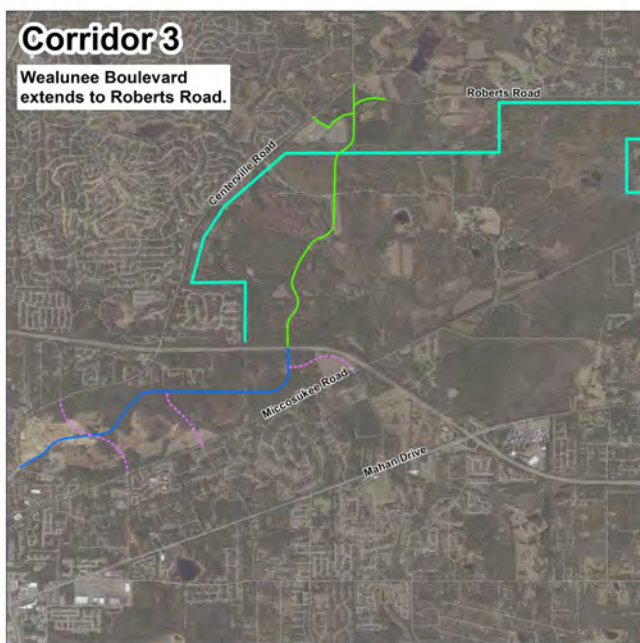
## Corridor 2 (Original Project)

Welaunee Boulevard extends to Shamrock Extension.



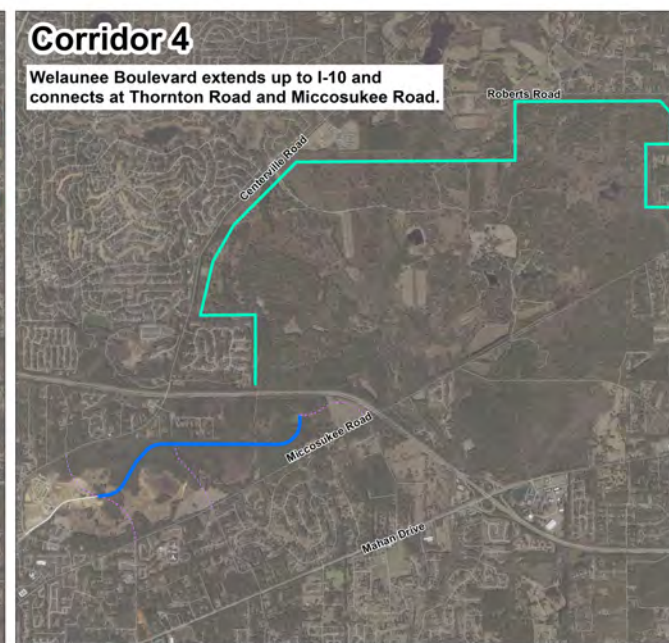
## Corridor 3

Welaunee Boulevard extends to Roberts Road.



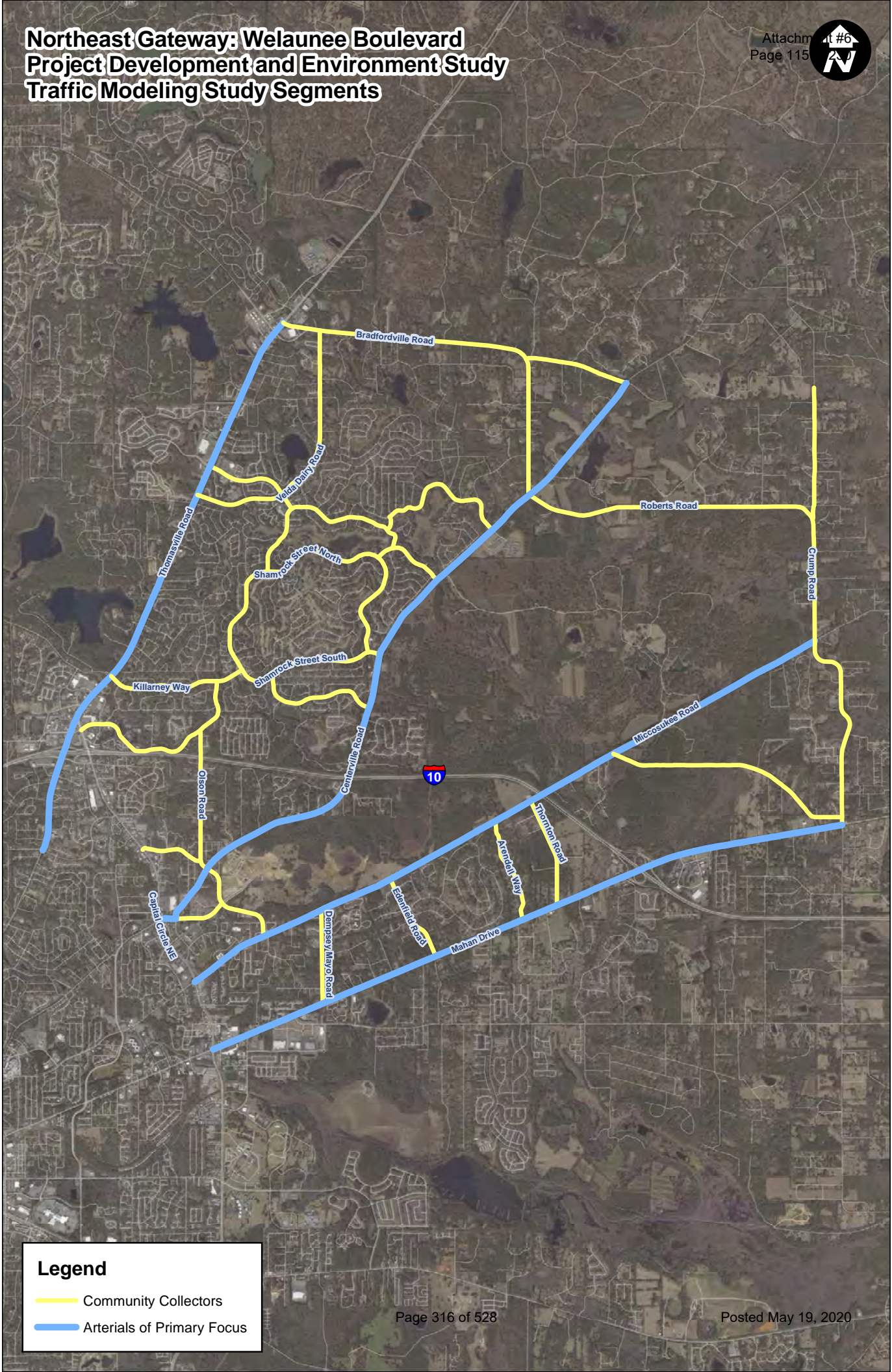
## Corridor 4

Welaunee Boulevard extends up to I-10 and connects at Thornton Road and Miccosukee Road.





Northeast Gateway: Welaunee Boulevard  
Project Development and Environment Study  
Traffic Modeling Study Segments



**Legend**

- Community Collectors
- Arterials of Primary Focus



## Purpose and Need

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

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

### Traffic Modeling Summary Matrix

Criteria	Opening Year 2025 Corridor					Interim Year 2035 Corridor					Design Year 2045 Corridor				
	No Build Scenario	1	2	3	4	No Build Scenario	1	2	3	4	No Build Scenario	1	2	3	4
Evaluation of Primary Arterials															
Relieves Centerville Road															
Relieves Miccosukee Road															
Relieves Thomasville Road															
Relieves Mahan Drive															
Potential for a Future I-10 Interchange															
Evaluation of Secondary Arterials and Noteworthy Connectors															
Relieves Killbuck Estates Roadways															
Relieves Killbuck Center Boulevard															
Relieves Olson Road															

= No Relief\* = Some Relief = Great Relief

\*Relief indicates a reduction in transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties.

### Preliminary Construction and Right-of-Way Cost Comparison

No Build Scenario	Corridor 1	Corridor 2	Corridor 3	Corridor 4
None	\$42 Million	\$32 Million	\$39 Million	\$20 Million

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12/3/2019



County Commissioner Mary Ann Lindley  
County Commissioner Nick Maddox  
County Commissioner Bill Proctor  
County Commissioner Jimbo Jackson  
County Commissioner Rick Minor  
County Commissioner Bryan Desloge, chair  
County Commissioner Kristin Dozier

Mayor John E. Dailey  
Mayor Pro Tem Dianne Williams-Cox  
City Commissioner Elaine Bryant, vice chair  
City Commissioner Curtis Richardson  
City Commissioner Jeremy Matlow

**RE: Northeast Gateway Project**

Dear Commissioners,

As the largest Tallahassee neighborhood of over 3,800 residents we have been keeping a close eye the Northeast Gateway project. We have worked with our Board, residents, our consultant team, and Blueprint staff to arrive at what we feel is the best outcome possible for Killearn and the larger Northeast corridor.

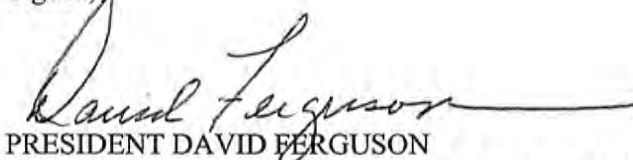
We are pleased to offer our support for the following provisions of the planned Northeast Gateway project which are consistent with KHA Board's position.

KHA endorses below, either option in order of priority:

- 1- Directing staff to initiate the substantial amendment process for Roberts Road only.
- 2- Directing staff to initiate the substantial amendment process for Roberts Road and Shamrock Street, on two conditions: that the project be fully funded, and that Roberts Road open first.

We believe either of these modifications will meet the project objective of regional connectivity, while protecting the integrity of Killearn Estates, property values, and offer transportation for our neighborhood, while not jeopardizing our quality of life.

Signed,



PRESIDENT DAVID FERGUSON

On Behalf of the KILLEARN HOMES ASSOCIATION

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## Susan Emmanuel

---

**From:** Daniel Scheer  
**Sent:** Thursday, December 12, 2019 12:55 PM  
**To:** je bo; Susan Emmanuel  
**Cc:** Kelsey McWilliams; Autumn Calder; Wetherell, Ryan; Simpson, Devin  
**Subject:** RE: NE Gateway - Comment/Feedback Form

Thank you – we will make this part of the official record for the project. We appreciate you taking a personal interest in the project, feedback like yours truly helps formulate a ‘complete’ solution.

Thank you again!

V/r,  
Dan

*Daniel Scheer, P.E.*

Design & Construction Manager • Blueprint Intergovernmental Agency  
315 S. Calhoun St., Suite 450 • Tallahassee, FL 32301  
Daniel.Scheer@blueprintia.org  
850.219.1066 (office) • 850.597.3663 (cell)

[BlueprintIA.org](http://BlueprintIA.org)



Florida has a very broad public records law. Most written communications to or from public offices are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

**From:** je bo <jmb6825@gmail.com>  
**Sent:** Thursday, December 12, 2019 12:46 PM  
**To:** Daniel Scheer <Daniel.Scheer@Blueprintia.org>; Susan Emmanuel <susan.emmanuel@Blueprintia.org>  
**Cc:** Kelsey McWilliams <kha@killearn.org>  
**Subject:** NE Gateway - Comment/Feedback Form

Mr. Scheer,

I hope this email finds you well. Pursuant to your group's direction at the recent Traffic Modeling Information session, attached is my comment form re the proposed Welaunee Extension. Please consider this feedback prior to today's Blueprint Board meeting. Thank you again for your time and consideration.

Sincerely,

Jessica Bowen-Hentges, Esq.  
Killearn resident





# Comment Form

## Northeast Gateway: Welaunee Boulevard Project Development and Environment (PD&E) Study

- Complete and leave in comment receptacle at meeting, or
- Fold and mail to the address printed on the back of this form, or
- Email Project Manager at [Daniel.Scheer@blueprintIA.org](mailto:Daniel.Scheer@blueprintIA.org)
- Reply by December 13, 2019.

*NOTICE: The information provided below is a matter of public record subject to examination by the general public upon request.*

**Name:** Drucilla Daniels

**Address:** 2805 Roscommon Dr

**Phone:** 850/894-4553

**E-mail:** \_\_\_\_\_

**Interest in project:**

Self	<input checked="" type="checkbox"/>	Firm / Agency	<input type="checkbox"/>
Government Agency	<input type="checkbox"/>	Civic Group	<input type="checkbox"/>
Business Owner	<input type="checkbox"/>	Other	<input type="checkbox"/>

REC'D BLUEPRINT IA  
DEC 16 19 AM 9:10

### Comments:

First, I'm thankful (and hopeful things will not change) that the Welaunee Northeast Gateway will not open up onto Shamrock and flow through Killearn. I would still like to see roads go out the backside of the Canopy development onto Roberts road and flow south onto Miccosukee. This would take anyone working in the city or area a straight shot. With the new housing development off Bradford and this development will empty out onto Thomasville Road which does not need any more traffic as it stands now.

And for the development the city wants to build – forget it! We don't need anymore stores or development that will start off with a bang and then go belly-up. Look how many buildings we have vacant now. Lets work on them before starting something new.

**Attachment #7:** Additional information regarding the relationship between the Urban Services Development Agreement, proposed Comprehensive Plan amendments, and the Northeast Gateway

**From:** [Ben Pingree](#)  
**To:** [Vince Long](#)  
**Cc:** [Alan Rosenzweig](#); [Ken Morris](#); [Tedder, Wayne](#); [Bryant, Cherie \(Planning\)](#); [White, Artie](#); [Autumn Calder](#)  
**Subject:** Requested information on the Welaunee Development Agreement  
**Date:** Wednesday, May 13, 2020 1:30:24 PM  
**Attachments:** [image002.png](#)  
[Attachment 1 - 2d Am Restated Urban Servs Agree.pdf](#)  
[Attachment 2 - Urban Servs Agree 1990.pdf](#)  
[Attachment 3 - Am and Restated Urban Servs Agree 2006.pdf](#)  
[Attachment 4 - 1st Am Restated Urban Servs Agree 2016.pdf](#)  
[Attachment 5 - Blueprint Northeast Gateway Item.pdf](#)

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**\*\*\*EXTERNAL EMAIL\*\*\***

Please report any suspicious attachments, links, or requests for sensitive information.

Good afternoon, Vince,

On May 12<sup>th</sup> the County Commission requested additional information on the Development Agreement recently approved by the City Commission with Powerhouse and its relationship to both the a) pending Large Scale Comp Plan Amendment #TTA 2020 013 and b) the Northeast Gateway project of BP 2020 (specifically related to right-of-way donation by the developer for same). This email, with noted attachments, intends to fulfil your request and provide you with that additional background and analysis on this matter.

On April 8, 2020, the City approved the 2nd Amendment to the Amended and Restated Urban Services - Development Agreement (Attachment #1).

The City Commission initially approved the Urban Services Agreement with the property owners in 1990 (Attachment #2). The agreement was amended and restated in 2006 (Attachment #3) and again in 2016 (Attachment #4). Prior versions of the agreement provided for dedication of a portion of the right-of-way for the Welaunee Boulevard extension and for the I-10 interchange, and that the City was to initiate comprehensive planning for the property including land use planning and an extension of the Urban Services Area boundary. The recent City action reaffirmed this commitment.

The following section provides key details of the 2<sup>nd</sup> Amendment of the Agreement, as approved by the City Commission on April 8:

- The Owners agree to reserve land within the Arch for future dedication of right-of-way necessary for the construction of Welaunee Boulevard North from I-10 to the northern boundary of Owners property. The Agreement was amended to include the following language:

*“(e) Owners shall reserve for future dedication right-of-way for the construction of the Welaunee Boulevard North from I-10 to the northern boundary of Owners property. The final right-of-way alignment shall be agreed upon by both the City and Owners, consistent with the Blueprint Intergovernmental Agency Northeast Gateway Phase I project alignment. Right-of-way widths for each segment shall be based upon estimated traffic generation from the development and shall not be less than 100*

*feet nor greater than 150 feet.*

- The Owners renew their obligations to dedicate land for an I-10 interchange with Welaunee Boulevard and extend the time for the dedication, so language was updated to state the following:

*“(d) Owners’ obligation to reserve right-of-way for the I-10 interchange, not to exceed 15 acres on each side of I-10, shall expire on January 1, 2030, if actual and continuous construction of the interchange has not begun by that date or if this obligation has not been otherwise extended in writing by the parties.” Of note: this is an increase of right-of-way of 9 additional acres beyond the prior agreement between the City and developer.*

- The parties agree that the Owners shall not be required to dedicate land for any right-of-way prior to adopting a long-term land use plan for their property. The Agreement was amended to insert the following:

*“(f) Dedication of right-of-way described in this paragraph may occur at an agreed upon time after the effective date of the comprehensive plan amendments described in paragraph 20 of the Agreement as amended. In no event shall Owners be required or obligated to dedicate any right-of-way prior to such plan amendments becoming effective.” (Paragraph 20 can be found in the 2016 Amended and Restated Agreement, Attachment 4, and committed the City to initiate Comprehensive Plan amendments to create a generalized land use plan and to include the entire Arch in the USA.)*

- The parties recognize that the Owners are entitled to concurrency, impact fee or other form of transportation exaction credit for any dedication of land for right-of-way for the Northeast Gateway Phase I (Welaunee Boulevard) project and for the I-10 interchange.
- The parties acknowledge that the term of the Agreement shall expire twenty-five years from the date of execution of this Second Amendment.
- The parties acknowledge that the City has initiated an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan concerning land uses within the Welaunee property and a proposed extension of the boundaries of the Urban Services Area. The parties therefore acknowledge that upon transmittal of the proposed amendment to the Department of Economic Opportunity and consideration of the amendment at a future adoption hearing, the City will have satisfied its obligations as provided in paragraph 20 of the Agreement, as amended.
- Nothing in the Second Amendment is intended to preclude the City from the exercise of its proper police powers and exercise of independent judgment on planning decisions in its exclusive role to protect the public health, safety or welfare.

Additional analysis was also requested by the BOCC regarding how the April 8<sup>th</sup> agreement relates to the pending 2020 Cycle Comprehensive Plan amendments. The following section provides that detail, as follows:

- Approval of Comp Plan amendments concerning the Welaunee property are a condition of the agreement which triggers the owners' duty to donate the right-of-way;
- Per the last point above, the Agreement does not preclude the City from exercising

independent judgement on planning decisions, and thus does not mandate a vote of support by the City on the amendments;

- If the Comp Plan amendments are not approved (or amendments concerning the property are not approved at a future date), the owners are not obligated to donate the right-of-way.

The estimated value of the Right of Way planned for donation to the Blueprint 2020 NE Gateway Project is \$2-2.5 million based on the existing agricultural zoning of the land and does not contemplate value based on planned densities and intensities for the property. This land includes ROW for Welaunee Boulevard; the Shamrock Road Extension; and the area for the interchange. The latest Blueprint item on the Northeast Gateway is included as Attachment #5.

The Comprehensive Plan amendments are currently set for consideration at the Joint Transmittal Hearing at 6 p.m. on May 26, 2020. As a text amendment to the Comprehensive Plan, the USA amendment will need to be considered by both the Board and City Commission. The map amendment to change the future land use designation from Rural to Planned Development within Welaunee requires only City Commission action. Both of these actions will adhere to and be voted upon in accordance with the Intergovernmental Coordination Element of the Comprehensive Plan, last updated by both commissions during the 2018 Comp Plan Amendment Cycle.

PLACE staff is happy to answer any further questions on any of these matters.

Sincerely,

-Ben

## **Benjamin H. Pingree, MPA, CEcD | Director of PLACE**

[Ben.Pingree@tlcplace.org](mailto:Ben.Pingree@tlcplace.org)

Ph. 850.219.1060 | Fax 850.219.1098

Blueprint: [www.blueprintia.org](http://www.blueprintia.org)

Economic Vitality: [www.oeforbusiness.org](http://www.oeforbusiness.org)

Planning: [www.talgov.com/planning](http://www.talgov.com/planning)



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

**Citizens Comments**

**TTA 2020 013**

**Welaunee Critical Area**

**Plan and Urban**

**Services Area**

**Received as of May 19, 2020**



## White, Artie

---

**From:** Humowiecki, Michelle  
**Sent:** Tuesday, December 17, 2019 6:20 PM  
**To:** Planning Inquiries  
**Cc:** White, Artie  
**Subject:** Welaunee Arch TMA2020 013, TTA2020 013

Hello,

My comments are as a homeowner and not in any official government capacity. The proposed future land use directly east of the Buckhead residential subdivision appears incompatible with the adjacent RP-1 low density neighborhood. Further- the proposed future land use is listed as residential, which includes single family and multi-family up to quadraplexes. This proposed density seems way too high adjacent to an existing residential neighborhood consisting of approximate half-acre size lots. Please revise the proposed future land use east of the Buckhead subdivision to a lower density, such as RP-1 or RP-2 which should eliminate triplexes and quadraplexes. Also the 35 acres of mixed use future land use on the west side of future Welaunee Blvd. is too large of an area in my opinion near low density residential, and so far north of the downtown area. I am opposed to the proposed future land use east of the Buckhead subdivision as noted herein. Thank you for consideration.

Please include me on the mailed noticing list since we failed to receive mailed public notice of this Open House.

Regards,  
Michelle Humowiecki

**From:** [White, Artie](#)  
**To:** [Humowiecki, Michelle](#)  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013  
**Date:** Friday, January 24, 2020 4:52:00 PM  
**Attachments:** [image001.png](#)

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The map is part of the Critical Area Plan. This is a master plan that would be adopted into the comprehensive plan. It sets the broad parameters for a future PUD, but it is not zoning at all. The PUD cannot exceed the parameters of this map and the associated objective and policies, but would otherwise subject to the overall PUD process .

---

**From:** Humowiecki, Michelle  
**Sent:** Friday, January 24, 2020 10:20 AM  
**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

The color map showed specific zoning within the PUD, and therein lies my concern. Are those conceptual level zoning categories- subject to change in the TRZ zoning through Russell's group and DRC- or fairly set as part of this future land use process?

-MH  
X7015

---

**From:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Sent:** Thursday, January 23, 2020 12:23 PM  
**To:** Humowiecki, Michelle <[Michelle.Humowiecki@talgov.com](mailto:Michelle.Humowiecki@talgov.com)>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

The Future Land Use next to Buckhead is still proposed as Planned Development. Your comments are in the file that will be submitted to the LPA for the February 4<sup>th</sup> public hearing. Those packets will be sent out next week. They will be available online then also. Your comments (along with any others we receive) will also be submitted in the packets that go to the City and County Commissions.

---

**From:** Humowiecki, Michelle  
**Sent:** Thursday, January 23, 2020 11:09 AM  
**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Hello,  
I have a few questions about the subject project. Were there any changes to the future land use immediately surrounding the Buckhead subdivision to a less-intense category? Is there a revised map available? Were my prior public comments added to the file for the upcoming Planning Commission, or do I need to restate them? Please advise, thanks.

-Michelle

**From:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Sent:** Thursday, December 19, 2019 10:40 AM  
**To:** Humowiecki, Michelle <[Michelle.Humowiecki@talgov.com](mailto:Michelle.Humowiecki@talgov.com)>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Michelle,

Here is the notice that was mailed out. There is no other email group aside from the regular City's subscription service where you can opt in for Planning Department communications (same at Growth Management communications).

Kind regards,  
Artie

---

**From:** Humowiecki, Michelle  
**Sent:** Thursday, December 19, 2019 10:19 AM  
**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Thank you. Can you add me to the email group easily?  
-MH

---

**From:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Sent:** Wednesday, December 18, 2019 2:41 PM  
**To:** Humowiecki, Michelle <[Michelle.Humowiecki@talgov.com](mailto:Michelle.Humowiecki@talgov.com)>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Michelle,

You're comments are being incorporated into the record.

I did check and you are outside of the 1,000 ft. notification area for the mail notices, but the Buckhead HOA was informed of the amendment.

Kind regards,  
Artie

**Artie White, AICP, CNU-A**

**Administrator | Comprehensive Planning**

Tallahassee-Leon County Planning Dept.

Comprehensive Planning Division

850.891.6432 • [artie.white@talgov.com](mailto:artie.white@talgov.com)



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public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

---

**From:** Humowiecki, Michelle  
**Sent:** Tuesday, December 17, 2019 6:20 PM  
**To:** Planning Inquiries  
**Cc:** White, Artie  
**Subject:** Welaunee Arch TMA2020 013, TTA2020 013

Hello,

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Please include me on the mailed noticing list since we failed to receive mailed public notice of this Open House.

Regards,  
Michelle Humowiecki

**Jeff Blair – 1803 Old Fort Drive – Tallahassee - Comments Regarding:  
Comprehensive Plan Amendment TMA20200012—Welaunee Arch**

Hello Commissioners: Expanding the USA into the Welaunee Arch is not justified economically, demographically, or based on a housing need, is not good growth policy, and directly contradicts one of the key elements of the Comprehensive Plan which is to prevent suburban sprawl and focus growth and development on infill within the existing USA.

We do not have a rapidly increasing population as evidenced from 2020 BEBR statistics showing that from the 2010 census to 2019 our population increased by 21,012 to a total of 296,499 which is only a 7.6% increase over 9 years or less than 1%/year. Our growth rate has decreased over the decades from 24.4% in 1990-2000, to 15% in 2000-2010, to 7.6% for the current decade, and that trend continues.

This proposed amendment will create additional suburban sprawl and increase traffic loads; and, most importantly, will siphon away badly needed resources and focus required to make downtown Tallahassee a vibrant destination community where our citizens can live and walk to enjoy the outdoors, restaurants, shops and activities. Four elements are needed to create a vibrant downtown: programming that regularly brings lots of people downtown, retail and entertainment options, office space options, and diverse residential options. Pensacola is a successful example of this approach (Building a Vibrant Community-Quint Studer).

Tallahassee has made some strides toward making the downtown more vibrant, Cascades Park being a good example. Unfortunately, we still need to make a serious investment in infrastructure including improving the functionality and safety of our roads, and adding bike lanes, sidewalks, and protected walkways. In addition, we should be providing economic incentives and training and development services to help a variety of small locally owned businesses succeed in the downtown area. We should use our resources to encourage a variety of residential opportunities that are attractive and affordable to those wishing to walk to work, to shop, and to recreate. The bottom line is we need to invest our public funds and encourage private investment in creating a vibrant and livable downtown with a range of job opportunities for small local business entrepreneurs, and not in an unneeded, unwarranted, and ill-advised expansion of the USA. We have the state government, two universities and a community college, and on that basis alone our downtown should be a home run, like Madison, WI. and Austin TX., and we should focus on investing and encouraging growth and development there.

**I urge you to NOT recommend transmittal or adoption of the application for the Welaunee USA Expansion, and to recommend that the Commission NOT approve Comprehensive Plan Amendment TMA20200012. Thank you.**

**From:** [jblair@fsu.edu](mailto:jblair@fsu.edu)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Tuesday, February 04, 2020 12:56:02 PM

---

- **Amendment:** TMA2020012 Map
- **Name:** Jeff Blair
- **Address:** 1803 Old Fort Drive
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** [jblair@fsu.edu](mailto:jblair@fsu.edu)
- **Comments:** Jeff Blair – 1803 Old Fort Drive – Tallahassee - Comments Regarding: Comprehensive Plan Amendment TMA20200012—Welaunee Arch Expanding the USA into the Welaunee Arch is not justified economically, demographically, or based on a housing need, is not good growth policy, and directly contradicts one of the key elements of the Comprehensive Plan which is to prevent suburban sprawl and focus growth and development on infill within the existing USA. We do not have a rapidly increasing population as evidenced from BEBR statistics showing that from the 2010 census to 2019 our population increased by 21,012 to a total of 296,499 which is only a 7.6% increase over 9 years or less than 1%/year. Our growth rate has decreased over the decades from 24.4% in 1990-2000, to 15% in 2000-2010, to 7.6% for the current decade, and that trend continues. This proposed amendment will create additional suburban sprawl and increase traffic loads; and, most importantly, will siphon away badly needed resources and focus required to make downtown Tallahassee a vibrant destination community where our citizens can live and walk to enjoy the outdoors, restaurants, shops and activities. Four elements are needed to create a vibrant downtown: programming that regularly brings lots of people downtown, retail and entertainment options, office space options, and diverse residential options. Pensacola is a successful example of this approach (Building a Vibrant Community-Quint Studer). Although Tallahassee has made some strides toward making the downtown more vibrant Cascades Park being a good example; unfortunately, we still need to make a serious investment in infrastructure including improving the functionality and safety of our roads, and adding bike lanes, sidewalks, and protected walkways. In addition, we should be providing economic incentives and training and development services to help a variety of small locally owned businesses succeed in the downtown area. We should use our resources to encourage a variety of residential opportunities that are attractive and affordable to those wishing to walk to work, to shop, and to recreate. The bottom line is we need to invest our public funds and encourage private investment in creating a vibrant and livable downtown with a range of job opportunities for small local business entrepreneurs, and not in an unneeded, unwarranted, and ill-advised expansion of the USA. We have the state government, two universities and a community college, and on that basis alone our downtown should be a home run, like Madison, WI. and Austin TX., and we should focus on investing and encouraging growth and development there. I urge you to NOT recommend transmittal or adoption of the application for the Welaunee USA Expansion, and to recommend that the Commission NOT approve Comprehensive Plan Amendment TMA20200012. Thank you.



**From:** [maddy.lessirard@gmail.com](mailto:maddy.lessirard@gmail.com)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Tuesday, February 04, 2020 11:26:14 AM

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- **Amendment:** TMA2020012 Map
- **Name:** Madeline Hart
- **Address:** 3302 Robinhood Road
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32312
- **Email Address:** maddy.lessirard@gmail.com
- **Comments:** To Whom It May Concern, I am a tax paying member of the public who lives in Leon County and voted for the original Blueprint plan when I THOUGHT it was going to go toward the good of the community. Instead it has been focused on funneling taxpayer money to developer friends of city and county commissioners and fudging numbers to present projects Tallahassee has no need for. While the east portion of town is rapidly expanding, much of the area's near the I-10 interchange and this proposed addition to the USA are mostly rural or low intensity development, for good reason: that is what the residents want. The Amendment's approval rationale from the City says this somehow will not encourage sprawl, yet if you consider that currently blighted or underdeveloped parts of Tallahassee already exist within the USA or closer in proximity to the existing USA, you can clearly see that this entire Welaunee development and addition to the USA IS in fact sprawl by definition. You are aiming to change the land use pattern for a portion of the county that is mostly low density development and/or rural. Replacing that with medium to high density development, including paving roads through an established greenway, is not preventing sprawl under any definition. In addition to this, the State is finally realizing we live in an area with extremely precious, vulnerable natural resources. More sprawl, pavement, and development, without upgrades to our City WWTP or connecting more people to sewer who are currently on septic, is dangerous and will further destroy our groundwater quality and precious springs like Wakulla Spring. Currently, the BMAP adopted by DEP in 2018 is in effect for Wakulla Spring, meaning there is a moratorium on urban fertilization within its boundaries by municipalities, yet I am sure all these new homes will require lots of fertilizer for their lawns, town centers, and landscaping. This has yet to be addressed in any of the documentation I've reviewed. In addition to the environmental concerns, there is not currently a population to support this growth, despite that being claimed in the amendment documentation. While the east portion of town does have a larger, growing population, job growth in Tallahassee has been extremely stagnant, with most new jobs coming from the service industry which is extremely transient and does not lend itself to home purchasing or community placemaking. If the City and County seek to attract out of state retirees, as I'm thinking is the plan considering the City/County have done absolutely nothing to retain the highly educated talent put out by our multiple universities, they should rethink their actions. Out of state retirees have ruined portions of central and south Florida, and they are not wanted here in Tallahassee. There are other parts of Florida for them to move to if they so desire. Tallahassee is a unique gem that does not need to court the bigoted, penny pinching types from the midwest and northeast that do not have an understanding of public goods and the requirement to support them and our sensitive Florida

environment. Please reconsider approving this update to the USA. There is a way to ease congestion and develop Tallahassee equitably and smartly. There are vast amounts of demographic and GIS data available to support this and aid in the process, it would be wise if they were employed in this and future decisions.

Welaunee USA Expansion and Planned Development Application  
Comprehensive Plan Amendment #12

Dear Planning Commissioners:

**I ask you to not recommend transmittal or adoption of the application for the Welaunee USA Expansion. This huge increase in the USA is premature at this time.**

An expansion of the Urban Services Area (USA) of this size is predicated upon a need to accommodate population growth, growing development pressure outside the USA or the Rural Communities, having urban services largely available inside the existing USA and a fair distribution of the limited public infrastructure and planning dollars among all parts of our community.

1. There is no evidence of a “rapid increasing population” nor is there any evidence that the USA is “too small”. **The development capacity of the current USA can easily accommodate TWICE the expected residential development needs of Leon County’s population growth to 2045.**
2. **It is premature to expand the USA, an integral part of the Land Use and Transportation Element, before the upcoming. Comprehensive Plan Revision has been completed.** Such a huge expansion of the USA should be considered as part of the Comp Plan revision. **Since 2010, over 90% of residential development has been occurring inside the USA, the intent of Objective 1.1 [L] of the Comp Plan.** This is largely due to the successful emphasis on urban and suburban infill by COT and the Planning Department and the demands of the market for greater variety of housing types, smaller homes, more walkable communities and aging households. The addition of a large rural area may derail this progress as was evident in the past.
3. There are substantial areas inside the USA where urban services such as water and sewer are not available and therefore cannot be developed to even the minimum zoning currently allowed. **Urban services need to be provided to the existing USA so that efficient land use can occur and owners can realize their property development value before a new huge expanse is added.**
4. Blue Print is looking to create an encircling linear park along the edges of Welaunee, from the Miccosukee Greenway at Crump Road, along Crump and Roberts Roads to the intersection with Bradfordville and Centerville. The negotiations for this land for a valuable public purpose should not be hindered with the premature upzoning of the property. **Do not artificially increase the cost of a public park.**
5. Welaunee Toe and Heel are already under development and will take 10-25 more years to fulfill current plans. Tens of millions of public dollars are being spent to provide infrastructure to these private developments. **Adding 2800 more acres to Welaunee at this time could easily deflect planning and infrastructure dollars from other areas in the City and Unincorporated USA that need these resources to fulfill their development potential.** Rural Communities also have need of development planning and infrastructure.

6. Welaunee Toe and Heel are already under development and will take 10-25 more years to fulfill current plans. Tens of millions of public dollars are being spent to provide infrastructure to these private developments. **Adding 2800 more acres to Welaunee at this time could easily deflect planning and infrastructure dollars from other areas in the City and Unincorporated USA that need these resources to fulfill their development potential.** Rural Communities have need of development planning and infrastructure also.

I believe our community should be looking forward to the middle of the 21<sup>st</sup> century, to building a resilient community that can provide for changing demographic and financial characteristics Leon County households and our collective need to reduce the environmental and public cost of our past development patterns. The expansion of the USA to include thousands of acres of rural land in the already well developed and infrastructure endowed northeast of our County is a step back into the 1990s. Please go forward, not back.

**I request that you do not recommend Amendment #12 for transmittal or adoption as it is premature to expand the USA to the huge extent requested.**

Sincerely,

Pamela Hall

More detail on the reasons why the Welaunee Extension of Urban Services Area (USA) is premature at this time and should not take place.

## 1. Population Accommodation

Objective 6.2 [L] states: “**As demands from a rapidly increasing population may require expansion of the Urban Services Area in the future**, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Services Area”

**There is no evidence that there will be a “rapidly increasing population” in Leon County for which the Urban Services Area needs to be greatly expanded now or in the foreseeable future.**

### Population Accommodation Calculation

The number of Dwelling Units (DU) needed to accommodate population growth is calculated as:

Population Projections for Leon County:

Population now: (2017) =	287,899
Population CP horizon (2045) =	344,100
Difference, additional residents =	56,201

Number of Dwelling Units Needed for Population Projections:

Persons Per Household (2017) =	2.33
Number of DU (Difference/PPH) =	24,121
Market/Surplus Factor* =	20%
Total DU needed for additional residents=	28,945

\*Broadly based on residential vacancy rate that has been 12% in recent years. Being conservative, allow for 20% more dwelling units than the number needed to account for errors in projection and market issues.

The overall rate population growth rate is only projected to be 0.64%/yr from 2017 to 2045. However, the rate of growth is projected to decrease over the coming decades. This is an average increase of 2000 people per year (decreasing to less than 1400 by 2045). Current permitting rates are 1400 DU per year, above the current need to 2020 of about 1100 per year and much higher than needed in the future. **See the Graph 1 for the projected population growth in Leon County to 2045.**

**Therefore, population growth is slowly decreasing in Leon County. There is no justification for expanding the USA at this time due to population growth.**

## **Development Capacity in the existing USA**

The development capacity of the existing land in the USA has been estimated many times over the past years. All of these estimates have resulted in recognition that there are many unrealized development opportunities inside the USA, that population needs change over time though often development is slow to respond to new types of demands.

A range of assumptions can be made about whether platted parcels could be re-subdivided, what type of housing would be built, and how much of the maximum allowed by zoning can be achieved. To these points, re-plats regularly occur, single family detached is usually assumed to be the housing that will be built, but there is a demand for the “missing middle” i.e. attached residences that are smaller, have less yard maintenance and are more affordable. Aging populations also need “downsizing” opportunities. Much of this demand has been unmet as there is still little housing diversity in Leon County. Single-family detached and large multi-family largely for young adults and students are still the overwhelming dominant forms of residential development. is not Zoning usually allows for more dwelling units than can actually be built due to acreage needed for infrastructure. But where there are no minimum lot size requirements much of the allowable maximum number of dwelling units can be captured by creating very small lots, mixed housing types and clustering away from environmental features. In addition, zoning can be changed, location of future multi-family housing and its location are often hard to determine.

One way to estimate development capacity is to tabulate vacant parcels and developed parcels that much less dense than current zoning. Platted subdivisions, even old ones, often have vacant lots that are ready for building. There are vacant parcels that have not been subdivided. There are parcels that have a residence but the parcel is very large relative to surrounding development or to zoning capacity, so redevelopment is highly likely and encouraged.

The Planning Department has estimated the development capacity of the USA many times in the past years. Every time they have concluded that there is plenty of capacity to accommodate expected population growth. **One of the most recent assessments is provided in Table 1 and in the tabulation below.**

The total number of DU that existing Major Planned Developments can provide is 13,647. Note that Welaunee Toe and Heel, NOT the Arch, are already included. The estimate for Welaunee covers the current Canopy development and the expectations for development on the COT parcels, approximately 1035 acres. It does not appear



to include any of the area north of I-10 but within the existing USA which is an additional 1961 acres. It does not include the Arch, which is 2800 acres.

The “Vacant & Potentially Developable Parcels in the USA, 2017” has four categories of parcels.

The “Vacant & Potentially Developable Parcels in the USA, 2017” has four categories of parcels. The following calculation of number of possible DU from these parcels was done:

Vacant Parcels	Number of Parcels	Total Acreage	% of Acreage in Wetland	Number of Expected DU
SFD platted subdivisions *	1699	1280	8.4%	1,699
Mixed use subdivisions *	2697	1257	8.6%	2,697
Parcels not in subdivisions **	2398	7629	20.0%	27,464
Large Parcels **	134	3276	24.2%	11,518
TOTALS	6928	13442	8.4%	43,379

\*For SFD platted subdivisions and Mixed use subdivisions assume lots will not be further subdivided.

\*\*For Parcels not in subdivisions and Large parcels that some degree of clustering away from wetlands can take place. So remove half of the acreage in wetlands from total acreage and assume a gross density of 4 DU/acre on remaining acreage.

**The sum of these two sources of development 57,026 DU. This is enough for twice as many units as needed to accommodate the projected population growth by 2045.**

**In reality, the development capacity of the remaining vacant land inside the USA and the redevelopment capacity is truly a matter of policy. The aim of the Comprehensive Plan is to limit suburban sprawl, reduce the environmental impact of conversion of open space, provide a diversity of residential options instead of relying on single family detached, provide walk-able mixed neighborhoods, provide mobility options, reduce car miles traveled and create transit suitable neighborhoods that are more affordable to families, elderly and singles. With these aims, the Comp Plan can be revised to create a very high capacity for development that can also be enhanced by redevelopment and conversion of some out-of-date development patterns to more modern and desired forms.**

**The huge addition of 2800 acres of development potential of the Weluanee Arch is extremely premature. There is no population accommodation justification or development capacity need for expanding the USA at this time.**

## 2. A revision of Comprehensive Plan is pending

The existing USA has served its purposed well. Objective 1.1 [L] Growth Management/Urban Services Area states:

**“The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon;** the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development. “

**Since 2010, and the economic revival from the recession, >90% of residential development has been within the USA.** This is a reflection of changes in residents housing interests, population aging, downsizing, and the desire use cars less. The USA is working and should not be significantly altered without statistical and analytical justification of need.

A revision of the Comprehensive Plan has been under discussion for about 4 years. During that time, the Planning Department has identified 5 values that this community holds: Stewardship, Equity, Opportunity, Choice and Livability. In order to provide Goals, Objectives and Policies that support and implement these community values, there should be a comprehensive analysis of the housing, transportation, business and educational needs of our existing and future population and its changing demographics. **The County and City Commissions have recently authorized hiring consultants to assist the Planning Department to undertake this large and important task. No huge change in the Urban Services Area, one of the most important tools in land use planning, should be considered until the Comprehensive Plan revision has been completed.**

## 3. Under Utilization of the existing USA

The USA is the area where urban services are to be provided because focusing these services within a limited area allows for their fiscal efficient delivery and for equitable capacity for development and affordable living.

There are substantial areas inside the existing Urban Services Area that do not have the essential infrastructure to develop as planned according to the Future Land Use map. Much of this is in the unincorporated area. The City is the provider of the most important urban services for development potential: sewer and water. There needs to be greater planning of how to expand urban services into the unincorporated areas inside the USA so that efficient, modern forms of development

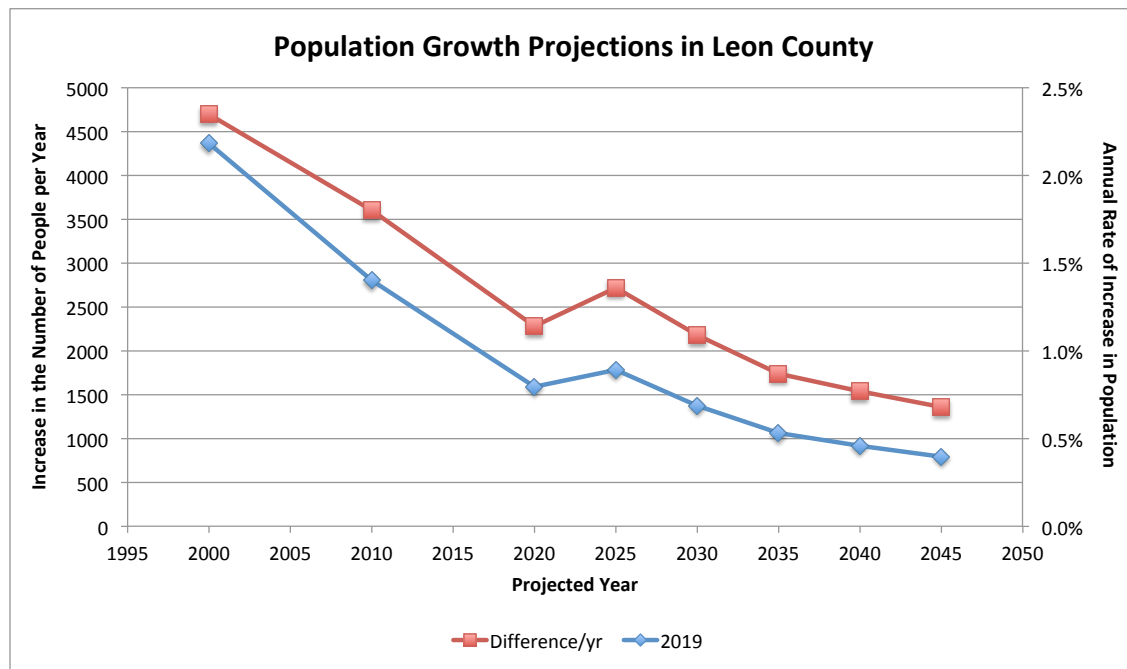
can occur. This will be an important component of the Comprehensive Plan revision.

