

Citizen Comments for the  
November 10, 2020 Public  
Hearing Agenda

The following Citizen  
Comments were received for  
Agenda Item #1

Joint County/City Adoption Public Hearing on  
Proposed 2020 Cycle Amendments to the  
Tallahassee-Leon County Comprehensive Plan

**Proposed Leon County Ordinance adopting the Proposed  
Comprehensive Plan Amendments to the Welaunee Critical Area Plan  
and Urban Services Area in the Land Element of the Tallahassee-Leon  
County 2030 Comprehensive Plan.**

**and**

**18.01 - Ordinance 20-O-35 - Welaunee Arch Comp Plan Amendment/  
USA (TTA2020013)**

## Citizen Information

**Full First and Last Name:** Robert C. Apgar

**Home Street Address:** 510 Frank Shaw Rd

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** The Buckhead Homeowners' Association of Tallahassee, Inc., respectfully requests the following consistency amendment to the Welaunee Arch Master Plan: Incorporate the standards governing the gridded roadway network that are set out specifically in Policy 13.2.4(2) West Arch District, into Policy 13.2.4(1) Northeast Gateway District, to insure the consistent implementation of the gridded roadway network in all Mixed-Use Zones. The Buckhead Association requests that Commissioners amend the Master Plan by inserting the following text in Policy 13.2.4(1) a. and b.: "Development shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 2,500 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center." Policy 13.2.7 Development Standards for Mixed Use Zones, requires that all Mixed-Use Zones (Activity, Employment, Town, and Village Centers) develop as compact, walkable urban districts. The Master Plan also requires a "multi-modal" transportation system to serve the compact, walkable districts. Policy 13.2.17. The necessary foundation of a multi-modal system is a grid street network similar to downtown Tallahassee. The draft Master Plan sets out specific standards for the design of the grid street system in the description of the Town and Village Centers in the West Arch District, but omits these standards from the description of the Activity and Employment Centers in the Northeast Gateway District. This omission would allow a future PUD applicant to argue that a gridded street system is not required in the 264 acre Northeast Gateway District. It makes no sense to omit a critical element of a compact, walkable mixed-use district from the largest mixed use district in the Master Plan. The amendment set out above will make it clear that the grid street system is mandatory in all mixed use zones, not an option to be considered on a project-by-project basis. As discussed in greater detail in the Buckhead Associations' letter to Commissioners dated November 4, 2020, the grid street system is essential to the success of compact, walkable urban development in the Northeast Gateway District. Without this change market pressures will likely drive development into a sprawling pattern of self-contained Planned Unit Developments with no pedestrian friendly interconnections other than a sidewalk along Welaunee Boulevard. This would not be the "compact, walkable urban district" required by the Master Plan. Finally, the Buckhead Homeowners' Association supports the revisions proposed by Keep It Rural related to the Welaunee Habitat Park. If Commissioners adopt Buckhead's and KIR's requests, Buckhead supports adoption of the amended Master Plan at this time.

## Disclosure Information (optional)

**I am employed by or represent another person or company for compensation:** Yes

**Client name:** The Buckhead Homeowners' Association of Tallahassee, Inc.

## Citizen Information

**Full First and Last Name:** Jeff Blair

**Home Street Address:** 1803 Old Fort Drive, Tallahassee, FL 32301

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** Dear Commissioners: Keep It Rural supports the revisions to the Welaunee Arch Master Plan (WAMP). The Alternative Development Program provides a viable mechanism and incentive program for the creation of the Welaunee Habitat Park in Phase 3 – District 5 (with the caveat and proviso that the last sentence of Policy 13.2.44 (1)(B) be deleted in its entirety). We appreciate the refinements that have been made to the WAMP resulting from listening to and responding to stakeholder concerns. Developing the WAMP has been a long, hard, year-long negotiation and this process should not be repeated; however, irrespective of the process issues, we have finally landed on a planning document protective of our Community’s values. There are many good planning concepts and environmental protections incorporated in the WAMP including the 40% open space set-aside requirement, phasing requirements, stormwater master planning, street trees, a grid street network, expanded Canopy road and neighborhood buffers, the interconnected and contiguous system of parks and greenways, and of course a mechanism for creating the Welaunee Habitat Park. We want these provisions and protections in the Comprehensive Plan in order to ensure that future development is in harmony with our Community’s desires. On this basis, and because of the changes made to incorporate stakeholders’ concerns we support adoption at this time. In addition, we are concerned that further delay without specific proposals for revisions will not lead to a better plan and could lead to no agreement on the WAMP leaving the issue wide-open, and we want to ensure that the Community has a good framework for development of the Arch codified in the Master Plan within the Comprehensive Plan before a developer purchases the property. We ask that in your motion to approve the WAMP you include the following revisions: o The last sentence of Policy 13.2.44 (1)(B): “The reserve area in any cluster residential zone shall be no less than 35% of that zone,” is deleted in its entirety because it is contrary to intent of the mechanism used for creating the Welaunee Habitat Park. Staff and the landowner agree and support this change. o Include Buckhead’s grid street network proposal for the NE Gateway District. It is our understanding that staff and the landowners also support this. o Authorize staff to make non-substantive editorial revisions, and correlation changes as needed to harmonize the language in the WAMP globally for consistency and conformance with the stated intent of key policies and objectives. We will support the WAMP with these changes. Finally, we continue to share Killlearn Homeowners Association’s concern regarding transportation concurrency. Thank you for working with us to make the Welaunee Habitat Park a reality for our Community. Sincerely, Jeff A. Blair, President—On Behalf of the Board of Directors of Keep It Rural Inc.

## **Citizen Information**

**Full First and Last Name:** Jessica Ferris

**Home Street Address:** 5436 Calder Drive

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** I do not believe this decision should be left to three commissioners on their way out of office — Bryan Desloge and Mary Ann Lindley, and City Commissioner Elaine Bryant. There are still valid concerns and lack of detail in these plans for which other commissioners and community groups such as Keep it Rural and Alliance of Tallahassee Neighborhoods have voiced. To rush to a decision just before these three leave office seems disingenuous.

## **Citizen Information**

**Full First and Last Name:** Roby Kendall

**Home Street Address:** 4321 Kimberly Cir

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** RE: Agenda Item #1: Joint County/City Adoption Public Hearing on Proposed 2020 Cycle Amendments to the Tallahassee-Leon County Comprehensive Plan, AKA Welaunee Arch Proposal to Kill Miccosukee I am writing to address the Comprehensive Plan and Zoning changes for the Welaunee Arch portion of the Welaunee Critical Planning Area. I agree with most of the proposal, with the exception of the 3 additional proposed crossings of the Miccosukee Canopy Road and the Miccosukee Greenway. Policy 13.2.25, as well as the maps shown with the land use change and zoning change, allow for 3 new road crossings on Miccosukee north of I-10. These crossings north of I-10 were never envisioned by the original Critical Planning Area or the City/County Urban Services Agreement, which specifically called out only 2-3 crossings of Miccosukee Road south of I-10. I believe they are also inconsistent with the agreement you have with the Florida Department of Environmental Protection and Florida Communities Trust for the Greenway Trail System, as well as provisions in the Comprehensive Plan that require the protection of our canopy road system. The three new road crossings of Miccosukee north of I-10 are unnecessary, will severely impact the Miccosukee canopy greenway, and create safety problems for trail users of the Miccosukee Greenway. The full impacts of these crossings have not been analyzed, and the impacts have not been presented here for your consideration as part of this big land use decision. The impact of new crossings of Miccosukee Road and the Greenway were thoroughly considered when the "Toe" of Welaunee was adopted, with general crossing identified and limited to the maximum extent. This same consideration has not been done with the Arch, and this flippant inclusion of three additional crossings, if not removed, will destroy one of the most beautiful canopy roads in the County, will severely diminish the enjoyment of the currently uninterrupted trail system of the Miccosukee Greenway, and will introduce many safety hazards for its users. The County has strived to protect its canopy roads for over 30 years. How is it even possible that we have an amendment that staff says is ready for adoption that would allow 3 additional major road crossings of the canopy road and have no analysis in this amendment package of impact that will result? I urge you to do the right thing and delete (or at least reduce the number of) the crossings of Miccosukee Road north of I-10 that is currently proposed in these amendments and rezonings. For the sake of the canopy road that we have worked so hard for the last 30 years to preserve, and for the enjoyment and safety of the trail users, please make this change to the proposed amendment and rezoning. Thank you for your consideration of my public input.