**No large expansion of the USA should be occurring until the existing USA has been provided with urban services.**

Figure “Water and Sewer Service Areas” shows areas inside the existing USA where water and/or sewer is not available. Providing these services would greatly increase the development capacity of these areas. Note too that there are 13 unsewered existing neighborhoods, some quite large, inside the USA that need to be converted to sewer both for restoring water quality (in the aquifer and Wakulla Springs) and to provide further development and redevelopment potential to these locations.

### Graph 1: Population Growth in Leon County from TLH Statistical Digest.

The right axis is the annual increase in the number of people per year in Leon County and the values are in RED.  
The left axis is the Annual Rate of Population Increase and the values are in BLUE.



#### Population Accomodation

Note that the increase in population is currently about 2000 people per year and is expected to decrease to <1400.

In 2020, an average of 1030 new dwelling units (DU) per year are needed and only 721 DU in 2045.

Permitted development has averaged 1433 DU/yr since 2012 (including all types of DU)

The rate of new residential units is currently exceeding need and appears it will do so for years until there is a glut on the market.

This is similar to what happened during the early 2000s until the market crash in 2008. Hopefully development will slow less precipitously.

#### Population Characteristics:

At this time, 74% of the population growth is due to natural increase and only 26% is due to immigration.

The most rapidly increasing portion of the population is people  $\geq 65$  years of age.

This age group increased by 4.9% per year since 2010.

Working age (18-55), which includes college students, increased by only 0.14%. Children (<18 yrs) increased by 0.47%.

College and University enrollment has stabilized in the last 5 years to about 64,000 students (22% of LC population).

Leon County is becoming an older community even while having a large proportion of college students.

About 50% of households in Leon County are composed of "Families", defined as related individuals.

About half of these, or 25% of the total, are parent(s) with children). The other half are related adults.

About 50% of households are either single individuals or unrelated adults. Many of the latter are students sharing housing.

The population of the middle of the 21st century and beyond is not going to want to live, work, play and move around as we do today.

## Population Accommodation and the USA

### Major Planned Developments

- Southwood = 1,450 units (Remaining in DRI as of Jan. '18)
- Fallschase = 1,514 units (Site Plan)
- Southside = 2,800 units (Formerly Proposed DRI)
- Welaunee = 4,978 units (Toe and Heel only, includes Canopy)
- Summerfield= 255 units (Remaining Units in PUD)
- Park Place PUD= 680 units (PUD Concept Plan)
- Colin English = 2,000 units est. (10,610 based on SESP)
- **Total = 13,647 units**



## Vacant & Potentially Developable Parcels in the USA, 2017

Parcels not contained within Major Development Projects

	Number of Parcels	Total Acreage	Median Parcel Size (Acres)	% of Acreage in Wetland
Vacant Parcels in USA in Single-Family Detached Subdivisions	1,699	1,280	0.39	8.4%
Vacant Parcels in USA in Subdivisions With Other Residential & Mixed Uses	2,697	1,257	0.18	8.6%
Vacant Parcels in USA not in Subdivisions	2,398	7,629	1.00	20.0%
Large Parcels (10+ Acres) in USA With Existing Single-Family Uses	134	3,276	14.53	24.2%

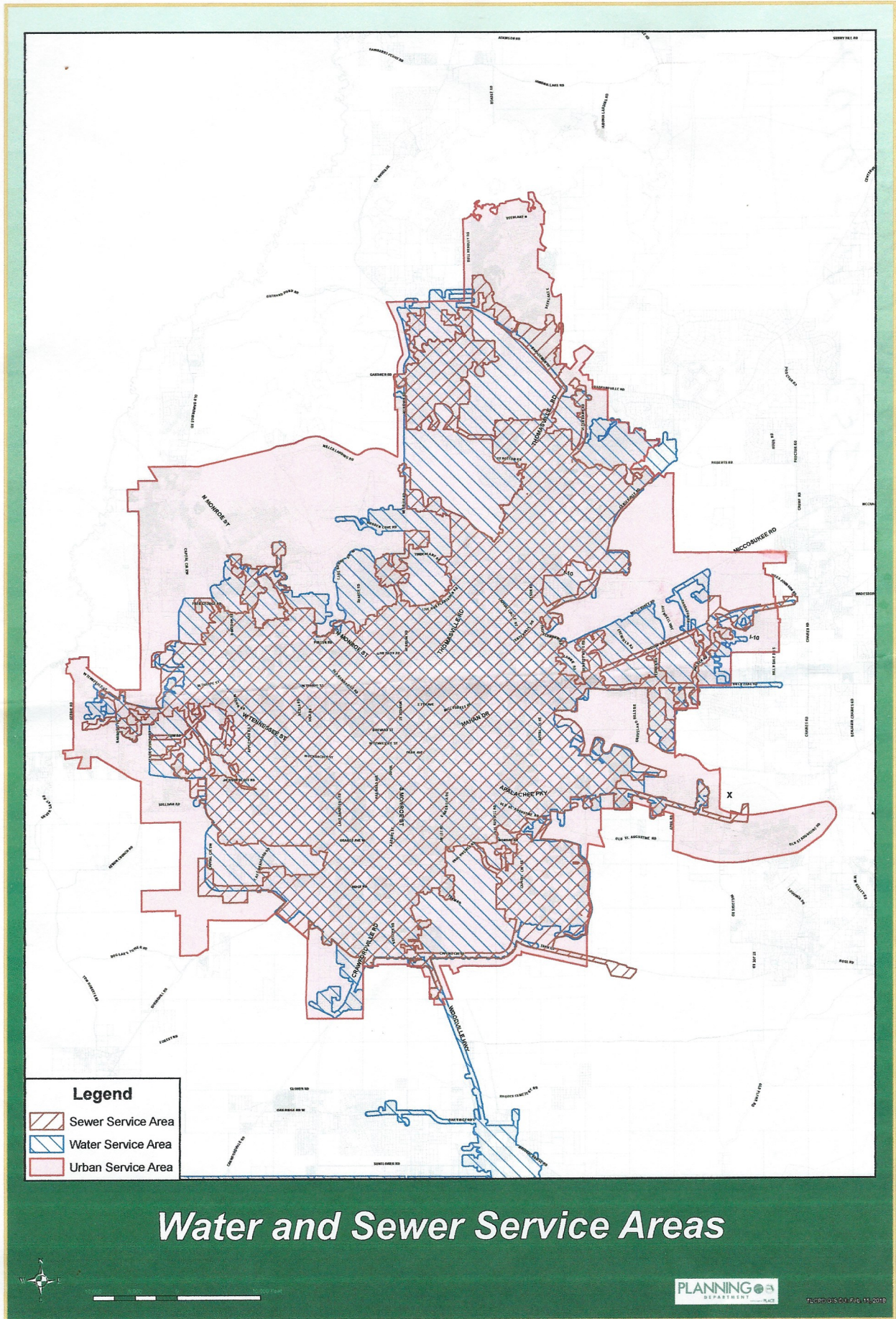
This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be constructed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's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

Sources:

Leon County Property Appraiser  
Accela Automation, Leon County Department of Development Support and Environmental Management  
Permit Enforcement Tracking System, City of Tallahassee Growth Management Department  
Prepared By:  
Tallahassee-Leon County Office of Economic Vitality









## White, Artie

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**From:** Tedder, Wayne  
**Sent:** Tuesday, February 25, 2020 11:22 AM  
**To:** Richardson, Curtis; Dailey, John; Williams-Cox, Dianne; Matlow, Jeremy; Bryant, Elaine  
**Cc:** Goad, Reese; Pingree, Ben; Bryant, Cherie (Planning); White, Artie  
**Subject:** RE: Comp Plan Amendment Workshop

Mayor and Commissioners,

While there are a number of comments within the letter that you received, the below is a response to the major questions raised by Dr. Hall. Today's workshop does not require a vote and will allow you to ask additional questions that we can address prior to the Transmittal Hearing.

Thanks,  
Wayne

### **Dr. Hall Question**

**How is this expansion consistent with the population accommodation and development capacity analyses the CP references and staff has done for years to assess changes in the USA?**

#### **Staff response**

Policy 1.4.5 [L] states that "Any requested text amendment to the Comprehensive Plan shall be evaluated for consistency with the intent of the adopted Goals, Objectives, and Policies of the Plan." When evaluating the proposed text amendment to incorporate the remainder of the Welaunee Arch into the Urban Services Area and to include the development plan for the Arch into the Welaunee Critical Area Plan, staff evaluated whether these proposals are consistent with the intent of the Goals, Objectives, and Policies of the Comprehensive Plan. Objective 2.1 of the Intergovernmental Coordination Element states that *"The City of Tallahassee intends to expand its corporate limits to provide urban services to urbanized and urbanizing areas in the Urban Services Area, including the Southwood and Welaunee study areas as referenced in the Land Use Element."* This Objective specifically calls out the Welaunee study area as an area intended to receive urban services. This is supported by Policy 2.1.1[I] which states, *"The City is required to provide full urban services to areas that are annexed."* The approved Welaunee Urban Services Agreement states the same. When evaluating the Urban Services Area, the intent of this growth management strategy is to *"Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner."* This intent is met by both the Intergovernmental Coordination Objective and Policy and the existing Urban Services Agreement regarding the City's requirement to provide Urban Services to Welaunee. These represent "agreements to provide" the urban services to accommodate growth. Additionally, Policy 1.1.11 [L] defines the Urban Services Area as a *"strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl."* The proposed amendments are intended to "coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl" since the expansion of the urban services area links land use and infrastructure and the development plan for the Arch includes policies intended to systematically plan the area.

### **Dr. Hall Question**

**Why is expansion being considered when substantial portions of the existing USA are "under developed" because of the lack of urban service infrastructure such as sewer and water?**

Staff response

The expansion is being considered because it is located within the City Limits and according to Objective 2.1 of the Intergovernmental Coordination Element, the City intends to *“provide urban services to urbanized and urbanizing areas in the Urban Services Area, including the Southwood and Welaunee study areas as referenced in the Land Use Element”* and because an Urban Services Agreement is in place for the Welaunee study area. Additionally, the Northeast Gateway project is scheduled for design and construction through the Welaunee Arch and an interchange with I-10 is planned. This systematic planning also addresses current demands on the transportation system that exist in the northeast.

**Dr. Hall Question**

**Why is this expansion being requested now? If the owners have no intention to develop in the next 10 or even 20 years, what is the public interest in designing this rural land with a urban zoning category?**

Staff response

It is in the best interest of the community to systemically plan land use and infrastructure together under a single landowner instead of providing infrastructure and letting development occur piecemeal over time with multiple landowners. Piecemeal and leapfrog development result in sprawl whereas systematically planning areas can coordinate a mixture of uses that better manage roadway capacity, reduce vehicle miles traveled (VMT), support transit hubs, promote walkability and bikeability, etc. Planning land use and transportation together also increases the efficiency of public infrastructure.

**Dr. Hall Question**

**How is the Planned Development (PD) plan for the Welaunee Arch consistent with the intent of the CP to prevent suburban sprawl and support good urban infill?**

Staff response

Goal 13 of the Land Use Element states that the intent of the Welaunee Critical Area Plan is to *“guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.”* The proposed amendments would incorporate policies for the Arch portion of the Welaunee Critical Area Plan that support development patterns that serve the larger area, including neighboring development, mitigating the impacts of existing sprawl development while transitioning from higher density and intensity development to lower density and intensity development over the area.

**Dr. Hall Question**

**How does the Welaunee Arch development plan reflect the challenges this community and families will face by the middle of the 21<sup>st</sup> century,**

Staff response

There are many challenges this community and families currently face and will face by the middle of the 21<sup>st</sup> Century. The Welaunee Arch plan addresses many of the transportation challenges faced by the community now and will continue to face if not addressed. The community has also expressed a concern about housing and housing options. The proposed plan allows for a diversity of housing options. One of the challenges the community will face in the future is the overall aging of the population. Diversifying

the housing stock, promoting development patterns that encourage walking and bicycling, and allowing a mixture of uses will help mitigate the challenges faced by an aging population. Another significant concern is having access to areas where people can spend time in nature and engage in physical activity. The expansion of the Greenway and preservation of significant environmental areas (incorporated into the plan) would address this need.

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**From:** Pamela Hall <phall@curg.org>  
**Sent:** Monday, February 24, 2020 7:31 PM  
**To:** Richardson, Curtis <Curtis.Richardson@talgov.com>; Dailey, John <John.Dailey@talgov.com>; Williams-Cox, Dianne <Dianne.Williams-Cox@talgov.com>; Matlow, Jeremy <Jeremy.Matlow@talgov.com>; Bryant, Elaine <Elaine.Bryant@talgov.com>  
**Cc:** Tedder, Wayne <Wayne.Tedder@talgov.com>  
**Subject:** Comp Plan Amendment Workshop

\*\*\*EXTERNAL EMAIL\*\*\*

Please report any suspicious attachments, links, or requests for sensitive information.

Dear Mayor and Commissioners;

Attached is a long, detailed document, with a single page of summary, comments on the 2 Welaunee amendments to the Comp Plan.

In the past 20 years, I have participated in many public discussions about the Comprehensive Plan and the Urban Services Area (USA). I hope that you will consider the issues and questions I raise as well as have time to read some of the detailed analyses I present.

I hope you will also consider the the pending CP Revision is really the place for such a huge change in the USA to be considered.

There is also another amendment to USA expansion, the Pine Cone Woods Development, Amendment #5. It is in the Bradfordville Commercial District. It involves 175 acres and is nearly surrounded by developed land that is already inside the USA including Chiles High School. The owners intend to develop this acreage as soon as possible. Their plan provides mixed uses on the parcels - commercial and (hopefully) attached residences. I believe there is also land for the expansion of Chiles High School. I also hope that the developer will consider putting the wetlands and other environmentally "challenged" areas of these parcels into Open Space conservation easements. Note that this is a small expansion of the USA in a location that is already heavily developed, with development plans that are consistent with the CP and modern planning design.

The Welaunee amendments are NONE of the above.

Thanks for your time. I look forward to hearing the discussion tomorrow.

-ph  
Pamela Hall, Ph.D.  
5051 Quail Valley Road  
Tallahassee, FL 32309 USA

mobile: (850) 445-6007  
email: [phall@curg.org](mailto:phall@curg.org)

**From:** [yellow.columbine@yahoo.com](mailto:yellow.columbine@yahoo.com)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Monday, February 03, 2020 11:21:04 PM

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- **Amendment:** TMA2020012 Map
- **Name:** Karen Rose
- **Address:** 9601 Miccosukee Rd
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32309
- **Email Address:** [yellow.columbine@yahoo.com](mailto:yellow.columbine@yahoo.com)
- **Comments:** I urge you to think with a tremendous amount of caution. Shamrock and Killarney Way are neighborhood roads with mailboxes and mailcarriers, delivery drivers, and children. Miccosukee Rd is a designated canopy road, a 2 lane road that will stay 2 lanes no matter how many cars back up along its length. There is NO way that either of these roads can accommodate the city expanding out to meet them. Make it easy on yourselves by keeping the city where it is. Keep the focus on urban infil and improving city services in the heart of the city.

**From:** [jblair@fsu.edu](mailto:jblair@fsu.edu)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Monday, February 03, 2020 9:13:23 AM

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- **Amendment:** TMA2020012 Map
- **Name:** Jeff Blair
- **Address:** 1803 Old Fort Drive
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** [jblair@fsu.edu](mailto:jblair@fsu.edu)
- **Comments:** Welaunee USA Expansion and Planned Development Application  
Comprehensive Plan Amendment #12 Dear Planning Commissioners: I ask you to not recommend transmittal or adoption of the application for the Welaunee USA Expansion. This huge increase in the USA is premature at this time. An expansion of the Urban Services Area (USA) of this size is predicated upon a need to accommodate population growth, growing development pressure outside the USA or the Rural Communities, having urban services largely available inside the existing USA and a fair distribution of the limited public infrastructure and planning dollars among all parts of our community.
  - There is no evidence of a “rapid increasing population” nor is there any evidence that the USA is “too small”. The development capacity of the current USA can easily accommodate TWICE the expected residential development needs of Leon County’s population growth to 2045.
  - Since 2010, over 90% of residential development has been occurring inside the USA, the intent of Objective 1.1 [L] of the Comp Plan. This is largely due to the successful emphasis on urban and suburban infill by COT and the Planning Department and the demands of the market for greater variety of housing types, smaller homes, more walkable communities and aging households. The addition of a large rural area may derail this progress as was evident in past development trends.
  - There are substantial areas inside the USA where urban services such as water and sewer are not available and therefore cannot be developed to even the minimum zoning currently allowed. Urban services need to be provided to the existing USA so that efficient land use can occur and owners can realize their property development value before a new huge expanse is added.
  - Welaunee Toe and Heel are already under development and will take 10-25 more years to fulfill current plans. Millions of public dollars are already being spent to provide infrastructure to these private developments. Adding 2800 more acres to Welaunee at this time could easily deflect planning and infrastructure dollars from other areas in the City and Unincorporated USA that need this attention to fulfill their development potential. Rural Communities have need of development planning and infrastructure also. I believe our community should be looking forward to the middle of the 21st century and build a resilient community that can provide for changing demographic and financial characteristics of Leon County households and our need to reduce the environmental and public cost of our past development patterns. The expansion of the USA to include thousands of acres of rural land in the already well developed and infrastructure endowed northeast of our County is a step back into the 1990s. Let’s invest our resources to enhance infrastructure and livability in our urban and existing suburban areas. Please go forward, and not contribute to additional sprawl by expanding the USA to include this amendment.Sincerely, Jeff Blair, President, Keep It Rural, Inc.





Welaunee USA Expansion and Planned Development Application  
Comprehensive Plan Amendment TMA20200012—Welaunee Arch

Dear Planning Commissioners:

**I ask you to not recommend transmittal or adoption of the application for the Welaunee USA Expansion. This huge increase in the USA is premature at this time.** An expansion of the Urban Services Area (USA) of this size is predicated upon a need to accommodate population growth, growing development pressure outside the USA or the Rural Communities, having urban services largely available inside the existing USA and a fair distribution of the limited public infrastructure and planning dollars among all parts of our community.

- There is no evidence of a “rapid increasing population” nor is there any evidence that the USA is “too small”. **The development capacity of the current USA can easily accommodate TWICE the expected residential development needs of Leon County’s population growth to 2045.**
- **Since 2010, over 90% of residential development has been occurring inside the USA, the intent of Objective 1.1 [L] of the Comp Plan.** This is largely due to the successful emphasis on urban and suburban infill by COT and the Planning Department and the demands of the market for greater variety of housing types, smaller homes, more walkable communities and aging households. The addition of a large rural area may derail this progress as was evident in past development trends.
- There are substantial areas inside the USA where urban services such as water and sewer are not available and therefore cannot be developed to even the minimum zoning currently allowed. **Urban services need to be provided to the existing USA so that efficient land use can occur and owners can realize their property development value before a new huge expanse is added.**
- Welaunee Toe and Heel are already under development and will take 10-25 more years to fulfill current plans. Millions of public dollars are already being spent to provide infrastructure to these private developments. **Adding 2800 more acres to Welaunee at this time could easily deflect planning and infrastructure dollars from other areas in the City and Unincorporated USA that need this attention to fulfill their development potential.** Rural Communities have need of development planning and infrastructure also.

I believe our community should be looking forward to the middle of the 21<sup>st</sup> century and build a resilient community that can provide for changing demographic and financial characteristics of Leon County households and our need to reduce the environmental and public cost of our past development patterns. The expansion of the USA to include thousands of acres of rural land in the already well developed and infrastructure endowed northeast of our County is a step back into the 1990s. Let’s invest our resources to enhance infrastructure and livability in our urban and existing suburban areas. Please go forward, and not contribute to additional sprawl by expanding the USA to include this amendment.

Sincerely,  
Jeff Blair, President, Keep It Rural, Inc.

**From:** [amrose@embarqmail.com](mailto:amrose@embarqmail.com)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Monday, February 03, 2020 11:31:05 AM

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- **Amendment:** TMA2020012 Map
- **Name:** Agnes R McMurray
- **Address:** 9601 Miccosukee Road #23
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [amrose@embarqmail.com](mailto:amrose@embarqmail.com)
- **Comments:** Welaunee USA Expansion and Planned Development Application  
Comprehensive Plan Amendment #12 Dear Planning Commissioners: I am writing to ask that you not recommend transmittal or adoption of the application for the Welaunee USA Expansion. This huge increase in the USA is premature at this time. An expansion of the Urban Services Area (USA) of this size is predicated upon a need to accommodate population growth, growing development pressure outside the USA or the Rural Communities, having urban services largely available inside the existing USA and a fair distribution of limited public infrastructure and planning dollars among all parts of our community. • There is no evidence of a “rapid increasing population” nor is there any evidence that the USA is “too small”. The development capacity of the current USA can easily accommodate TWICE the expected residential development needs of Leon County’s population growth to 2045. • Since 2010, over 90% of residential development has been occurring inside the USA, the intent of Objective 1.1 [L] of the Comp Plan. This is largely due to the successful emphasis on urban and suburban infill by COT and the Planning Department and the demands of the market for greater variety of housing types, smaller homes, more walkable communities and aging households. The addition of a large rural area may derail this progress as was evident in past development trends. • There are substantial areas inside the USA where urban services such as water and sewer are not available and therefore cannot be developed to even the minimum zoning currently allowed. Urban services need to be provided to the existing USA so that efficient land use can occur and owners can realize their property development value before a new huge expanse is added. • Welaunee Toe and Heel are already under development and will take 10-25 more years to fulfill current plans. Millions of public dollars are already being spent to provide infrastructure to these private developments. Adding 2800 more acres to Welaunee at this time could easily deflect planning and infrastructure dollars from other areas in the City and Unincorporated USA that need this attention to fulfill their development potential. Rural Communities have need of development planning and infrastructure also. Our community should be looking forward to the middle of the 21st century and building a resilient community that can provide for changing demographic and financial characteristics of Leon County households. The community needs to also reduce the environmental and public cost of our past development patterns. The expansion of the USA to include thousands of acres of rural land in the already well developed and infrastructure rich northeast of our County is a step back into the 1990s. Let’s invest our resources to enhance infrastructure and livability in our urban and existing suburban areas. Please do not contribute to additional sprawl by expanding the USA to include this amendment. Sincerely, Agnes R McMurray

## White, Artie

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**From:** Humowiecki, Michelle  
**Sent:** Tuesday, February 04, 2020 12:58 PM  
**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Hello,

I am unable to attend the Planning Commission meeting tonight but please ensure my prior comments are included. Again- I am commenting as a nearby resident and homeowner. Also as a follow-up to my comments, I request the Welaunee Arch master plan (dated 8/9/2016) as part of the Critical Area Plan be updated to further break down the Residential category into low density and high density, with the lower density adjacent to the Buckhead subdivision at east and north sides.

Thank you.

-Michelle Humowiecki

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**From:** White, Artie <Artie.White@talgov.com>  
**Sent:** Friday, January 24, 2020 4:53 PM  
**To:** Humowiecki, Michelle <Michelle.Humowiecki@talgov.com>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

The map is part of the Critical Area Plan. This is a master plan that would be adopted into the comprehensive plan. It sets the broad parameters for a future PUD, but it is not zoning at all. The PUD cannot exceed the parameters of this map and the associated objective and policies, but would otherwise subject to the overall PUD process .

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**From:** Humowiecki, Michelle  
**Sent:** Friday, January 24, 2020 10:20 AM  
**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

The color map showed specific zoning within the PUD, and therein lies my concern. Are those conceptual level zoning categories- subject to change in the TRZ zoning through Russell's group and DRC- or fairly set as part of this future land use process?

-MH  
X7015

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**From:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Sent:** Thursday, January 23, 2020 12:23 PM  
**To:** Humowiecki, Michelle <[Michelle.Humowiecki@talgov.com](mailto:Michelle.Humowiecki@talgov.com)>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

The Future Land Use next to Buckhead is still proposed as Planned Development. Your comments are in the file that will be submitted to the LPA for the February 4<sup>th</sup> public hearing. Those packets will be sent out next week. They will be available online then also. Your comments (along with any others we receive) will also be submitted in the packets that go to the City and County Commissions.

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**From:** Humowiecki, Michelle  
**Sent:** Thursday, January 23, 2020 11:09 AM

**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Hello,

I have a few questions about the subject project. Were there any changes to the future land use immediately surrounding the Buckhead subdivision to a less-intense category? Is there a revised map available? Were my prior public comments added to the file for the upcoming Planning Commission, or do I need to restate them? Please advise, thanks.

-Michelle

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**From:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Sent:** Thursday, December 19, 2019 10:40 AM  
**To:** Humowiecki, Michelle <[Michelle.Humowiecki@talgov.com](mailto:Michelle.Humowiecki@talgov.com)>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Michelle,

Here is the notice that was mailed out. There is no other email group aside from the regular City's subscription service where you can opt in for Planning Department communications (same at Growth Management communications).

Kind regards,  
Artie

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**From:** Humowiecki, Michelle  
**Sent:** Thursday, December 19, 2019 10:19 AM  
**To:** White, Artie  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Thank you. Can you add me to the email group easily?  
-MH

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**From:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Sent:** Wednesday, December 18, 2019 2:41 PM  
**To:** Humowiecki, Michelle <[Michelle.Humowiecki@talgov.com](mailto:Michelle.Humowiecki@talgov.com)>  
**Subject:** RE: Welaunee Arch TMA2020 013, TTA2020 013

Michelle,

You're comments are being incorporated into the record.

I did check and you are outside of the 1,000 ft. notification area for the mail notices, but the Buckhead HOA was informed of the amendment.

Kind regards,  
Artie

**Artie White, AICP, CNU-A**  
Administrator | Comprehensive Planning  
Tallahassee-Leon County Planning Dept.  
Comprehensive Planning Division  
850.891.6432 • [artie.white@talgov.com](mailto:artie.white@talgov.com)



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

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**From:** Humowiecki, Michelle  
**Sent:** Tuesday, December 17, 2019 6:20 PM  
**To:** Planning Inquiries  
**Cc:** White, Artie  
**Subject:** Welaunee Arch TMA2020 013, TTA2020 013

Hello,

My comments are as a homeowner and not in any official government capacity. The proposed future land use directly east of the Buckhead residential subdivision appears incompatible with the adjacent RP-1 low density neighborhood. Further- the proposed future land use is listed as residential, which includes single family and multi-family up to quadraplexes. This proposed density seems way too high adjacent to an existing residential neighborhood consisting of approximate half-acre size lots. Please revise the proposed future land use east of the Buckhead subdivision to a lower density, such as RP-1 or RP-2 which should eliminate triplexes and quadraplexes. Also the 35 acres of mixed use future land use on the west side of future Welaunee Blvd. is too large of an area in my opinion near low density residential, and so far north of the downtown area. I am opposed to the proposed future land use east of the Buckhead subdivision as noted herein. Thank you for consideration.

Please include me on the mailed noticing list since we failed to receive mailed public notice of this Open House.

Regards,  
Michelle Humowiecki

## Buckhead Homeowners Association of Tallahassee, Inc.

February 18, 2020

Via Hand-Delivery

Commissioner Jeremy Matlow  
City Hall  
300 South Adams Street  
Tallahassee, Florida 32301

**RE: Northeast Gateway Project**

Dear Commissioner Matlow:

I am writing on behalf of the **Buckhead of Tallahassee Homeowners Association**, (“Buckhead”), regarding potential development of property within Welaunee, commonly referred to as the “Arch.” Buckhead is a subdivision established in 1993 and today is comprised of over 160 single family homes on approximately 145 acres located 1/2 mile north of I-10 on Centerville Road. Buckhead’s northern and eastern boundaries adjoin property within the Arch. The only entrance to our neighborhood is from Centerville Road. Understandably, our concerns have always been around the proximity, permitted land use and density of any development to our east. Please see the attached handout which includes a map that shows the location of the Buckhead subdivision in relation to the proposed Arch development.

The map also shows the proposed extension of Welaunee Boulevard across I-10, continuing due north approximately 1/2 mile from Buckhead. This crossing is planned to become a new I-10 interchange. We generally understand and accept the stated objective of relieving traffic congestion in the northeast part of our city. We note, however, that recent traffic study documents regarding the various corridors that would connect Welaunee at Shamrock and/or Roberts Rd., characterize a new interchange as an “*economic driver*” – and refers to it as “*an urban interchange that could include retail establishments like at the Thomasville Road Market District, restaurant establishments, hotels and other service industries at high-traffic interstate interchanges.*” ....and that the corridor recently chosen will “*activate the potential for such an interchange.*”

We are monitoring the transportation and land use planning processes to ensure that the quality of life in our neighborhood, and our property values, are not adversely affected by the type of commercial development described above. We will not oppose well-planned development east or north of Buckhead. Our purpose is to participate in the planning process to ensure that new development is well planned and preserves our quality of life and property values. Over the last two years, we have maintained contact with Blueprint IA and City of Tallahassee staff. They have been responsive and cooperative. We have spoken many times with Ms. Autumn Caulder and Dan Sheer from Blueprint IA and Artie White from the City. They have always been accessible and helpful in answering our questions, to the best of their abilities, during this time.

We recently worked with Mr. White, as well as Gary Hunter, counsel for Powerhouse, Inc., to revise draft policy 13.2.11, in the current Comp Plan Amendment. The revised policy reduces the



potential for incompatible development adjacent to Buckhead and requires a "transition zone." For that, we are thankful. However, the proposed **Northeast Gateway Activity Center policy (Policy #13.2.6)**, remains a significant concern for Buckhead. As currently drafted, it authorizes very intensive development without any limitations. As best we can determine, it could be located 1/2 mile or less from Buckhead. Even a transition zone may not be enough to address incompatibilities of such intensive development when we do not know the location or intensity, building heights, uses; or the relative size of the "activity center."

We are seeking your support in the following areas:

1. The Welaunee Blvd. extension and any new I-10 interchange be located as far to the east as possible. We understand that the Florida Department of Transportation is conducting its own PD&E study and many factors will go into the ultimate location of the interchange.
2. Given that we have very little control over the location of the I-10 crossing/interchange, we would like your support for the alignment of the Welaunee extension to turn northeast, rather than due north, into the proposed Mixed Use area and away from Buckhead's east and southeastern boundaries. We believe that Powerhouse would support this alignment as it would give increased access to the 264 acre mixed use area.
3. We would like to see the Activity Center policy revised to better define intended uses, location, and limitations on development. If the activity center is located far enough to the east, we would likely have less concern about uses within the center.

We acknowledge the increased property tax revenue that would be associated with any new commercial enterprises that would be located around a new interchange. Without discounting these potential economic benefits to the city as a whole, Buckhead is naturally not in favor of anything that will adversely impact the quality of life in our neighborhood, nor adversely impact our property values. We would appreciate your understanding and support in achieving our objectives.

Please feel free to contact our counsel, Robert Apgar, at 850-544-0131 if you have questions or would like additional information.

Regards,



Shirley Kerns, President  
Buckhead of Tallahassee Homeowners Association

cc: Daniel Scheer, Blueprint IA  
Artie White, City of Tallahassee  
Gary K. Hunter, Jr., Esq. Hopping Green & Sams  
Robert Apgar, Esq.

# BUCKHEAD HOMEOWNERS ASSOCIATION OF TALLAHASSEE



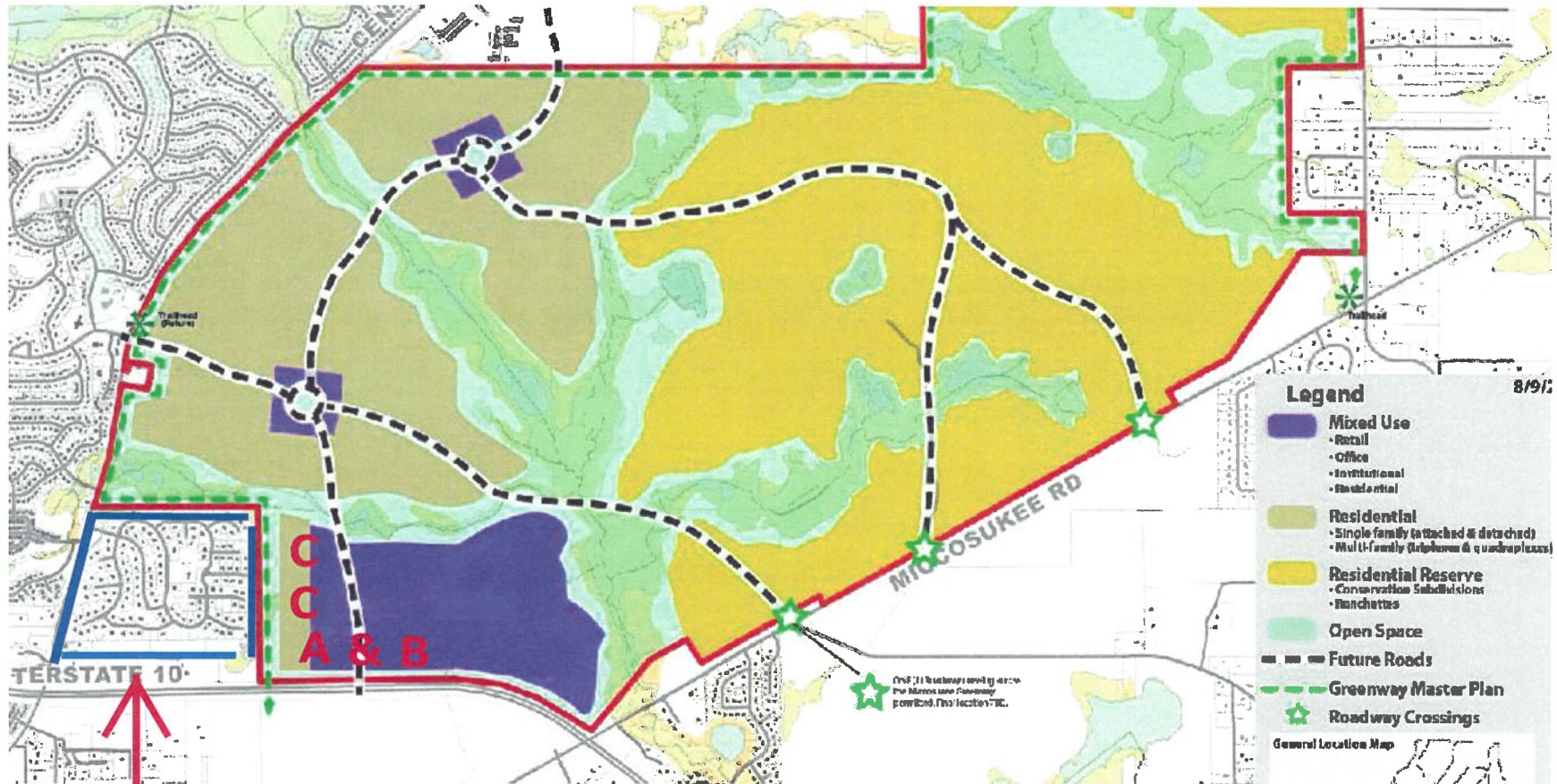
## WHO WE ARE

- We are an existing, low-density, residential subdivision of **160** single family homes (**7** undeveloped lots remaining) adjoining the "Welaunee Arch"
- Established in 1993 & first home built in 1993
- Our Comprehensive Plan Land Use Designation is "**Residential Preservation**"
- Our Zoning is "**Residential-Preservation-1**"
- We value open space and natural areas; there are **6** designated conservation or greenspace areas, totaling approximately 6.5 acres within Buckhead
- 2,962 - Average Sq. Footage – Range: 2,500 – 4, 849 Sq. Ft.<sup>1</sup>
- .74 Acres - Average Lot Size - Range: .43 – 1.47 acres<sup>1</sup>
- \$525,583<sup>2</sup> - Average Sale Price of Homes Sold within last 12 months

<sup>1</sup> Leon County Property Appraiser Records January 2020

<sup>2</sup> Realtor MLS system January 2020

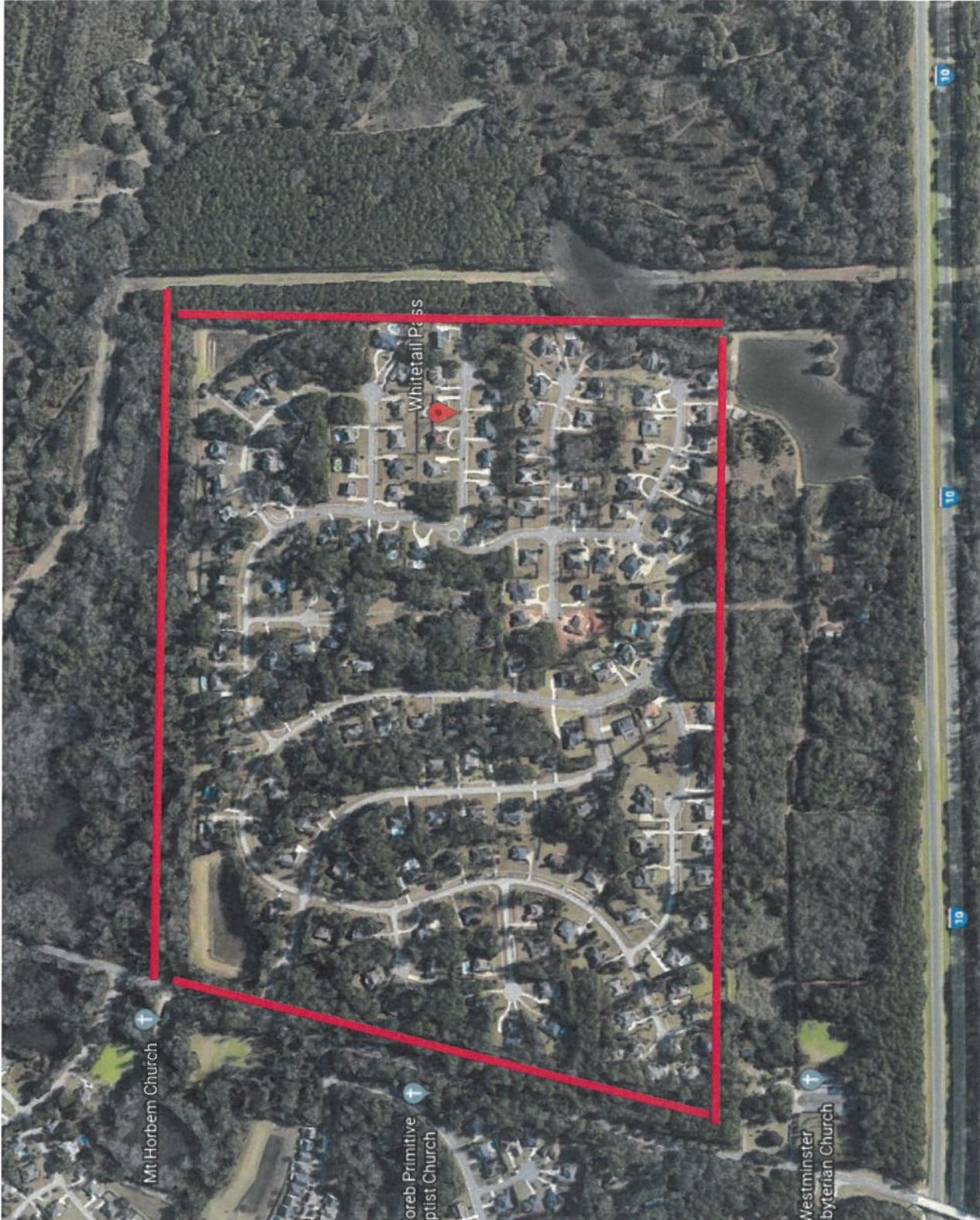
## WHERE WE ARE and WHERE WE ARE AFFECTED



**BUCKHEAD**

**A, B & C correlate to OUR CONCERNS on page 4**





## OUR CONCERNS

**The proposed amendments would allow intensive development to be located very close the eastern boundary of Buckhead.**

- A.** The Proposed **Northeast Gateway Activity Center**, which may be located east of Buckhead's eastern boundary, is described as having a diverse mixture of **intensive** region-serving **commercial, office, hotel, and other nonresidential** uses. It may also contain **higher-density** residential and public and civic uses.

**\*\* We are seeking a revised Policy that better defines its location, uses within the Center and limitations on certain development.**

- B.** The proposed **Mixed Use** Land Use category around a new I-10 Interchange location has significant potential for adverse noise, lighting and storm water impacts to Buckhead.

**\*\* We are seeking an alignment of Welaunee significantly more east and then north, farther into the proposed Mixed Use area north of I-10.**

**"Policy 13.2.6: Northeast Gateway Activity Center.** The Northeast Gateway Activity Center shall be a Mixed Use district located on the north side of the planned I-10 Flyover or Interchange with Welaunee Boulevard. It shall contain a diverse mixture of intensive region-serving commercial, office, hotel, and other nonresidential uses with a trade area extending beyond the Welaunee Arch. It may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability."



## WHY IT MATTERS TO US

The residents of Buckhead chose to buy property, build homes and make what is arguably our biggest investment in this particular area of Tallahassee, ***because*** it is situated between two protected canopy roads – Centerville Road and Miccosukee Road.