## **Citizen Information**

**Full First and Last Name:** Laura Newton

**Home Street Address:** 4541 Pecan Branch

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** As a member of the Keep It Rural Board of Directors, I agree with the BODs stated support for the revisions to the WAMP providing for the Alternative Development Program pursuant to Policy 13.2.44 and 13.2.5 including providing a viable mechanism and incentive program for the creation of the Welaunee Habitat Park in Phase 3 – District 5, with the caveat and proviso that the last sentence of Policy 13.2.44 (1)(B) be deleted in its entirety as contradictory to the intent of the Alternative Development Program. We appreciate the refinements that have been made to the WAMP resulting from listening to and responding to stakeholder concerns; however, the process has been messy and confusing, and should not be repeated. Developing the WAMP has been a long, hard, and almost year-long negotiation, but irrespective of this we have finally landed on a good planning document protective of our Community's values.



## **Citizen Information**

**Full First and Last Name:** Gloria Arias

**Home Street Address:** 2211 Killarney Way

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** Will you please explain language in Policy 13.2.14 language NE Gateway: Why is there no mention of Welaunee Blvd destination at Roberts Road? Welaunee Blvd describes route "north through the arch" yet Shamrock Street states a route with a "destination" of Mahan. "... 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...." The language should be updated to include a Welaunee destination of Roberts Road. Thank you.

# Citizen Information

**Full First and Last Name:** Scott Hannahs

**Home Street Address:** 5051 Quail Valley Rd.

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** Commissioners, I wish to make some comments on this issue as a member of the board of Centerville Rural Community Association. We are a group of residents residing in the NE unincorporated areas around Miccosukee and Centerville roads. The major problem with the Welaunee Arch is the building of a new “rural road” through it to support suburban commuters. Moving traffic from the established corridors out to the rural lands is fundamentally wrong and bad planning. In terms of planning, using the fiction that Welaunee blvd. will be a 2 lane rural road while providing traffic relief for the NE and serving a large new development that already has developers on the horizon is bad planning and willful disregard of the facts. As such we are opposed to this expansion of the USA and the development planned outside of the city core. The Welaunee Arch Master Plan has been significantly improved by discussions between the landowners legal advisor, planning department and several community organizations. This plan represents the best compromise available to all parties. With the minor changes submitted by Keep It Rural, Killlearn Homeowners Association, and Buckhead homeowners association we support the adoptions of the Welaunee Arch Master Plan. Some of those changes were accepted by all parties and I am disturbed that staff did not bring those changes forward. Without those important changes the plan is not “good enough” and the whole comprehensive plan amendment should be rejected. However, there is one thing that does not compromise. That is gravity. No matter the wishes of anyone here water is going to run downhill. This is why a Stormwater Facilities Master Plan must be in place BEFORE any development occurs on the ground. The current plan seems to be to plan only for that infrastructure in isolation and HOPE that it is consistent with a Stormwater Facilities Master Plan that is developed sometime in the future. This method of building a parachute on the way down is an obvious recipe for bad outcome. The simple solution of adding 4 words to the end of the first clause of Policy 13.2.33 that “Prior to the approval of the first PUD Concept Plan or major infrastructure plan, a Stormwater Facilities Master Plan... Water will run downhill and stormwater planning MUST be based on topography as the underlying layer. The SFMP is essential to be in place before major facilities and infrastructure is decided upon. The current project uses traditional swales and local ponds just for the roadway. This antithetical to the entire Blueprint concept as created by the E2C2 group. Blueprint is supposed to solve problems not create them for others. This done by approaching problems holistically considering traffic, stormwater, parks and other facilities as a simultaneous integrated solution. Having the road planning only consider the road needs is a disaster for the community in the making. Scott Hannahs Board Member, Centerville Rural Community Association

## **Citizen Information**

**Full First and Last Name:** Chelsea Rimert

**Home Street Address:** 176 Parkbrook Circle

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** Three new commissioners will be seated the following week. This is a lame duck vote. It's imperative the will of the voters is given priority over the desires of the outgoing commissioners and the votes on the Welaunee project need to be delayed until the new Commission is there.