**Buckhead's residents are committed to preserving our current quality of life, residential tranquility and property values.**





**From:** [jblair@fsu.edu](mailto:jblair@fsu.edu)  
**To:** [CMP\\_PLN\\_AMND](#)  
**Cc:** [Perrine, Beth](#)  
**Subject:** 2020 Comp Plan Public Comment Submission  
**Date:** Monday, February 24, 2020 9:43:04 PM

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- **Amendment:** TTA2020003 Text
- **Name:** Jeff Blair
- **Address:** 1803 Old Fort Drive
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32301
- **Email Address:** [jblair@fsu.edu](mailto:jblair@fsu.edu)
- **Comments:** Expanding the Urban Service Area (USA) into the Welaunee Arch is not justified economically, demographically, or based on any projected current or future housing shortage needs, is not good growth policy, and directly contradicts one of the key elements of the Comprehensive Plan which is to prevent suburban sprawl, and to focus growth and development on infill within the existing USA. In addition, it continues the trend of public investment in development, and the private investment that follows, benefiting a small socio-economic demographic with no associated benefits for the larger demographic populations of Tallahassee-Leon County. Public investments should require inclusivity and equity in sharing in the benefits of projects for all of our citizens. Despite staff's analysis, we do not have a rapidly increasing population as evidenced from 2020 BEBR\* statistics showing that from the 2010 census to 2019 our population increased by 21,012 to a total of 296,499 which is only a 7.6% increase over 9 years or less than 1%/year. Our growth rate has decreased over recent decades from 24.4% in 1990-2000, to 15% in 2000-2010, to 7.6% for the current decade, and the decreasing trend will continue based on the BEBR estimates. In 2045 the annual rate of population increase will be only 0.40%. In addition, based on the Planning Department's own analysis the excess capacity in the USA is 169% more than needed for 2030, and 58% more than needed for 2045\*\*. This proposed amendment will create additional suburban sprawl and increase traffic loads; and, most importantly, will siphon away badly needed resources and the focus required to make downtown Tallahassee a vibrant destination community where our citizens can live and walk to enjoy the outdoors, restaurants, shops and activities. Four elements are needed to create a vibrant downtown: programming that regularly brings lots of people downtown, retail and entertainment options, office space options, and diverse residential options. Pensacola is a successful example of this approach (Building a Vibrant Community by Quint Studer\*\*\*), and we should do the same. Tallahassee has made strides toward making the downtown more vibrant, Cascades Park being a good example. However, in order to foster fairness, equity, and inclusivity all socio-economic demographics should share in the rewards of public investments. We need to make a serious investment in infrastructure including improving the functionality and safety of our roads, and adding bike lanes, sidewalks, and protected walkways. In addition, we should be providing economic incentives and training and development services to help a variety of small locally owned businesses succeed in the downtown area. We should use our resources to encourage a variety of residential opportunities that are attractive and affordable to those wishing to walk to work, to shop, and to recreate. The bottom line is we need to invest our public funds and encourage private investment in creating a vibrant and livable downtown with a range of job opportunities for small local business entrepreneurs, and

not in an unneeded, unwarranted, and ill-advised expansion of the USA. We have the state government, two universities and a community college, and on that basis alone our downtown should be vibrant and engaging like communities with similar attributes such as Madison, Wisconsin and Austin, Texas. We should focus on investing and encouraging growth and development downtown so that all citizens can enjoy the amenities, and share in the economic benefits of well-planned growth and development. Looking to the future, trends are changing and younger demographics want to live in vibrant downtowns with diverse residential options where they can walk or use public transportation to get to work, shop and recreate. Our population in Leon County is aging and if we want to keep our children and grandchildren here we need a vibrant downtown. Let's invest our resources in the future and not in contributing to additional suburban sprawl. I urge you NOT to approve transmittal or adoption of the application for the Welaunee USA Expansion, and to NOT approve Comprehensive Plan Amendments TTA 2020 013 and TMA 2020 012. Thank you. Sincerely, Jeff A. Blair; 1803 Old Fort Drive, Tallahassee, FL 32301 PLANNING DEPARTMENT

RATIONALE FOR AMENDMENT Staff's Analysis Objective 13.2 is cited as rationale for the amendment by staff: indicating that planning should be done. Staff notes that an Urban Services-Development Agreement was signed on April 15, 1990 between the City and Powerhouse, Inc., amended and restated on February 2, 2006 and again on February 16, 2016. The agreement indicates the owners would undertake and implement a comprehensive development plan consistent with the Comprehensive Plan. This is not an acceptable reason to amend the Comprehensive Plan inconsistently with the Plan's stated primary goals. In fact, Policy 1.1.1: [L] states: "in order to discourage urban sprawl, new development shall be concentrated in the urban service area..." In addition, the Comp Plan has a stated goal of "promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure." Objective 1.1. [L] is cited as rationale for the amendment by staff. The proposed amendment to expand the USA is consistent with the policy because the City has entered into USA agreements with Powerhouse, Inc. Circular logic is used in this analysis: development should be in USA to be consistent with Comprehensive Plan, so we propose to expand the USA by 2800 acres to include the Arch in the USA so it will be consistent with the Plan. Additionally, the developer's attorney testified at the Planning Commission meeting there is no intent to develop the Arch for 10 to 20 or 20-30 years. Finally: Policy 1.1.3: [L] states: "Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents..." Objective 6.2.1 [L] is cited as rationale for the amendment by staff: "As demands from a rapidly increasing population may require and expansion of the USA... There is no need at this time to expand the USA, based on population trends and developable land already in the USA. The current growth rate (BEBR 2019) for Tallahassee-Leon County is .84% annually. In 2045 the annual rate of population increase will be only 0.40%. In addition, based on the Planning Department's own analysis the excess capacity in the USA is 169% more than needed for 2030, and 58% more than needed for 2045 The Welaunee Toe and Heel are already under development and will take 10-25 more years to fulfill current plans. Why do we need to amend the Comp Plan now, since the developer's attorney testified at the Planning Commission meeting they have no intention of developing the Arch for 20-30 years. Since 2010, over 90% of residential development has been occurring inside the USA, the intent of Objective 1.1 [L] of the Comp Plan. This is largely due to the successful emphasis on urban and suburban infill by COT and the Planning Department and the demands of the

market for greater variety of housing types, smaller homes, more walkable communities and aging households. The addition of a large rural area may derail this progress as was evident in past development trends. There is no evidence of a “rapid increasing population” nor is there any evidence that the USA is “too small”. The development capacity of the current USA can easily accommodate TWICE the expected residential development needs of Leon County’s population growth to 2045. In fact, if we continue to foster suburban sprawl by needlessly expanding the USA, our young people will continue to move to more vibrant communities, and our population will continue to age per the current trends. REFERENCES: \*Bureau of Economic and Business Research (BEBR), Florida Population Studies, Volume 53, Bulletin 186, January 2020. “Projections of Florida Population by County, 2020-2045, with Estimates for 2019. \*\*Tallahassee-Leon County Planning Department’s analysis demonstrating that housing development capacity far exceeds the need to expand the existing USA through at least 2045. Using the Planning Department’s Estimates: From 2010-2019, 12,577 dwelling units were built (average of 1,258/year). Dwelling units needed is based on a per person household size of 2.33 and the policy of providing 50% more than the population increase requires to allow for accommodation of other urban services and economic conditions. A very conservative estimate of development capacity in the existing USA can easily provide for population growth to the Comprehensive Plan horizon (2030) and well beyond current population estimates to 2045. The excess capacity in the USA is 169% more than needed for 2030 and 58% more than needed for 2045. \*\*\*Studer, Quint. Building A Vibrant Community: How Citizen-Powered Change Is Reshaping America. Be the Bulb Publishing, 2018.

***Staff response to email from Jeff Blair as requested by Commissioners***

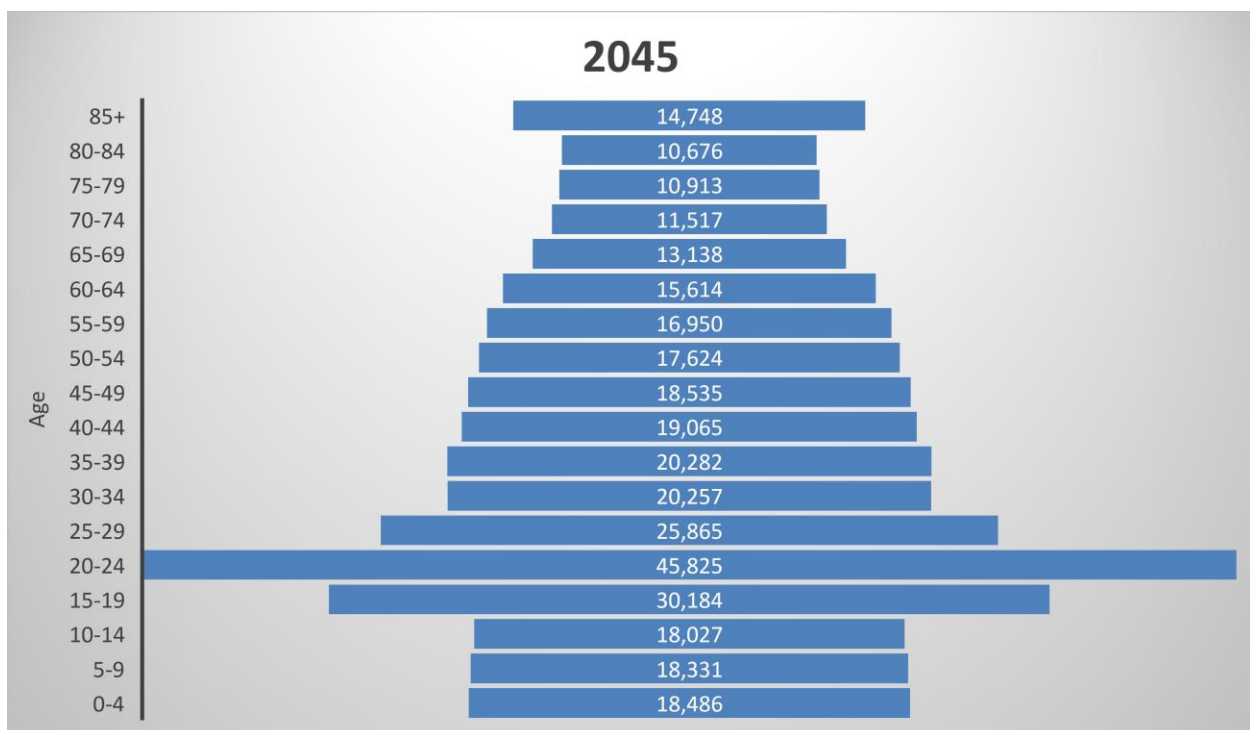
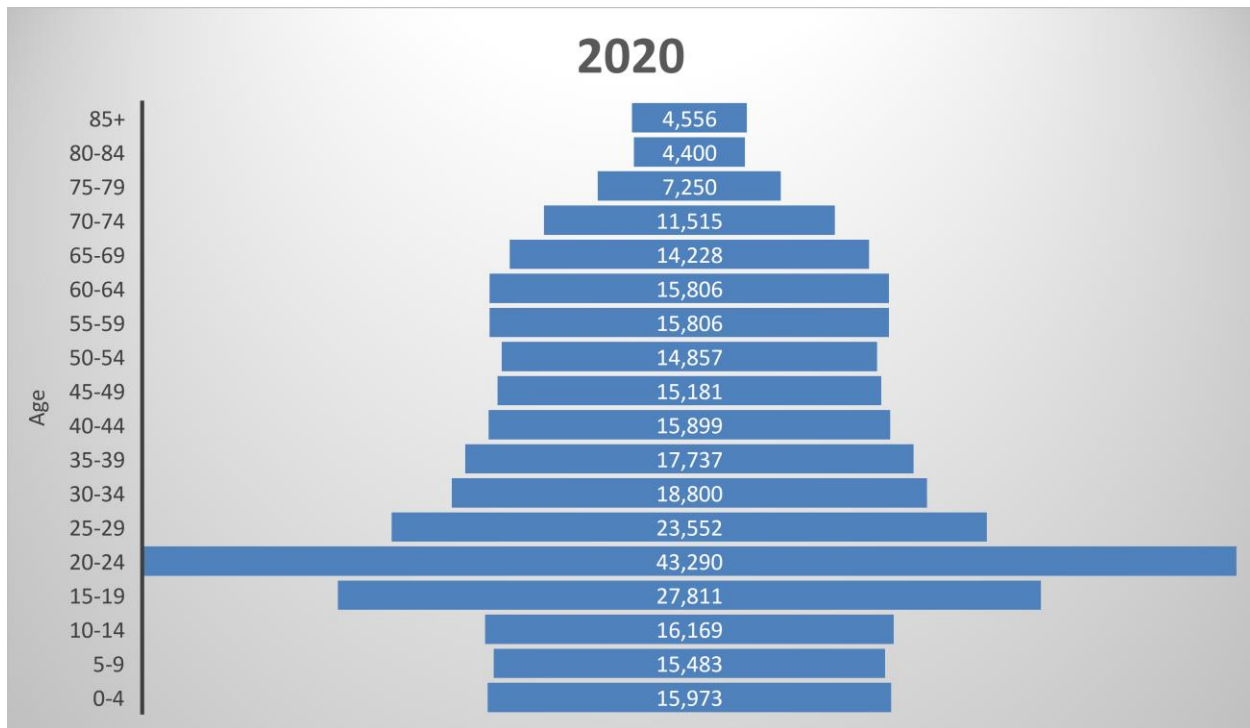
**Approving Comprehensive Plan Amendments TTA 2020 013 and TMA 2020 012 By Expanding the Urban Service Area (USA) into the Welaunee Arch:**

**Is not justified economically, demographically, based on rapid growth, or any projected current or future housing shortage needs.**

***Staff Response***

Economics: The proposed development plan for the Welaunee Arch incorporates a variety of uses, including mixed-use centers, employment centers, town centers, and neighborhood centers in addition to residential and open space uses. Each of these land use patterns contribute to economic growth and job creation.

Demographics and growth: According to the current population projections available from the Bureau of Economic and Business Research (BEBR), the medium projections indicate that the population of Leon County is expected to increase from 296,499 to 353,700 by 2045. This is an increase of 57,201 people. Additionally, the demographic makeup of the population is also anticipated to shift. Today, the population of people in Leon County age 50 and older is 88,418 (29.64% of the population). In 2045, the population aged 50+ is anticipated 111,180 (32.13 % of the population). The population of people 85+ alone is anticipated to be approximately 14,748 by 2045. These trends indicate that our population is both growing in numbers as well as generally getting older. With this shift, planning for the future should account for different needs in terms for housing, transportation, community services, and other factors. With the investments that are currently being made for a new senior center in Welaunee and additional medical facilities being proposed, plans to accommodate some of the anticipated growth in proximity to these areas would capitalize on the investments being made today.



While the overall age of the community is trending upward, there is still anticipated growth in the population of people below the age of 19. Today, the population aged 19 and below is approximately 75,436. This population is anticipated to grow to 85,028 by 2045. The development plan for the Arch states that “Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-

applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents and provide a focal point for the neighborhoods.”

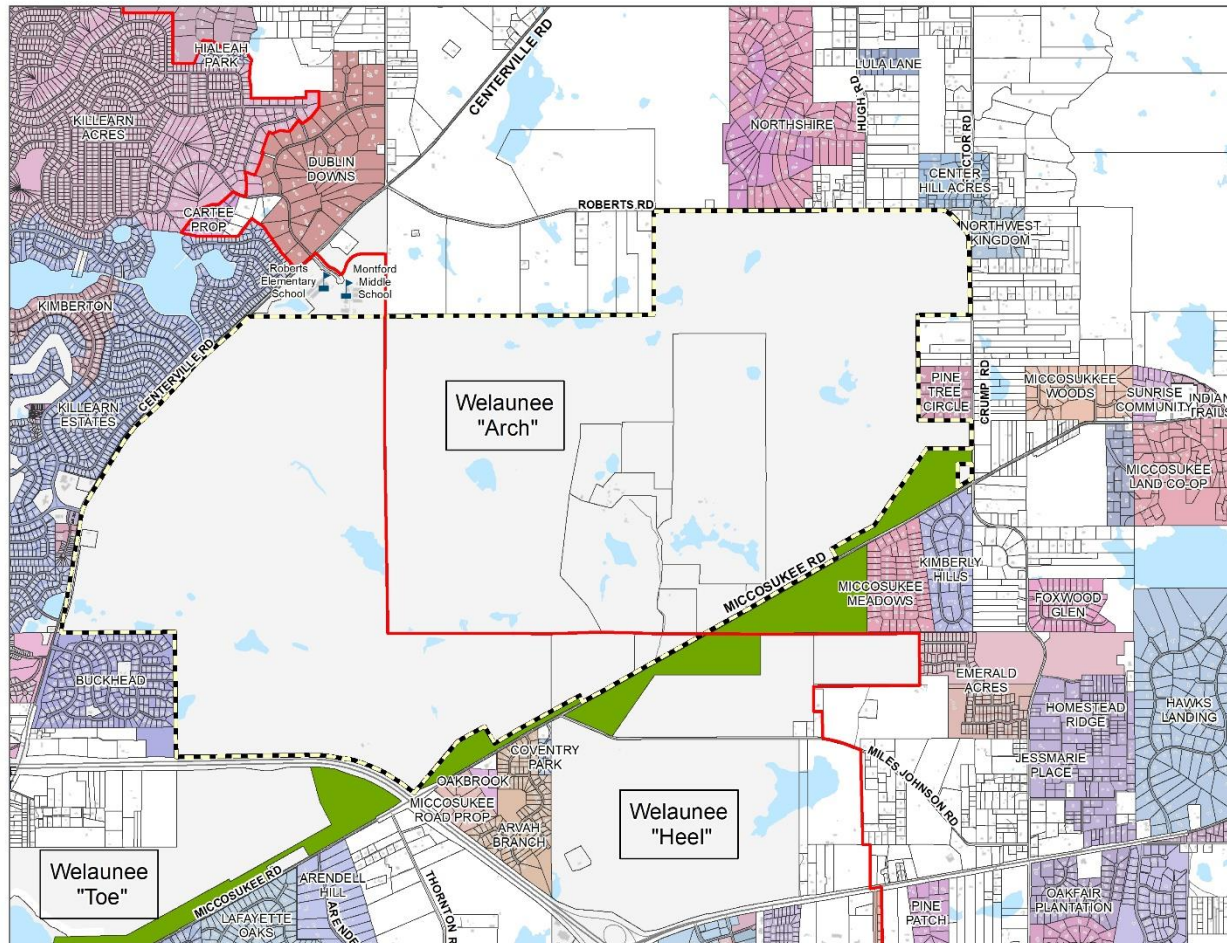
Housing: Housing is a topic that has received a significant amount of attention in recent years. Plans need to account for housing with regards to both affordability and diversity of housing type. Housing options for an aging population also need to be considered. The plan for the Welaunee Arch specifically addresses these issues by stating, “A range of housing choices shall be provided to accommodate diverse income levels, age groups, and housing needs. Each PUD Concept Plan shall include an Inclusionary Housing Plan designed to achieve compliance with the City’s Inclusionary Housing Ordinance by buildout of the area governed by that concept plan. In addition to the incentives authorized by the Inclusionary Housing Ordinance, granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation analyses.”

**Contributes directly to suburban sprawl, traffic congestion, and inequitable spending of public resources badly needed downtown and in the urban core.**

*Staff Response*

Sprawl: The Welaunee Arch is located in the middle of other neighborhoods and development and is not the expansion of suburban development out where development currently does not exist. The Arch is located directly between Killearn Acres, Killearn Estates, Buckhead, and other neighborhoods on the west; Northshire, Center Hill Acres, Northwest Kingdom, and other neighborhoods on the north; Pine Tree Circle, Miccosukee Woods, the Miccosukee Land Co-Op, and other neighborhoods on the east; and Kimberly Hills, Miccosukee Meadows, Coventry Park, and other neighborhoods on the South. These neighborhoods each represent development that is of a greater density than what the Rural land use category allows by the Comprehensive Plan.





Because the development around the Welaunee Arch is predominantly low density, single use development, the proposed development plan for the Welaunee Arch would actually address the suburban sprawl land use patterns that exist. By offering a mixture of uses (town center, employment center, neighborhood center, etc.) the non-residential uses would serve not only any new residential development, but existing residential development in the areas around Welaunee as well. This would result in the need to travel shorter distances to access jobs, goods, and daily necessities.

The proposed expansion of the Urban Services Area and the proposed development plan for the Welaunee Arch specifically intend to address urban sprawl, stating “It will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices and a multimodal transportation system; creating a balance of residential and nonresidential land uses; promoting the efficient and cost-effective provision of public facilities and services; preserving open space and natural lands; protecting environmentally sensitive lands; and providing public recreation and open space.”

Traffic Congestion: Through the Urban Services Agreement, the property owner would dedicate the right of way needed to construct an interchange with I-10 and Welaunee Boulevard and for Welaunee Boulevard to the northern boundary of the property. These facilities along with the Shamrock extension (also addressed in the Urban Services Agreement) are part of the Northeast Gateway, which is intended to “take pressure off the scenic and protected Miccosukee and Centerville canopy roads and potentially avoid costs for upgrades at the Thomasville Road and US 90 I-10 Interchanges.”

While these facilities are intended to help relieve traffic, the development itself is intended to be different from the automobile-oriented development surrounding the Arch. Policies in the proposed development plan for the Arch emphasize complete streets, multi-modal transportation, walkable and connected neighborhoods, internal capture of vehicular trips, and the expansion of the Miccosukee Greenway.

Public Resources: The Welaunee Arch has been annexed into the City Limits. Per the Comprehensive Plan, the City is required to provide full urban services to areas that are annexed. The Urban Services Agreement requires the City to provide the services to the boundary of the property such that access is available to the services. Extending the services throughout the development will be the responsibility of the owner or developer. Once development occurs, the people served by the infrastructure will be paying customers of the public utility. Based on this agreement and structure, meeting the requirement to provide urban services to Welaunee would not preclude investment in other parts of the community as well.

Additionally, the Northeast Gateway is funded through the penny sales tax and is one project among many. These projects are spread throughout the community such that no one sector of the county receives investment while another sector does not.

**Directly contradicts one of the critical Goals of the Comprehensive Plan, which is to prevent suburban sprawl, and to focus growth and development on infill within the existing USA.**

*Staff response*

Sprawl: See previous response addressing sprawl above.

Infill Within the Existing USA: The existing Urban Services Area currently runs through the Welaunee Arch. Therefore, part of the proposed development plan for the Arch is for an area within the existing USA. While the USA is one strategy for managing growth in the community, it is not the only strategy. The property is located within the City Limits and is, as noted above, intended for urban services.

**Siphons away badly needed public and private investment downtown and in the urban core.**

*Staff response*

Public Investment: See previous response addressing public resources above.

Private Investment: Given the contextual differences between the Arch and downtown/urban core, the types of investment are anticipated to be different for the two areas. Additionally, concentrating all private investment in the central core would be problematic because it would result in the need for the people who currently live in the existing neighborhoods around the Arch to drive to downtown for any non-residential activities. This would result in an increase in vehicular miles traveled, congestion, and various other problems. It is also important to note that not all types of private investment are appropriate for downtowns and urban cores. Land use planning should evaluate what uses are appropriate in various parts of the community based on compatibility with surrounding uses, availability of transportation facilities (such as the airport or the interstate), environmental constraints, etc.

**Is unfair and inequitable because our capital investments, paid for by all taxpayers, are regressive and disproportionately impact low to middle income individuals, while often benefiting higher income individuals who are largely concentrated in the Northeast.**

*Staff response*

Capital Investments: See previous response addressing public resources above. Additionally, numerous investments have been and are currently being made in areas with low to middle income individuals. The *Southside Investment Update* provided to the City in the fourth quarter of 2018 and the *Orange Avenue Investment Report* provided to the County in the fall of 2018 both highlight the public and private investments being made in the Southside. Blueprint has completed projects in various areas of the community and additional projects spread throughout the community are planned.

**Hinders our ability to more fairly invest our public funds and private investment in creating a vibrant and livable downtown and urban core with a range of job opportunities for small local business entrepreneurs and local minority businesses.**

*Staff response*

Public Investment: See previous response addressing public investment and private investment above.

**Detracts from our ability to make serious investments in infrastructure including improving the functionality and safety of our roads, and adding bike lanes, sidewalks, and protected walkways.**

*Staff response*

Public Investment: See previous response addressing public resources above. Additionally, responsibility for the functionality and safety of our roads, including adding bike lanes, sidewalks, and protected walkways falls to various entities and jurisdictions, including the Florida Department of Transportation, the Capital Region Transportation Planning Agency, Blueprint, Leon County, and the City of Tallahassee. Funding for these improvements also comes from a variety of sources, most of which are unaffected by City expenditures on other public infrastructure.

**Minimizes our ability to provide economic incentives and training and development services to help a variety of small locally owned businesses succeed in the downtown area, and in the revitalization of our urban core.**

*Staff response*

Downtown: See previous response addressing public resources above. Additionally, there are various programs and funding sources for economic incentives and training and development services to help a variety of small locally owned businesses succeed in the downtown area that are unrelated to providing urban services to portions of the City. These include the Office of Economic Vitality, the Downtown CRA, a special taxing district that generates revenue to promote downtown businesses, etc.

**Pulls resources away that could be used to encourage a variety of residential opportunities that are attractive and affordable to those wishing to walk to work, to shop, and to recreate downtown.**

*Staff response*

Residential Opportunities: People have a variety of preferences with regards to where they live. While downtown living is attractive to many, some people prefer to live in other settings. Since residential development is primarily provided through the private sector, residential development will occur based on market demands. The proposed development plan provides additional options for people to choose from as they decide where to live, and due to the mixed use nature is also intended to provide walkable access to jobs, shopping, and other amenities .

**Is not forward looking by acknowledging that trends are changing and younger demographics want to live in vibrant downtowns with diverse residential options where they can walk or use public transportation to get to work, shop and recreate.**

*Staff response*

Younger demographics: It is not currently clear where Millennials and younger generations are and will choose where to live. While many do seem to prefer to live in urban settings, this is not the case for all. Others are choosing to live in suburban areas as they have families. Some prefer to live in urban settings but are unable to afford to do so given the market for these types of residential units. Because the preferences for where to live vary across the individuals and families in each generational cohort, it remains important to allow a variety of housing types in a variety of settings so that people can decide what type of home meets their needs and preferences.

**Does not acknowledge that our population in Tallahassee-Leon County is aging, and if we want to keep our children and grandchildren here we need a vibrant downtown and a revitalized urban core.**

*Staff response*

Children and Grandchildren: See previous response addressing younger demographics above.

**Contributes to additional suburban growth in the Northeast with 1990s style suburban sprawl growth patterns.**

*Staff response*

Sprawl: See previous response addressing sprawl above.

**Should be considered when there is a demonstrated need for expansion to the Northeast based on a lack of buildable land in the existing USA, and population trends that support the need for this expansion into the Welaunee Arch.**

*Staff response*

Demonstrated need: The purpose of planning is to be pro-active. Planning for development in the Arch now will ensure that development is coordinated in a way that mitigates sprawl, protects environmentally sensitive lands, ensures public facilities such as the extension of the Miccosukee Greenway, etc. If proactive planning is not completed, development will occur piecemeal and the opportunity to coordinate the development may not be possible later.



Alliance of Tallahassee Neighborhoods  
[www.atntally.com](http://www.atntally.com)

**Alliance of Tallahassee Neighborhoods (ATN) Position Paper:**

**Proposed 2020 Tallahassee-Leon County Comprehensive Plan Amendments**

**TMA 012: Map Amendment for Welaunee Plantation**

**TTA 013: Text Amendment for Welaunee Plantation**

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## SECTION 1

### EXECUTIVE SUMMARY AND RECOMMENDATION TO CITY AND COUNTY COMMISSIONS

#### **Executive Summary**

The Comprehensive Plan contains the vision for our community. It includes an urban area (“Urban Service Area”) characterized by a compatible mix of uses and people walking, cycling, or using public transit instead of a car. Outside this urban area the agricultural and silvicultural activities and the scenic views and vistas in the rural parts of the County are protected from premature development. To promote equity, the Plan provides strategies for improving urban areas, such as the Southside, that have not benefitted from the overall growth in the community.

The Plan emphasizes the need for development to be fiscally sustainable. The Plan does this by requiring that the urban area be sized, in part, based on the fiscal capacity of the local government to provide urban infrastructure (Future Land Use Policy 1.1.8). Further, the Plan states: “...it is not a current resident’s responsibility to pay for new developments’ fair share costs through subsidization. Thus, in a sense, future development must be self-sufficient” (Comprehensive Plan Vision statement pp. v-vi).

Lastly, for purposes of this analysis, the Plan identifies Welaunee as an opportunity to create an innovative community that exemplifies best planning practices. Goal 6 of the Comprehensive Plan states: “By planning for undeveloped areas [such as Welaunee] in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives.”

**It is within this context that the Alliance of Tallahassee Neighborhoods (ATN) recommends City and County Commissions deny the proposed amendments on the basis that they are inconsistent with the Plan. Our major findings are as follows:**

1. The expansion of the Urban Service Area by 2,800 acres is premature. There is enough land to accommodate the projected population through the Comprehensive Plan timeframe.
2. Areas inside the Urban Service Area still lack urban services such as central water, sewer, and transit, 30 years after the Plan was adopted in 1990. The analysis of the amendment does not explain how local government will address these deficiencies while expanding the Urban Service Area.
3. The Southern Strategy Area continues to experience the problems of poverty and lack of public and private investment first identified in 1998. The Comprehensive Plan states: “The goal [of improving the Southern Strategy Area] is ...to be achieved through considered land development decisions, capital investments, and policies by all levels of government....Such decisions are to be based on a sound balance of social, economic, and physical development criteria that are designed to make better use of the available resources to the south, while lessening development pressure in the north and east” (Future Land Use Goal 11). The substantial expansion of the Urban Service Area to the northeast conflicts with this provision.

4. The Master Plan for Welaunee perpetuates low-density, auto oriented development that is inconsistent with the requirements of the Comprehensive Plan and the current low-density future land use category that applies inside the Urban Service Area. Thirty to forty percent of the land in the Master Plan is designated for no more than one dwelling unit per acre. By contrast, inside the Urban Service Area the Residential Preservation future land use category allows up to six units per acre.
5. The Master Plan inadequately addresses affordable housing. The Master Plan addresses “inclusionary housing,” not low and moderate income housing more generally as required by the Comprehensive Plan. The Master Plan as written could potentially provide minimal affordable housing units, as it only requires Welaunee to meet the requirements of the Inclusionary Housing Ordinance as each segment of the project comes in for approval. Since the Ordinance applies only to developments 50 dwelling units or larger, there is no guarantee that affordable units will be required.
6. The Master Plan is intended to provide direction for the review of subsequent incremental development plans. It is inadequate. Among its deficiencies are the lack of a phasing plan, which would enable better planning by local government, and the absence of design guidelines which are to address, but are not limited to, the interrelationships of uses, energy efficiency, pedestrian access, and crime prevention.

### **Recommendations**

The Alliance of Tallahassee Neighborhoods (ATN) asks the City and County Commissions to:

1. reject the proposed Comprehensive Plan amendments, and
2. expedite the ongoing rewrite of the Comprehensive Plan to provide data, analysis, and comprehensive policy options for addressing future development.

## SECTION 2

### BACKGROUND OF THE URBAN SERVICES AGREEMENT AND WELAUNEE PROPERTY

The City of Tallahassee and Powerhouse, Inc. executed an urban services agreement in 1990 that addressed some aspects of the development of the approximately 6,600 acre Welaunee property. For planning purposes, the property has been considered as three distinct areas, the Heel, the Toe, and the Arch. The status of the Welaunee property in the Comprehensive Plan is as follows (see maps in Appendices C, D, and E):

- Approximately 3,800 acres of the property are within the Urban Service Area: all of the Heel and Toe and approximately 1,900 acres of the Arch.
- The Comprehensive Plan contains a “general plan,” which is required before development can proceed, for only the Heel and Toe.
- The remaining 2,800 acres of the Arch are outside the Urban Service Area.

The urban services agreement between the City and Powerhouse has been amended several times. In 2016, a provision was added that states:

As part of the Cycle 2017-1 amendments to the Tallahassee-Leon County 2030 Comprehensive Plan ("Comprehensive Plan"), the City shall initiate an amendment to the Comprehensive Plan to create a general land use plan for the Arch to be implemented by future Planned Unit Development zoning districts. The general land use plan will be developed by the City's Planning Department, and will include a generalized transportation network, allowable densities and intensities, and other relevant criteria to be determined by the parties. A request to include all of the Welaunee Property within the City limits (plus the contraction area approved in City's Ordinance No. 11-0-25) in the Urban Service Area boundary will be included in the Comprehensive Plan amendment request. The parties shall agree on the amendment application prior to its submittal.

To meet this requirement, the City has submitted two amendments to the Comprehensive Plan in the 2020 Plan amendment cycle: a map amendment to add the remaining 2,800 acres of the Arch into the Urban Services Area and a text amendment containing Master Plan of development for the entire Arch (approximately 4,700 acres).

The text amendment designates

- 30% to 40% of the property for open space;
- 30% to 40% for one dwelling unit per acre;
- 15% to 25% for up to six dwelling units per acre; and
- 5% to 10% for mixed use. Of this acreage, 95 to 195 acres are designated for residential development up to 15 units per acre and 140 to 290 acres are designated for non-residential.

In April 2020, after the City submitted the two amendments, the City approved another amendment to the urban services agreement which states:

The parties acknowledge that the City has initiated an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan concerning land uses within the Welaunee property and a proposed extension of the boundaries of the Urban Services Area. The parties therefore

acknowledge that upon transmittal of the proposed amendment to the Department of Economic Opportunity and consideration of the amendment at a future adoption hearing, the City will have satisfied its obligations as provided in paragraph 20 of the Agreement, as amended.

Nothing in this Second Amendment is intended to preclude the City from the exercise of its proper police powers and exercise of independent judgment on planning decisions in its exclusive role to protect the public health, safety or welfare.

## SECTION 3 APPENDICES

### APPENDIX A: COMPREHENSIVE PLAN CONSISTENCY

This section identifies key requirements in the Comprehensive Plan that are not addressed or not adequately addressed in the staff analysis of the proposed amendments.

#### 1. Comprehensive Plan Requirements for Providing Services within the Urban Service Area

##### **Analysis of amendments' compliance with the Comprehensive Plan requirements for providing services within the Urban Service Area**

Urban services within the Urban Service Area 1) promote well managed and fiscally responsible growth and 2) promote the higher densities and intensities allowed within the Urban Service Area.<sup>1</sup> These densities and intensities, in addition to allowing more efficient provision of services, are fundamental to achieving the walkable, transit-friendly communities envisioned in the Plan and providing greater opportunities for affordable housing.

Currently, substantial areas inside the Urban Service Area do not have urban services, particularly water and sewer, and therefore cannot be developed to urban densities and intensities. See Appendix F for a map showing the areas inside the existing USA where water and/or sewer is not available. The lack of water and sewer prevents the most efficient use of land and prevents property owners from realizing their land's full development value.

**Conclusion:** These amendments should be subject to an assessment of the status of those properties within the current Urban Service Area boundary that do not have urban services, particularly central water and sewer, and the impact of this amendment on the provision of those services. See Appendix B for further analysis.

##### **Comprehensive Plan objectives leading to this conclusion**

**Future Land Use Objective 1.1** sets out the overall intent of the Urban Service Area, which is to: ***"Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to***

<sup>1</sup> Future Land Use Policy 1.1.5 defines the capital infrastructure for urban development as consisting of sewer and water, roads, mass transit, solid waste, drainage, and parks.

*provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.”*

Future Land Use Element Policy 1.1.2 states that **“Improvement of capital infrastructure shall be provided within the designated urban service area** and shall be phased over the life of the plan.”

Future Land Use Policy 1.1.6 states: **“Areas within the urban service area will receive urban level capital facilities and services** according to the schedule established in the Capital Improvements Element.”

Future Land Use Policy 1.1.8 states: **“The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure.** An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. **The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development.** Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon. The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.”

## 2. Comprehensive Plan requirements for determining the impact of population growth on the Urban Service Area boundary

### **Analysis of amendments’ compliance with the Comprehensive Plan requirements for determining the impact of population growth on the Urban Service Area boundary**

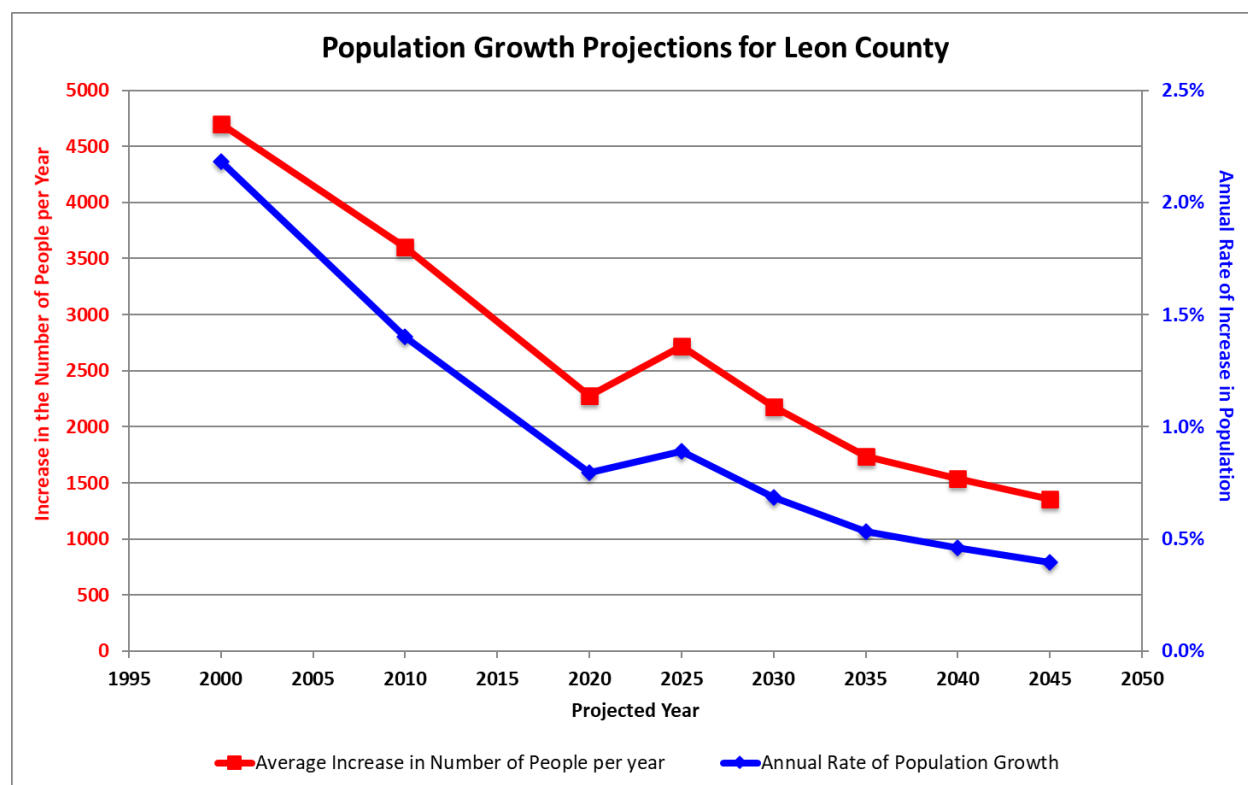
Analyses of population growth and land available within the Urban Service Area to accommodate that growth show that the conditions for a major expansion of the Urban Service boundary have not been met.

First, there is not a rapidly increasing population. The overall rate population growth rate is projected to be only 0.64% a year from 2017 to 2045, with the annual rate of growth decreasing over the coming decades. This is an average increase of 2,000 people per year (decreasing to less than 1,400 by 2045).<sup>2</sup> See Exhibit 1.

<sup>2</sup> Source: Tallahassee Statistical Digest, Office of Economic Vitality, February 2020.



Exhibit 1: The Long-Term Rate of Growth in Leon County Is Projected to Decrease



Source: Tallahassee Statistical Digest, Office of Economic Vitality

Second, there is adequate land in the Urban Service Area to accommodate 90% of new residential dwelling units. The number of dwelling units needed to accommodate population growth is calculated as shown in Exhibits 2 and 3.

#### Exhibit 2: Population Projections

Leon County Population 2017	287,899
Leon County Population 2045	344,100
<b>Additional residents</b>	<b>56,201</b>

#### Exhibit 3: Number of Dwelling Units Needed for Projected Population

Persons Per Household 2017	2.33
Number of Dwelling Units needed 2045 (56,201/2.33)	24,121
Market/Surplus Factor*	50%
Total Dwelling Units needed for additional residents	36,181
<b>Dwelling Units needed for additional residents within USA (90% of total)</b>	<b>32,563</b>

\*Per Comprehensive Plan Policy 1.1.8.

Even using conservative assumptions, the amount of land in the existing USA is sufficient to accommodate projected long-term growth. The number of potential dwelling units within the existing Urban Service Area is calculated based on the amount of vacant land and potential replatting within existing subdivisions. A range of assumptions can be made about whether platted parcels could be re-subdivided, what type of housing would be built, and how much of the maximum allowed by zoning can

be achieved. Reasons for replatting include a demand for the “missing middle” i.e., attached residences that are smaller, have less yard maintenance and are more affordable and a demand for smaller units for an aging population. To be conservative, this analysis assumes **no** replatting within subdivisions. One of the Planning Department’s most recent assessments (2017), first looked at major planned

The Planning Department has estimated the development capacity of the Urban Service Area many times in the past years. Each time their analysis has demonstrated that there is capacity to accommodate expected population growth.

developments which have already been approved. The total number of dwelling units available in existing Major Planned Developments is 13,677. The analysis then looked at the number of dwelling units available within vacant and potentially developable parcels (i.e., vacant lots in platted subdivisions and unplatted land). The total number of dwelling units available is 43,379. This is a total of **57,056** dwelling units, compared to a demand for **32,563** dwelling units. These calculations are shown in Exhibits 4 and 5 below. Note that this analysis does not include any redevelopment which results in an increase in dwelling units, such as Northwood Mall.

**Exhibit 4: Contribution of Major Planned Developments to Supply of Available Dwelling Units**

Development	Number of Dwelling Units	Source of Data
Southwood	1,450	Remaining within DRI as of January 2018
Fallschase	1,514	Site Plan
Southside	2,800	Formerly Proposed DRI
Welaunee	4,978	Critical Area Plan for Toe and Heel (including Canopy)
Summerfield	255	Remaining Units in the PUD
Park Place PUD	680	PUD Concept Plan
Colin English	2,000	Based on Southeast Sector Plan
<b>Total</b>	<b>13,677</b>	

Source: Tallahassee Leon County Planning Department, 2018

**Exhibit 5: Contribution of Vacant and Potentially Developable Parcels in the Urban Service Area to the Supply of Dwelling Units**

Vacant Parcels	Number Parcels	Total Acreage	Percent of Acreage in Wetland	Number Expected Dwelling Units
Single Family platted subdivisions *	1,699	1,280	8.4%	1,699
Mixed use subdivisions *	2,697	1,257	8.6%	2,697
Parcels not in subdivisions **	2,398	7629	20.0%	27,464
Large Parcels **	134	3276	24.2%	11,518
<b>TOTALS</b>	<b>6,928</b>	<b>13,442</b>	<b>8.4%</b>	<b>43,379</b>

Sources: Tallahassee Leon County Planning Department, 2018, Dr. Pamela Hall, PhD.

\*For single family platted subdivisions and mixed-use subdivisions, it is assumed lots will not be further subdivided.

\*\*For parcels not in subdivisions and large parcels it is assumed that some degree of clustering away from wetlands can take place. This analysis removes one-half of the acreage in wetlands from total acreage and assumes a gross density of four dwelling units/acre on remaining acreage.

**Conclusion:** The available acreage within the existing Urban Service Area adequately provides for the number of dwelling units needed to accommodate future population growth. There is no population accommodation justification for expanding the Urban Service Area at this time.

**Comprehensive Plan requirements leading to this conclusion**

**Future Land Use Objective 1.1** states: “**The location and size of the USA** shall be depicted on the Future Land Use Map and **is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon....**”

**Future Land Use Policy 1.1.8** states: “...[t]he area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.”

**Future Land Use Objective 6.2** states: “**As demands from a rapidly increasing population may require expansion of the Urban Services Area in the future**, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Services Area.”

3. Comprehensive Plan requirements regarding land use and transportation coordination

**Analysis of amendments’ compliance with Comprehensive Plan requirements regarding land use and transportation coordination**

A stated objective of the Plan is to create “vibrant, compact communities that support alternative forms of transportation.” This objective is carried through by the requirements for the Welaunee Master Plan that addresses all aspects of development and a specific requirement for a mix of land uses that will result in at least a 20% internal trip capture at build out (i.e., 20% of car trips will be internal to the development when the project is completed). The Master Plan also provides the standards for the subsequent approval of individual Planned Unit Development (PUD) applications for discrete portions of the development. The PUD applications are approved by the City Commission as a rezoning.

Since the PUD applications will be for discrete portions of the property, the Master Plan must contain enough specificity to allow the City to determine whether the standards in the Comprehensive Plan and the Master Plan will be met once the entire development is approved. The question is “Does the Master Plan provide enough guidance so that once all the PUDs have been approved, the objectives of the Comprehensive Plan and Master Plan will be met?” The answer is no: following are the Master Plan requirements that are not adequately addressed.

1. **General depiction of mix, location and intensities of future land uses:** The map included in the amendment states: “This draft work is conceptual and **solely intended to demonstrate an idea**” (see Appendix E). It is understood that the Master Plan should allow flexibility. However, the map provided does not meet the requirements of depicting the general location of land uses.

2. **Facilities and development requirements to provide for alternative modes of transportation:** The transportation section of the amendment application does not address transit at all. References to mass transit include general statements such as “Mixed use centers shall be designed to encourage...the use of alternative transportation modes.” The coordination of public transit from Welaunee to the rest of the community is not addressed.
3. **How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out:** The application states: “The transportation system, along with the mixtures of uses shall be designed to achieve an internal capture of at least 20 percent of the vehicular trips generated on-site at build out.” This simply restates the requirements in the Comprehensive Plan but does not provide the direction needed for subsequent PUD review.
4. **A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan):** The amendment states: “Prior to the approval of the first PUD concept Plan, a Stormwater Facilities Master Plan for the entire arch shall be prepared by the applicant....” Although the Comprehensive Plan requires a master stormwater plan as part of the Master Plan, the amendment defers this requirement. Further, the Master Plan does not identify the general location of needed utilities.
5. **How the development will provide for low and moderate income housing:** The amendment states: “Each PUD Concept Plan shall include an Inclusionary Housing Plan designed to achieve compliance with the City’s Inclusionary Housing Ordinance by buildout of the area governed by that concept plan.” This requires the applicant to comply with an existing ordinance, which applies only when a site plan or subdivision contains 50 dwelling units or more. Additionally, the Comprehensive Plan requirement is to address “low and moderate income housing,” not simply inclusionary housing.
6. **A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage:** A phasing plan is not provided. Such a plan would provide general guidance as to the timing for demand of public services.
7. **A set of development guidelines that will direct the development of subsequent site-specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access, and crime prevention.** A set of development guidelines is not provided.

**Conclusion:** The amendment does not adequately provide for the coordination of land use and transportation and does not provide the City with sufficient guidance to evaluate Planned Unit Development applications.

## Comprehensive Plan requirements leading to this conclusion

**Mobility Element Objective 1.1** states that it is an objective of the Comprehensive Plan to “**coordinate land use and transportation 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.**”

**Future Land Use Objective 6.1:** “This Future Land Use Category [Planned Development] is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies.

**Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.** The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until the plan is modified through the plan amendment process in conjunction with the development of regional impact and/or planned unit development processes. The mix of uses shall be established at the time of development through the development of regional impact and/or planned unit development processes in accordance with this objective and related policies. **Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.”**

**Future Land Use Element Policy 6.1.4:** “Except as provided by Policy 6.1.3, prior to approval of development or subdivision within Planned Development Areas, **a Planned Development Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan. The Comprehensive Plan shall be amended concurrently with the Planned Development Master Plan** to allocate the mix, locations and intensities of future land uses as well as any public facilities required to serve proposed land uses.

The Master Plan shall identify the following:

- a) Boundary of area subject to Planned Development;
- b) **General depiction of mix, location and intensities of future land uses;**
- c) Activities permitted within each land use;
- d) Total dwelling units by residential dwelling type;
- e) Total square footage of non-residential development;
- f) Specific requirements that will adequately protect the natural resources of the area;
- g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. **The plan shall address the issues of capacity maintenance, promotion of mass transit and pedestrian accessibility,** and protection of canopy roads, if applicable;
- h) **Facilities and development requirements to provide for alternative modes of transportation;**
- i) **A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan)** in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space;

- j) **How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out** through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial;
- k) **How the development will provide for low and moderate income housing;**
- l) How the development will provide for the recreational needs of the community;
- m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed;
- n) **A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and**
- o) **A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access, and crime prevention.**
- p) Alternatively, for a proposed DRI the applicant must demonstrate to the Planning Department that the DRI Development Order will meet the requirements of the Planned Development Master Plan.”



## **APPENDIX B: IMPACTS OF COMPREHENSIVE PLAN CONSISTENCY ON COMMUNITIES INSIDE THE URBAN SERVICE AREA**

The consistency issues raised in the previous section are not simply technical findings. They have implications for the past, current, and future development of our community. This analysis addresses long standing Comprehensive Plan policies intended to improve the quality of life for residents inside the Urban Service Area that have not been implemented. The status of the implementation of these policies should be considered before substantial new areas are brought into the Urban Service Area.

**1. Public investment is being directed to an area just being brought into the Urban Service Area while there are properties that have been inside the Urban Service Area for 30 years still lack the urban services to fully develop.** Comprehensive Plan Future Land Use Policy 1.1.5 defines the capital infrastructure for urban development as consisting of sewer and water, roads, mass transit, solid waste, drainage, and parks. There is a significant amount of land that has been in the Urban Service Area since the adoption of the Comprehensive Plan (1990) that still do not have the full complement of services.

Water and Sewer: Portions of the Urban Service Area that lack either central water or sewer, or both, are shown in Appendix F. The lack of water and sewer results in an inefficient development pattern, with densities and intensities lower than those that could be achieved with central services. Density is limited to two dwelling units per acre on sewer whereas densities up to six units per acre are allowed in the Residential Preservation future land use category. Owners of developable property who lack water and sewer are unable to fully realize the economic value of their investment. The entire community suffers as a result of decreased water quality when septic tanks are inadequate or not properly maintained.

The cost of projects needed to address water and sewer capital deficiencies is \$298 million. This includes \$60 million in projects for expanding water and sewer to the unincorporated Urban Service Area as required by the Comprehensive Plan and \$238 million for mitigation of ongoing problems which curtail infill and redevelopment capacity.<sup>3</sup>

Transit: The availability of transit helps individuals without cars to get to school, work, grocery stores, doctor's visits, and social events. Transit is not available within those parts of the Urban Service Area outside the City limits. This is despite Comprehensive Plan policies that call for the availability of transit. Mobility Objective 2.4 states: "By 2012, alternative and innovative funding sources shall be developed to support an effective transit system." Further, Mobility Policy 2.4.1 states: "Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis." Sidewalks, a critical link for people to get to the bus stop, are lacking. The City's March 2020 sidewalk priority list includes 290 projects, 210 of which are deemed "Tier 1", areas with no existing sidewalks. The project cost for Tier 1 projects alone is \$94 million.<sup>4</sup>

<sup>3</sup> Pamela Hall, PhD., based on City of Tallahassee Master Sewer Plan 2035.

<sup>4</sup> Sidewalk Prioritization, Fiscal Year 2020," City of Tallahassee, March 2020.

## 2. Development and public investment is being directed to an area just being brought into the Urban Service Area while the goals of the Southern Strategy have still not been met.

The Southern Strategy was adopted into the Comprehensive Plan in 22 years ago (1998). Its goals are to “...encourage quality land development and redevelopment which results in increased population growth toward the southern part of the Tallahassee urban area, to retain and increase employment opportunities, and to attain an income mix in the Southern Strategy Area that is comparable to the remainder of the urbanized County....**This goal is also to be achieved through considered land development decisions, capital investments, and policies by all levels of government so as to serve as a catalyst for private sector investment in the area. Such decisions are to be based on a sound balance of social, economic, and physical development criteria that are designed to make better use of the available resources to the south, while lessening development pressure in the north and east.** (Future Land Use Element Goal 11.) See Appendix F for a map of the Southern Strategy Area.

The most recent status report prepared by the City is dated January 27, 2016<sup>5</sup>. Among the statistics provided in the report are the following:

### Exhibit 6: Lack of Progress in Achieving Southern Strategy Goals

Characteristic	1990		2010	
	Southern Strategy Area	Leon County	Southern Strategy Area	Leon County
Percent of households with children headed by a single parent	51%	29%	79%	39%
Median income in 2010 dollars	\$36,524	\$61,729	\$36,447	\$66,157
Percent home owners	42%	57%	36%	54%

Source: Agenda Item January 27, 2016 - City Commission Workshop

According to the report, the Southern Strategy median family income as a percentage of Leon County median family income fell from 76% in 1970 to 55% in 2010.

## 3. The Master Plan fails to adequately address the community-wide issue of affordable housing.

The Master Plan states that each Planned Unit Development application will comply with the City’s Inclusionary Housing ordinance. Depending on how each application is structured it is possible that very few inclusionary units will be built. The ordinance applies only when a subdivision or site plan contains 50 or more units (LDC section 9-245(a)). Nothing in the Master Plan either requires subdivisions or site plans with a minimum number of units or sets and alternative standard. Additionally, it should be noted that the Comprehensive Plan requires the Master Plan to address low and moderate income housing, not specifically inclusionary housing.

The Master Plan does not address the impact of transportation costs on affordable housing. “Affordable housing” in a location that does not provide viable transit becomes unaffordable when the cost of transportation is factored in. The Master Plan does not address if and how transit will be extended to serve the Arch.

<sup>5</sup> Future Land Use Policy 11.2.1. requires that a “State of the Southern Strategy” report be issued every three years. The 2016 report is the latest report available on the City website.

The following analysis demonstrates the significant impact of transportation on housing affordability<sup>6</sup>.

- Assume that that an affordable house in Tallahassee is \$190,000. Spending a maximum of 30% of gross income for housing, to afford this home, the annual household income needs to be \$48,000. (According to the US Census Quick Facts 2019, the median household income in Tallahassee was \$44,000. Since these income levels are comparable the affordable house cost of \$190,000 is used.)
- Assume that cars are required for transportation. A reliable (not necessarily new) car costs about \$9,000 a year, including operation and maintenance.
- Assume that 30% of gross income is spent on housing and 15% is spent on transportation; this equates to nearly half of gross income. An alternative, more financially realistic assumption given existing patterns of household debt and expenses is 35% of gross income.
- Using 45% as the maximum gross income devoted to housing and transportation, it would take a household income of \$52,000 to own one car and \$72,000 to own two cars and still be able to purchase the “affordable” \$190,000 house. Using 35% as the maximum gross income devoted to housing and transportation, it would take a household income of \$67,000 to own one car and \$92,000 to own two cars to purchase the \$190,000 house.

**4. The Master Plan perpetuates an inefficient low density, auto-oriented development pattern while other areas inside the Urban Service Area are subject to a different set of standards.** Future Land Use Objective 2.1. states: “Enhance the livability of **existing** neighborhoods and in **new** neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria.”

The Master Plan does not adequately provide for mixed residential areas. As shown in Exhibit 7, up to 40% of the land may be placed in a category that allows a maximum of one unit per acre. By contrast, within the Urban Service Area the low-density Residential Preservation future land use category allows up to six units per acre.

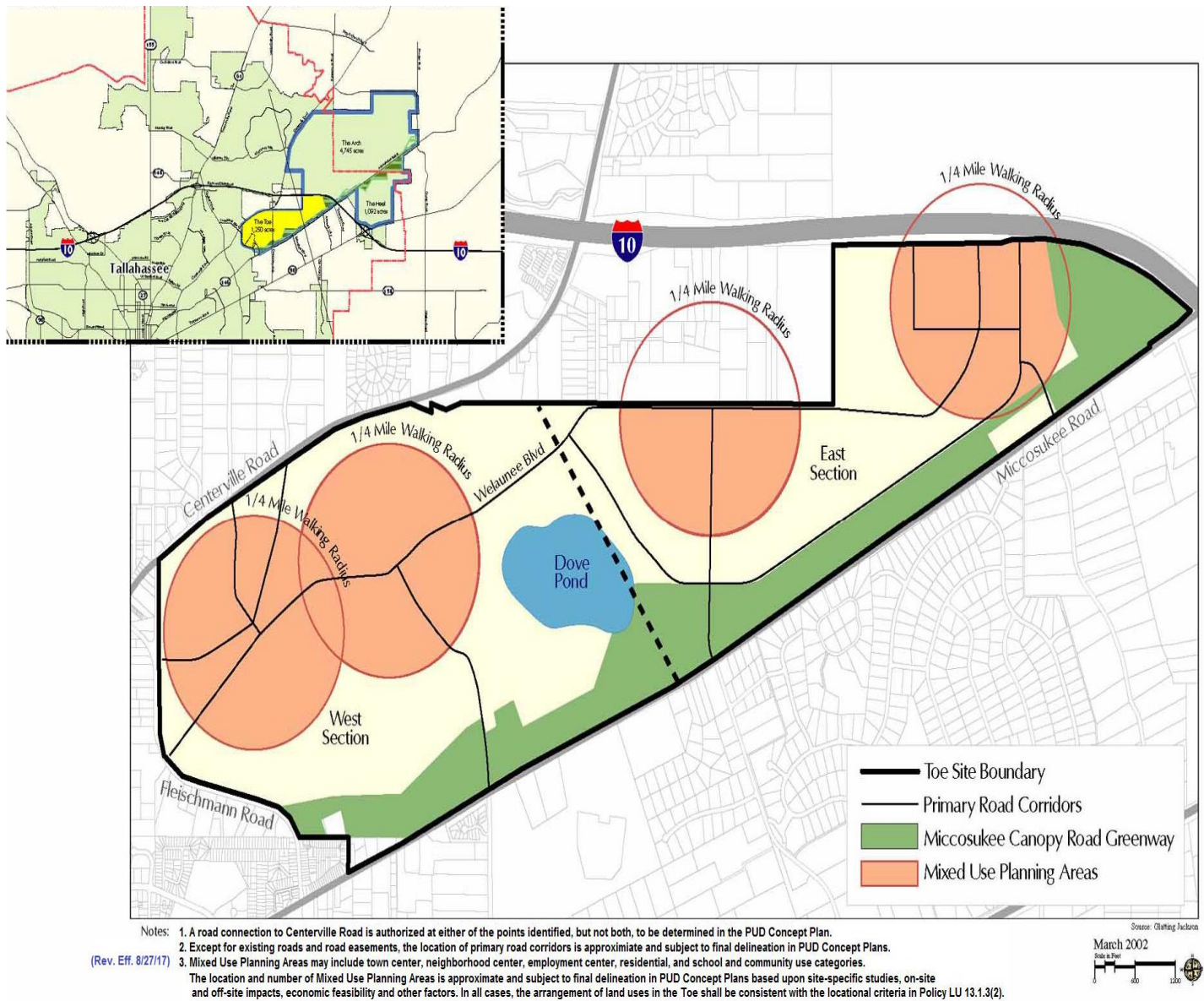
**Exhibit 7: Land Dedicated to Low Density Residential Development in the Welaunee Master Plan**

Land Use District	Density/Intensity	Allocations of Land Use	Estimated Acreages
Residential Reserve	1 Unit per Acre	30 - 40%	1, 400 to 1,915 Acres
Residential	6 Units per Acre	15 - 25%	715 to 1,200 Acres
Mixed Use (including Employment Center, Town Center, and Neighborhood Center)	15 Units per Acre (residential)	5 - 10%	95 to 195 Acres (residential)
Mixed Use (including Employment Center, Town Center, and Neighborhood Center)	4,000 - 20,000 GSF per Acre (non-residential)		140 to 290 Acres (non-residential)
Open Space	N/A	30 - 40%	1,430 to 1,915 Acres
<b>TOTALS</b>			<b>4,778 Acres</b>

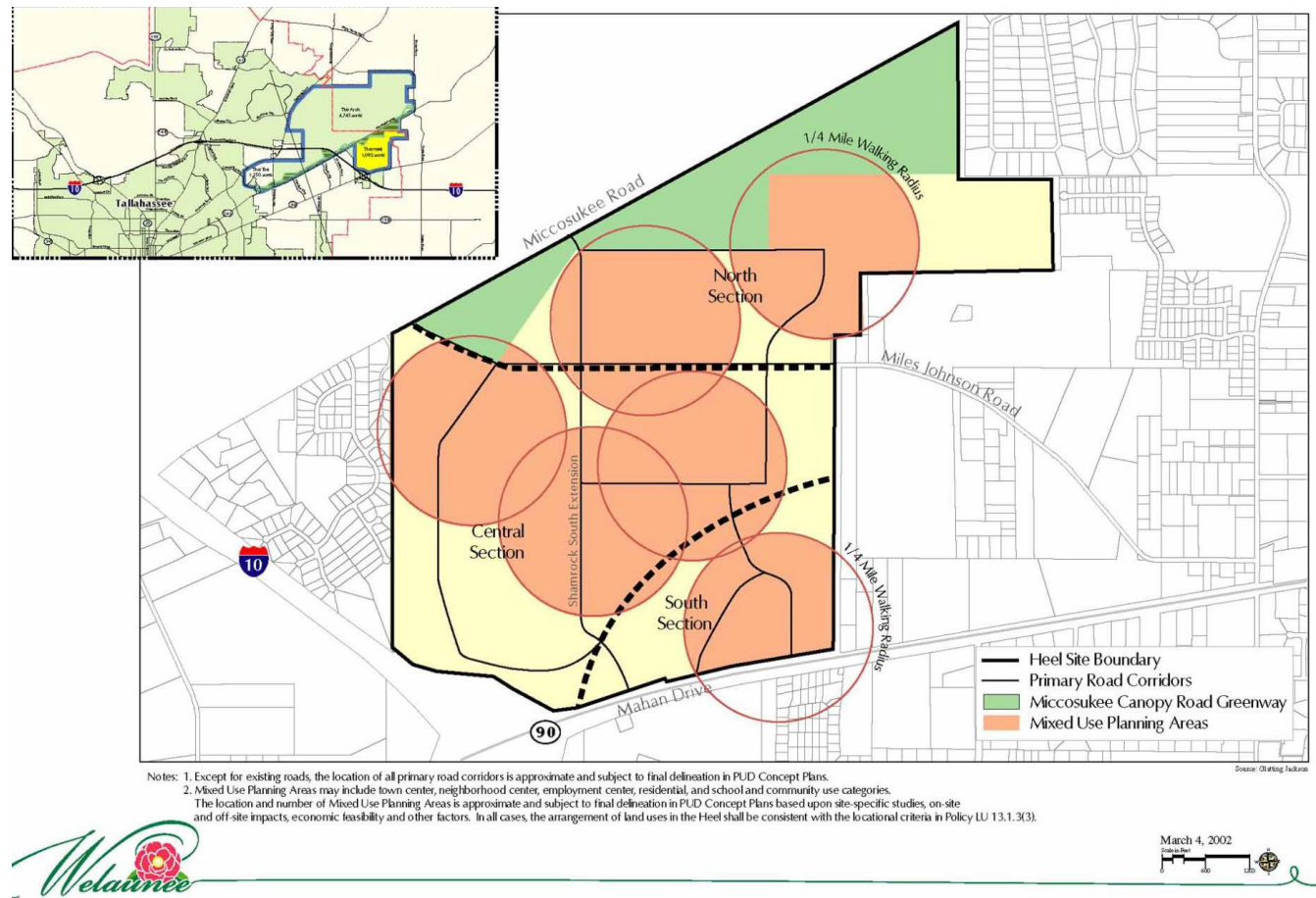
Source: Proposed Welaunee text amendment TTA-013

<sup>6</sup> Analysis provided by Dr. Pamela Hall, Phd.

**Appendix C: Location Map of Welaunee Property and General Plan for Welaunee Toe**  
Source: Tallahassee-Leon County Comprehensive Plan



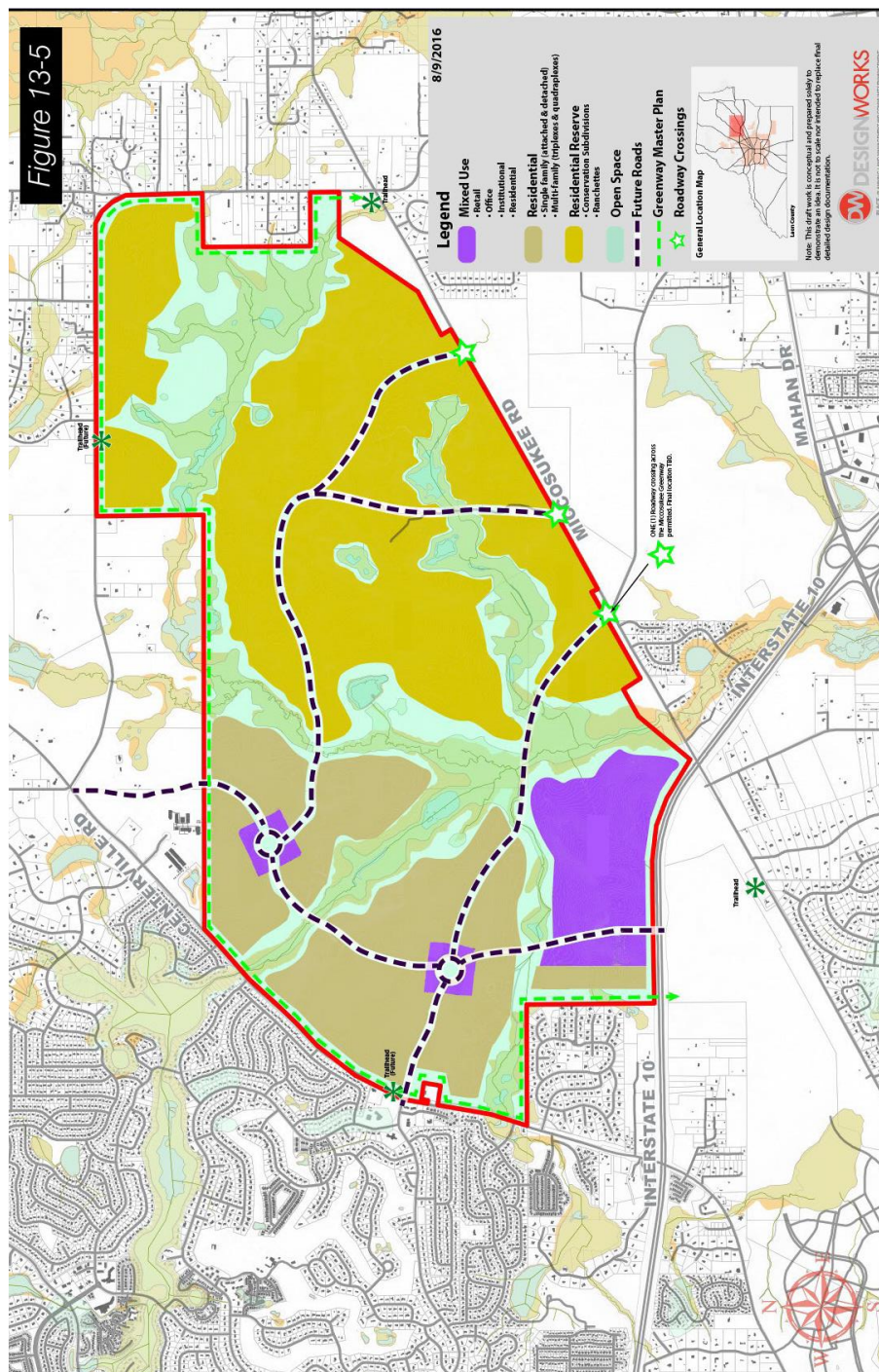
# **Appendix D: Location Map of Welaunee Property and General Plan for Welaunee Heel** Source: Tallahassee-Leon County Comprehensive Plan





## Appendix E: Proposed General Plan for Welaunee Arch

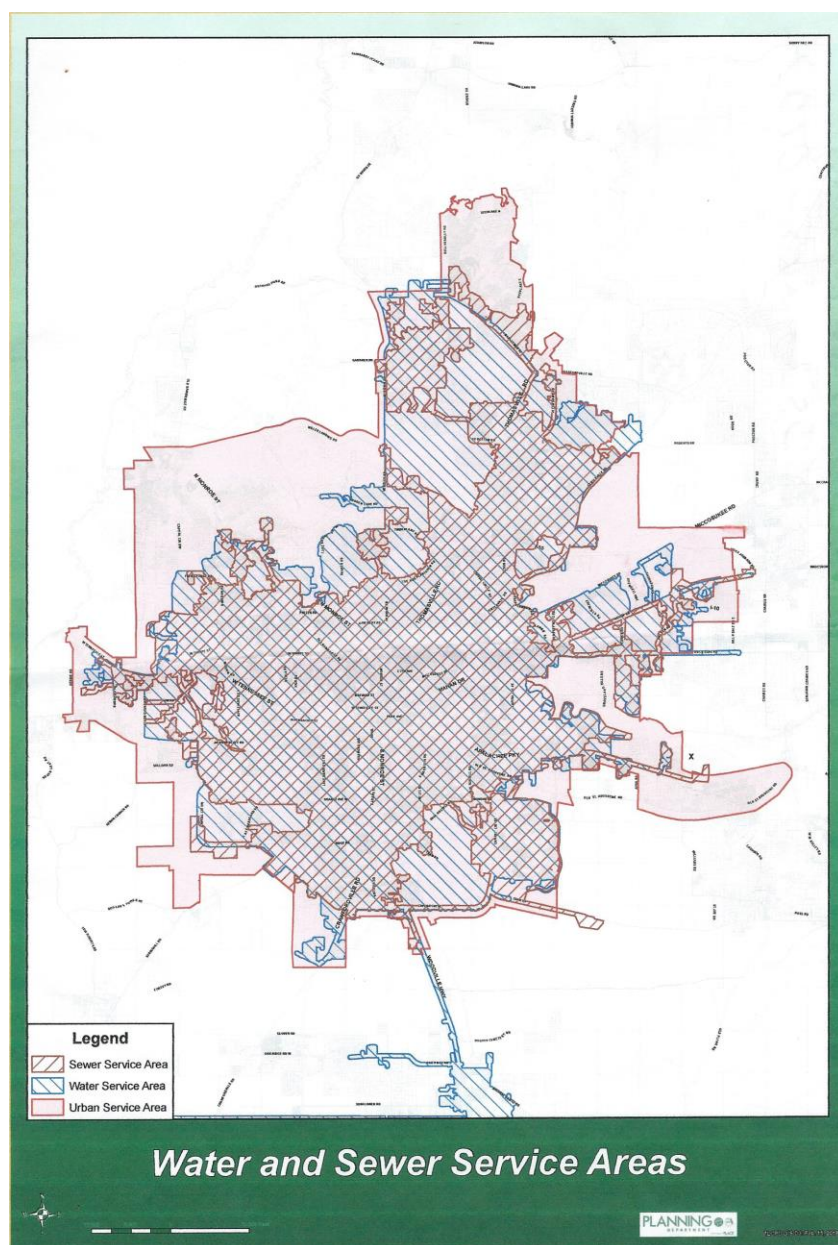
Source: Comprehensive Plan Text Amendment 2020 013





## Appendix F: Areas within the Urban Service Area lacking water and/or sewer service

This map shows areas inside the existing USA where water and/or sewer is not available. Providing these services would greatly increase the development capacity of these areas. Note to that there are 13 unsewered existing neighborhoods, some quite large, inside the USA that need to be converted to sewer both for restoring water quality (in the aquifer and Wakulla Springs) and to provide further development and redevelopment potential to these locations.



Source: Tallahassee-Leon County Planning Department



**From:** [monique.thomsen@yahoo.com](mailto:monique.thomsen@yahoo.com)  
**To:** [White, Artie](#)  
**Subject:** Re: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 11:02:27 AM

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**\*\*\*EXTERNAL EMAIL\*\*\***

Please report any suspicious attachments, links, or requests for sensitive information.

Yes it's for the Welauness critical area plan please

[Sent from Yahoo Mail for iPhone](#)

On Friday, May 15, 2020, 11:00 AM, White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)> wrote:

Monique,

For clarification, which amendment is this comment intended to address? You mention of "massive public lands" suggests that it may be for the Welaunee Critical Area Plan, but you selected a different amendment. I just want to confirm so I include your comment with the intended amendment.

Kind regards,

Artie

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**From:** Perrine, Beth <[Mary.Perrine@talgov.com](mailto:Mary.Perrine@talgov.com)>  
**Sent:** Friday, May 15, 2020 10:53 AM  
**To:** White, Artie <[Artie.White@talgov.com](mailto:Artie.White@talgov.com)>  
**Cc:** Calhoun, Sherri <[Sherri.Sullivan@talgov.com](mailto:Sherri.Sullivan@talgov.com)>  
**Subject:** FW: 2020 Comp Plan Public Comment Submission

**From:** [Monique.thomsen@yahoo.com](mailto:Monique.thomsen@yahoo.com) <[Monique.thomsen@yahoo.com](mailto:Monique.thomsen@yahoo.com)>  
**Sent:** Friday, May 15, 2020 10:38 AM  
**To:** CMP\_PLN\_AMND <[cmpplnammd@talgov.com](mailto:cmpplnammd@talgov.com)>  
**Cc:** Perrine, Beth <[Mary.Perrine@talgov.com](mailto:Mary.Perrine@talgov.com)>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Monique Thomsem
- **Address:** 4131 pecan branch
- **City:** Tallahassee
- **State:** Fl
- **Zip:** 32309
- **Email Address:** [Monique.thomsen@yahoo.com](mailto:Monique.thomsen@yahoo.com)
- **Comments:** "I am opposed to this amendment to the Comp Plan. I believe this amendment has been pushed through both City and County Commissions without adequate time for public discourse, with minimal public notice and during the Covid-19 pandemic that has virtually prevented public comment. I hope both Commissions are investigated by an independent outside organization for basic compliance with the Sunshine Law. The BCC's recent decision to reverse a week old commitment to wait for face to face meetings before taking on a massive public lands deal suggests collusion and an unfair advantage with regard to the pandemic and closure of county facilities. There is not reason that the landowners should hold the local governments hostage in their demands for a Comp Plan amendment. This is wrong and will become a lasting stain on good government in Tallahassee."

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 11:04:56 AM

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**From:** stothenc@gmail.com <stothenc@gmail.com>  
**Sent:** Friday, May 15, 2020 11:03 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Adam Reeves
- **Address:** 3923 Long and Winding Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [stothenc@gmail.com](mailto:stothenc@gmail.com)
- **Comments:** I am opposed to this amendment to the Comp Plan for the following reasons: there is a strong, undeniable appearance that this plan is being aggressively pushed through City/County Commissions, lacking adequate time for public comment, with very little public notice and right in the midst of the current COVID-19 pandemic that severely limits the public's ability to comment. This has the strong appearance of trying to sneak this in while the public is distracted and less able to participate, and whether this is following Florida's Sunshine Law is questionable at best and deserves to be looked into by other authorities. The Board of County Commissioner's decision to reverse the commitment to await face to face meetings before taking on this massive public lands deal has the appearance of collusion and an unfair advantage with regard to the pandemic/closure of facilities at the county level. This is wrong and unethical on many levels and further calls in to question putting citizens first by our local government.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 1:16:14 PM

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**From:** luciabbeyroad@gmail.com <luciabbeyroad@gmail.com>

**Sent:** Friday, May 15, 2020 1:11 PM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020002 Map
- **Name:** Lucia Maxwell
- **Address:** 9704 Abbey Road
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [luciabbeyroad@gmail.com](mailto:luciabbeyroad@gmail.com)
- **Comments:** No public hearing? Really? I understand this is the largest land use change in Leon County in over 30 years. Commissioners are saying this agreement has been around since 1993, which is not the truth.. The original agreement was made long ago, BUT THIS IS A HUGE AND SUBSTANTIAL change JUST NOW requested by the Welaunee family, moving the timetable up. I am asking myself, Who benefits from this development? Where are the powerful arguments? Or is it just that one family is this powerful? Or that those who will benefit from the development are just that powerful with some of my commissioners? I think about the dramatic consequences....we live in a rural area, and we could have multistory apartments just up the road in no time. Increased traffic on Miccosukee Road, which is a protected canopy road. What is the great need to change the designation of this farmland NOW? I look at The Canopy development, such an ugly thing with the land clear cut, houses crowded together, and those homes are not "affordable" which is needed. Why must all the development be in northeast Leon? The Commission at one time was supportive of keeping the rural character of our county.....why is this decision different? I guess you will be now be considering a change to make Crump Road into a Capital Circle, as well. WHO BENEFITS FROM THIS DECISION? Only the Commissioners pushing this must know these folks, because the people who will be affected sure don't.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 9:53:48 AM

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**From:** hemlockhill2@yahoo.com <hemlockhill2@yahoo.com>  
**Sent:** Monday, May 18, 2020 9:41 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** B McCormick
- **Address:** 9061 Ravena Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** hemlockhill2@yahoo.com
- **Comments:** This letter is to express my dismay upon learning of the proposed Tallahassee-Leon County Comprehensive Plan Amendment to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch, for purposes of expanding the Urban Services Area. I oppose such a move and I'm very surprised that such an important proposal is being presented now, when we are in the midst of a pandemic, during a time of much uncertainty and economic difficulties. This is not the time for a tremendous commitment of public funds, especially now when we are facing such uncertainty with the current health situation, which itself has been impacted by a lack of public funds. I also oppose such a move because of the environmental impact it would have; it is very important to retain the rural open spaces, trees and canopies. Such a proposal would only create urban sprawl and the destruction of precious forest. The reason my family and I are living in Tallahassee is because of the city's natural beauty- there are trees, canopy roads, pristine rural areas, parks, and trails throughout the region. These are the reasons we are living in Tallahassee. If the open spaces are developed and the trees are chopped down, Tallahassee will lose its natural beauty and become just like many overdeveloped areas in Florida. To quote the website "Visit Tallahassee": "We are honored and thrilled to once again receive the prestigious recognition as one of the South's Best Cities by Southern Living Magazine! This year, we also celebrate being named a Top College Town and home to the Best Garden Center in the South! This recognition speaks volumes on Tallahassee's visitor experience and our welcoming atmosphere, so we invite everyone to discover for themselves why Florida's Capital City is so special. Southern Living Magazine has highlighted Tallahassee's natural beauty, unique history, distinct districts, incredible variety of restaurants & nightlife as well as being an ideal destination for paddling & outdoor adventures." The loss of our rural green spaces and their ecosystems would also have a devastating impact on our quality of life, not to mention the loss of peace and serenity that is currently easily accessible to residents of Tallahassee in the wooded areas. The protection of our rural areas should be our top priority, for cleaner water, air and last but not least, for the

protection of wildlife that depends upon these ecosystems. Perhaps it would be better to work toward revitalizing the south and southeast areas of the city, which would afford more opportunities for employment and choices for housing throughout the city, instead of focusing on stronger areas that would only result in reinforcing the existing disparities in Tallahassee. The proposed urban development will result in higher taxes due to the need for more schools, firehouses, etc, as well as more traffic congestion. In order to alleviate this, more roads will need to be built, which will then result in the destruction of many trees. I ask that you please reconsider and create a park instead of subdivisions, and look to areas that would allow all residents to benefit. We don't want to lose Tallahassee's pristine rural areas and unique flavor to development.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 1:18:51 PM

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**From:** christiekoontz@me.com <christiekoontz@me.com>  
**Sent:** Sunday, May 17, 2020 6:20 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Christine Koontz
- **Address:** 8788 Megans Lane
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32309
- **Email Address:** christiekoontz@me.com
- **Comments:** There is no defensible need for a 2800-acre addition to USA when there are still 1400 undeveloped acres within the current USA. This will impinge on a gorgeous portion of our area unnecessarily. The recent Pandemic has brought people out to the rural neighboring trails. This is not necessary and will have long term and significant disruption.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 9:34:36 AM

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**From:** dan@pineyrun.com <dan@pineyrun.com>  
**Sent:** Monday, May 18, 2020 9:33 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Dan McCormick
- **Address:** 9061 Ravena Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** dan@pineyrun.com
- **Comments:** I oppose the very sudden move to codify a 2800 acre expansion of the Weelaunee Arch Urban Service Area. At this time my main concern is the pace at which this is moving, without the normal consideration of a period for the soliciting and weighing of public feedback. Having become aware of this myself only a few days ago, I feel compelled to ask for enough time for those of us less intimate with the situation to arrive at an informed opinion and given a reasonable opportunity to be heard. If this is truly an emergency, it would be good to know why. Let me commend the community leaders for vision they have shown over the years, a vision informed by soliciting and weighing the voice of neighbors and local business, investing in the future while ensuring that Tallahassee remains a desirable place to live. Green space, uncongested roadways, support for the arts, unique local businesses. Livability and quality of life are what keep many of us invested in this area, and what drew my family here. Continuing and supporting the mindset that led to employing an Urban Forester and creating the various citizen advisories is my sincere hope for the city and county in future. The people of Tallahassee care deeply about our hometown. As I understand it, this sudden requirement is driven by the desire to use sales tax revenue (\$47M) to build an extension to Weelaunee Blvd. and an I-10 interchange to the benefit of the Northeast Gateway Weelaunee Plantation development. Even presuming no petitions to increase density up to the allowable 20 units per acre(!), the 12,000 new houses per current plan put other parts of town at a competitive disadvantage for new development, will impact sales of existing homes and create a future tax burden to fund the inevitable demand for more schools, utilities, road improvements, police, fire and EMS. What will be the impact of another Killearn sized development on the local rural roads in 10 years? What happens to the thousands of acres of native woodland and wildlife on the 'Weelaunee Arch'? I am certain as our representatives you have the best intentions, and have likely considered these things and many more besides. I can appreciate the notion of analysis paralysis you may feel for the project as a whole, but there is no evident rush as far as expansion of the USA to the Arch goes. Finally, speaking with a few of my neighbors

just east of Crump Rd, none were aware of the recent effort to reclassify this huge area bounded by Crump and Miccosukee roads. Why hurry a decision given there are already 3400+ acres in the Urban Services Area, more than enough to keep up with housing demand for decades? Amendments of this magnitude should be done in the sunshine, please wait until the quarantine is over and adequate time allowed for public input.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 12:00:12 PM

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**From:** davidanddeke@yahoo.com <davidanddeke@yahoo.com>  
**Sent:** Saturday, May 16, 2020 8:26 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Deitra Kemmer
- **Address:** 4370 Kimberly Cr
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** davidanddeke@yahoo.com
- **Comments:** Please shelve these items till public attendance can be made. In fill in more important now with future business loss than creating more sprawl in rural areas.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 12:00:53 PM

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**From:** rqlbell@gmail.com <rqlbell@gmail.com>  
**Sent:** Saturday, May 16, 2020 9:51 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Denise Bell
- **Address:** 4419 Argyle Lane
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** rqlbell@gmail.com
- **Comments:** We have lived in the Miccosukee Meadows neighborhood since 1988. Because this Welaunee property is directly across Miccosukee Road from our neighborhood the proposed changes to the Comprehensive plan will directly impact us. We are very worried about the proposed amendments to the Plan that will allow 2800 acres of the Welaunee Plantation to be developed into an "Urban Area". And this without any face to face public meetings or input. This gives us little faith that our input will be taken into consideration. It also makes us wonder if our elected official are truly concerned about how these decisions will impact the citizens whom they serve. We are especially concerned that this decision will be made without ANY face to face public input for the entire community to express their opinion. To fast track this extremely important decision is irresponsible and unnecessary. Nothing is going to happen to this property before we are allowed our input unless you let it happen. This is not acceptable. I have been going to all the Comp Plan meetings and for you to force a vote on these amendments before hearing face to face what the citizens want, is unconscionable. Going back to a meeting held on Jan 11, 2011 we were told that NOTHING outside of I-10 would be developed until EVERYTHING inside of I-10 would be finished. This is not what we are now being told now. We feel left out of the process. I know the city/county want to go forward because they want the property to build a road. That is not a good reason to railroad this proposal. PLEASE give us a chance to present our side and to talk over all the ramifications that this huge project will present. There is NO HURRY to make these decisions now!! Please wait to discuss this with all the citizens that want a chance to speak their mind and for all the information to be considered.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 3:21:28 PM

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**From:** heidirobertsfox@gmail.com <heidirobertsfox@gmail.com>

**Sent:** Friday, May 15, 2020 3:21 PM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Heidi Fox
- **Address:** 1300 West Indian Head
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** [heidirobertsfox@gmail.com](mailto:heidirobertsfox@gmail.com)
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. This is a bad and costly idea and a terrible time to support infrastructure expansion when there is so much need in the current urban service area. We seem to be planning for sprawl when there is no actual identified growth need for this expansion. We need to be better stewards of the existing urban service areas. Let's invest in revitalizing the existing urban core and retain the rural countryside we love and depend on for its beauty and contribution to the ecosystem. Additionally, the hearings to amend the Comprehensive Plan should be delayed until an opportunity for real-time public comment is provided by both the Tallahassee City Commission and the Leon County Board of County Commissions.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 12:01:28 PM

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**From:** PLAINSWEETJANE@GMAIL.COM <PLAINSWEETJANE@GMAIL.COM>

**Sent:** Saturday, May 16, 2020 11:15 AM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Jane Terrell
- **Address:** 9601 Miccosukee Road #58
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32309
- **Email Address:** PLAINSWEETJANE@GMAIL.COM
- **Comments:** Dear Commissioners, I am writing to express my opposition to the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. Don't we already have too much urban sprawl in our beautiful community? There's a reason we fought so hard to "Keep it Rural." Let's respect that precedent and continue our efforts to retain the rural countryside we love and depend on for the benefits--clean water, flood protection, climate moderation, beauty--nature brings to us. I don't think you're going to find many people in the rural northeast who will applaud more development. I think the only people who are applauding the development are the developers. This community belongs to the people. Why do we keep expanding to the northeast, which unfairly favors our higher wage earners at the expense of our working class families to the south? We need to prioritize the revitalization of southern Tallahassee, providing opportunity and choice for housing and employment throughout the city and county instead of reinforcing the disparities that already exist. We need to apply innovative ideas to our housing challenges--I'm sure there are models around the world that we can learn from. We need to get away from the tired development model that has added to Tallahassee sprawl in order to enrich developers. This amendment defies the vision and the practical application of the comprehensive plan, which I understand is undergoing revisions to meet the demands of the 21st century. Let's apply the economic and lifestyle lessons we are learning during this pandemic to our revised plan. Let's ensure health care is available to all our citizens--this protects everyone. Let's ensure pleasant outdoor spaces are available for all our citizens to enhance their health, both physical and mental. Let's ensure we have clean air and water for all our citizens. Let's ensure we have world-class public transportation to cut back on polluting traffic. We have so many opportunities, let's not squander them. Thank you

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 8:56:29 PM

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**From:** jalovus@hotmail.com <jalovus@hotmail.com>  
**Sent:** Friday, May 15, 2020 5:24 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Janet Alovus
- **Address:** 3685 Imaginary Road
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** jalovus@hotmail.com
- **Comments:** So unfortunate that the city is proceeding with this while we arent able to express ourselves in person.....keep it rural please

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 10:22:30 PM

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**From:** Jeleli939@gmail.com <Jeleli939@gmail.com>  
**Sent:** Sunday, May 17, 2020 10:11 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Jerrie Lindsey
- **Address:** 8765 NWK Way
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** Jeleli939@gmail.com
- **Comments:** 5/17/2020 Dear Commissioners, I am writing to express my extreme opposition to the comprehensive plan amendments being proposed by the City of Tallahassee to facilitate the development of Welaunee Plantation (TMA202012 Welaunee Arch map amendment and TTA2020013 Welaunee Arch/Urban Services Text Amendment). My first objection is to the timing of these amendments. To present these now during an unprecedented public health emergency is inexcusable. Those of us who are particularly vulnerable to COVID-19 and must avoid public settings are being prevented from addressing our concerns directly to our elected officials; this is wrong. My second reason for opposing is the many ways in which these amendments are inconsistent with the vision and goals of our Comprehensive Plan. Some of these most important to highlight are: • The amendments subvert our quality of life by pushing sprawling development into our rural areas. This is a complete reversal of the County Commission's recently unanimously supported policy to protect our landscapes within the Rural FLU. • There are thousands of acres in the current Urban Services Area (USA) within Welaunee that are sufficient to allow for any reasonably expected level of growth. Why expand the USA when much of the existing USA still has no urban services? • The amendments are being proposed to facilitate a 30-year old development agreement, many times amended and yet never brought into compliance with newer policies. It encourages sprawling development that is affordable only for the affluent. • These amendments will perpetuate inequitable investment of taxpayer resources for decades in direct contravention of our Comprehensive Plan's Southern Strategy. For these reasons and many more that I am sure you are hearing about from other citizens, these amendments should be rejected. Sincerely, Jerrie Lindsey 8765 NWK Way Tallahassee, FL 32309

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 9:58:38 AM

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**From:** jhscoop@juliehauserman.com <jhscoop@juliehauserman.com>

**Sent:** Monday, May 18, 2020 9:57 AM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Julie Hauserman
- **Address:** 9516 SUN HAWK LN
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32309
- **Email Address:** jhscoop@juliehauserman.com
- **Comments:** Hi I am a resident of Eastern Leon County and I am writing to oppose this amendment. This is an enormous planning decision that will affect the future of Eastern Leon County. There is NO reason to do this in the midst of the largest public health emergency we've ever faced. Expecting citizens to navigate the byzantine online commenting process is ridiculous under the best of times, and I believe it is a dereliction of your duty to serve in the public interest during these times. Yes, Welaunee will develop. I am familiar with the plans. But this is leapfrog zoning being snuck in while everyone is distracted by trying to survive and tend to their loved ones. Please show leadership and deny this.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 2:01:11 PM

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**From:** mphussey@aol.com <mphussey@aol.com>  
**Sent:** Friday, May 15, 2020 2:01 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Michael Hussey
- **Address:** 9601 Miccosukee Road, MLC-45
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [mphussey@aol.com](mailto:mphussey@aol.com)
- **Comments:** "I am opposed to this amendment to the Comp Plan. I believe this amendment has been pushed through both City and County Commissions without adequate time for public discourse, with minimal public notice and during the Covid-19 pandemic that has virtually prevented public comment. I hope both Commissions are investigated by an independent outside organization for basic compliance with the Sunshine Law. The BCC's recent decision to reverse a week old commitment to wait for face to face meetings before taking on a massive public lands deal suggests collusion and an unfair advantage with regard to the pandemic and closure of county facilities. There is not reason that the landowners should hold the local governments hostage in their demands for a Comp Plan amendment. This is wrong and will become a lasting stain on good government in Tallahassee."