# Citizen Information

**Full First and Last Name:** Marissa Amato

**Home Street Address:** 1857 W. Pensacola Street, Tallahassee, FL 32304

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** Commissioners, On behalf of Grow Tallahassee, I would like to submit the following information to show our support for Welaunee Arch Master Plan and proposed amendments: \*\* Welaunee Arch Master Plan Facts & Figures \*\* • On April 15, 1990, the City of Tallahassee and Welaunee Plantation property owners entered into an Urban Services Development Agreement. • The Welaunee Critical Area Plan was adopted in 2002 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 Welaunee Critical Area Plan was adopted by the City and County Commissions in 2005. • On February 2, 2006, an amended and restated Urban Services Development Agreement was entered into. • The original Urban Services Area was established in 1990. Since 1997, it has been amended 10 times: - 1997-1 Thomasville Road - 1997-1 Bradfordville Road - 1997-1 Capital Circle SE - 1999-1 Buck Lake Road - 2000-1 Centerville Road - 2000-2 Blountstown Highway - 2003-2 Meridian Road - 2004-2 Tower Road - 2005-2 Woodville Highway - 2010-2 TLH Airport • Planned Unit Developments (PUDs) have already been developed and adopted for portions of Welaunee: - 2011: Canopy - 2013: Welaunee Toe East • The city and the county have had over 80 meetings on the Critical Area plan since 2005, all of which have been publicly noticed and have received public participation. • The Planning Department first presented the Welaunee Arch Master Plan Comprehensive Plan Amendments (Welaunee Arch Amendments) in September 2019. (Prior to COVID-19 pandemic) • In total, the Welaunee Arch Amendments have gone through: - 2 public workshops, - 2 public hearings, - Review and comment from 5 state agencies, - 11 virtual public charettes, - 2 virtual public feedback sessions on a revised master plan. \*\* Welaunee Arch Master Plan Environmental & Neighborhood Protection Measures \*\* The Master Plan currently provides: • Springs and Aquifer Protection, • Fish and Wildlife Preservation Policy, • Protections for High Quality Successional Forests and Native Forests, • Protections for heritage Trees & Canopy Roads, • Wildlife corridors for existing ecosystem, • A plan to prevent & reduce conflicts with bears, • A plan to reduce nighttime light pollution and the preservation of "dark-skies" in the region, • Design guidelines for regional stormwater facilities for PUD's, • Implementation of proven stormwater master plan for the entire Arch, • Requirement of sewer service for the entire arch to prevent septic fields, • Preventive measures against Urban Sprawl, • Integrated mixed use centers, diverse housing types, and the internal capture of transportation trips, • Coordination with Star Metro for future transit service, • Electric vehicle charging stations, • Incentives for LEED standards and building-mounted solar, • Renewable energy pledge: Complying with the City of Tallahassee renewable and clean energy ordinances, • Protection for neighborhood aesthetic with regards to slopes and terrain features, • Transportation Master Plan, • Traffic data analysis based on maximum density, • Clarification of planning around the I-10 overpass and associated interchange, • Planning and consideration of public facilities in the phasing of the Arch, • Provide more detailed planning on fire service and fire stations, • Coordination with the Leon County School Board which outlines the parameters for new educational infrastructure, • A plan for Inclusionary & Affordable Housing, • Buffer zone in between surrounding neighborhoods and other developments. \*\* Welaunee Arch Master Plan Other Public Benefits \*\* The Master Plan currently provides: • 1,900 acres as open space, parks, conservation area, and greenways for public use, • 8-mile linear park with paved bicycle and pedestrian trails, and adjacent equestrian