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 4:01:48 PM

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**From:** rqlbell@gmail.com <rqlbell@gmail.com>  
**Sent:** Friday, May 15, 2020 3:52 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Robert Bell
- **Address:** 4419 Argyle Lane
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [rqlbell@gmail.com](mailto:rqlbell@gmail.com)
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. Designating this large area of land as urban services in the northeast will create urban sprawl and will make the inequity between the north and south of Tallahassee more extreme. We should revitalize and support south and southeast Tallahassee, providing opportunity and choice for housing and employment throughout the city and county instead of reinforcing the disparities that already exist. We should retain the rural countryside we love and depend on for their ecosystems services. We should acknowledge the environmental impact that rural lands provide, such as clean water and less flooding. The comprehensive plan is undergoing revision to meet the demands of the 21st century. We need resilience for the entire community, not just the northeast. This amendment defies the vision and the practical application of the comprehensive plan. We are in the middle of a pandemic and economic upheaval. This is not the time to making such a drastic commitment of public funds and the private funds that will follow.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 3:10:56 PM

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**From:** bradbri@comcast.net <bradbri@comcast.net>  
**Sent:** Saturday, May 16, 2020 2:55 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** STUART BRILEY
- **Address:** 8851 Stargate Way
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** bradbri@comcast.net
- **Comments:** I am writing to express my opposition to the proposed changes to the Comp Plan. The amendments to expand Welaunee epitomize a form of development from the past — suburban, auto oriented, expensive homes and businesses in the northeast. I feel that the citizens of Leon county deserve housing and employment opportunities instead of reinforcing the disparities that already exist. Urban sprawl carries with it impacts to our environment and increased traffic and noise.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 10:22:07 PM

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**From:** crewcut5555@gmail.com <crewcut5555@gmail.com>  
**Sent:** Sunday, May 17, 2020 6:29 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Tammy Crew
- **Address:** 2055 Pepperidge Way
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32308
- **Email Address:** crewcut5555@gmail.com
- **Comments:** I absolutely oppose expanding/changing the urban services area boundary. This area of Miccosukee Rd is what characterizes the heart and soul of old Tallahassee by keeping it rural. This is why we love it here - slow rolling hills with tree filled country views along the road with very little traffic and commercial development Since we have lost so much of our quaint tree filled downtown area, let's keep the outer areas with feel and look we have come to define as Tallahassee. We have hiking/horse/biking trails criss crossing Miccosukee Road for many miles, how will that work by encouraging urban sprawl!! Thank you Tammy Crew

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 12:01:39 PM

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**From:** vlnpeace@hotmail.com <vlnpeace@hotmail.com>  
**Sent:** Saturday, May 16, 2020 11:41 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Vickie Peace
- **Address:** 9540 Oak Hollow Tr
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32309
- **Email Address:** vlnpeace@hotmail.com
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2.800 acres of land in Northeast Tallahassee described as the Welaunee Arch for multiple reasons listed below. 1) This is not the time to make major amendments to the Comprehensive Plan as we all struggle with COVID 19. 2) The environmental impact on our rural lands will be significant causing a decrease in water quality and an increase in air pollution. We love our countryside and canopy roads. 3) Sprawl is not the answer to a housing shortage (is there really a housing shortage in Leon County?). Build up, not out and concentrate on areas that need revitalization such as Southside Tallahassee. Our tax dollars should be spent on those who need rather than those who already have and want more. 4) This amendment goes against the vision of the Comprehensive Plan. Please keep our city Green! Most sincerely, Vickie Peace

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 3:09:45 PM

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**From:** wmjphelan@comcast.net <wmjphelan@comcast.net>  
**Sent:** Saturday, May 16, 2020 2:16 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** William J Phelan
- **Address:** 9601-20 Miccosukee Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** wmjphelan@comcast.net
- **Comments:** Wrong time for this issue to be discussed. We are in shut-down, can't go out to meetings. Why are you pushing this now? It's been in the works for decades, but there has never been a public meeting on the issue. Why are you pushing it now, when we can't publicly comment on it? Tell me that it isn't a way to ram this through in secret. Why are we expected to pay with our tax money for new roads (and an interstate exit!) for a private housing development for the rich? Why are we asked to comment on this in a way that no one will ever notice? Again, why the rush? Wait for the crisis to lift and we can come out to show our displeasure.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 2:31:13 PM

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**From:** robertscanlon62@gmail.com <robertscanlon62@gmail.com>

**Sent:** Monday, May 18, 2020 2:17 PM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Robert Scanlon
- **Address:** 3989 Sunhawk Blvd.
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [robertscanlon62@gmail.com](mailto:robertscanlon62@gmail.com)
- **Comments:** I am opposed to the passage of this amendment. We simply do not need or desire that level of development in the northeast part of the county. AND I resent shoving this through in a time of pandemic, when the public is distracted, and our ability to appear at hearings and make our views known directly to our commissioners is non-existent.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 3:16:36 PM

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**From:** webmaster@talgov.com <webmaster@talgov.com>  
**Sent:** Monday, May 18, 2020 3:13 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Caitlin Murphy
- **Address:** 2506 Arvah Branch Boulevard
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [Cmurphy09@gmail.com](mailto:Cmurphy09@gmail.com)
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. I have been a Tallahassee resident for over 10 years - first coming here for graduate school, then getting a job, meeting my spouse and now starting a family. I am from Ft. Lauderdale but made the conscious decision to stay and make a life in Tallahassee because of its unrivaled natural beauty. We recently moved into the Arvah Branch neighborhood on Miccosukkee Road, where my husband grew up and where we plan to raise our young son. One of the primary reasons we moved to this location was because of the beauty of Miccosukkee Road and the treasure that is the greenway. Designating this large area of land as urban services in the northeast will create more urban sprawl and ruin the rural countryside that makes east Tallahassee so special. The greenway is an extremely valuable community space - just ask any of the hundreds of people that use it throughout the day, every day. The social and environmental impacts of developing it would be devastating and should be seriously considered. We are in the middle of a pandemic and economic upheaval. This is not the time to making such a drastic commitment of public funds and the private funds that will follow.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 3:15:33 PM

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**From:** dlegare@comcast.net <dlegare@comcast.net>  
**Sent:** Monday, May 18, 2020 3:04 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Donna Legare
- **Address:** 2239 Ellicott Drive
- **City:** Tallahassee
- **State:** FLorida
- **Zip:** 32308
- **Email Address:** [dlegare@comcast.net](mailto:dlegare@comcast.net)
- **Comments:** I am fatalistic about this amendment as I am sure it is going to happen. What I am asking for is a very wide border of forest to remain along the canopy road and along the Miccosukee Greenway. I have not been on this property as it is private. For all I know, most of it is a cow pasture. I do know that the forest near the Crump Rd. entrance of the Greenway is a rare and very valuable forest that needs better management to protect it. There is a sign on the opposite side of Miccosukee Road that describes the North Florida Red Oak Woods. This type of forest also exists on the north side of Miccosukee Road as well. I understand that Tall Timbers recommended that this forest be burned every 3 years in order to keep it as a mockernut hickory-shortleaf pine-oak forest. Also non-native invasive plants are creeping in. The Greenway is such a small part of what used to be Welaunee. Let's buffer it and do a better job of forest management there.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 4:29:40 PM

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**From:** fnprice@gmail.com <fnprice@gmail.com>  
**Sent:** Monday, May 18, 2020 4:26 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Frank Price
- **Address:** 1400 Milton St.
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32303
- **Email Address:** [fnprice@gmail.com](mailto:fnprice@gmail.com)
- **Comments:** I oppose this amendment for all of the reasons described in the Alliance of Tallahassee Neighborhoods Position Paper ([https://www.atntally.com/atn\\_position\\_paper.pdf?fbclid=IwAR2WYQgexVw1\\_uWheyCK2YakJ0AhH8MvhhZwMaNF\\_gAt3JcKLEJJOAO2pwSU](https://www.atntally.com/atn_position_paper.pdf?fbclid=IwAR2WYQgexVw1_uWheyCK2YakJ0AhH8MvhhZwMaNF_gAt3JcKLEJJOAO2pwSU)). I don't want to live in a city that promotes suburban development centered around a new interstate exit at the expense of established neighborhoods and the city center.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Tuesday, May 19, 2020 11:44:00 AM

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**From:** kmclarkphotography@gmail.com <kmclarkphotography@gmail.com>  
**Sent:** Tuesday, May 19, 2020 11:43 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Katie M Clark
- **Address:** 1303 Circle Dr
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** kmclarkphotography@gmail.com
- **Comments:** The crushing economic disparity and segregation that has resulted from unbalanced growth into the northeast cries out for more equitable growth and development. Since the City annexed Welaunee over 30 years ago our community has seen many changes. We have had 30 years of sustained development in the northeast but very small public and private investment in the southern parts of the city and county.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 7:08:21 PM

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**From:** kmccor74@yahoo.com <kmccor74@yahoo.com>  
**Sent:** Monday, May 18, 2020 6:35 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Katie McCormick
- **Address:** 315 Johns Dr.
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** kmccor74@yahoo.com
- **Comments:** I oppose the proposed Comprehensive Plan Amendment. Designating this large area of land as urban services in the northeast will create urban sprawl and will make the inequity between the north and south of Tallahassee more extreme. We should revitalize and support south and southeast Tallahassee, providing opportunity and choice for housing and employment throughout the city and county instead of reinforcing the disparities that already exist. We should retain the rural countryside we love and depend on for their ecosystems services. We should acknowledge the environmental impact that rural lands provide, such as clean water and less flooding.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 7:14:04 PM

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**From:** laurenmagic@gmail.com <laurenmagic@gmail.com>  
**Sent:** Monday, May 18, 2020 7:12 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Lauren McCormick
- **Address:** 9061 Ravena Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** laurenmagic@gmail.com
- **Comments:** To all it may concern, I strongly oppose the plan for the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. Is this truly necessary? With all due respect, we are in the middle of a pandemic. Many people have lost their lives and many are still getting sick. Certain businesses that have been reopening do not change these facts. Analyzing traffic should be the least of your concerns, and I strongly, strongly, advise and recommend that you reconsider the use of your funds. I understand that this has been planned far ahead of the current pandemic. Now is not the time to push this through, however. Now is the time to consider shifting your funds toward appropriate medical need and the community. Also, science has confirmed that forests actually boost our immune system and clean many impurities in the air. You could quite possibly destroy one of the greatest health aides where we live. Please, I beg you, deeply contemplate the consequences of your actions. I understand that politics is not an easy job, and that all choices may be poisonous in the end. Please, choose the one that is the least damaging and displeasing to the masses, including the animals. I would also like to kindly point out that development does not equate to living in an interesting place (assuming that this is one of your motivations for this plan). My family and I used to live in Northern Virginia, one of the fastest developing places in the US. It was still incredibly boring, and the most people wanted to adventure seemed to stop at their dinner plates in the hippest restaurant. The way to make a town interesting to preserve as much of its natural beauty as possible. Nature is always doing something interesting, shopping plazas, traffic, big chains, etc. are not. They are something every city and town has, and they do not add any charm points for uniqueness. Home grown shops and businesses are interesting because they offer variety that is not common-place within our usual monopolies. And people love nature because it allows them to be active, and not everyone wants to be a mall rat, after all. Self-starting businesses also provide extra jobs. Why not consider reusing some of your funds to bringing back some of the independent scene to Tallahassee while preserving

our natural resources as well? (Not to mention, as I have already stated, medical aid is also very essential.) The reason people used to want to be here and the reason people still want to be here is because of nature, art, and what was once a wonderful and thriving independent scene. Tallahassee has nearly lost two of these things already. Now we are on the verge of losing one of the last pieces of nature that still makes Florida unique as a whole. Frankly, if this plan pushes through against all common sense and good consciousness, Tallahassee will have nothing left except a crumbling, breaking community. I hope your choice of poison is worth it.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Tuesday, May 19, 2020 12:46:17 PM

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**From:** wohlgemuthm@gmail.com <wohlgemuthm@gmail.com>  
**Sent:** Tuesday, May 19, 2020 12:36 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Michael Wohlgemuth
- **Address:** 745 East Carolina St
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32308
- **Email Address:** wohlgemuthm@gmail.com
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area described as the Welaunee Arch. There are already inequalities in our community ... this would help to make those differences even greater ... Lets spend our money on the areas of our community that need it ... not to build a quicker road from one school to another one ... We are in the middle of a pandemic and economic upheaval. This is not the time to making such a drastic commitment of public funds and the private funds that will follow.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 4:32:09 PM

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**From:** raynasas@gmail.com <raynasas@gmail.com>  
**Sent:** Monday, May 18, 2020 4:30 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Rayna Sassano
- **Address:** 9061 Ravena Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [raynasas@gmail.com](mailto:raynasas@gmail.com)
- **Comments:** I am a Tallahassee resident in my 30s and I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. As a person who has escaped Northern Virginia to move to a place that I considered to value natural beauty and care about the environment, I am saddened and extremely displeased to see this being proposed, and during a pandemic no less! I feel that because of this pandemic, now is not the time to implement this plan. Traveling and moving are going to be risky decisions for people, even years after this pandemic has supposedly been 'eradicated.' The decisions that the people in power and also individuals make during a time of crisis will have a ripple effect over the years to come. Supporting local businesses and organizations, putting money towards what exists already, is what I truly believe will help everyone to survive and get through this. That being said, I implore you to please reconsider. We need to consider the effect that urban sprawl will have on people that aren't able to make ends meet and are being challenged even more during this time. We need to think about housing and services for them, and not about housing for the wealthy that you believe will 'hypothetically' move here after you build and supposedly 'feed' the economy. You can't bank on that. In my observation, many people who live here, even the wealthy, do not really overspend on material items, and I would know because I am a visual artist who relies on the patronage of clients outside of Tallahassee. I have observed the arts struggling to survive in this area for a reason that ironically makes me happy as much as it frustrates me. With exceptions to those who are incapable or elderly, they don't care about decorating their homes as much as they care about getting outside and enjoying nature. They live here because of the natural beauty that exists in this area and should continue to exist. And the best part is, it's available to everyone of all financial backgrounds. There are many free parks and trails, notably the Miccosukee Greenway, which would be compromised by this decision. Many animals could be harmed. Many are already suffering due to overdevelopment and I see more and more roadkill every day. Having

the canopy roads be a place where you are forced to drive at a slower speed limit is worth it for the nature that relies on us to protect it. Additionally, we, not just the flora and fauna will suffer in the long run if more forests are cleared. Temperatures will rise. Again, I would know because I fled the ironically harsher summers of Northern Virginia, summers that were the cause of overdevelopment in the area. There is even more wind in the area due to trees being cut down, and the temperature makes many people reluctant to go out at times. These are the people that we need to 'feed' the economy, and they'd rather work from home and buy from Amazon. All because of deforestation! I hope that my perspective is worth your consideration. I hope that the individual voices of those who already live here, and not the ghosts of a hypothetical, unpredictable future in the midst of a world-wide pandemic will be who you choose to listen to. Thank you for your time.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 2:31:13 PM

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**From:** robertscanlon62@gmail.com <robertscanlon62@gmail.com>

**Sent:** Monday, May 18, 2020 2:17 PM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TTA2020003 Text
- **Name:** Robert Scanlon
- **Address:** 3989 Sunhawk Blvd.
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [robertscanlon62@gmail.com](mailto:robertscanlon62@gmail.com)
- **Comments:** I am opposed to the passage of this amendment. We simply do not need or desire that level of development in the northeast part of the county. AND I resent shoving this through in a time of pandemic, when the public is distracted, and our ability to appear at hearings and make our views known directly to our commissioners is non-existent.



## Buckhead Homeowners Association of Tallahassee, Inc.

May 18, 2020

**Via Electronic Mail Only to Artie.White@talgov.com**

City of Tallahassee Commissioners  
Leon County Commissioners  
Leon County Courthouse  
301 S. Monroe Street  
Tallahassee, FL 32301

**RE: Comprehensive Plan Amendment - TTA 2020 013  
Welaunee Critical Area Plan and Urban Services Area**

Dear Commissioners:

I am writing on behalf of Buckhead Homeowners Association of Tallahassee, Inc., (“Buckhead”), to provide comment regarding two Policies that are proposed in the City’s May 6 revision of its Comprehensive Plan Amendments. As you may recall, Buckhead has corresponded with each of you, and we have met individually with some of you as well as City of Tallahassee staff, regarding Buckhead’s concerns relating to potential development in the Welaunee Arch, just east of Buckhead’s eastern and northern boundaries.

In a collaborative effort and after a number of exchanges between City staff, the Powerhouse (Welaunee property owner) counsel and Buckhead, we have reached consensus on proposed Comprehensive Plan Amendment language – specifically relating to policies addressing the compatibility of land use adjacent to our neighborhood and the proposed NE Gateway Activity Center.

**13.2.4 (D) Northeast Gateway Activity Center**  
**13.2.10 General Compatibility**  
**13.2.11 Compatibility with Existing Residential Development**

We support the current language in these policies as proposed in the May 6 revision of the amendment document. We appreciate City staff meeting and working with us on these revisions.

On a related matter that is not on your May 26 Joint Commission agenda, you may also recall that Buckhead has expressed concern about the potential **location and alignment of the Welaunee Blvd. extension**. We know that this alignment will impact land use and development along this road.

We are currently working with Blueprint IA staff and the Kimley-Horne consultants on this issue. We have proposed an alternative alignment, and have provided our Transportation Engineer’s expert report to staff. We believe this alternative alignment yields **improved safety**, as well as **improved access, and walkability** in the Mixed Use development that will result around this stretch of Welaunee Blvd.

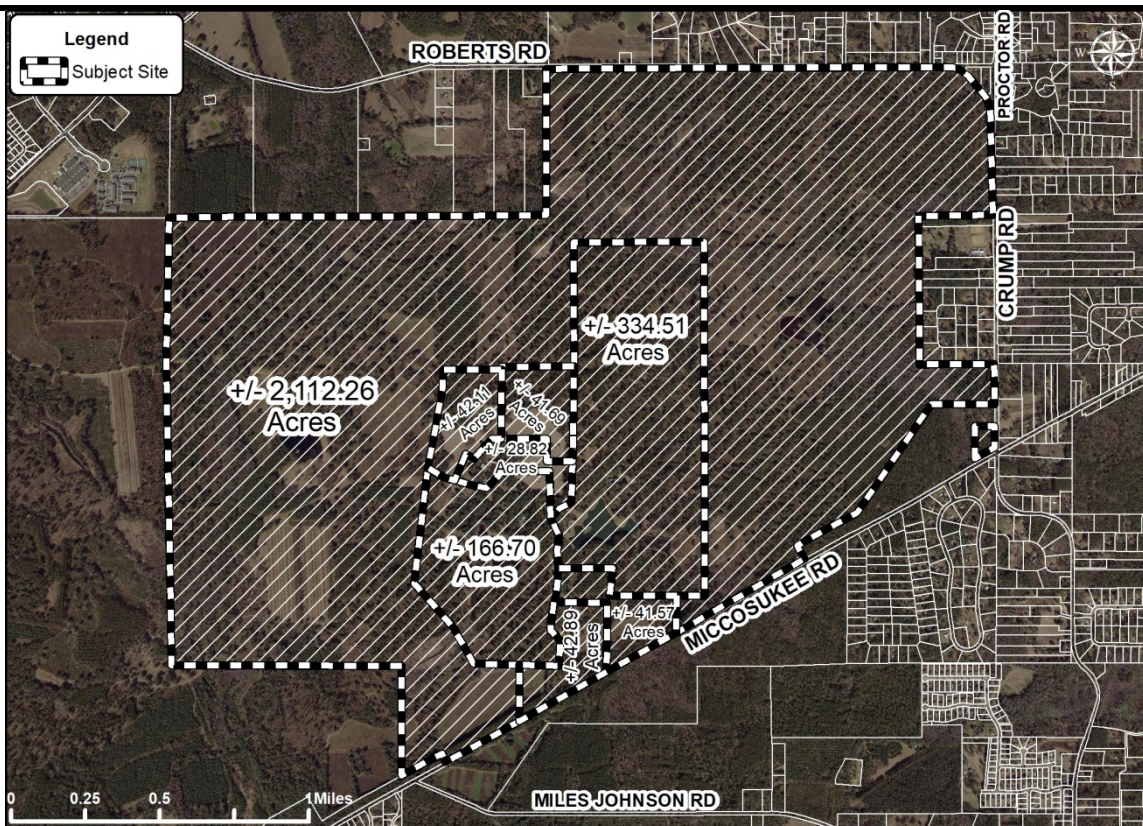
We will continue to work with staff in this parallel process regarding the ultimate alignment of the extension and will be seeking your support for this alternative. If you have any questions that I can answer, please let me know.

Regards,

A handwritten signature in blue ink, appearing to read "Shirley Kerns", with a long horizontal flourish extending to the right.

Shirley Kerns, President  
Buckhead Homeowners Association of Tallahassee, Inc.,

cc: Buckhead HOA Board Members  
Robert Apgar, Esq.



**SUMMARY**

Property Owners:	Property Location:	TLCPD Recommendation:
Powerhouse, Inc.	Welaunee Road	Approve
Applicant:		
City of Tallahassee		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Artie White	<u>Future Land Use:</u> <b>Rural (R) and Suburban Zoning: Rural (R) Critical Planning Area (CPA) and Single Family Detached (R-1)</b>	Approve
Contact Information:	Proposed Future Land Use & Zoning:	
Artie.White@Talgov.com (850) 891-6400	<u>Future Land Use:</u> <b>Planned Development (PD)</b> <u>Zoning:</u> <b>Planned Development (PD)</b>	
<b>Date:</b> November 26, 2019	<b>Updated:</b> May 18, 2020	

#### **A. REASON FOR REQUESTED CHANGE**

The City of Tallahassee is initiating the proposed amendment consistent with the First Amendment to the Amended and Restated Urban Services-Development Agreement between the City of Tallahassee, Powerhouse, Inc. that states:

...the City shall initiate an amendment to the Comprehensive Plan to create a general land use plan for the Arch to be implemented by future Planned Unit Development zoning districts. The general land use plan will be developed by the City's Planning Department, and will include a generalized transportation network, allowable densities and intensities, and other relevant criteria to be determined by the parties. A request to include all of the Welaunee Property within the City limits (plus the contraction area approved in City's Ordinance No. 11-0-25) in the Urban Service Area boundary will be included in the Comprehensive Plan amendment request. The parties shall agree on the amendment application prior to its submittal.

The Planned Development Land Use Category is the land use category that would accommodate a general land use plan and would be implemented by Planned Unit Development zoning districts.

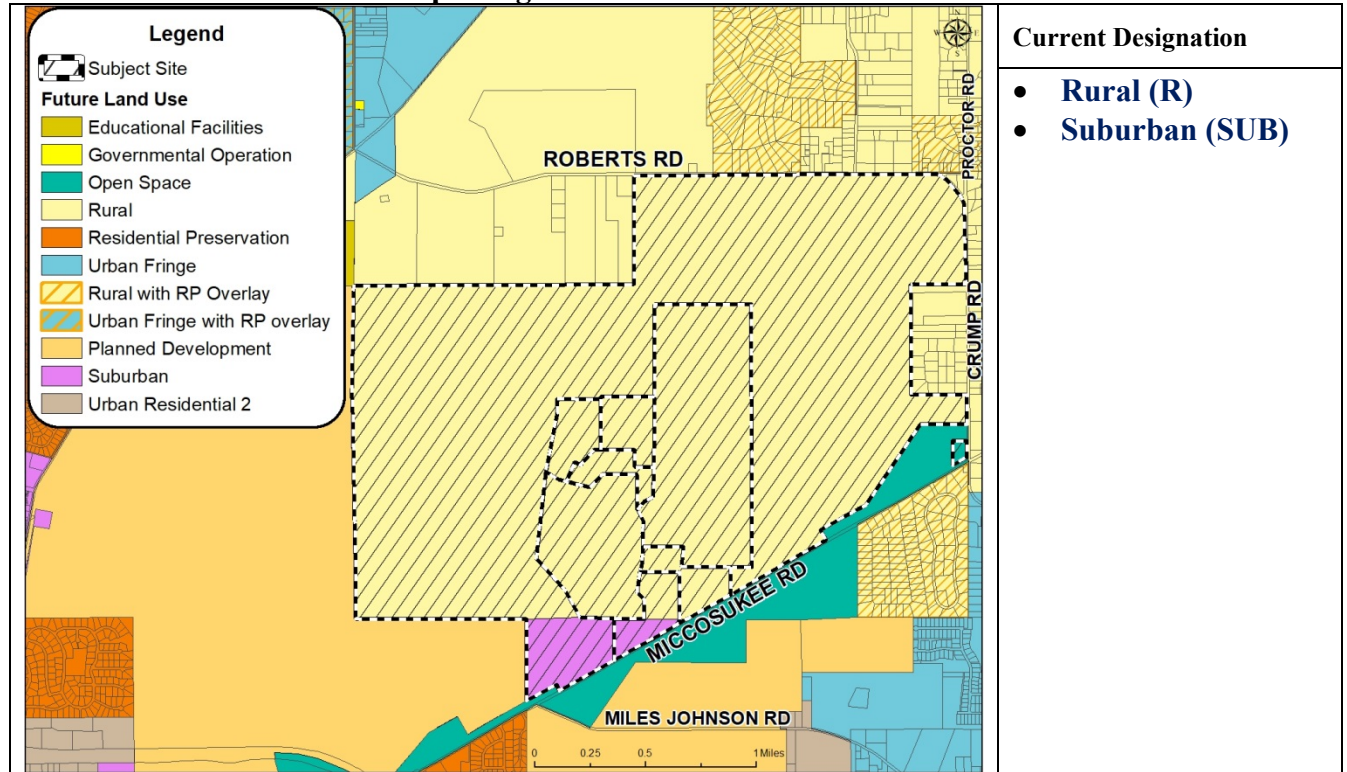
#### **B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION**

The Subject Area is currently designated Rural and Suburban on the FLUM. The proposed amendment would change the FLUM designation of the area to Planned Development.

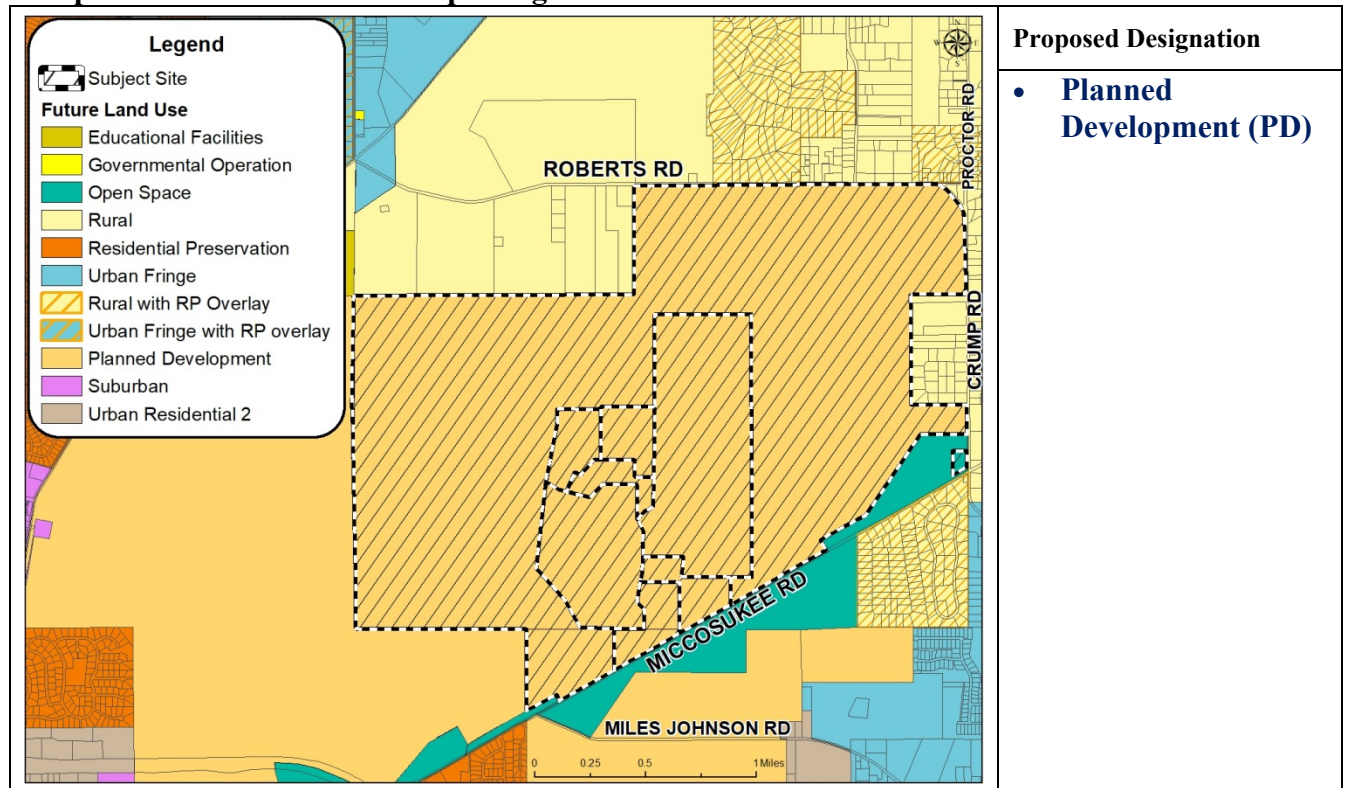
The following maps illustrate the current and proposed FLUM designations for the Subject Area.



## 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.

### 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.

### E. SUMMARY OF FINDINGS

Staff presents the following findings of fact:

1. Objective 13.2 of the Land Use Element establishes the parameters for development in portions of Welaunee outside of the Heel and the Toe.
2. Objective 6.2 [L] states “As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.”
3. Policy 6.2.1 [L] states “Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.”
4. Policy 2.2.1 [L] states that “urban services are not planned or programmed for the area [designated Rural/Agriculture on the Future Land Use Map].”
5. The Planned Development District is the zoning designation that implements the Planned Development land use category until a Planned Unit Development is approved.



## F. STAFF ANALYSIS

### History and Background

The City of Tallahassee and Powerhouse, Inc. entered into an Urban Services Development Agreement on April 15, 1990. This agreement indicates that the owners of the area identified as Welaunee Plantation would undertake and implement a comprehensive development plan consistent with the Comprehensive Plan and state statutes. The agreement outlines how public facilities and municipal services would be delivered to the development.

The Welaunee Critical Area Plan was adopted in 2002 with the goal to “Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.”

An Amended and Restated Urban Services-Development Agreement was entered into on February 2, 2006. This agreement identifies the approved comprehensive development plan for Welaunee and updates provisions for how public facilities and municipal services would be delivered to the development.

To implement the Critical Area Plan, Planned Unit Developments (PUDs) were developed and adopted for portions of Welaunee. The PUD for Canopy was adopted in 2011 and subsequently amended in 2018. The PUD for the Welaunee Toe East was adopted in 2013.

The City of Tallahassee and Powerhouse, Inc. entered into the First Amendment to the Amended and Restated Urban Services Development Agreement on February 16, 2016. This amendment to the agreement addresses the dedication of land for an Interstate-10 interchange with Welaunee Boulevard. This amendment to the agreement also states:

The parties acknowledge the importance of comprehensively planning the development of the Arch and agree that the City should initiate an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan to create a general land use plan as set forth below for the Arch to be implemented by future Planned Unit Development zoning districts.

The agreement is currently being updated again based on preliminary engineering calculations for the land needed for the interchange.

### Previous Commission Consideration

- The Welaunee Critical Area Plan (Amendment 02-2-T-008) was adopted into the Comprehensive Plan in 2002 following the Joint County/City Commissions Adoption Hearing on the Cycle 2002-2 Comprehensive Plan Amendments.
- Subsequent amendments to the Welaunee Critical Area Plan were adopted by the City and County Commissions in 2005 (Amendment 2005-1-T-026) and 2017 (Amendment PCT 2017 01). These amendments related primarily to the Welaunee Heel and Toe.

### Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for Rural/Agriculture (Policy 2.2.1), Suburban (Policy 2.2.5), and Planned Development (Objective 6.1 and associated policies) are included as Attachment #1.

#### ***Rural/Agriculture (Current)***

The intent of the Rural category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

#### ***Suburban (Current)***

The Suburban designation is intended 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. 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.

#### ***Planned Development (Proposed)***

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods.

### Consistency with Comprehensive Plan

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

**Objective 2.1 [I]** of the intergovernmental Coordination Element states that "The City of Tallahassee intends to expand its corporate limits to provide urban services to urbanized and urbanizing areas in the Urban Services Area, including the Southwood and Welaunee study areas as referenced in the Land Use Element." **Policy 2.1.1 [I]** of the intergovernmental Coordination Element states that "The City is required to provide full urban services to areas that are annexed." This objective and policy indicate that urban services are intended for the Welaunee study area, which includes the Arch. The proposed map amendment from Rural to Planned Development is consistent with the plan to provide urban services to the subject area.

**Objective 13.2 [L]** of the Land Use Element states that “Planning studies for the Toe and Heel, which provided the basis for Land Use Objective 13.1 and its supporting policies, were based on a systems approach that considered linkages and functions of natural and man-made systems extending into the remaining portions of the Welaunee Critical Planning Area (other than the Toe and Heel) and beyond. In addition, the existing Urban Services-Development Agreement addresses certain planning and public facility issues for these remaining portions of the Welaunee Critical Planning Area. Prior to development of these remaining areas, the studies required by Land Use Policy 6.2.2 shall be performed and an amendment to this comprehensive plan shall be adopted.” The proposed amendment along with the text amendments proposed in Amendment TTA 2020 013 meet the intent of this objective as Planned Development would be consistent with the development program proposed for the Welaunee Critical Area Plan.

**Objective 6.2 [L]** states “As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.” **Policy 6.2.1 [L]** states “Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.” If TTA 2020 013 is approved and the Urban Services Area is extended to include the Subject Area, this amendment to change the Future Land Use Map designation of the subject area to Planned Development is consistent with this objective and policy. This amendment, however, is not dependent upon the approval of TTA 2020 013. The Planned Development is allowed outside of the Urban Services Area. Additionally, the subject area is adjacent to the Urban Services Area, therefore, the portion of the subject area designated rural may be converted to a more intense land use per Policy 2.2.1:[L].

**Policy 2.2.1 [L]** states that “urban services are not planned or programmed for the area [designated Rural/Agriculture on the Future Land Use Map]. Because urban services are planned for the Subject Area in accordance with the Urban Services Development Agreement, this area is not appropriate for the Rural Land Use Designation. Therefore, the proposed amendment to change the Future Land Use Map designation of the subject area from Rural to Planned Development within the City limits is consistent with this policy.

**Policy 2.2.1 [L]** states that “Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.” The subject area is adjacent to the Urban Service Area and, as such, can be converted to a more intense land use category. The portion of the subject area designated as rural may be amended to Planned Development even if the Urban Services Area is not expanded to include it.

**Objective 6.1** of the Land Use Element states that “The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until the plan is modified through the plan amendment process in conjunction with the development of regional impact and/or planned unit development processes.” Therefore, the amendment to the

portion of the subject area currently designated as Suburban on the Future Land Use Map to Planned Development is consistent with this Objective.

**Policy 1.1.1 [L]** indicates that new development should be concentrated in the urban service area, in order to discourage urban sprawl. **Goal 13** of the Land Use Element, which is the Goal of the Welaunee Critical Area Plan (Goal 13 [L]), is to “Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.” This goal is intended to have the new development occur in a manner that discourages sprawl.

The goal of the Welaunee Critical Area Plan is specifically intended to plan for future growth in a manner that avoids the negative impacts of sprawl. The proposed text amendments expand these policies to the Welaunee Arch. Because this area is intended for growth in a manner that discourages urban sprawl, the proposed amendments are consistent with Policy 1.1.1:[L] and Goal 13 [L].

The proposed development plan for the Welaunee Arch is also directly adjacent to Killearn Estates, Buckhead, the Welaunee Toe and Heel, Roberts Elementary School, and Montford Middle School. Due to this proximity to residential areas and schools, the planning for the Welaunee Arch represents the next logical area for growth while avoiding the “leapfrog” development patterns characteristic of urban sprawl. As depicted on the Welaunee Arch Map, the development program for the Arch contributes to a nodal development pattern that is more easily developed as compact, walkable mixed-use development, Transit Oriented Development (TOD) and/or Trail Oriented Development (TrOD). The Welaunee Arch is also intended to provide a mixture of uses, including region-serving mixed-use and non-residential uses. Including this mix of uses may help reduce the number of vehicle miles traveled by residents in the sector of the community and mitigate against the low-density, single use developments beyond the Welaunee Arch. The proposed map amendment to change the designation of the subject site from Rural to Planned Development would allow for the planning of the area to ensure the intent of these goals and policies are met.

### Zoning

The Land Development Code Sections 10-163 Rural Zoning District and 10-261 Planned Development District is included as Attachment #2.

The City does not have a Land Development Code section for the Critical Planning Area (CPA) district. Following the Comprehensive Plan Reform effort in 2006, the CPA District was replaced with the Planned Development District to implement the changes in the Comprehensive Plan. Therefore, the proposed rezoning would correct these existing inconsistencies with the Land Development Code.

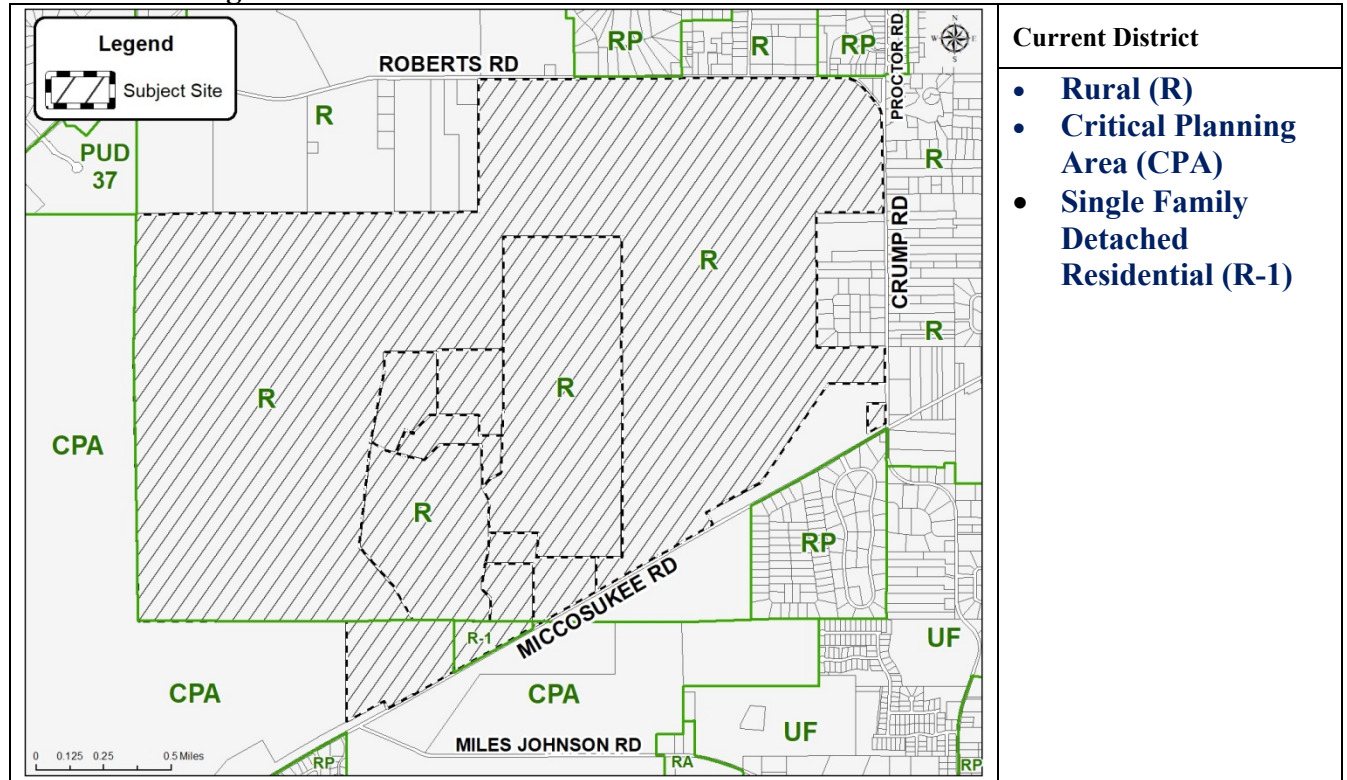
The Rural zoning district is not intended to have land use intensities associated with urban activity are not anticipated during the timeframe of the 2010 Comprehensive Plan, due to lack of urban

infrastructure and services. Additionally, the rural zoning district is intended to maintain and promote present and future agricultural and silvicultural uses and to prohibit residential sprawl into remote areas lacking basic urban infrastructure and services. Since urban infrastructure and services are planned for the subject area through the Urban Services Agreement and the Northeast Gateway project (see Attachment #6), because Objective 2.1 and Policy 2.1.1 indicate that urban services are specifically intended to be provided to the Welaunee Study Area, and because Goal 13 and Objective 13.2 specify that Welaunee is intended to be developed as an urbanized setting, the proposed map amendment and rezoning to Planned Development are consistent with the Comprehensive Plan and Land Development Code.

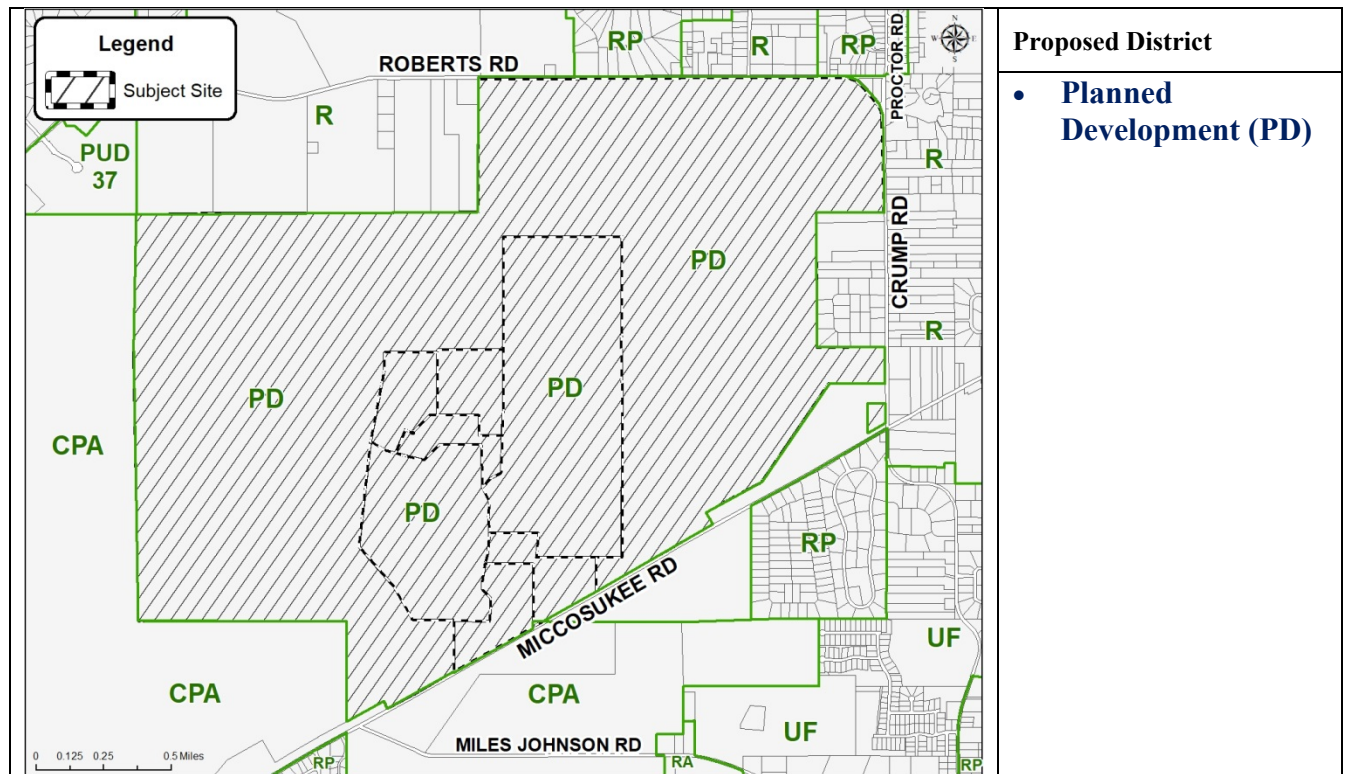
The Planned Development District is intended to implement the Planned Development land use category. This zoning district contains lands located in the Planned Development future land use category. Lands in this category are required prior to subdivision or development to allocate future land uses and intensities through the Comprehensive Plan amendment process. In addition, a Planned Development Master Plan, an area plan for development of all contiguous land holdings, is required to be approved concurrently with the Comprehensive Plan amendment. The Planned Development Master Plan is implemented through approval of a PUD(s) or alternatively for a proposed DRI, the DRI Development Order. Whenever a PUD or DRI is adopted, the PD zoning district will be replaced on the zoning map by PUD or DRI zoning. The PUD district replacing the PD zoning district shall be consistent with the allowable uses established in the Master Plan. The addition of the Welaunee Arch development plan to the Welaunee Critical Area Plan is the subject of a concurrent proposed Comprehensive Plan Amendment (TTA 2020 013). A Planned Unit Development (PUD) will be developed for the Welaunee Arch in the future. Once the PUD is approved, it will replace the PD zoning.

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

## Current Zoning



## Proposed Zoning

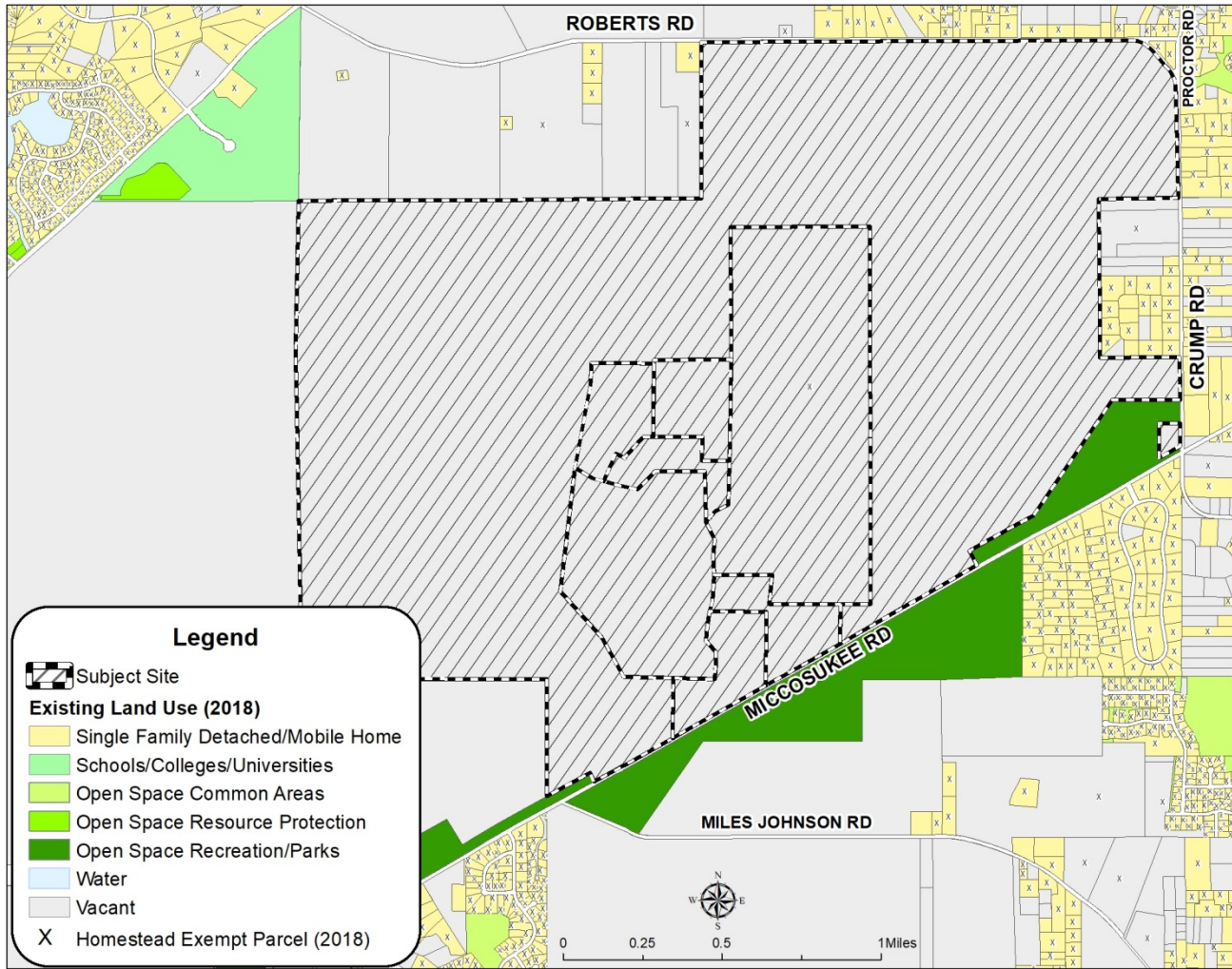




## Existing Land Uses

The subject area is approximately 2,810.55 of vacant land. It is adjacent to other vacant land that is proposed for development and low density residential uses. The Miccosukee Greenway is just south of the subject area.

## Existing Land Use Map



## Infrastructure Analysis

### *Water/Sewer*

Water and sanitary sewer are not currently available to the subject site. However, the Amended and Restated Urban Services-Development Agreement entered into on February 2, 2006 by the City of Tallahassee and Powerhouse, Inc. states that both water utilities and sanitary sewer will be provided to the subject site “with sufficient capacity to service the Development.” The Development Agreement is included as Attachment #4.

### *Schools*

The Subject Area is zoned for Roberts Elementary School, Montford Middle School, and Lincoln High School.

Roberts Elementary currently has a capacity for 317 students, Montford Middle School has capacity for 225 students, and Lincoln High School has capacity for 454 students. Maximum buildout would result in each school being significantly over capacity post development.

School Name	Roberts Elementary	Montford Middle	Lincoln High
Present Capacity	317	225	454
Post Development Capacity	-10,663	-4,628	-4,774

The table above depicts preliminary calculations provided by School Board staff based on the maximum residential development allowed under the requested future land use category. Final school concurrency calculations will be conducted in the future when a site plan for proposed development is submitted. If school capacity deficiencies are determined at the time of site plan, coordination with Leon County Schools will be necessary to mitigate these impacts.

The Welaunee Critical Area Plan (Goal 13 of the Land Use Element) plans for school impacts. Policy 13.1.5 (8) states:

Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

Text amendments proposed for the Welaunee Critical Area Plan for the Welaunee Arch (proposed Amendment TTA 2020 013) also address schools by proposing the following policy:

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents and provide a focal point for the neighborhoods. The colocation of schools, civic spaces, and active parks is encouraged.

### *Roadway Network*

The subject site is currently accessed by Welaunee Road, a yield-flow street that is paved near the intersection with Miccosukee Road but transitions to an unpaved street approximately 1,000 feet into the subject site.

Welaunee Road serves the existing development on the subject site. The Welaunee Critical Area Plan (Goal 13 and associated objectives and policies of the Land Use Element) plans for future roadway facilities. The development plans for the Welaunee Toe and the Heel identify roadway facilities that would be expanded to serve the Arch. Welaunee Boulevard has been constructed in Welaunee Toe area. A Project Development and Environment (PD&E) study is currently underway for the extension of Welaunee Boulevard. The PD&E is anticipated to be completed in fall 2020 with construction tentatively planned to begin in 2023.

Text amendments proposed for the Welaunee Critical Area Plan for the Welaunee Arch (proposed Amendment TTA 2020 013) also address the roadway network by proposing the following policies:

Policy: Transportation System. The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Map, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Within centers and neighborhoods, where feasible a grid of interconnected streets will provide alternative travel paths. The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20 percent of the vehicular trips generated on-site at buildout.

Policy: Northeast Gateway. The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a new I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock Way from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users—pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard.

Policy: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or an interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

**Policy: Right-of-Way Reservation.** The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Map. Reservation means that such land will not be committed to an irreversible land use that would preclude construction of planned transportation facilities and shall be by means of a written agreement, entered into previously or concurrent with the effective date of this master plan, with the City and/or other transportation providers that specifies right-of-way width and other terms. Rights-of-way shall be restricted to transportation facilities and compatible linear infrastructure.

### *Pedestrian and Bicycle Network*

The subject area currently has access to the Miccosukee Greenway. There are no other pedestrian or bicycle facilities available to the subject site. However, the Welaunee Critical Area Plan (Goal 13 of the Land Use Element) plans for pedestrian mobility and transportation alternatives. Goal 13 states:

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Text amendments proposed for the Welaunee Critical Area Plan for the Welaunee Arch (proposed Amendment TTA 2020 013) also address pedestrian and bicycle networks by proposing the following policy language:

**Policy: Complete Streets.** A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic, and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of streets in mixed-use centers; however, outside of mixed-use centers, a single multi-use path may substitute for sidewalks. Sidewalks shall be provided on one side of all other streets.

**Policy: Bicycle Facilities.** A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed so they may be connected to similar facilities in other PUD Concept Plans.

**Policy: Welaunee Greenway.** The Welaunee Greenway shall consist of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed per the Northeast Gateway Blueprint 2020 infrastructure project and consistent with the Tallahassee-Leon County 2015 Greenways Master Plan. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop. The Welaunee Greenway shall have a management plan approved by the City that is consistent with the policies of this master plan. Public roadways and utilities may cross through the Welaunee Greenway as needed.

### *Transit Network*

The subject site is currently not served by transit. However, the Welaunee Critical Area Plan (Goal 13 of the Land Use Element) plans for future transit service. Goal 13 states:

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Text amendments proposed for the Welaunee Critical Area Plan for the Welaunee Arch (proposed Amendment TTA 2020 013) also address schools by proposing the following policy language:

Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users—pedestrians, bicyclists, motorists, and transit riders of all ages.

### Environmental Analysis

The subject site is in the Lake Lafayette Basin. There are some floodplains, wetlands, watercourses, and waterbodies on the subject site. The subject site also has some instances of severe and significant grades. These environmental features must be taken into account as the development plan for the Welaunee Arch is established.

The Welaunee Critical Area Plan (Goal 13 of the Land Use Element) plans for protection of natural systems. Goal 13 states:

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Text amendments proposed for the Welaunee Critical Area Plan for the Welaunee Arch (proposed Amendment TTA 2020 013) also address schools by proposing the following policy language:

Objective 13.2: Development of the Welaunee Arch. The portion of the Welaunee Critical Planning Area north of Interstate 10 (the “Arch”) may develop with a development pattern that creates a community with a wide range of land uses with various types of residential neighborhoods and mixed-use centers and a region-serving activity center, connected by a multi-modal transportation system, and designed to protect natural resources.

Policy: Discourage Urban Sprawl. Development in the Welaunee Arch shall be located wholly within the Urban Services Area. It will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices and a

multimodal transportation system; creating a balance of residential and nonresidential land uses; promoting the efficient and cost-effective provision of public facilities and services; preserving open space and natural lands; protecting environmentally sensitive lands; and providing public recreation and open space.

Policy: Recreation Areas. A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system should link residential neighborhoods with mixed-use centers, civic spaces, employment, recreation and open space, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy: Canopy Roads. Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two (2) locations.



**F. PUBLIC OUTREACH AND NOTIFICATION**

An initial mailing was sent to 239 property owners within 1,000 feet of Subject Site.

Public Outreach		Date	Details
X	Mail Notification of Proposed Changes	December 2019	Notices Mailed to Property Owners within 1000 feet
X	Notice of Proposed Land Use Change and Rezoning		Two signs providing details of proposed land use and zoning changes posted on subject site
X	Public Open House	December 17, 2019	5:30 PM, Second Floor, Frenchtown Renaissance Center
X	Staff Reports Available Online		Email Subscription Notice sent to all users of service

**Public Open House - December 17, 2019:** 24 citizens attended the open house to discuss the 2020 Cycle amendments. No comments were received at the Open House on this proposed amendment.

**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 2020 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 7, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Local Planning Agency Public Hearing	February 4, 2020	6:00 PM, Second Floor, Frenchtown Renaissance Center
X	Joint City-County Commission Workshop	February 25, 2020	1:30 PM, Fifth Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual meeting
	Joint City-County Adoption Public Hearing	To be scheduled	To be scheduled

**Local Planning Agency Workshop – January 7, 2020:** A workshop was held on January 7, 2020 to discuss the proposed 2020 Cycle amendments. The LPA had no questions on this amendment.

**Local Planning Agency Public Hearing – February 4, 2020:** After a staff presentation and public testimony, the Local Planning Agency voted to recommend approval of the proposed map amendment.

**Joint City-County Commission Workshop – February 25, 2020:** A joint workshop was held on February 25, 2020 to discuss the proposed 2020 Cycle amendments. Commissioners did not have any questions for staff on the proposed amendment.

## **H. ATTACHMENTS**

- Attachment #1: Comprehensive Plan policies for Rural/Agriculture (Policy 2.2.1), Suburban (Policy 2.2.5), and Planned Development (Objective 6.1 and associated policies)
- Attachment #2: Land Development Code Section 10-261 Planned Development
- Attachment #3: Urban Services Development Agreement (April 15, 1990)
- Attachment #4: Amended and Restated Urban Services-Development Agreement (February 2, 2006)
- Attachment #5: First Amendment to the Amended and Restated Urban Services Development Agreement (February 16, 2016)
- Attachment #6: Northeast Gateway Project Highlights and map



**2020 Comprehensive Plan Amendment Cycle**  
**TMA 2020 012**  
**Welaunee Arch**

**Attachment #1**

**Policy 2.2.1: [L] RURAL/AGRICULTURE**

(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15) INTENT Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations. The intent of the Rural category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area. To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

**ALLOWABLE USES, DENSITIES, AND INTENSITIES**

1. Residential The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.
2. Non-residential Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category. Consistent with Florida's Right to Farm Act, bona-fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a nonresidential intensity limitation. Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft. To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.
3. Community and Recreational Facilities Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited. To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

**SPECIAL CONDITIONS** The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

## **PLANNED DEVELOPMENT**

### **Objective 6.1: [L]**

(REV. EFF. 12/23/96)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objectives and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments. The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until the plan is modified through the plan amendment process in conjunction with the development of regional impact and/or planned unit development processes. The mix of uses shall be established at the time of development through the development of regional impact and/or planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

#### **Policy 6.1.1: [L]**

(REV. EFF. 12/23/96; REV. EFF. 3/14/07)

Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership, including contiguous parcels under the same ownership or control, and encompassing more than 200 acres shall be defined as Planned Development Areas. These Planned Development Areas shall require, prior to subdivision or development: • Allocation of future land uses and intensities through the Comprehensive Plan amendment process in conjunction with approval of the Planned Development Master Plan; • Approval of a Planned Development Master Plan for development of all contiguous land holdings as an area plan that is consistent with, but not formally adopted as part of the Comprehensive Plan. The Planned Development Master Plan shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development; • Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is

consistent with the Planned Development Master Plan and identifies the specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. • To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, open space, and/or public that are integrated with each other, as well as with the unique characteristics of the Planned Development Area.

Policy 6.1.2: [L]

(REV. EFF. 6/28/95; REV. EFF. 3/14/07)

Except as provided by Policy 6.1.3, prior to approval of development or subdivision within Planned Development Areas, a Planned Development Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan. The Comprehensive Plan shall be amended concurrently with the Planned Development Master Plan to allocate the mix, locations and intensities of future land uses as well as any public facilities required to serve proposed land uses. The Master Plan shall identify the following: a) Boundary of area subject to Planned Development; b) General depiction of mix, location and intensities of future land uses; c) Activities permitted within each land use; d) Total dwelling units by residential dwelling type; e) Total square footage of non-residential development; f) Specific requirements that will adequately protect the natural resources of the area; g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, promotion of mass transit and pedestrian accessibility, and protection of canopy roads, if applicable; h) Facilities and development requirements to provide for alternative modes of transportation; i) A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan) in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space; j) How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial; k) How the development will provide for low and moderate income housing; l) How the development will provide for the recreational needs of the community; m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed; n) A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access, and crime prevention. p) Alternatively, for a proposed DRI the applicant must demonstrate to the Planning Department that the DRI Development Order will meet the requirements of the Planned Development Master Plan.

Policy 6.1.3: [L]

(REV. EFF. 12/7/99; REV. EFF. 3/14/07)

- a) A portion of a Planned Development Area not exceeding either 20% of the Planned Development Area or 200 acres, whichever is less, may be developed through the PUD process as established in the LDRs prior to the submittal of a Planned Development Master Plan for the remainder of the Planned Development. This advanced portion must include at least two different land uses

(excluding public and recreation) unless the applicant can justify that the parcel size would not support that amount of uses. In this case, the applicant is still required to develop a mixed use project for the advanced portion. As part of the PUD approval, the applicant shall submit a map of all contiguous land holdings. Easements, right-of-way and other improvements located throughout and needed to serve the larger development may be required to be dedicated in conjunction with this development in advance of the Master Plan. This option shall not be used to reduce the overall area below the Planned Development threshold and any development authorized in advance of Master Plan approval must be included in the Master Plan. This option shall not be utilized by subsequent property owners resulting from the use of this option; b) It is the intent of local government to allow timely installation of facilities and infrastructure recognized by the City and/or County Commission as being important for the orderly growth of the community. Subdivision of a portion of a Planned Development for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource based recreation use shall not be contingent upon the adoption of a Master Plan and PUD Districts, but the applicant shall be required to submit a management plan to be approved by the local government in lieu of a PUD or site plan. Subdivision and development of a portion of a Planned Development for sale or donation for the purpose of providing schools (prekindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan and PUD-Districts, but shall be required to follow the review procedures for a PUD. Onsite infrastructure needed primarily for the future development of the Planned Development shall not be included as part of the advance development option provided in this paragraph. The educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.

Policy 6.1.4: [L] (EFF. 12/7/99; REV. EFF. 3/14/07) For Planned Developments that are split by an interstate highway that limits integration across the entire development, separate Master Plans and implementing PUDs may be adopted for each side. Subdivision or development of an area on one side of the interstate shall be dependent upon the prior adoption of a Master Plan for that side of the interstate only.

Policy 6.1.5: [L] (EFF. 6/28/95; REV. EFF. 3/14/07) Local governments are authorized to adopt Land Development Regulations necessary to implement the Planned Development provisions as set forth in this objective and related policies. Planned Development Master Plans (including major modifications and minor amendments) shall be approved by the governmental entity having legal jurisdiction. The implementing PUDs shall also be approved by that governmental entity having legal jurisdiction for the lands included in the PUD.

Policy 6.1.6: [L] (EFF. 3/14/07) The City of Tallahassee and Leon County shall establish a process in their respective land development codes, which provides for review and comment of Planned Development Master Plans by adjacent local governments and the Leon County School Board. The process shall establish for review and comment by state and regional agencies, if appropriate, and a pre-application meeting for City, County, and School Board staff to discuss proposed development impacts; and shall contain time frames for processing a Planned Development Master Plan approval.



Policy 6.1.7: [L] (EFF. 6/28/95; REV. EFF. 3/14/07) Planned Developments which are to be developed at urban densities and provided with urban services shall be considered appropriate for annexation.

Policy 6.1.8: [L] (EFF. 3/14/07) Those lands included in the Southeast Sector Plan and the Welaunee Critical Area Plan, which were approved consistent with the Critical Area Plan provisions of the Comprehensive Plan, are not subject to this section and are entitled to all uses, densities and intensities set forth in those plans. Any major modifications or increases in overall density/intensities would require these projects to conform to the Planned Development requirements.

## **FUTURE PLANNED DEVELOPMENT AREAS**

### **Objective 6.2: [L]**

(EFF. 6/28/95; REV. EFF. 3/14/07)

As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.

Policy 6.2.1: [L] (EFF. 12/23/96; REV. EFF. 3/14/07) Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.

URBAN SERVICES-DEVELOPMENT AGREEMENT

THIS AGREEMENT is entered into on this 15 day of April, 1990, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as "City"), and POWERHOUSE, INC., a Florida holding company, the Estate of John W. Mettler, Jr., Eleanor T. Mettler, John W. Mettler III, Peter W. Mettler, Ellen Mettler, Christopher F. Davenport and Louise M. Davenport, known collectively as "Owners".

W I T N E S S E T H :

WHEREAS, Owners proposed the phased development of property ("the Development") shown on Exhibit "A" to this Agreement to be known as "~~WELAUNEE~~ PLANTATION"; and,

WHEREAS, Owners are desirous of undertaking and implementing a comprehensive development plan approved by local government and consistent with City's Comprehensive Plan and the provisions of Florida Statutes Chapter 163, Part 2, the Growth Management Act, and

WHEREAS, Owners and City are desirous of ensuring that public facilities are available to ensure the best available protection of the ground and surface waters in the Development as well as the drainage basin; and,

WHEREAS, Owners are desirous of securing the delivery of municipal services to the Development; and,

WHEREAS, City has the need for certain road rights-of-way and other public facilities and has the authority to condemn land beyond city limits for said purposes; and

WHEREAS, Owners are willing to make a significant donation of properties for the purpose of providing needed public facilities and major transportation improvements; and,

WHEREAS, City is capable of providing such municipal services to the Development and is desirous of acquiring for the use of the public, the property donations for public facilities referenced below.

NOW, THEREFORE, the parties hereby agree as follows:

1. Water Utilities: Within one (1) year after Owners have notified City in writing, City will make potable water available to the boundary of the Development in sufficient capacity to serve the projected needs of the Development. However, in no case shall City be required to provide potable water to Owners prior to October 1, 1992. In providing said written notice, Owners shall provide a water master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total Development. Owners shall be responsible for the initial expense of installation of water lines within the Development, which expense shall be eligible for reimbursement to Owners as provided for in Paragraph 9 below. Owners may connect into the City water mains at the property boundary for no additional charge. The location of water wells and elevated storage tank sites shall be

mutually agreed upon by Owners and City and donated sites shall not exceed a total of 10 acres.

2. Sanitary Sewer: Within one (1) year after Owners have notified City in writing, City shall, at its expense, provide off-site sanitary sewer lines to the boundary of the Development with sufficient capacity to service the Development. However, in no case shall City be required to provide sanitary sewer to Owners prior to April 1, 1993. In providing said written notice, Owners shall provide a wastewater master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total Development.

Owners shall, at their initial expense, which expense shall be eligible for reimbursement as provided for in Paragraph 9 below, install all on-site sewer lines within the portion of the Development as shown on Exhibit "A".

All "pump station" or "lift station" sites will be donated by Owners. Owners shall construct a "pump station" or "lift station" on such sites and refund or rebate of the costs to Owners by City shall be in accordance with Paragraph 9 below. No connection fee will be charged to Owners for extension of the sanitary sewer system.

Any time prior to April 1, 1993, or if at any time during development a sewer tap moratorium shall halt any further use of the sewer facilities, City agrees that Owners may, to the extent

allowed by State law and the Comprehensive Plan, use septic tanks in place of the sewer system.

3. Underground Electric: City shall provide electric service throughout the entire Development. All electric distribution service provided by City shall be underground and at the expense of City. Installation of electrical service shall be coordinated with Owners so as to minimize any disruption to Owners' schedule for completion of services to the Development. Owners agree to donate no more than ten (10) acres as site(s) for electric substation(s), the location of said site(s) to be mutually agreed upon by Owners and City.

4. On-Site Roadway Improvements: The on-site roadway improvements within the Development shall be made by Owners at their cost and in compliance with City standard specifications. All streets and sidewalks within the Development designated by Owners as public shall be dedicated to and accepted by City as public streets and public sidewalks. All required new sidewalks on public streets shall be paid for by City. Owners shall reserve for future dedication right-of-way for the Northeast Capital Parkway (Parkway) from and along a corridor from Dempsey Mayo Road north of Dove Lake then northeasterly to a proposed intersection of I-10 and then northerly to the northwest corner of the Development (Exhibit "A") to Centerville Road as shown on Exhibit "B". Right-of-way width shall be based upon the typical cross-section #3 Capital Parkway as shown on Exhibit "C". Owners' obligation to dedicate said Parkway right-of-way shall

cease on January 1, 1998, if, by said date, continuous on-site construction of the Parkway has not begun. City shall be entitled to a three (3) year extension until January 1, 2001, provided it requests said extension in writing to Owners on or before January 1, 1997. Further, City agrees that Owners shall be provided the following Parkway access and right to approve the location of

- a) a single Interchange south of I-10 located between Miccosukee Road and I-10 as depicted in Exhibit B; said Interchange shall be designed to provide direct access to Owners' property from a connector road;
- b) a minimum of two (2) bridges with dimensions of no less than 40' width and 14' in height located south of I-10; and
- c) three (3) at grade interchanges north of I-10.

City and Owners agree that Owners shall be entitled to access to Miccosukee Road south of I-10 at two points; one at Arendahl Way and one at Edenfield Road. Owners will provide right-of-way for the easterly extension of Shamrock South from Centerville Road to the east of the intersection of Interstate 10 with U.S. 90 (Mahan Road). The final siting of the right-of-way shall be agreeable to both City and Owners. Right-of-way width shall be based upon estimated traffic generation from the development; however, in no event shall the right-of-way be less than 100 feet nor shall it exceed 150 feet. The cost of construction shall be borne by whichever party (i.e. City or



Owners) requires it be constructed first. The surface water retention/treatment facilities constructed by Owners as a part of the roadway improvements shall be dedicated to the local government having jurisdiction, which local government shall be responsible for the ownership, maintenance, and management of these facilities.

5. Trees: Trees will be planted in accordance with City policy as amended from time to time within the road rights-of-way. Planting the trees will be the obligation of the ultimate home builder. The trees must be planted before a certificate of occupancy is issued.

6. Stormwater and Recreational Facilities: Stormwater management systems used for recreational purposes shall be owned and managed by a Homeowners' Association. The City/County will be granted easements and the perpetual right to discharge stormwater from the publicly owned streets and facilities within the Development to the stormwater management system used for recreational purposes. However, stormwater shall be treated in conformance with state water quality standards (e.g. Chapters 17-3 and 17-25, F.A.C.) prior to discharge to this stormwater management system. All stormwater management systems not used for recreational purposes shall be dedicated to the City/County. Lands utilized for stormwater management systems shall be credited toward the open space, preservation and conservation requirements in the local comprehensive plan.

7. Annexation: Owners have executed and filed with the City irrevocable Petitions for Voluntary Annexation of the Development shown in Exhibit "A" to this Agreement. The obligations of City and Owners as set forth herein shall be contingent upon the successful annexation of at least that portion of the Development depicted as Phase I on Exhibit "D".

8. Easements: Owners shall provide to City at no expense to City and upon request by City, all easements within the Development as are necessary for sewer, water, electricity and City's care and maintenance of public facilities as provided for in paragraph 11 below. The location of such easements shall be mutually agreed upon by City and Owners and shall not interfere with the buildable area of residential lots.

9. Rebates and Acceptance of Dedicated Improvements: City shall, within 90 days of acceptance of facilities by the City, establish a refunding account to reimburse Owners in accordance with the provisions of Section 25-139 and 25-141 of the Code of the City of Tallahassee for the installation of on-site water lines, on-site sewer lines and any other sewer lines or facilities required by City and paid for by Owners. These reimbursement provisions shall continue in effect if Section 25-139 and 25-141 cited above are repealed and shall expire only in accordance with the provisions in Paragraph 14 of this Agreement.

10. Assignability: This Agreement shall be binding upon Owners and City, their successors or assigns. As to Owners, this Agreement, including all benefits and obligations contained

herein, may be assigned in whole or in part, provided that such assignment is made in writing, approved as to form by the City and filed with the City Treasurer-Clerk.

11. Public Facility Sites: Owners, at no cost to City, shall deed to the City fee simple title to a site approximately eighty (80) acres in size, thirty (30) of which shall constitute a buffer zone, the design of which shall be mutually agreed upon by City and Owners. This site shall be used only for a wastewater treatment facility and elevated water storage tank and for no other purpose including but not limited to, the on-site disposal of effluent except by DER approved deep well injection or rapid infiltration basin technologies. There shall be no on-site application of sludge and no on-site spray irrigation of effluent. If rapid infiltration is utilized, it shall be for no more than one (1) million gallons per day and shall cease operation when this site is connected by sewerage transmission lines to another disposal site. Should this site be used for any purpose other than described above, it shall revert to Owners. Owners consent to examine the feasibility of effluent reuse for irrigation purposes on any golf course development within the Development. The 80-acre site shall be located west of the proposed Parkway and contiguous to the southern boundary of I-10, the configuration of which shall be mutually agreed upon by City and Owners. Owners further agree to provide one two (2) acre site for fire protection provided City is unable to co-locate such service on lands provided for water utilities pursuant to

Section 1 of this Agreement. City agrees that on-site construction of the wastewater treatment plant will commence not sooner than January 1, 1997.

12. Letter of Agreement: In addition to this Agreement, the parties will enter into a Letter of Agreement in a standard form used by the City for installation of improvements and payment of rebates for those improvements. The Letter of Agreement is supplemental and subordinate to this Urban Services-Development Agreement; if any conflict exists between the Letter of Agreement and this Agreement, then this Agreement shall control.

13. Owners' Contribution: City shall credit toward any impact fee or exaction imposed by local ordinance upon any land within the Development, any Owner 1) contribution of land for a public facility; or 2) construction, expansion, or payment for land acquisition; or 3) construction or expansion of a public facility, or a portion thereof. The intent of this paragraph is that Owners shall be entitled to the credits and contributions described herein to the extent not prohibited by the current City Code. City agrees that future changes to the City Code notwithstanding, this paragraph shall continue to be interpreted according to the City Code as it exists on the date of execution of this Agreement, and shall remain in effect for the duration of this Agreement according to the terms of paragraph 14. In providing Owners credit for contributions described above, the value of all Owners contributions made pursuant to this Agreement

shall be established by MAI appraisal at the time of donation. The selection of the appraiser shall be mutually agreed upon by City and Owners. The value of the contributions shall constitute a "bank" upon which Owners, at their discretion, may draw in lieu of and in payment of impact fees or exactions imposed by local ordinance. In recognition of Owners reservation of Parkway right-of-way pursuant to paragraph 4 of this Agreement, City agrees that ten per cent (10%) of the present value of said right-of-way shall immediately be credited to and irrevocably vest with the "bank" described above to be applied by Owners as described above. If the additional three year option pertaining to reservation of Parkway right-of-way is exercised by City as described in paragraph 4 above, Owners shall be entitled to an additional 5% credit to be applied to the "bank." Said additional 5% credit shall be established by mutually agreed upon MAI appraisal and immediately and irrevocably vest on January 1, 1998.

14. Terms: This Agreement shall become effective upon execution and shall run for a period of 30 years, said time period to commence upon Owners' receipt of all City approvals necessary to commence development. The provisions of this paragraph shall be tolled for and during the duration of any development moratorium or similar prohibition on the commencement or completion of development.


15. Miscellaneous: The term "continuous," as used in this Agreement shall mean no lapse in construction activity for a period of six (6) months or more; any lapse in construction activity of more than six (6) months shall not be considered continuous.



EXECUTED by City and Owners as indicated by their  
signatures.

ATTEST:

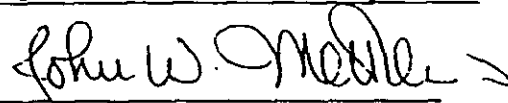
CITY OF TALLAHASSEE

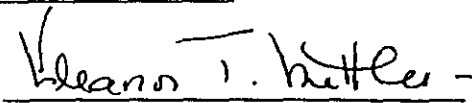
By:   
ROBERT B. INZER  
City Treasurer-Clerk

By:   
MAYOR  
City of Tallahassee

DIRECTORS OF POWERHOUSE, INC.

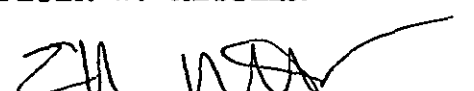
PROPERTY OWNERS

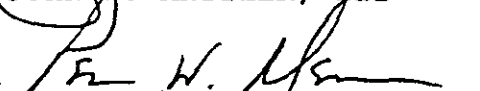
By:   
JOHN W. METTLER, III  
CEO and Vice President

By:   
ELEANOR T. METTLER

By:   
PETER W. METTLER

By:   
JOHN W. METTLER, III

By:   
ELLEN METTLER

By:   
PETER W. METTLER

By:   
ELEANOR T. METTLER

By:   
ELLEN METTLER

By:   
WILLIAM E. STARK

By:   
LOUISE M. DAVENPORT

By:   
LOUISE M. DAVENPORT

By:   
CHRISTOPHER F. DAVENPORT

By:   
CHRISTOPHER F. DAVENPORT  
President and Chief Operating Officer

PERSONAL REPRESENTATIVE OF THE ESTATE OF JOHN W. METTLER, JR.

By:   
THOMAS A. BARRON

EXHIBIT 'A'  
WELAUNEE PLANTATION

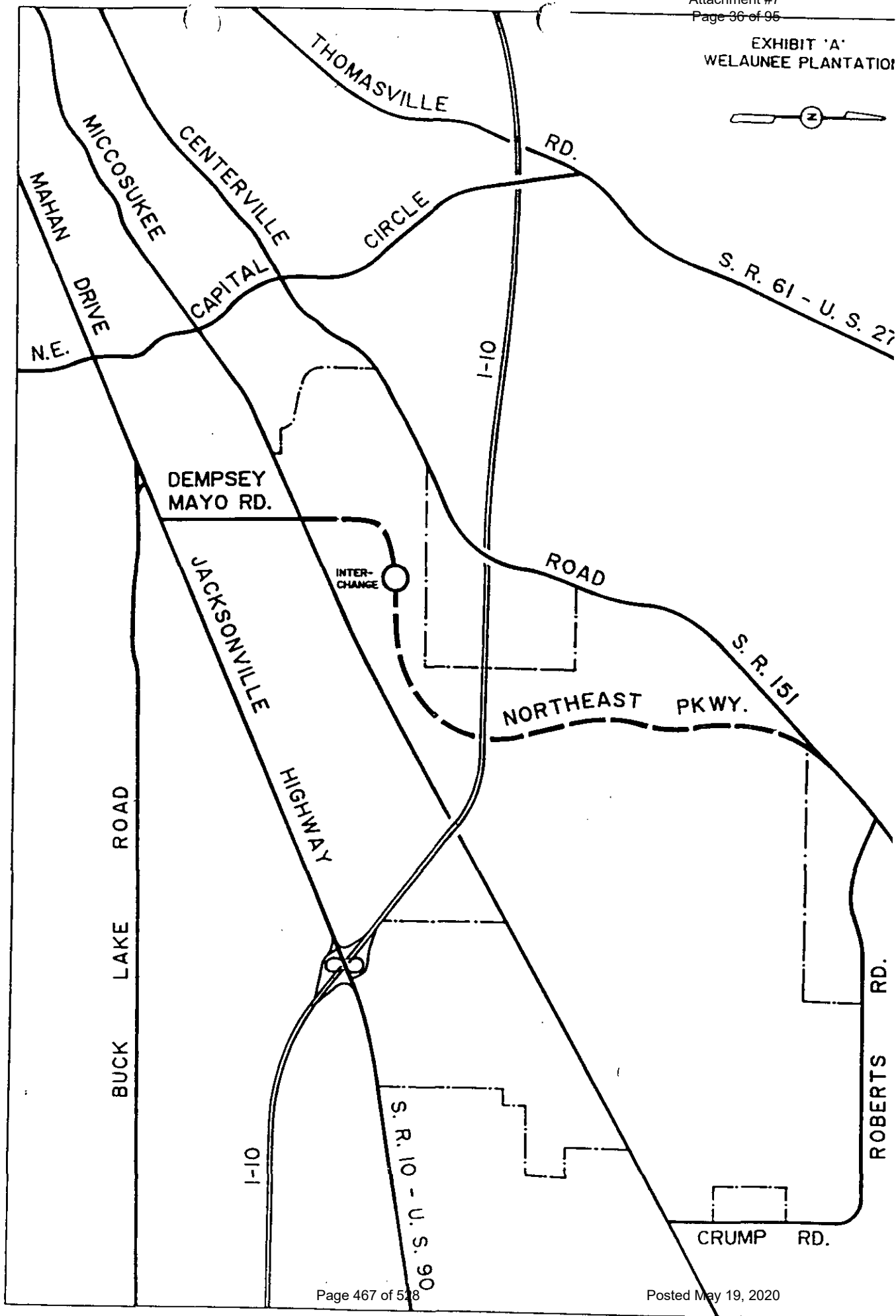
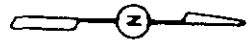


EXHIBIT 'B'  
ON-SITE N. E. PARKWAY

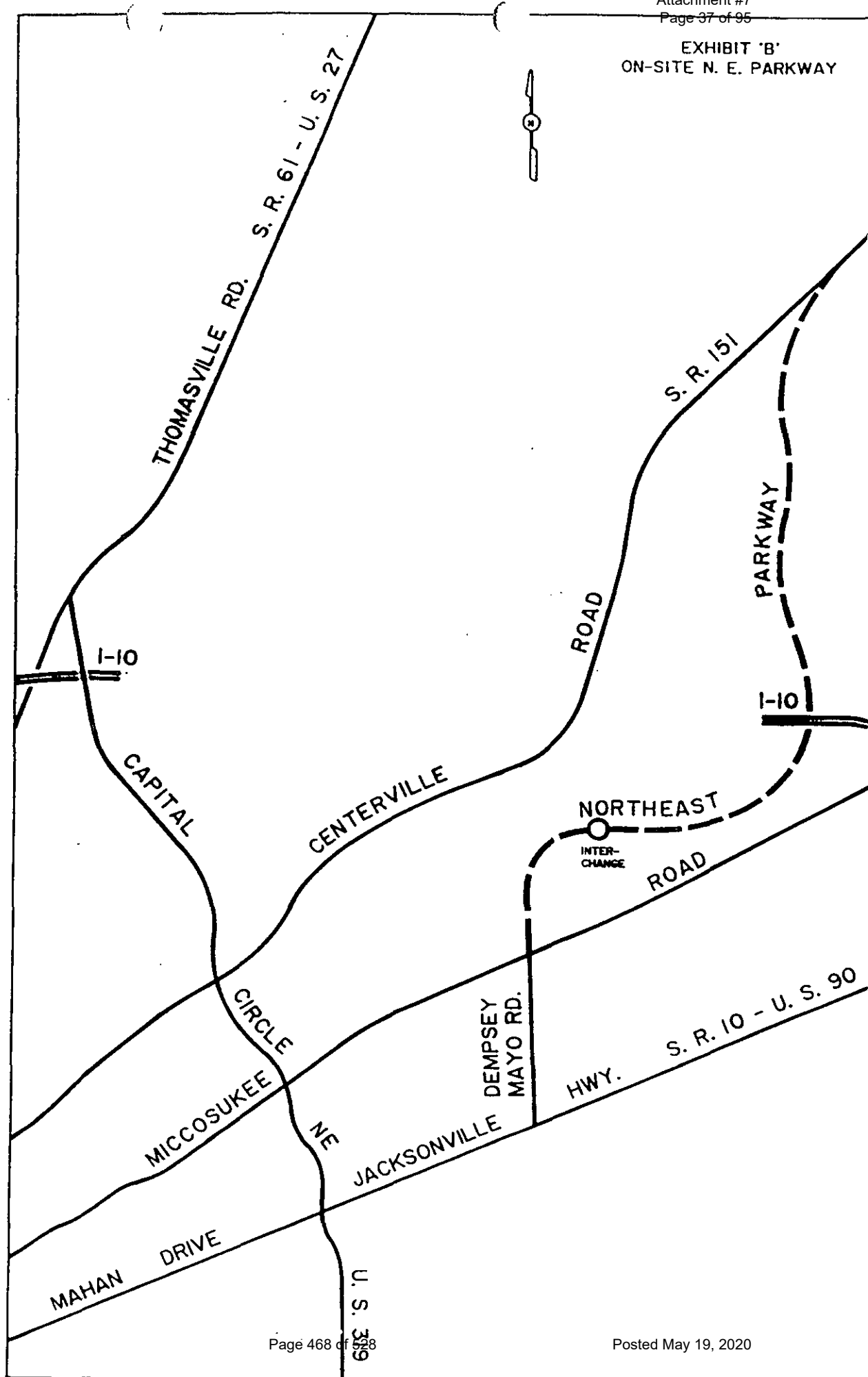
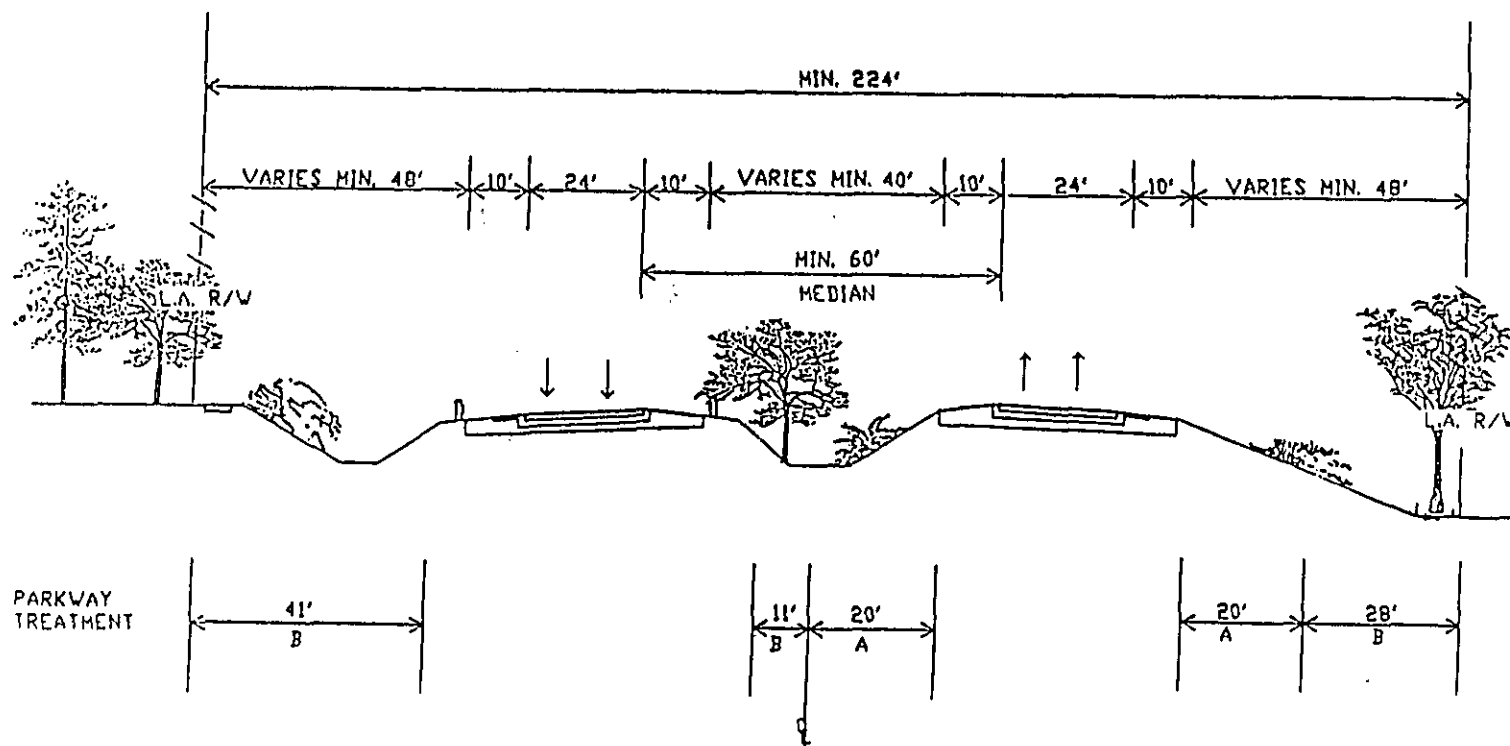


EXHIBIT "C"  
PARKWAY CROSSSECTION



NOTES:

ZONE A: SMALL TREES AND SHRUBS,  
(LESS THAN 4" DIA.) PERMITTED.