trails. • A pedestrian/bicycle bridge crossing I-10 and connecting the greenway to existing and new trails that will have rest stops open to the public (similar to St. Marks Trail in southern Leon County), • Commercial Employment and Activity Center surrounding the anticipated I-10 interchange, • 3 mixed-use Town and Village Centers providing neighborhood-level commercial opportunities. \*\* Welaunee Arch Master Plan Economic Impact Estimates \*\* • 55,000 new employment opportunities. • \$7.5 Billion total economic output. (Rough estimates are a result of financial comparisons between the economic impact analysis of the Canopy project and the entire Master Plan) \*\* Other Key Factors \*\* • The Bureau of Economic and Business Research provides population projections FOR Leon County indicate a population growth of 53,668 people by 2045. • Tallahassee's housing inventory is at an all-time low, • Existing homes for sale are either old, requiring major renovations, or overpriced due to high demand, • Recently, the Brookings Institute has documented that American families are choosing to live in smaller metros, suburbs, and rural areas in search of more affordability. The current crises have accelerated this process since the exposure risk of Covid-19 is higher in crowded metro's compared to suburban neighborhoods, • In 2010, the U.S. Census Bureau reported that some 7% of U.S. workers worked largely out of their homes, and that 10% or so worked from home one day a week. Today, roughly 40% of jobs can be done remotely. This will increase the demand for larger homes with spare rooms for office spaces in our area. \*\* Grow Tallahassee's Position \*\* • The current plan presents a holistic approach, balancing the needs of our community with environmental protections and public amenities, • Housing is an extremely important component of economic development and growth. Welaunee Arch Master Plan provides a road map to satisfy future demand, • This is not the first time, and it won't be the last time the master plan will be amended. • The Welaunee Arch Amendments are not being rushed. There has always been a process to modify the plans; and, per the Comprehensive Plan, the proper procedures to modify these plans have been followed. • This is a Master Plan. The Arch, Toe, and Heel were always planned to be incrementally developed. Approving amendments does not mean construction of maximum density in the near future. • As densities are modified and PUD's go through permitting process, there will be future opportunities for public input. • Voting against the Welaunee Arch Master Plan and/or proposed amendments: - will prevent income and employment opportunities, - will limit housing options for Tallahassee residents, - will increase the existing shortage in our housing market, therefore increase prices, - will stagnate local economy by failing to accommodate expected population increase. \*\* Conclusion \*\* We believe that the Welaunee Arch Master Plan and proposed amendments are an example of responsible community planning. The Tallahassee City Commission and Board of County Commissioners must stop politicizing issues that impact the living standards of Tallahassee residents. APPROVE THE AMENDMENTS

## **Disclosure Information (optional)**

**I am employed by or represent another person or company for compensation: Yes**

**Client name:** Grow Tallahassee

## **Citizen Information**

**Full First and Last Name:** James Carr

**Home Street Address:** 1819 Doric Dr

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.01 - Ordinance 20-O-35 - Welaunee Critical Area Plan \ Urban Services Area (TTA2020013)

**Statement:** I do not believe that this should be voted on by persons who will leave the body in the next few days due to a defeat in last week's election or retirement. Let it sit for 6 months and do the required studies. My general comments are A transportation study is essential to determine how the additional urban service area will impact both nearby and distant areas, demanding additional taxpayer funding. For example, connections from Killlearn and the new development to existing canopy roads could be unsustainable and negatively impact areas where (to be clear) I do not live. More importantly, the intersection of Welaunee and Centerville with Capital Circle and on to Blair Stone already needs a spaghetti interchange to carry traffic smoothly at rush hour while traffic uses Fleischmann to zig zag around and through that area. That will become an all-day problem with tens of thousands of additional cars going through that area. IMO, light rail should be in the master plan. If not, the existing and proposed 4-lane Welaunee will not be enough. Building up to the point where a "stop" is required due to grid lock is not a plan. There will also be a need to widen I-10 to include this new exit complex. Many of the cars backing up onto I-10 at Thomasville will be backing up at this new exit. Other than that fatal flaw, I like the idea of using a new major road and interstate connection to shift major stores and traffic off of Thomasville and into this area.

**18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)**

## **Citizen Information**

**Full First and Last Name:** Randi Schuknecht

**Home Street Address:** 4407 Argyle Lane

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** Dear Commissioners, On behalf of the Miccosukee Meadows Homeowners Association I would like to express our support for the Keep it Rural parks and greenway plan. The plan provides a more comprehensive approach to protecting the Miccosukee Canopy Road and associated greenway. The recommendations presented by staff to add an additional 75 feet to the canopy road protection area is not sufficient and we support the 400 foot proposal in the Keep it Rural plan. We encourage you and your staff to work closely with Keep it Rural to make the suggested changes prior to final submittal. In addition, we support minimizing the impacts to those traveling on Miccosukee Road with the proposed new intersections. We discourage the use of additional traffic lights and stop signs on Miccosukee Road in the arch area, as traffic would be better served by vehicles coming from the Welaunee arch yielding to vehicles traveling on Miccosukee Road. In addition, while we understand growth and development are inevitable, we are also concerned with the number of homes per acre and look for growth which serves both current homeowners as well as new residents. If the way Canopy was done is any indication of how future development will be handled, especially as it relates to lack of trees, flooding, etc., plans need to be scrutinized closely. Your attention to our concerns is appreciated. Randi Schuknecht President, Miccosukee Meadows Homeowners Association