ZONE B: LARGE AND SMALL TREES PERMITTED.

LT. AND RT. ROADWAYS ARE SHOWN WITH AND WITHOUT  
GUARDRAIL, RESPECTIVELY, TO ILLUSTRATE LANDSCAPING  
ZONES FOR BOTH ALTERNATIVES.

EXHIBIT "C"

CAPITAL PARKWAY  
PROJECT DEVELOPMENT &  
ENVIRONMENTAL STUDY

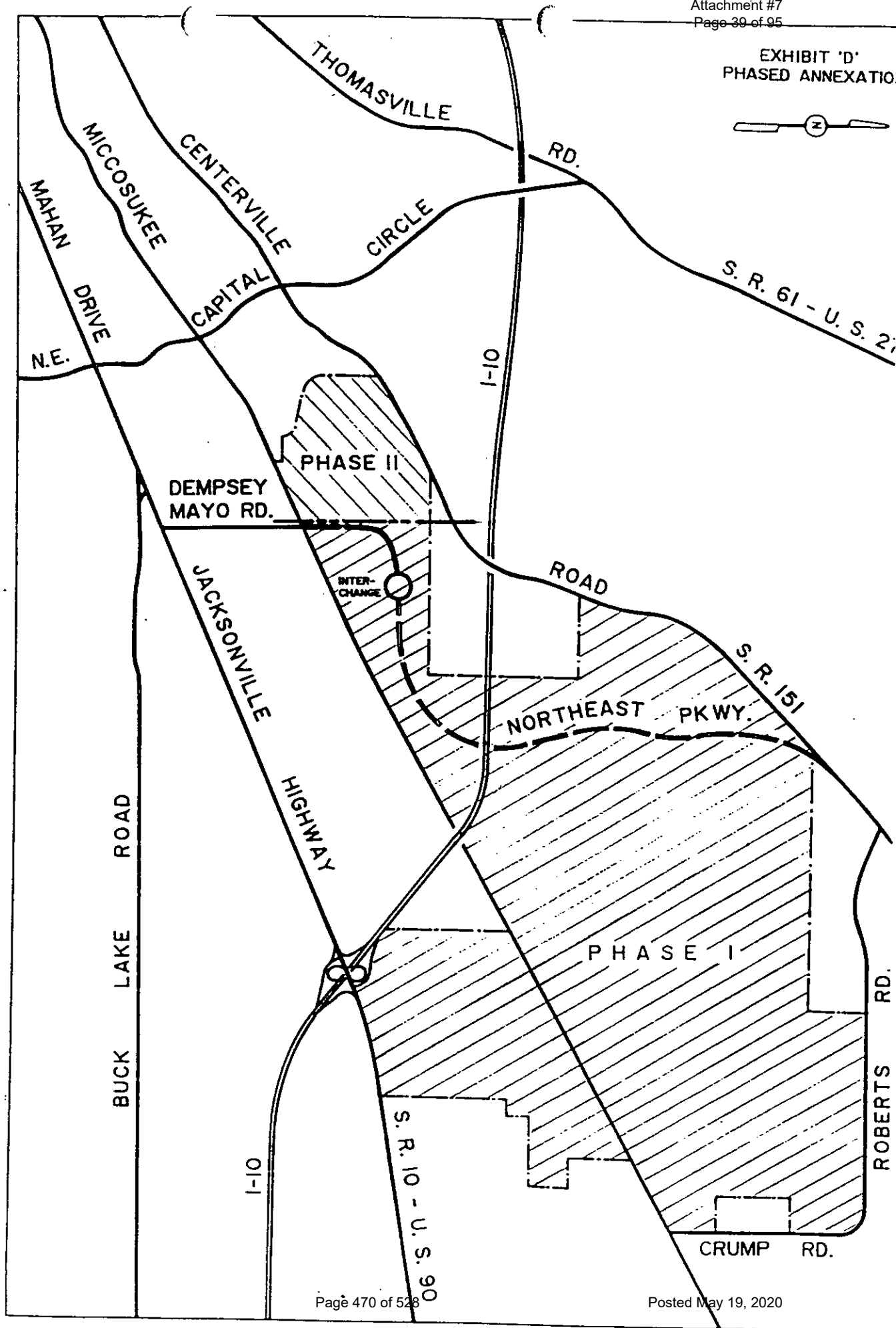
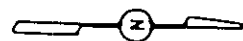
# TYPICAL CROSS SECTION #3

DESIGN SPEED = 60 mph  
(DESIRABLE SECTION)  
(NTS)

EXHIBIT

9

EXHIBIT 'D'  
PHASED ANNEXATION



**AMENDED AND RESTATED URBAN  
SERVICES-DEVELOPMENT AGREEMENT**

THIS AMENDED AND RESTATED Urban Services-Development Agreement is entered into on this 2nd day of February, 2006, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as "City"); and POWERHOUSE, INC., a Florida corporation; CHRISTOPHER F. DAVENPORT; LOUISE M. DAVENPORT; and ELLEN METTLER (collectively, hereinafter referred to as "Owners").

W I T N E S S E T H:

WHEREAS, Owners proposed the phased development of property ("the Development") shown on Exhibit "A" to this Agreement to be known as "Welaunee", and

WHEREAS, Owners are desirous of facilitating development on portions of Welaunee through implementation, by themselves or others, of a comprehensive development plan approved by local government and consistent with City's Comprehensive Plan, including the Welaunee Critical Area Plan, and the provisions of Florida Statutes Chapter 163, Part 2, the Growth Management Act; and

WHEREAS, Owners and City are desirous of ensuring that public facilities are available to ensure the best available protection of the ground and surface waters in the Development as well as the drainage basin; and

WHEREAS, Owners are desirous of securing the delivery of municipal services to the Development; and

WHEREAS, the City has the need for certain road rights-of-way and other public facilities and has the authority to condemn land beyond city limits for said purposes; and

WHEREAS, Owners are willing to make a significant donation of properties for the purpose of providing needed public facilities and major transportation improvements; and

WHEREAS, City is capable of providing such municipal services to the Development and is desirous of acquiring for the use of the public, the property donations for public facilities referenced below; and

WHEREAS, on April 15, 1990, City and Owners entered into this Urban Services-Development Agreement ("Agreement") to address the issues set forth above; and

WHEREAS, certain signatories to the Agreement as "Owners" are deceased (Eleanor Mettler); no longer have a legal existence (the Estate of John W. Mettler, Jr.); or no longer have an estate or interest in the real property encompassed by the terms of the Agreement (John W. Mettler III and Peter W. Mettler); and

WHEREAS, the Owners' obligation under the Agreement, as executed in 1990, to reserve for future dedication the right-of-way for the proposed Northeast Capital Parkway expired on January 1, 2001, and is no longer of any legal effect; and

WHEREAS, the Tallahassee-Leon County Metropolitan Planning Organization ("MPO") eliminated the Northeast Capital Parkway from its long-range transportation plans and instead proposed establishment of a thoroughfare to be named Welaunee Boulevard, to traverse portions of Welaunee and to include an interchange with Interstate Highway 10 ("I-10"); and

WHEREAS, on September 26, 1996, City; Powerhouse; Leon County; and Holy Comforter Episcopal Church and Day School entered into that certain Planning Agreement ("Planning Agreement") by which Powerhouse exercised the "advance



development option" for the Welaunee Critical Planning Area pursuant to Land Use Goal 6 of the Tallahassee-Leon County Comprehensive Plan and its supporting objectives and policies, and the parties to said Planning Agreement further agreed to the initiation of certain limited development on a portion of Welaunee; and

WHEREAS, on March 24, 1997, City; Powerhouse; Leon County; and Holy Comforter Episcopal Church and Day School entered into that certain First Amendment to Planning Agreement ("First Amendment to Planning Agreement") by which certain modifications were made to terms and conditions of the Planning Agreement; and

WHEREAS, Owners have conveyed to City two electric substation sites, not exceeding 10 acres in all, and a water well and water storage tank site, both as required by the Agreement as executed in 1990; and

WHEREAS, Owners initiated in 2000 and completed in 2002, at their sole expense and direction, in consultation with a broad-based Community Advisory Group, all required studies for a critical area plan for portions of Welaunee consistent with Policy LU 6.2.2 of the Tallahassee-Leon County Comprehensive Plan; and

WHEREAS, the City Commission and the Board of County Commissioners of Leon County, on April 9, 2002, adopted the Welaunee Critical Area Plan as Land Use Goal 13 of the Tallahassee-Leon County Comprehensive Plan, effective December 10, 2002, to establish allowed uses, densities and intensities of use and development controls for portions of Welaunee; and

WHEREAS, on February 2nd, 2006, Powerhouse sold and City purchased approximately 428 acres in an area of Welaunee bounded by I-10, Miccosukee Road,

Centerville Road and Fleischman Road ("City Property"), and commonly known as the Toe, and

WHEREAS, Owners and City have agreed on other matters concerning eventual development of portions of Welaunee, including but not limited to alignment and certain design characteristics for portions of Welaunee Boulevard; and

WHEREAS, City and Owners desire to revise and update certain terms of the Agreement to reflect these transactions and changed circumstances.

NOW, THEREFORE, the parties hereby agree as follows:

1. Water Utilities: Within one (1) year after Owners have notified City in writing, City will make potable water available to the boundary of the Development in sufficient capacity to serve the projected needs of the Development. However, in no case shall City be required to provide potable water to Owners prior to October 1, 1992. In providing said written notice, Owners shall provide a water master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total Development. Owners shall be responsible for the initial expense of installation of water lines within the Development, which expense shall be eligible for reimbursement to Owners as provided for in Paragraph 9 below. Owners may connect into the City water mains at the property boundary for no additional charge. The location of water wells and elevated storage tanks sites shall be mutually agreed upon by Owners and City and donated sites shall not exceed a total of 10 acres.

2. Sanitary Sewer: Within one (1) year after Owners have notified City in writing, City shall, at its expense, provide off-site sanitary sewer lines to the boundary of the Development with sufficient capacity to service the Development. However, in no

case shall City be required to provide sanitary sewer to Owners prior to April 1, 1993. In providing said written notice, Owners shall provide a wastewater master plan specifying the anticipated demand for the initial requested phase, and to the extent feasible, projected demand and phases for the total development.

Owners shall, at their initial expense, which expense shall be eligible for reimbursement as provided for in Paragraph 9 below, install all on-site sewer lines within the portion of the Development as shown on Exhibit "A", except on the City Property.

All "pump station" or "lift station" sites will be donated by Owners except on the City Property. Owners shall construct a "pump station" or "lift station" on such sites and refund or rebate of the costs to Owners by City shall be in accordance with Paragraph 9 below. No connection fee will be charged to Owners for extension of the sanitary sewer system.

Any time prior to April 1, 1993, or if at any time during development a sewer tap moratorium shall halt any further use of the sewer facilities, City agrees that Owners may, to the extent allowed by State law and the Comprehensive Plan, use septic tanks in place of the sewer system, except on the City Property.

3. Underground Electric: City shall provide electric service throughout the entire Development. All electric distribution service provided by City shall be underground and at the expense of City. Installation of electrical service shall be coordinated with Owners so as to minimize any disruption to Owners' schedule for completion of services to the Development.

4. On-Site Roadway Improvements: The on-site roadway improvements within the Development shall be made by Owners at their cost, except on the City Property, and in compliance with City standard specifications. All streets and sidewalks within the Development designated by Owners as public shall be dedicated to and accepted by City as public streets and sidewalks. All required new sidewalks on public streets shall be paid for by City.

City and Owners agree that Owners shall be entitled to access to Miccosukee Road south of I-10 at Arendell Way, Edenfield Road and Dempsey Mayo Road. Roads at these locations shall be located within existing road access easements across the Miccosukee Canopy Road Greenway and shall have no more than two through travel lanes. Owners shall reserve for future dedication the right-of-way for the easterly extension of Shamrock South from Centerville Road to the east of the intersection of Interstate 10 with U.S. 90 (Mahan Drive). The final right-of-way alignment shall be agreeable to both City and Owners. Right-of-way width shall be based upon estimated traffic generation from the development; however, in no event shall the right-of-way be less than 100 feet nor shall it exceed 150 feet. The cost of construction shall be borne by whichever party (i.e. City or Owners) requires it be constructed first; provided, however, that either Owners or City may elect to construct a phase of the Shamrock South extension on a mutually agreed alignment and length without incurring the obligation to pay for construction of the extension on its entire length from Centerville Road to U.S. 90. The surface water/stormwater management facilities constructed by Owners as a part of roadway improvements shall be, upon approval and acceptance of the facility, dedicated to the local government having jurisdiction, which local

government shall be responsible for the ownership, maintenance, and management of these facilities, or to one or more community development districts, at the Owners' option, except on the City Property.

5. Trees: Trees will be planted in accordance with City policy as amended from time to time within the road rights-of-way. Planting the trees will be the obligation of the ultimate home builder. The trees must be planted before a certificate of occupancy is issued.

6. Stormwater and Recreational Facilities: Stormwater management systems used for recreational purposes shall be owned and managed by one or more community development districts, except on the City Property. The City/County will be granted easements and the perpetual right to discharge stormwater from the publicly owned streets and facilities within the Development to the stormwater management system used for recreational purposes. However, stormwater shall be treated in conformance with the City's Land Development Code and state water quality standards (e.g. Chapters 17-3 and 62-25, F.A.C.) prior to discharge to this stormwater management system. All stormwater management systems not used for recreational purposes shall be dedicated to the City/County or one or more community development districts, at the Owners' option, except on the City Property. Lands utilized for stormwater management systems shall be credited toward the open space, preservation and conservation requirements in the local comprehensive plan.

7. Annexation: Owners have executed and filed with the City irrevocable Petitions for Voluntary Annexation of the Development shown in Exhibit "A" of this Agreement. The City hereby acknowledges that the portion of the Development

depicted as Phase I on Exhibit "D" has been successfully annexed, and that therefore the City and Owners are each entitled to their respective benefits, and each are bound to perform their respective obligations, under this Agreement.

8. Easements: Owners shall provide to City at no expense to City and upon request by City, all easements within the Development, except on the City Property, as are necessary for sewer, water, electricity, stormwater, and City's care and maintenance of public facilities as provided for in paragraph 11 below. The location of such easements shall be mutually agreed upon by City and Owners and shall not interfere with the buildable area of residential lots.

9. Rebates and Acceptance of Dedicated Improvements: City shall, within 90 days of acceptance of facilities by the City, establish a refunding account to reimburse Owners in accordance with the provisions of Sections 21-86 through 21-91 and Section 21-93, Tallahassee General Code of Ordinances (formerly Sections 25-139 and 25-141 of the Code of the City of Tallahassee) for the installation of on-site water lines, on-site sewer lines and any other sewer lines or facilities required by City and paid for by Owners. These reimbursement provisions shall continue in effect if Sections 21-86 through 21-91 and Section 21-93 (formerly Sections 25-139 and 25-141) cited above are repealed and shall expire only in accordance with the provisions in Paragraph 4 of this Agreement.

10. Welaunee Boulevard. The following provisions shall apply with respect to Welaunee Boulevard as addressed in the adopted Welaunee Critical Area Plan and in the 2020 Long-Range Transportation Plan update:

- a) Owners and City shall reserve for future dedication, on portions of the property which they respectively own, right-of-way for a thoroughfare which shall be named Welaunee Boulevard, in a corridor from the intersection of Fleischmann Road and Welaunee Boulevard in the Southern Corridor alignment, to north of Dove Pond, and then to an interchange with I-10, as depicted on Exhibit "B", which is attached hereto and incorporated herein. The reserved right-of-way shall be 120 feet wide with a 94-foot-wide right-of-way for segments in planned town or neighborhood centers, with a speed limit of 35 mph consistent with a walkable mixed-use town center. The final right-of-way alignment for Welaunee Boulevard south of I-10 shall be mutually agreed by City and Owners. Right-of-way shall be dedicated in conjunction with development.
- b) Welaunee Boulevard shall be designed and constructed as a "town-and-country" road consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan. Right-of-way widths may vary and shall be based upon the typical cross-sections in Composite Exhibit "C", attached hereto and incorporated herein. Right-of-way width may exceed 200 feet in low-density areas only with approval of Owners and if necessary to provide an "eyebrow" road or to accommodate a split-section profile to minimize environmental impacts.
- c) City and Owners agree to dedicate, from their respective landholdings, the land necessary for an I-10 interchange with Welaunee Boulevard as approved by the Federal Highway Administration and Florida Department



of Transportation, not to exceed 9 acres on each side of I-10. City agrees to apply for and diligently seek approval from all agencies with jurisdiction for an interchange designed and constructed consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan.

- d) Owners' obligation to reserve right-of-way for the I-10 interchange shall expire 10 years from the effective date of this Agreement as amended and restated, if actual and continuous construction of the interchange has not begun by that date.

11. Public Facility Sites: Dove Pond shall be incorporated into a regional stormwater management system to provide flood protection for downstream property owners as provided in the Welaunee Critical Area Plan and consistent with all applicable regulatory requirements. Owners shall, contemporaneous with issuance of a final local development order which establishes and allocates build-out stormwater capacity for that area of Welaunee bounded by I-10, Miccosukee Road, Centerville Road and Fleischman Road (the Toe), make available the necessary land or rights of use, at no cost to the public, for Dove Pond to be incorporated into a regional stormwater management system for storage of treated stormwater to an expected elevation of approximately 100 feet NGVD. As provided by Policy LU 13.1.5(3), Owners' obligation to grant this land or rights of use shall be contingent upon: (a) approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area; (b) approval of public funding in an adopted local government budget(s) for stormwater management facilities to implement the regional plan; and (c) approval by the City and Leon County of interbasin transfers necessary to

implement the regional plan. Owners shall not be obligated to grant the land or rights of use to accommodate stormwater from any portion of the Toe outside the Welaunee Closed Basin, or for any lands within the Welaunee Closed Basin where stormwater requirements will be met on-site and without utilization of Dove Pond.

12. Letter of Agreement: In addition to this Agreement, the parties will enter into a Letter of Agreement in a standard form used by the City for installation of improvements and payment of rebates for those improvements. The Letter of Agreement is supplemental and subordinate to this Urban Services-Development Agreement; if any conflict exists between the Letter of Agreement and this Agreement, then this Agreement shall control.

13. Owners' Contribution: City shall credit toward any impact fee or exaction imposed by local ordinance upon any land within the Development, any Owner 1) contribution of land for a public facility; or 2) construction, expansion, or payment for land acquisition; or 3) construction or expansion of a public facility, or a portion thereof. The intent of this paragraph is that Owners shall be entitled to the credits and contributions described herein to the extent not prohibited by the current City Code. City agrees that future changes to the City Code notwithstanding, this paragraph shall continue to be interpreted according to the City Code as it exists on the date of execution of this Agreement, and shall remain in effect for the duration of this Agreement according to the terms of paragraph 14. In providing Owners credit for contributions described above, the value of all Owners contributions made pursuant to this Agreement shall be established by MAI appraisal at the time of donation. The selection of the appraiser shall be mutually agreed upon by City and Owners. The

value of the contributions shall constitute a “bank” upon which Owners, at their discretion, may draw in lieu of and in payment of impact fees or exactions imposed by local ordinance. City agrees that credits for the contribution of right-of-way for the Welaunee Boulevard extension may be used by Owners to defray off-site transportation concurrency obligations.

14. Term: This Agreement shall become effective upon execution and shall run for a period of 30 years, said time period to commence upon Owners' receipt of all City approvals necessary to commence development. The provisions of this paragraph shall be tolled for and during the duration of any development moratorium or similar prohibition on the commencement or completion of development.

15. Land Use Allocations and Limitations: Owners and City agree that in the area of Welaunee bounded by I-10, Miccosukee Road, Centerville Road and Fleischmann Road (the Toe), the parties' respective land use allocations under the adopted Welaunee Critical Area Plan shall be as follows: for Powerhouse, 1,283 residential units, 102,800 GSF of retail and 60,119 GSF of office and on the City Property, 1,429 residential units, 136,940 GSF of retail and 135,509 GSF of office. Until build-out of Owners' acreage in this area but not more than eight years from commencement of actual physical development or more than 12 years from February \_\_\_\_\_, 2006, whichever shall occur first, the City Property may be used only for public, charitable and civic uses, including conservation, passive or active recreation, community services, stormwater management facilities, affordable housing and ancillary on-site uses and other uses which do not compete with uses on the Owners' acreage in this area. During this period, any other allowable uses expressly identified for this area

shall be subject to prior review and approval by Owner. Thereafter, the City Property may be used for any purpose allowed by the Welaunee Critical Area Plan, as it may be amended.

16. Shared Costs. City and Owners agree they will share costs for the required Natural Features Inventory (NFI) and Stormwater Facilities Master Plan (SFMP) in the area bounded by I-10, Miccosukee Road, Centerville Road and Fleischman Road on a pro rata basis, based on each party's respective acreage in this area. City and Owners each agree to pay its share for preparation and adoption of the NFI and SFMP upon request by the other party, and the parties acknowledge that the NFI and SFMP may be required to prepare a regional stormwater management plan pursuant to the adopted Welaunee Critical Area Plan. The NFI and SFMP studies shall be based on the adopted Welaunee Critical Area Plan and the land use allocations in Paragraph 15.

17. Acknowledgement: City hereby acknowledges that Owners are entitled to receive the following credits based on performance of certain obligations under this Agreement between its effective date and the effective date of this Agreement as amended and restated:

a) \$51,300 in credits against transportation-related impact fees, exactions or system charges for reservation for the Northeast Capital Parkway right-of-way through December 31, 1997; and

b) In lieu of engaging an MAI appraiser to appraise the value of the Northeast Capital Parkway right-of-way as of January 1, 1998, for purposes of the three-year extension through December 31, 2000, half the sum of \$51,300 (i.e., \$21,650

in credits against transportation-related impact fees, exactions or system charges for extension of the reservation for the Northeast Capital Parkway right-of-way from January 1, 1998, through December 31, 2000; and

c) \$44,000 in credits against water system fees, exactions or charges for dedication of a water well and water tank site on Fleischmann Road.

18. Planning Agreement: City and Owners agree that the terms and conditions of this Agreement shall not vary or affect the terms and conditions of either the Planning Agreement or the First Amendment to Planning Agreement.

19. No Unified Plan of Development: City and Owners agree this Agreement is not intended to be, and shall not constitute evidence of, a unified plan of development for purposes of section 380.0651(4), Fla Stat.

20. Miscellaneous: The following provisions shall also apply to this Agreement:

a) This Agreement shall be binding upon Owners and City, their successors or assigns. As to Owners, this Agreement, including all benefits and obligations contained herein, may be assigned in whole or in part, provided that such assignment is made in writing, approved as to form by the City and filed with the City Treasurer-Clerk.

b) The recitals set forth above are incorporated herein as a material part of this Agreement and shall be construed as such.

c) This Agreement shall be governed by, construed under and enforced in accordance with Florida law.

d). Paragraph headings contained in this Agreement are for convenience and reference only, and in no way define, describe, extend or limit the scope or intent of the terms and conditions of either agreement.

e) This Agreement may be executed in multiple counterparts, each constituting a duplicate original, but all such counterparts constituting one and the same agreement.

f) Without limiting the rights and obligations set forth in this Agreement, City and Owners declare their intention to cooperate with each other in effectuating the terms of this Agreement, and to coordinate performance of their respective obligations.

g) Any required notices or reports shall be sent to the following:

For City: City Attorney  
City Hall, Second Floor  
300 South Adams Street  
Tallahassee, FL 32301

For Owners: Christopher F. Davenport  
c/o Powerhouse, Inc.  
3000 Welaunee Road  
Tallahassee, FL 32309

EXECUTED by the City and Owners as indicated by their signatures:

CITY OF TALLAHASSEE:

By:

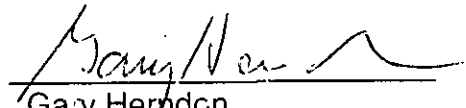
  
John R. Marks, III  
Mayor

Date:

2/1/06

ATTEST:

By:


  
Gary Herndon  
City Treasurer-Clerk

APPROVED AS TO FORM:

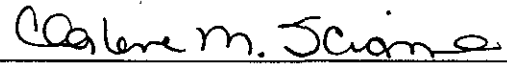
By:

  
James R. English  
City Attorney

POWERHOUSE, INC.:

By:   
Christopher F. Davenport  
Its President

Date: FEBRUARY 2, 2006

  
Witness

Charlene M. Sciame


Printed Name of Witness

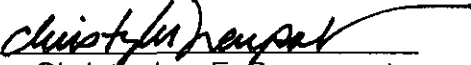
  
Witness

Russell D. Gautier

Printed Name of Witness

OTHER OWNERS:

By:   
Louise M. Davenport

By:   
Christopher F. Davenport

By:   
Ellen Mettler

This document prepared by:

David L. Powell  
Hopping Green & Sams  
Post Office Box 6526  
Tallahassee, FL 32314  
Tel: (850) 425-2222  
Fax: (850) 224-8551



FIRST AMENDMENT TO THE  
AMENDED AND RESTATED URBAN SERVICES-DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT TO THE Amended and Restated Urban Services-Development Agreement is entered into on this 16<sup>th</sup> day of ~~January~~ <sup>February</sup>, 2016, by and between the CITY OF TALLAHASSEE, a Florida municipal corporation (hereinafter referred to as "City"); and POWERHOUSE, INC., a Florida corporation; CHRISTOPHER F. DAVENPORT; LOUISE M. DAVENPORT; and THOMAS A. BARRON, as Trustee under The Maximilian Mettler Moore Trust u/a/d November 18, 2005 (collectively, hereinafter referred to as "Owners").

WITNESSETH:

WHEREAS, the parties entered into the Amended and Restated Urban Services-Development Agreement (hereinafter referred to as "Agreement") on February 2, 2006; and

WHEREAS, in paragraph 10c of the Agreement, the parties agree to dedicate, from their respective landholdings, the land necessary for an I-10 interchange with Welaunee Boulevard, not to exceed 9 acres on each side of I-10; and

WHEREAS, also in paragraph 10c, the City agrees to apply for and diligently seek approval from all agencies with jurisdiction for an interchange designed and constructed consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan (I-10 Interchange); and

WHEREAS, the Owners' obligation to reserve right-of-way for the I-10 interchange is set to expire on February 2, 2016, if actual and continuous construction of the interchange has not begun by that date; and

WHEREAS, the City has applied for and is diligently seeking approval from the agencies with jurisdiction for the I-10 Interchange; and

WHEREAS, it is apparent that construction on the I-10 Interchange will not begin before February 2, 2016, or that the final approval for the I-10 Interchange will be obtained before February 2, 2016; and

WHEREAS, the parties acknowledge the benefit of the I-10 Interchange to the entire community and the benefit of extending the expiration date for the Owners' and City's obligation to donate land on their respective properties needed for the I-10 Interchange; and

WHEREAS, the parties also acknowledge that 9 acres is insufficient for an interchange at the proposed location, and each is willing to dedicate up to 15 acres for the I-10 Interchange; and

WHEREAS, the parties additionally acknowledge that efforts for planning development of the Toe portion of the Welaunee property is essentially complete and that the time is ripe for planning development of the Arch portion of the Welaunee property; and

WHEREAS, the parties acknowledge the importance of comprehensively planning the development of the Arch and agree that the City should initiate an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan to create a general land use plan as set forth below for the Arch to be implemented by future Planned Unit Development zoning districts; and

WHEREAS, this First Amendment to the Agreement is intended to extend the expiration date for the dedication of property for the I-10 Interchange and to increase the amount of acreage each party will dedicate to the I-10 Interchange.

NOW, THEREFORE, the parties hereby agree as follows:

1. The recitals above are incorporated herein as though set forth in their entirety.
2. Paragraph 10 of the Agreement shall be amended as follows:

10. Welaunee Boulevard. The following provisions shall apply with respect to Welaunee Boulevard as addressed in the adopted Welaunee Critical Area Plan and in the 2020 Long-Range Transportation plan update:

...

c) City and Owners agree to dedicate, from their respective landholdings, the land necessary for an I-10 interchange with Welaunee Boulevard as approved by the Federal Highway Administration and Florida Department of Transportation, not to exceed 15 acres on each side of I-10. City agrees to apply for and diligently seek approval from all agencies with jurisdiction for an interchange designed and constructed consistent with Policy LU 13.1.4 of the Tallahassee-Leon County Comprehensive Plan.

d) Owners' obligation to reserve right-of-way for the I-10 interchange shall expire 13 years from the effective date of this Agreement as amended and restated, if actual and continuous construction of the interchange has not begun by that date.

3. The Agreement shall be amended by adding the following as paragraph 20 and renumbering the existing paragraph 20 (Miscellaneous) as paragraph 21:

20. As part of the Cycle 2017-1 amendments to the Tallahassee-Leon County 2030 Comprehensive Plan ("Comprehensive Plan"), the City shall initiate an amendment to the Comprehensive Plan to create a general land use plan for the Arch to be implemented by future Planned Unit Development zoning districts. The general land use plan will be developed by the City's Planning Department, and will include a generalized transportation network, allowable densities and intensities, and other relevant criteria to be determined by the parties. A request to include all of the Welaunee Property within

the City limits (plus the contraction area approved in City's Ordinance No. 11-O-25) in the Urban Service Area boundary will be included in the Comprehensive Plan amendment request. The parties shall agree on the amendment application prior to its submittal.

4. In all other respects, the Agreement shall remain unchanged except as amended by that certain Canopy Development Agreement recorded in the public records of Leon County in Book 4224, beginning at Page 194.

APPROVED by the City Commission on the 27th day of January, 2016.

EXECUTED by the City and Owners as indicated by their signatures:

CITY OF TALLAHASSEE:

By: Andrew D. Gillum  
Andrew D. Gillum  
Mayor

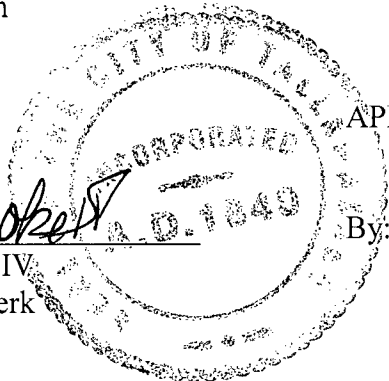
Date: 2/8/2016

ATTEST:

APPROVED AS TO FORM:

By: James O. Cooke, IV  
James O. Cooke, IV  
City Treasurer-Clerk

By: Lewis E. Shelley  
Lewis E. Shelley  
City Attorney



POWERHOUSE, INC.:

By: Christopher F. Davenport  
Christopher F. Davenport  
Its President

Date: 1/29/16

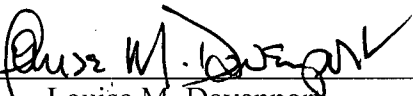
Witness  
Joseph Langford

Printed Name of Witness  
Joseph Langford

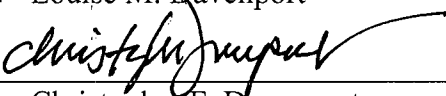
Witness  
Debi Collins

Printed Name of Witness  
Debi Collins


OTHER OWNERS:

By:   
Louise M. Davenport

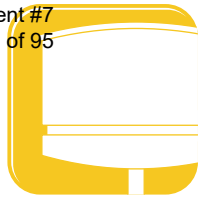
Date: 1/29/16

By:   
Christopher F. Davenport

Date: 1/29/16

By:   
Thomas A. Barron, as Trustee  
under The Maximilian Mettler  
Moore Trust u/a/d November 18, 2005

Date: 1/29/16



## Northeast Gateway Welaunee Critical Area Plan Regional Infrastructure



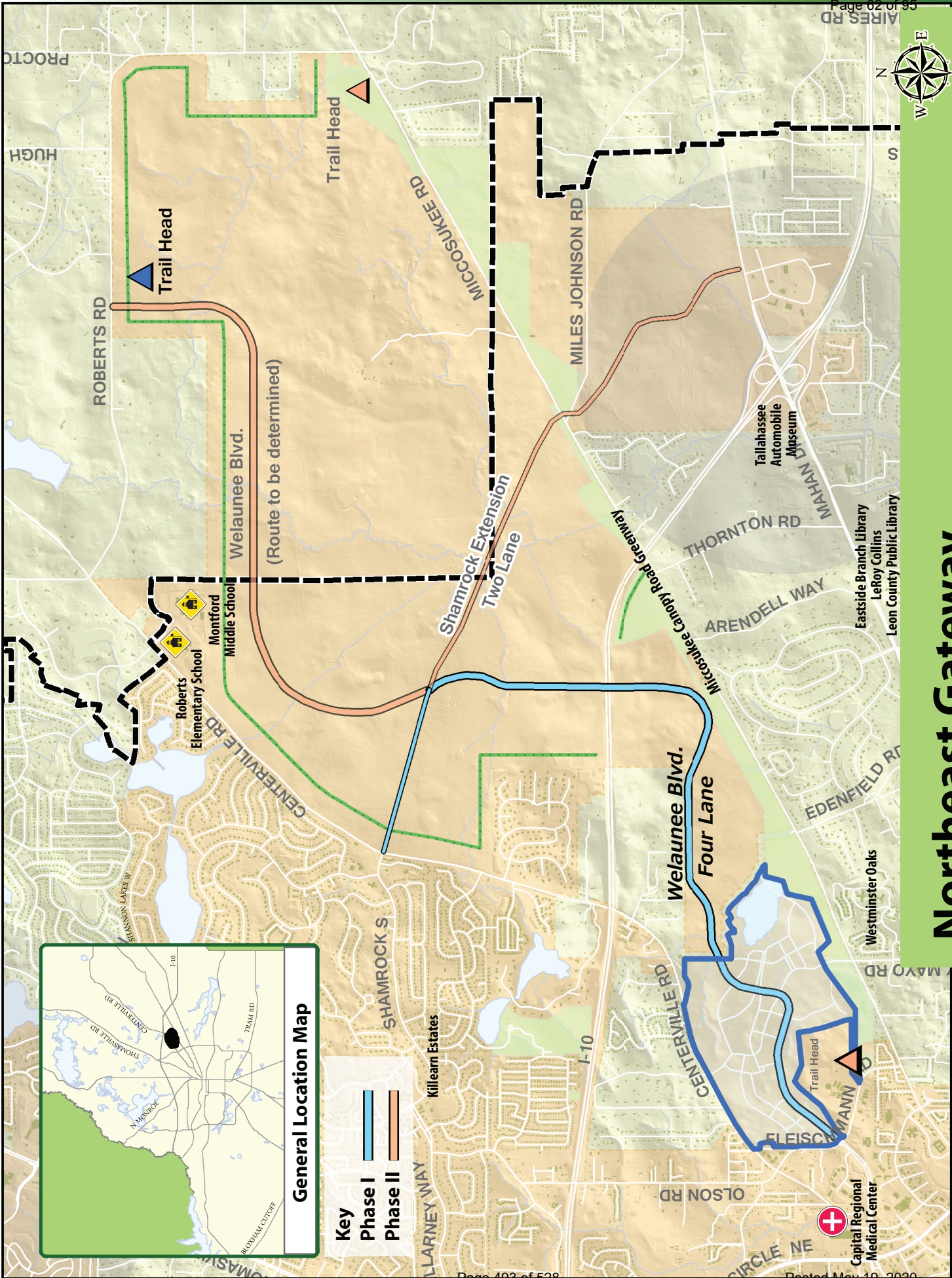
### Project Highlights

- Creates a gateway for northeast Leon County that is split into two project phases.
- Phase 1 project elements include:
  - Creates a regional road to support a new I-10 interchange
  - Constructs four lane Welaunee Boulevard South (Fleischmann Road to I-10) and North (I-10 to Shamrock Way)
  - Extends two lane Shamrock Way (Centerville Road to Welaunee Boulevard)
  - Creation of the 8.4 mile Welaunee Greenway, with a footbridge across I-10 to connect to the Miccosukee Greenway, creating a 17-mile trail loop
- Phase 2 project elements may occur once transportation connections north of Roberts Road have been identified and funded consistent with the County and City interlocal agreement. Phase 2 project elements include:
  - Extends four lane Welaunee Boulevard North (Shamrock Way to Roberts Road)
  - Extends two lane Shamrock Way (Welaunee Boulevard to Mahan Drive)
  - Adds four additional trailheads on Miccosukee Greenway
- Estimated Cost: Phase 1 - \$47.3 million; Phase 2 - \$30.7 million

The Northeast Gateway includes major infrastructure within the entire 7,000-acre Welaunee Critical Planning Area. Building region-serving roads to support a new I-10 interchange will provide leverage to attract interchange funding from other sources. The I-10 interchange, Welaunee Boulevard and other region-serving roads may take pressure off the scenic and protected Miccosukee and Centerville canopy roads, and potentially avoid costs for upgrades at the Thomasville Road and U.S. 90 I-10 interchanges. Except for a portion of the Welaunee Greenway, all potential development spurred by these road improvements will be located inside the Urban Services Area on lands planned for urban development since 1990.

Posted May 19, 2020













- Key**
- Phase I
  - Phase II

# Northeast Gateway



**Project 25, Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure:** Phase I: Funding to develop Welaunee Boulevard north from Fleischman Road to Roberts Road Shamrock, and with a two-lane Shamrock Way Street extension from Centerville Road to Welaunee Boulevard ~~north~~ (includes ROW, construction, stormwater for roadway improvements). Project shall be conditioned upon: (i) reimbursement by developer(s) to Blueprint for any developer(s) required transportation improvements (reasonable repayment timelines would be established); (ii) Any cost (inclusive of right of way) related to the greenway may be used as a direct offset to any developer(s) required transportation improvement costs; (iii) that portion of the project involving land owned by the City of Tallahassee will only require reimbursement if sold and developed privately; ~~and~~ (iv) anticipated developer(s) reimbursements are to be recognized as potential future resources for Blueprint, and (v) that the Shamrock Street extension open simultaneously, or after, the Welaunee Boulevard connection at Roberts Road. (Exhibit 25, as Amended)

**Legend**

-  Schools
-  Phase I Rural Road (2-Lanes)
-  Phase I Urban Road
-  Phase I Welaunee Greenway
-  Canopy Development Parcel
-  Urban Service Area
-  Miccosukee Canopy Road Greenway
-  City Of Tallahassee Limits

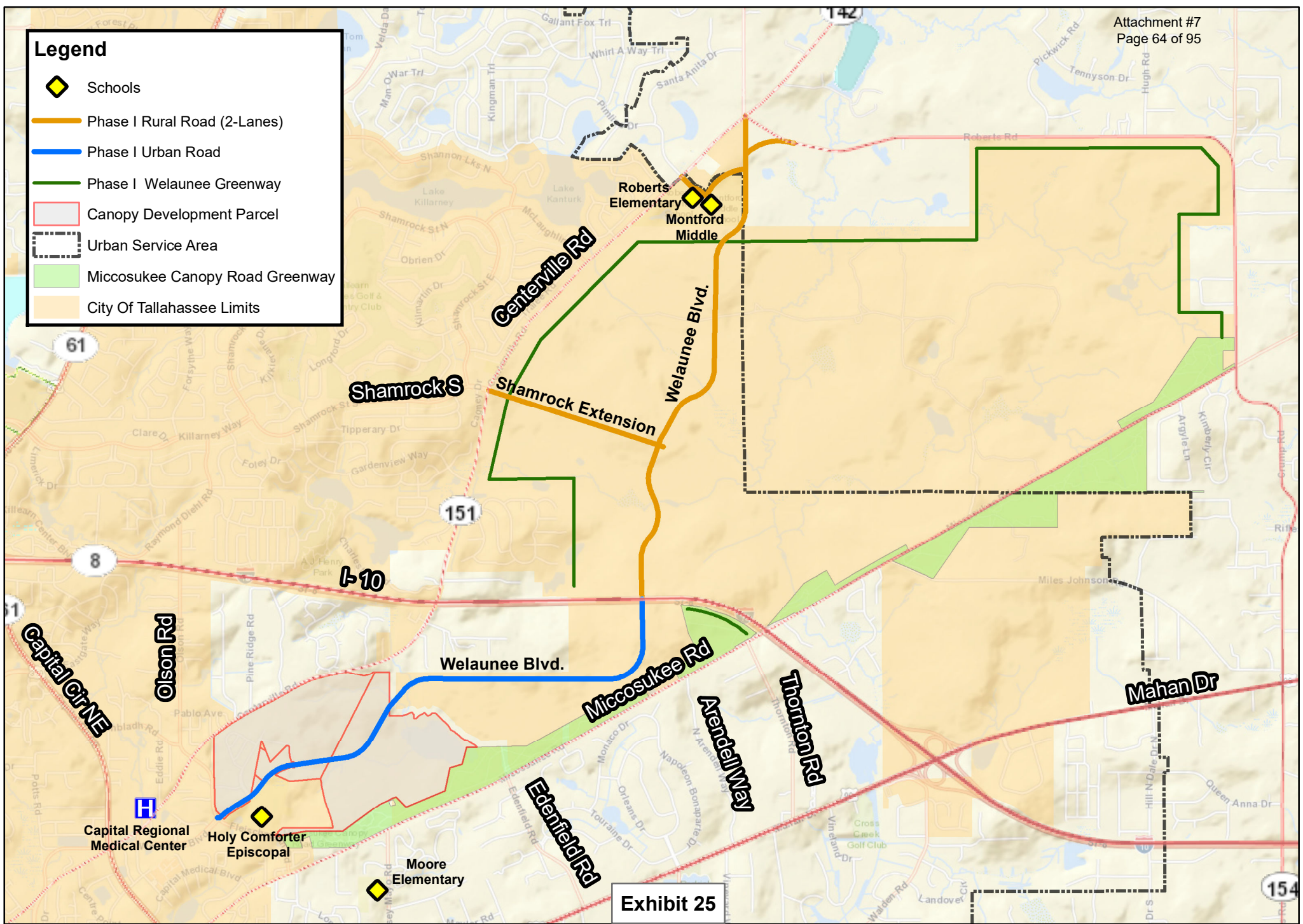


Exhibit 25



**Citizens Comments**

**TMA 2020 012**

**Welaunee Arch**

**Received as of May 19, 2020**

***Note: Comments received for TTA 2020 013 Welaunee Arch  
Urban Services Area and Critical Area Plan and may be relevant***

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Thursday, May 14, 2020 1:30:38 PM

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**From:** davidanddeke@yahoo.com <davidanddeke@yahoo.com>  
**Sent:** Thursday, May 14, 2020 1:14 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Deitra Kemmer
- **Address:** 4370 Kimberly Cr
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [davidanddeke@yahoo.com](mailto:davidanddeke@yahoo.com)
- **Comments:** This is something that should be open to public attendance. The plan on this is not necessary as getting the city back on track after a pandemic. We are going to suffer many business losses . I think for we need to focus on in-fill and restructure current areas. Canopy is sort of sitting there. You have two movie venues possibly going into bankruptcy. Now is not the time to plan a huge new development on the outskirts of town. You have employees, citizens of Leon county, unemployed who can't even get unemployment yet. Lets get that fixed first.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#); [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 8:40:04 AM

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**From:** sayvit47@gmail.com <sayvit47@gmail.com>  
**Sent:** Friday, May 15, 2020 8:12 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Robert Lombardo
- **Address:** 9601 MICCOSUKEE RD LOT 54
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [sayvit47@gmail.com](mailto:sayvit47@gmail.com)
- **Comments:** I am opposed to this amendment to the Comp Plan. I believe this amendment has been pushed through both City and County Commissions without adequate time for public discourse, with minimal public notice and during the Covid-19 pandemic that has virtually prevented public comment. I hope both Commissions are investigated by an independent outside organization for basic compliance with the Sunshine Law. The BCC's recent decision to reverse a week old commitment to wait for face to face meetings before taking on a massive public lands deal suggests collusion and an unfair advantage with regard to the pandemic and closure of county facilities. There is not reason that the landowners should hold the local governments hostage in their demands for a Comp Plan amendment. This is wrong and will become a lasting stain on good government in Tallahassee

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 1:16:14 PM

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**From:** luciabbeyroad@gmail.com <luciabbeyroad@gmail.com>

**Sent:** Friday, May 15, 2020 1:11 PM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020002 Map
- **Name:** Lucia Maxwell
- **Address:** 9704 Abbey Road
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [luciabbeyroad@gmail.com](mailto:luciabbeyroad@gmail.com)
- **Comments:** No public hearing? Really? I understand this is the largest land use change in Leon County in over 30 years. Commissioners are saying this agreement has been around since 1993, which is not the truth.. The original agreement was made long ago, BUT THIS IS A HUGE AND SUBSTANTIAL change JUST NOW requested by the Welaunee family, moving the timetable up. I am asking myself, Who benefits from this development? Where are the powerful arguments? Or is it just that one family is this powerful? Or that those who will benefit from the development are just that powerful with some of my commissioners? I think about the dramatic consequences....we live in a rural area, and we could have multistory apartments just up the road in no time. Increased traffic on Miccosukee Road, which is a protected canopy road. What is the great need to change the designation of this farmland NOW? I look at The Canopy development, such an ugly thing with the land clear cut, houses crowded together, and those homes are not "affordable" which is needed. Why must all the development be in northeast Leon? The Commission at one time was supportive of keeping the rural character of our county.....why is this decision different? I guess you will be now be considering a change to make Crump Road into a Capital Circle, as well. WHO BENEFITS FROM THIS DECISION? Only the Commissioners pushing this must know these folks, because the people who will be affected sure don't.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 3:21:08 PM

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**From:** heidirobertsfox@gmail.com <heidirobertsfox@gmail.com>

**Sent:** Friday, May 15, 2020 3:19 PM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Heidi Fox
- **Address:** 1300 West Indian Head
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** [heidirobertsfox@gmail.com](mailto:heidirobertsfox@gmail.com)
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. This is a bad and costly idea and a terrible time to support infrastructure expansion when there is so much need in the current urban service area. We seem to be planning for sprawl when there is no actual identified growth need for this expansion. We need to be better stewards of the existing urban service areas. Let's invest in revitalizing the existing urban core and retain the rural countryside we love and depend on for its beauty and contribution to the ecosystem. Additionally, the hearings to amend the Comprehensive Plan should be delayed until an opportunity for real-time public comment is provided by both the Tallahassee City Commission and the Leon County Board of County Commissions.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 11:04:46 AM

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**From:** stothenc@gmail.com <stothenc@gmail.com>  
**Sent:** Friday, May 15, 2020 11:03 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Adam Reeves
- **Address:** 3923 Long and Winding Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [stothenc@gmail.com](mailto:stothenc@gmail.com)
- **Comments:** I am opposed to this amendment to the Comp Plan for the following reasons: there is a strong, undeniable appearance that this plan is being aggressively pushed through City/County Commissions, lacking adequate time for public comment, with very little public notice and right in the midst of the current COVID-19 pandemic that severely limits the public's ability to comment. This has the strong appearance of trying to sneak this in while the public is distracted and less able to participate, and whether this is following Florida's Sunshine Law is questionable at best and deserves to be looked into by other authorities. The Board of County Commissioner's decision to reverse the commitment to await face to face meetings before taking on this massive public lands deal has the appearance of collusion and an unfair advantage with regard to the pandemic/closure of facilities at the county level. This is wrong and unethical on many levels and further calls in to question putting citizens first by our local government.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 11:41:57 AM

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**From:** mhumelsine@gmail.com <mhumelsine@gmail.com>  
**Sent:** Friday, May 15, 2020 11:40 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Michael Humelsine
- **Address:** 4051 Sunhawk Blvd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [mhumelsine@gmail.com](mailto:mhumelsine@gmail.com)
- **Comments:** I wish to voice my opposition to the Welaunee Arch proposal.  
1. Developing this area will disturb the Miccosukee Canopy Greenway. The construction of the Canopy neighborhood has already impacted the greenway. There are no longer unobstructed views of nature, but nature with a backdrop of tightly packed buildings. Many use this park for recreation and while the park will remain, it will a skeleton of what it is today. 2. Many high achieving professionals have settled in Tallahassee because it is different than Atlanta, Jacksonville, or Orlando. There are rural areas close to the city for those of us that wish to have the country feel. If the city grows out towards these existing rural areas, there will be little incentive for these professionals to stay in Tallahassee. This will directly hurt our local businesses. 3. Developing this area will cause a greater imbalance between the north-side and south-side of town. People and business to move from their existing locations to this newly developed area – closer to the existing neighborhoods on the north-side of town and new one created by this proposal. This can only harm the south-side of town where these investments could go further to help our community. 4. We are in an unpredictable economic time. What if one or more developers go bankrupt during the development of this area? We will be left with a mess that may go unfinished for decades. I truly appreciate your considerations and hope Tallahassee can retain some rural land for those of us who work hard, contribute to the local economy, and want to see Tallahassee remain a productive, green, and caring place to live and raise a family. Best, Michael

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 2:00:45 PM

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**From:** mphussey@aol.com <mphussey@aol.com>  
**Sent:** Friday, May 15, 2020 2:00 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Michael Hussey
- **Address:** 9601 Miccosukee Road, MLC-45
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [mphussey@aol.com](mailto:mphussey@aol.com)
- **Comments:** "I am opposed to this amendment to the Comp Plan. I believe this amendment has been pushed through both City and County Commissions without adequate time for public discourse, with minimal public notice and during the Covid-19 pandemic that has virtually prevented public comment. I hope both Commissions are investigated by an independent outside organization for basic compliance with the Sunshine Law. The BCC's recent decision to reverse a week old commitment to wait for face to face meetings before taking on a massive public lands deal suggests collusion and an unfair advantage with regard to the pandemic and closure of county facilities. There is not reason that the landowners should hold the local governments hostage in their demands for a Comp Plan amendment. This is wrong and will become a lasting stain on good government in Tallahassee."

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Friday, May 15, 2020 3:51:56 PM

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**From:** rqlbell@gmail.com <rqlbell@gmail.com>  
**Sent:** Friday, May 15, 2020 3:51 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Robert Bell
- **Address:** 4419 Argyle Lane
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [rqlbell@gmail.com](mailto:rqlbell@gmail.com)
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. Designating this large area of land as urban services in the northeast will create urban sprawl and will make the inequity between the north and south of Tallahassee more extreme. We should revitalize and support south and southeast Tallahassee, providing opportunity and choice for housing and employment throughout the city and county instead of reinforcing the disparities that already exist. We should retain the rural countryside we love and depend on for their ecosystems services. We should acknowledge the environmental impact that rural lands provide, such as clean water and less flooding. The comprehensive plan is undergoing revision to meet the demands of the 21st century. We need resilience for the entire community, not just the northeast. This amendment defies the vision and the practical application of the comprehensive plan. We are in the middle of a pandemic and economic upheaval. This is not the time to making such a drastic commitment of public funds and the private funds that will follow.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 1:19:50 PM

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**From:** Nativeplanting@gmail.com <Nativeplanting@gmail.com>  
**Sent:** Sunday, May 17, 2020 12:05 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Brian Pelc
- **Address:** 3821 Lost Lane
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** Nativeplanting@gmail.com
- **Comments:** This decision needs to be considered when we can discuss it face to face.  
COT should be prioritizing urban infill rather than sprawl to rural communities

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 1:18:31 PM

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**From:** chrstikoontz@me.com <chrstikoontz@me.com>  
**Sent:** Sunday, May 17, 2020 6:18 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Christie Koontz
- **Address:** 8788 Megans Lane
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32309
- **Email Address:** chrstikoontz@me.com
- **Comments:** There is no defensible need for a 2800-acre addition to USA when there are still 1400 undeveloped acres within the current USA. This will impinge on a gorgeous portion of our area unnecessarily. The recent Pandemic has brought people out to the rural neighboring trails. This is not necessary and will have long term and significant disruption.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 9:54:29 AM

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**From:** dan@pineyrun.com <dan@pineyrun.com>  
**Sent:** Monday, May 18, 2020 9:49 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Dan McCormick
- **Address:** 9061 Ravena Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** dan@pineyrun.com
- **Comments:** I oppose the very sudden move to codify a 2800 acre expansion of the Weelaunee Arch Urban Service Area. At this time my main concern is the pace at which this is moving, without the normal consideration of a period for the soliciting and weighing of public feedback. Having become aware of this myself only a few days ago, I feel compelled to ask for enough time for those of us less intimate with the situation to arrive at an informed opinion and given a reasonable opportunity to be heard. If this is truly an emergency, it would be good to know why. Let me commend the community leaders for vision they have shown over the years, a vision informed by soliciting and weighing the voice of neighbors and local business, investing in the future while ensuring that Tallahassee remains a desirable place to live. Green space, uncongested roadways, support for the arts, unique local businesses. Livability and quality of life are what keep many of us invested in this area, and what drew my family here. Continuing and supporting the mindset that led to employing an Urban Forester and creating the various citizen advisories is my sincere hope for the city and county in future. The people of Tallahassee care deeply about our hometown. As I understand it, this sudden requirement is driven by the desire to use sales tax revenue (\$47M) to build an extension to Weelaunee Blvd. and an I-10 interchange to the benefit of the Northeast Gateway Weelaunee Plantation development. Even presuming no petitions to increase density up to the allowable 20 units per acre(!), the 12,000 new houses per current plan put other parts of town at a competitive disadvantage for new development, will impact sales of existing homes and create a future tax burden to fund the inevitable demand for more schools, utilities, road improvements, police, fire and EMS. What will be the impact of another Killearn sized development on the local rural roads in 10 years? What happens to the thousands of acres of native woodland and wildlife on the 'Weelaunee Arch'? I am certain as our representatives you have the best intentions, and have likely considered these things and many more besides. I can appreciate the notion of analysis paralysis you may feel for the project as a whole, but there is no evident rush as far as expansion of the USA to the Arch goes. Finally, speaking with a few of my neighbors



just east of Crump Rd, none were aware of the recent effort to reclassify this huge area bounded by Crump and Miccosukee roads. Why hurry a decision given there are already 3400+ acres in the Urban Services Area, more than enough to keep up with housing demand for decades? Amendments of this magnitude should be done in the sunshine, please wait until the quarantine is over and adequate time allowed for public input.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 12:01:06 PM

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**From:** rqlbell@gmail.com <rqlbell@gmail.com>  
**Sent:** Saturday, May 16, 2020 9:52 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Denise Bell
- **Address:** 4419 Argyle Lane
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** rqlbell@gmail.com
- **Comments:** We have lived in the Miccosukee Meadows neighborhood since 1988. Because this Welaunee property is directly across Miccosukee Road from our neighborhood the proposed changes to the Comprehensive plan will directly impact us. We are very worried about the proposed amendments to the Plan that will allow 2800 acres of the Welaunee Plantation to be developed into an "Urban Area". And this without any face to face public meetings or input. This gives us little faith that our input will be taken into consideration. It also makes us wonder if our elected official are truly concerned about how these decisions will impact the citizens whom they serve. We are especially concerned that this decision will be made without ANY face to face public input for the entire community to express their opinion. To fast track this extremely important decision is irresponsible and unnecessary. Nothing is going to happen to this property before we are allowed our input unless you let it happen. This is not acceptable. I have been going to all the Comp Plan meetings and for you to force a vote on these amendments before hearing face to face what the citizens want, is unconscionable. Going back to a meeting held on Jan 11, 2011 we were told that NOTHING outside of I-10 would be developed until EVERYTHING inside of I-10 would be finished. This is not what we are now being told now. We feel left out of the process. I know the city/county want to go forward because they want the property to build a road. That is not a good reason to railroad this proposal. PLEASE give us a chance to present our side and to talk over all the ramifications that this huge project will present. There is NO HURRY to make these decisions now!! Please wait to discuss this with all the citizens that want a chance to speak their mind and for all the information to be considered.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 11:59:21 AM

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**From:** plainsweetjane@gmail.com <plainsweetjane@gmail.com>  
**Sent:** Saturday, May 16, 2020 11:13 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Jane Terrell
- **Address:** 9601 Miccosukee Road #58
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** plainsweetjane@gmail.com
- **Comments:** Dear Commissioners, I am writing to express my opposition to the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. Don't we already have too much urban sprawl in our beautiful community? There's a reason we fought so hard to "Keep it Rural." Let's respect that precedent and continue our efforts to retain the rural countryside we love and depend on for the benefits--clean water, flood protection, climate moderation, beauty--nature brings to us. I don't think you're going to find many people in the rural northeast who will applaud more development. I think the only people who are applauding the development are the developers. This community belongs to the people. Why do we keep expanding to the northeast, which unfairly favors our higher wage earners at the expense of our working class families to the south? We need to prioritize the revitalization of southern Tallahassee, providing opportunity and choice for housing and employment throughout the city and county instead of reinforcing the disparities that already exist. We need to apply innovative ideas to our housing challenges--I'm sure there are models around the world that we can learn from. We need to get away from the tired development model that has added to Tallahassee sprawl in order to enrich developers. This amendment defies the vision and the practical application of the comprehensive plan, which I understand is undergoing revisions to meet the demands of the 21st century. Let's apply the economic and lifestyle lessons we are learning during this pandemic to our revised plan. Let's ensure health care is available to all our citizens--this protects everyone. Let's ensure pleasant outdoor spaces are available for all our citizens to enhance their health, both physical and mental. Let's ensure we have clean air and water for all our citizens. Let's ensure we have world-class public transportation to cut back on polluting traffic. We have so many opportunities, let's not squander them. Thank you

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 9:58:23 AM

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**From:** jhscoop@juliehauserman.com <jhscoop@juliehauserman.com>

**Sent:** Monday, May 18, 2020 9:56 AM

**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>

**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>

**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Julie Hauserman
- **Address:** 9516 SUN HAWK LN
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32309
- **Email Address:** jhscoop@juliehauserman.com
- **Comments:** Hi I am a resident of Eastern Leon County and I am writing to oppose this amendment. This is an enormous planning decision that will affect the future of Eastern Leon County. There is NO reason to do this in the midst of the largest public health emergency we've ever faced. Expecting citizens to navigate the byzantine online commenting process is ridiculous under the best of times, and I believe it is a dereliction of your duty to serve in the public interest during these times. Yes, Welaunee will develop. I am familiar with the plans. But this is leapfrog zoning being snuck in while everyone is distracted by trying to survive and tend to their loved ones. Please show leadership and deny this.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 12:00:35 PM

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**From:** lrqueenie99@gmail.com <lrqueenie99@gmail.com>  
**Sent:** Saturday, May 16, 2020 9:14 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Lise Ryder
- **Address:** 1508 A China Grove Trail
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** lrqueenie99@gmail.com
- **Comments:** I am against this going forward. Please hold off.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 1:19:18 PM

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**From:** pstich55@comcast.net <pstich55@comcast.net>  
**Sent:** Sunday, May 17, 2020 11:21 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020002 Map
- **Name:** Paula Stich
- **Address:** 9143 Stargate way
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32308
- **Email Address:** pstich55@comcast.net
- **Comments:** This development causes urban sprawl and service have to expand to meet the huge need of this massive amount of single family homes. As of now there is little to no water lines, hydrants, cable and utilities and infrastructure to justify this when there are so many homes already inside capital circle. This will also drive the area taxes up beyond what most can afford. The rural areas of Tallahassee need to be preserved so we don't pave paradise and put up a parking lot. Already the Waulanee corp. took every tree down in there "Canopy" development. Let that development get done before sprawling any more.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 1:59:36 PM

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**From:** jettlievsay@comcast.net <jettlievsay@comcast.net>  
**Sent:** Saturday, May 16, 2020 12:37 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Robin McDonald
- **Address:** 4854 Quail Valley Road
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32309
- **Email Address:** jettlievsay@comcast.net
- **Comments:** I am contacting you to express my concerns about pending changes to the comprehensive plan and Welaunee Arch. Expansion of the urban services equals sprawl. We need to spend our resources on improving existing urban areas and preserve the remaining rural areas. That was the purpose and intent of the comp plan. Just look at the results of the “presentation of rural Bradfordville.” Let’s take our time to plan growth wisely and not allow the developers to ruin what’s left of our community.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 3:10:38 PM

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**From:** bradbri@comcast.net <bradbri@comcast.net>  
**Sent:** Saturday, May 16, 2020 2:54 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** STUART BRILEY
- **Address:** 8851 Stargate Way
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** bradbri@comcast.net
- **Comments:** I am writing to express my opposition to the proposed changes to the Comp Plan. The amendments to expand Welaunee epitomize a form of development from the past — suburban, auto oriented, expensive homes and businesses in the northeast. I feel that the citizens of Leon county deserve housing and employment opportunities instead of reinforcing the disparities that already exist. Urban sprawl carries with it impacts to our environment and increased traffic and noise.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 10:21:57 PM

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**From:** crewcut5555@gmail.com <crewcut5555@gmail.com>  
**Sent:** Sunday, May 17, 2020 5:52 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Tammy Crew
- **Address:** 2055 Pepperidge Way
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32308
- **Email Address:** crewcut5555@gmail.com
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. We drastically need to explore other areas of Tallahassee to improve our quality of living here. Revitalize our south and west side of town before taking away our rural areas by creating more urban sprawl!! I've been living here over 50 years, never has there been a better opportunity to invest our tax dollar in our neglected parts of town. Thank you Tammy Crew

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 1:19:05 PM

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**From:** tommccluskey@comcast.net <tommccluskey@comcast.net>  
**Sent:** Sunday, May 17, 2020 6:56 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Thomas J McCluskey
- **Address:** 3901 Imaginary Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** tommccluskey@comcast.net
- **Comments:** "I am opposed to this amendment to the Comp Plan. I believe this amendment has been pushed through both City and County Commissions without adequate time for public discourse, with minimal public notice and during the Covid-19 pandemic that has virtually prevented public comment. I hope both Commissions are investigated by an independent outside organization for basic compliance with the Sunshine Law. The BCC's recent decision to reverse a week old commitment to wait for face to face meetings before taking on a massive public lands deal suggests collusion and an unfair advantage with regard to the pandemic and closure of county facilities. Landowners should not hold the local governments hostage in their demands for a Comp Plan amendment. This is wrong and will become a lasting stain on good government in Tallahassee."

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 3:09:33 PM

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**From:** wmjphelan@comcast.net <wmjphelan@comcast.net>  
**Sent:** Saturday, May 16, 2020 2:07 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020002 Map
- **Name:** William Phelan
- **Address:** 9601-20 Miccosukee Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** wmjphelan@comcast.net
- **Comments:** This amendment is being pushed without any opportunity for public comment or discussion. There has never been a public meeting on this issue. During the Covid-19 crisis is the worst time to have this discussion--when we are all trying to stay safe by staying at home. What's the rush? Why do we have to do this now? Please explain how this is not just a way to ram this through when no one can object. Wrong time for public discussion. Wrong time to spend our hard earned tax money on a private housing development for the rich. What's the rush? Wait until we can comment in public.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Sunday, May 17, 2020 10:22:30 PM

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**From:** Jeleli939@gmail.com <Jeleli939@gmail.com>  
**Sent:** Sunday, May 17, 2020 10:11 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Jerrie Lindsey
- **Address:** 8765 NWK Way
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** Jeleli939@gmail.com
- **Comments:** 5/17/2020 Dear Commissioners, I am writing to express my extreme opposition to the comprehensive plan amendments being proposed by the City of Tallahassee to facilitate the development of Welaunee Plantation (TMA202012 Welaunee Arch map amendment and TTA2020013 Welaunee Arch/Urban Services Text Amendment). My first objection is to the timing of these amendments. To present these now during an unprecedented public health emergency is inexcusable. Those of us who are particularly vulnerable to COVID-19 and must avoid public settings are being prevented from addressing our concerns directly to our elected officials; this is wrong. My second reason for opposing is the many ways in which these amendments are inconsistent with the vision and goals of our Comprehensive Plan. Some of these most important to highlight are: • The amendments subvert our quality of life by pushing sprawling development into our rural areas. This is a complete reversal of the County Commission's recently unanimously supported policy to protect our landscapes within the Rural FLU. • There are thousands of acres in the current Urban Services Area (USA) within Welaunee that are sufficient to allow for any reasonably expected level of growth. Why expand the USA when much of the existing USA still has no urban services? • The amendments are being proposed to facilitate a 30-year old development agreement, many times amended and yet never brought into compliance with newer policies. It encourages sprawling development that is affordable only for the affluent. • These amendments will perpetuate inequitable investment of taxpayer resources for decades in direct contravention of our Comprehensive Plan's Southern Strategy. For these reasons and many more that I am sure you are hearing about from other citizens, these amendments should be rejected. Sincerely, Jerrie Lindsey 8765 NWK Way Tallahassee, FL 32309

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Saturday, May 16, 2020 3:09:59 PM

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**From:** wmjphelan@comcast.net <wmjphelan@comcast.net>  
**Sent:** Saturday, May 16, 2020 2:22 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** William J Phelan
- **Address:** 9601-20 Miccosukee Rd
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** wmjphelan@comcast.net
- **Comments:** Why are we asked to discuss this issue now? We can't appear in public to comment on it because of the pandemic and shut-downs. So why now? There has never been a public meeting on this issue, although it has been in the works, behind the scenes, for decades. Why now? Is it because we can't comment publicly that we are asked to comment now? Wait for the pandemic to ease. Wait for the shut-downs to end. Then we can discuss this scheme to use tax funds to build roads and an interstate exit (!!!) for a private housing development for rich people. What's the rush? Why do we have to decide now?

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 3:16:28 PM

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**From:** webmaster@talgov.com <webmaster@talgov.com>  
**Sent:** Monday, May 18, 2020 3:12 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Caitlin Murphy
- **Address:** 2506 Arvah Branch Boulevard
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32309
- **Email Address:** [cmurphy09@gmail.com](mailto:cmurphy09@gmail.com)
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area to include 2,800 acres of land in Northeast Tallahassee described as the Welaunee Arch. I have been a Tallahassee resident for over 10 years - first coming here for graduate school, then getting a job, meeting my spouse and now starting a family. I am from Ft. Lauderdale but made the conscious decision to stay and make a life in Tallahassee because of its unrivaled natural beauty. We recently moved into the Arvah Branch neighborhood on Miccosukkee Road, where my husband grew up and where we plan to raise our young son. One of the primary reasons we moved to this location was because of the beauty of Miccosukkee Road and the treasure that is the greenway. Designating this large area of land as urban services in the northeast will create more urban sprawl and ruin the rural countryside that makes east Tallahassee so special. The greenway is an extremely valuable community space - just ask any of the hundreds of people that use it throughout the day, every day. The social and environmental impacts of developing it would be devastating and should be seriously considered. We are in the middle of a pandemic and economic upheaval. This is not the time to making such a drastic commitment of public funds and the private funds that will follow.



**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Tuesday, May 19, 2020 10:23:28 AM

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**From:** cthaell@gmail.com <cthaell@gmail.com>  
**Sent:** Tuesday, May 19, 2020 10:16 AM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Cliff Thael
- **Address:** 9601-59 Miccosukee Road
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32309
- **Email Address:** cthaell@gmail.com
- **Comments:** Dear Commissioners: I am opposed to the Welaunee Comprehensive Plan Amendments adding thousands of undeveloped acres to the Urban Service Area. The proposal represents the worst kind of urban sprawl, is a terrible deal for taxpayers and contributes greatly to our community's carbon footprint. Moreover, it has the potential to exacerbate already severe economic inequalities in Tallahassee. I was disheartened to learn that a majority of county commissioners voted to allow these amendments to move forward without the public having the opportunity to be physically present and speak directly with decision makers. Meeting in public as opposed to ZOOMING in might allow citizenry to share opinions, sometimes a messy prospect when government has its mind set. Chairman Desloge's surprise motion and the subsequent 4-3 vote has caused consternation in the community, a clear signal "public participation" itself may be falling victim to this insidious pandemic in which we find ourselves. The issue under consideration now is a step to expand the Urban Services Area adding 2,800 acres of rural land on the northeast "Arch" of the Welaunee Plantation. Is it likely there are potential violations of the Comp Plan inherent in taking this action? More lawsuits on the horizon? Small local home builders are likely to be left out of the opportunity as large parcels typically end up in the hands of a cadre of larger developers. The largess that occurs when government creates huge land use rights seldom spreads equitably in the development business! Indeed, Welaunee was "planned" during the 90's but only the western segments known as the "Toe" and the "Heel" actually have master plans. There are still 1,400 acres left in those sections for new growth. This isn't a plan for 21st Century development! Good planning responds to the actual needs of the community. The land for roads and an interstate exchange has already been planned inside the Urban Service Boundary. That's nearly 2,000 acres where the Boulevard and I-10 exchange is proposed! Heck, it could take 30 more years to develop given the fact it's been that long just to get development going in the "Toe", a neighborhood ironically known as "Canopy". This proposal anticipates 25,000 people about half the population projection for the county over the next 25 years. All of it for Welaunee? And, these

projections may well decelerate as an outcome of COVID-19 and the current sharp economic downturn. Where is the fairness in that? I was happy to hear that, by his vote against the motion, Commissioner Bill Proctor signaled understanding that the people in his district will be shortchanged by this bad proposition. Whatever happened to the “Southern Strategy” commissioners were fond of discussing? In a county where twenty percent are considered “food insecure”! The proposed Welaunee Boulevard will cost taxpayers close to 50 million dollars! It could have the unintended outcome of moving traffic from Thomasville Road even further east. In exchange, local governments’ will be “given” \$2 million in right away the public will build for the developers. Is this a great deal? Building more roads for commuters in single occupancy vehicles is not a solution. No transit options? Housing unaffordable to most? An auto-oriented retro bow to planning models from the 50’s? Headlines may not be “in vogue” at the moment to mention “Climate Change” but the crisis persists and may be worsening, summer and hurricane season approaches! A critical lesson I took away from sixteen years serving as commissioner was that government too frequently found itself at the short end of the stick when it came to facing up to obligations. Recall, for example, the pain Tallahassee suffered in the 90’s when commissioners deliberately failed to abide by the strict guidelines of the Comp Plan requiring Leon County to adopt a “Bradfordville Stormwater Management Study”. The study was needed to protect pristine waters and property rights of owners around Lake McBride. Developers, aghast they might be prevented from paving every inch of property, fought valiantly. A majority of commissioners denied paying for it leading the Bradfordville Citizens Coalition to take the county to court. Judge Davey subsequently ruled for the plaintiffs, initiating the “Bradfordville Moratorium” and the county’s economy took a massive hit to the tune of about a quarter billion dollars. It could happen again! Sincerely yours, Cliff Thael  
9601-59 Miccosukee Road Tallahassee, Florida 32309 cthaell@gmail.com (850) 545-8866

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** FW: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 4:29:31 PM

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**From:** fnprice@gmail.com <fnprice@gmail.com>  
**Sent:** Monday, May 18, 2020 4:25 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Frank Price
- **Address:** 1400 Milton St.
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32303
- **Email Address:** [fnprice@gmail.com](mailto:fnprice@gmail.com)
- **Comments:** I oppose this amendment for all of the reasons described in the Alliance of Tallahassee Neighborhoods Position Paper ([https://www.atntally.com/atn\\_position\\_paper.pdf?fbclid=IwAR2WYQgexVw1\\_uWheyCK2YakJ0AhH8MvhhZwMaNF\\_gAt3JcKLEJOAO2pwSU](https://www.atntally.com/atn_position_paper.pdf?fbclid=IwAR2WYQgexVw1_uWheyCK2YakJ0AhH8MvhhZwMaNF_gAt3JcKLEJOAO2pwSU)). I don't want to live in a city that promotes suburban development centered around a new interstate exit at the expense of established neighborhoods and the city center.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Monday, May 18, 2020 7:08:11 PM

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**From:** kmccor74@yahoo.com <kmccor74@yahoo.com>  
**Sent:** Monday, May 18, 2020 6:34 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Katie McCormick
- **Address:** 315 Johns Dr.
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32301
- **Email Address:** kmccor74@yahoo.com
- **Comments:** I oppose the proposed Comprehensive Plan Amendment. Designating this large area of land as urban services in the northeast will create urban sprawl and will make the inequity between the north and south of Tallahassee more extreme. We should revitalize and support south and southeast Tallahassee, providing opportunity and choice for housing and employment throughout the city and county instead of reinforcing the disparities that already exist. We should retain the rural countryside we love and depend on for their ecosystems services. We should acknowledge the environmental impact that rural lands provide, such as clean water and less flooding.

**From:** [Perrine, Beth](#)  
**To:** [White, Artie](#)  
**Cc:** [Calhoun, Sherri](#)  
**Subject:** Fw: 2020 Comp Plan Public Comment Submission  
**Date:** Tuesday, May 19, 2020 12:46:07 PM

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**From:** wohlgemuthm@gmail.com <wohlgemuthm@gmail.com>  
**Sent:** Tuesday, May 19, 2020 12:35 PM  
**To:** CMP\_PLN\_AMND <cmpplnammd@talgov.com>  
**Cc:** Perrine, Beth <Mary.Perrine@talgov.com>  
**Subject:** 2020 Comp Plan Public Comment Submission

- **Amendment:** TMA2020012 Map
- **Name:** Michael Wohlgemuth
- **Address:** 745 East Carolina St
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32308
- **Email Address:** wohlgemuthm@gmail.com
- **Comments:** I oppose the proposed Tallahassee-Leon County Comprehensive Plan Amendment to expand the Urban Services Area described as the Welaunee Arch. There are already inequalities in our community ... this would help to make those differences even greater ... Lets spend our money on the areas of our community that need it ... not to build a quicker road from one school to another one ... We are in the middle of a pandemic and economic upheaval. This is not the time to making such a drastic commitment of public funds and the private funds that will follow.

# Notice of Change of Land Use Comprehensive Plan Amendment Public Hearing

Attachment #8  
Page 1 of 1

## County Commission Transmittal Public Hearing Tuesday, May 26, 2020 At 6 pm

**Notice is hereby given** that the Board of County Commissioners of Leon County, Florida (the "Board") will conduct a virtual only public hearing on Tuesday, May 26, 2020, at 6:00 p.m., or as soon thereafter as such matter may be heard, by utilizing communications media technology in accordance with the Florida Governor's Executive Order 20-69.

### MAP AMENDMENT TRANSMITTAL

*Requested Map Amendment:* Pine Cone Woods  
*Reference Number:* LMA 2020 06  
*Address:* North Thomasville Rd at  
Lawton Chiles Ln  
*Applicant:* Pine Cone Woods, LLC

This is a request to change the Future Land Use Map (FLUM) designation from Rural (R) to Bradfordville Mixed Use (MU) on approximately 175 acres. The parcels are located along Thomasville Road and surround Chiles High School. The current Rural category is intended to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Single family residential uses are allowed in the Rural category at a maximum density of one (1) dwelling unit per ten (10) acres. Non-residential uses functionally related to and directly in support of agricultural silvicultural, and other natural resource-based activities may be permitted in the Rural category at a maximum intensity of 2,000 sq. ft. per acre. The proposed Bradfordville Mixed Use category is intended to create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents.

### TEXT AMENDMENT TRANSMITTAL

*Requested Text Amendment:* Southeast  
Sector Plan  
*Reference Number:* TTA 2020 003  
*Applicant:* The St. Joe Company

This is a text amendment request to amend portions of the Future Land Use Element Objective 6.1 and 10.1 and supporting policies to the Southeast Sector Plan in the Tallahassee-Leon Comprehensive Plan, specifically the Southwood and Colin English quadrant. The St. Joe Company proposes to modify/remove policy language that is out of date or no longer applies and clarify ambiguous language. The St. Joe Company also proposes to clarify the review requirements and to remove duplication in the review of a Planned Development.

*Requested Text Amendment:* Pine Cone Woods  
Urban Services Area  
*Reference Number:* TTA 2020 006  
*Applicant:* Pine Cone Woods, LLC

This is a text amendment request to extend the Urban Services Area (USA) to include a number of parcels located on Thomasville Road, surrounding Chiles High School. Two of the parcels are owned by the applicant, Pine Cone Woods, LLC, with the others being owned by Talquin Water and Wastewater, INC., Leon County, and the School Board of Leon County.

*Requested Text Amendment:* Neighborhood  
Boundary  
*Reference Number:* TTA 2020 011  
*Applicant:* City of Tallahassee

This is a text amendment request to amend the Neighborhood Boundary Land Use Category (Policy

2.2.21) in the Land Use Element to allow the land use category to be applied in a manner that creates mixed use corridors when recommended in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan.

*Requested Text Amendment:* Welaunee Arch  
Urban Services Area and Critical Area Plan  
*Reference Number:* TTA 2020 013  
*Applicant:* City of Tallahassee

This is a text amendment request to extend the Urban Services Area (USA) to include parcels that are within the City Limits, but currently outside of the Urban Services Area at the location of the Welaunee Arch. This text amendment would also update the Welaunee Critical Area Plan to include the development plan for the Welaunee Arch.

The purpose of the hearing is to consider Cycle 2020 amendments to the Tallahassee-Leon County Comprehensive Plan. The Plan provides a blueprint of how the community is intended to develop over the next 15-20 years. The plan amendments may be inspected by the public at [Talgov.com/complan2020](http://Talgov.com/complan2020). For more information, contact the Planning Department at (850) 891-6400.

Those wishing to observe the meeting may do so by watching either the live broadcast on Comcast channel 13 (WCOT-13) or the live stream available from the City of Tallahassee website [Talgov.com](http://Talgov.com). All interested parties are invited to submit public comment until 8:00 p.m. on Monday, May 25, 2020, by visiting <http://cms.leoncountyfl.gov/Home/Commission-Meetings/Meeting-Comments>. All submitted comments will be distributed to the Board prior to the public hearing and made a part of the record. Written comments received by the public will be posted on the County's website ([www.LeonCountyFL.gov](http://www.LeonCountyFL.gov)) in advance of the hearing. Persons needing assistance with submitting comments may contact County Administration via telephone at 850-606-5300, or via email at [LCG\\_PublicComments@leoncountyfl.gov](mailto:LCG_PublicComments@leoncountyfl.gov). Public comment received after the 8:00 p.m., Monday, May 25, 2020, deadline will be made available to the Board and entered into the record during the hearing, although the County cannot guarantee that Commissioners will have adequate time to review such comments prior to the hearing or that the comments will be posted on the County website prior to the hearing.

Anyone wishing to appeal the action of the Board with regard to this matter will need a record of the proceedings and should ensure that a verbatim record is made. Such record should include the testimony and evidence upon which the appeal is to be based, pursuant to Section 286.0105, Florida Statutes. In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this proceeding should contact City's Treasurer Clerk's Office via telephone at 850-891-8130 or via email at [CTCRecMG@talgov.com](mailto:CTCRecMG@talgov.com).

Copies of the ordinance may be inspected on the County's web site ([www.LeonCountyFL.gov](http://www.LeonCountyFL.gov)). To receive copies of the ordinance by other means, such as email, mail, or facsimile transmittal, contact County Administration via telephone at 850-606-5300, or the Planning Department at 850-891-6400.

County Adoption Hearing 5/26/20

# Notice of Change of Land Use Comprehensive Plan Amendment Public Hearing

Attachment #9  
Page 1 of 1

## City Commission Transmittal Public Hearing Tuesday, May 26, 2020 At 6 pm

**NOTICE IS HEREBY GIVEN** that the Tallahassee City Commission will conduct public hearings via Communications Media Technologies (CMT) on May 26, 2020 at 6 pm to consider adoption of the following ordinance(s). In accordance with Executive Order 20-69 by the governor, City Hall is closed to the public. Those wishing to observe the meeting may do so by watching either the live broadcast on Comcast channel 13 (WCOT-13) or the live stream available from the city website [Talgov.com](http://Talgov.com).

Those wishing to address the City Commission may submit written comments using the online form available at [Talgov.com/citizeninput](http://Talgov.com/citizeninput). Comments should be submitted by 10am, May 26, 2020 so that citizens' comments may be distributed to the City Commission. Comments submitted after 10am (up to the time of the public hearing) will be accepted and included in the official record of the meeting.

In the event Executive Order 20-69 expires and is not extended by the governor, the City Commission will conduct the public hearings at 6 p.m. at the City of Tallahassee Commission Chambers, City Hall, 300 S. Adams St. In that event, interested parties may appear at the meeting and be heard with respect to the proposed ordinance(s). Speakers are requested to limit their comments to 3 minutes.

For those needing assistance, please contact the Treasurer-Clerk's Office at 850-891-8130 for assistance by 5 pm on the day prior to the meeting.

### MAP AMENDMENT TRANSMITTAL

*Requested Map Amendment:* Bond and Griffin

Heights Neighborhood Boundary

*Reference Number:* TMA 2020 011

*Address:* Various properties along Alabama St. and in the Floral St. vicinity

*Applicant:* City of Tallahassee

This is a request to change the Future Land Use Map (FLUM) designation of parcels along Alabama Street in the Griffin Heights Neighborhood and for a corridor in the Bond Neighborhood bounded by Gamble Street and Floral Street from Residential Preservation to Neighborhood Boundary Office. This would allow these areas to become mixed use corridors with neighborhood-scale, non-residential uses and a variety of residential uses. This amendment is intended to implement recommendations from the Bond Neighborhood First Plan and the planning efforts of the Griffin Heights Neighborhood.

*Requested Map Amendment:* Welaunee Arch

*Reference Number:* TMA 2020 012

*Address:* 3100 Welaunee Road

*Applicant:* City of Tallahassee

This is a request to change the Future Land Use Map (FLUM) designation for parcels totaling approximately 2,810.55 acres in the Welaunee Arch planning area from Rural (R) to Planned Development (PD).

The Planned Development designation is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses. This category allows a mixture of office, commercial uses and residential densities up to 20 units per acre.

A zoning change from Rural (R), Critical Planning Area (CPA), and Single Family Detached (R-1) to Planned Development (PD) is requested to implement the proposed Future Land Use Map amendment. The purpose of the Planned Development (PD) District is to establish planning guidelines for large undeveloped areas, greater than 200 acres inside of the Urban Service Area, and whose development could have substantial impacts on the community as a whole. The Planned Development Master Plan is implemented through approval of a PUD(s). The PD zoning district will be replaced on the zoning map by PUD zoning. The PUD district replacing the PD zoning district shall be consistent with the allowable uses established in the Master Plan.

### TEXT AMENDMENT TRANSMITTAL

*Requested Text Amendment:* Southeast Sector Plan

*Reference Number:* TTA 2020 003

*Applicant:* The St. Joe Company

This is a text amendment request to amend portions of the Future Land Use Element Objective 6.1 and 10.1 and supporting policies to the Southeast Sector Plan in the Tallahassee-Leon Comprehensive Plan, specifically the Southwood and Colin English quadrant. The St. Joe Company proposes to modify/remove policy language that is out of date or no longer applies and clarify ambiguous language. The St. Joe Company also proposes to clarify the review

requirements and to remove duplication in the review of a Planned Development.

*Requested Text Amendment:* Pine Cone Woods

Urban Services Area

*Reference Number:* TTA 2020 006

*Applicant:* Pine Cone Woods, LLC

This is a text amendment request to extend the Urban Services Area (USA) to include a number of parcels located on Thomasville Road, surrounding Chiles High School. Two of the parcels are owned by the applicant, Pine Cone Woods, LLC, with the others being owned by Talquin Water and Wastewater, INC., Leon County, and the School Board of Leon County.

*Requested Text Amendment:* Neighborhood Boundary

*Reference Number:* TTA 2020 011

*Applicant:* City of Tallahassee

This is a text amendment request to amend the Neighborhood Boundary Land Use Category (Policy 2.2.21) in the Land Use Element to allow the land use category to be applied in a manner that creates mixed use corridors when recommended in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan.

*Requested Text Amendment:* Welaunee Arch Urban Services Area and Critical Area Plan

*Reference Number:* TTA 2020 013

*Applicant:* City of Tallahassee

This is a text amendment request to extend the Urban Services Area (USA) to include parcels that are within the City Limits, but currently outside of the Urban Services Area at the location of the Welaunee Arch. This text amendment would also update the Welaunee Critical Area Plan to include the development plan for the Welaunee Arch.

The purpose of the hearing is to consider Cycle 2020 amendments to the Tallahassee-Leon County Comprehensive Plan. The Plan provides a blueprint of how the community is intended to develop over the next 15-20 years. The plan amendments may be inspected by the public at [Talgov.com/compplan2020](http://Talgov.com/compplan2020). For more information, contact the Planning Department at (850) 891-6400.

**NOTICE: PLEASE BE ADVISED** that if a person decides to appeal any decision made by the City Commission with respect to any matter considered at this meeting or hearing, such person will need a record of these proceedings; and, for this purpose, such person may need to ensure that a verbatim record of the proceedings is made, which record indicates the testimony and evidence upon which the appeal is to be based.

Copies of the ordinance may be inspected on the City's web site ([www.Talgov.com](http://www.Talgov.com)). To receive copies of the ordinance by other means, such as email, mail, or facsimile transmittal, contact City Administration via telephone at 850-891-0000, or the Planning Department at 850-891-6400.

Adoption Hearing 5/26/20

Posted May 19, 2020