## **Citizen Information**

**Full First and Last Name:** Mike Rychlik

**Home Street Address:** 9601-68 Miccosukee Rd.

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** Dear Commissioners, The maps are not ready. They are not complete or clear. There are open spaces in the wetlands and wooded areas between Districts 4 & 5 that are not well defined and designated. The Commissions would be remiss to pass this in its current form. Respectfully, Mike Rychlik

## Citizen Information

**Full First and Last Name:** Laura Newton

**Home Street Address:** 4541 Pecan Branch

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** AS a member of the Keep It Rural Board of Directors, I support the statement submitted by our president, Jeff Blair. Keep It Rural supports the revisions to the Welaunee Arch Master Plan (WAMP). The Alternative Development Program provides a viable mechanism and incentive program for the creation of the Welaunee Habitat Park in Phase 3 – District 5 (with the caveat and proviso that the last sentence of Policy 13.2.44 (1)(B) be deleted in its entirety). We appreciate the refinements that have been made to the WAMP resulting from listening to and responding to stakeholder concerns. Developing the WAMP has been a long, hard, year-long negotiation and this process should not be repeated; however, irrespective of the process issues, we have finally landed on a planning document protective of our Community’s values. There are many good planning concepts and environmental protections incorporated in the WAMP including the 40% open space set-aside requirement, phasing requirements, stormwater master planning, street trees, a grid street network, expanded Canopy road and neighborhood buffers, the interconnected and contiguous system of parks and greenways, and of course a mechanism for creating the Welaunee Habitat Park. We want these provisions and protections in the Comprehensive Plan in order to ensure that future development is in harmony with our Community’s desires. On this basis, and because of the changes made to incorporate stakeholders’ concerns we support adoption at this time. In addition, we are concerned that further delay without specific proposals for revisions will not lead to a better plan and could lead to no agreement on the WAMP leaving the issue wide-open, and we want to ensure that the Community has a good framework for development of the Arch codified in the Master Plan within the Comprehensive Plan before a developer purchases the property. We ask that in your motion to approve the WAMP you include the following revisions: o The last sentence of Policy 13.2.44 (1)(B): “The reserve area in any cluster residential zone shall be no less than 35% of that zone,” is deleted in its entirety because it is contrary to intent of the mechanism used for creating the Welaunee Habitat Park. Staff and the landowner agree and support this change. o Include Buckhead’s grid street network proposal for the NE Gateway District. It is our understanding that staff and the landowners also support this. o Authorize staff to make non-substantive editorial revisions, and correlation changes as needed to harmonize the language in the WAMP globally for consistency and conformance with the stated intent of key policies and objectives. We will support the WAMP with these changes. Finally, we continue to share Killlearn Homeowners Association’s concern regarding transportation concurrency. Thank you for working with us to make the Welaunee Habitat Park a reality for our Community.

## **Citizen Information**

**Full First and Last Name:** Carol G Brittain

**Home Street Address:** 3024 Shamrock St. S.

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** I am writing to request that the city delay any further approval of the Welaunee Development. I realize that much of this is preliminary planning, but I think it is time to pause and resolve some of the issues currently associated with the Development. Key to future approval should be approval of I-10 intersection and deletion of proposed extension of Shamrock Street South. The current proposal is designed to turn Killarney/Shamrock into another Capital Circle NE. It will totally destroy Killlearn. The additional commercial and light industrial will generate significant traffic on our streets, and is questionable given our current commercial vacancies. The Governor's Square Mall is on life support. The Tallahassee Mall is barely holding on, and we have the Northwood Mall to develop. Various strip malls are in vacant as well, and the economy is looking questionable. We are told that we need a new police station. In addition, some of us would like to see a performing arts center that could accommodate local productions as well as travelling shows. There are also parks and community centers to be built as well as improvements to our schools. North Monroe could use a facelift. I would argue that all of these projects would better serve this community than what we are doing in Welaunee. Perhaps it is time to reconsider the funding of Blueprint if the funds are going to be used for development detrimental to our community. I, for one, am questioning my previous support for this program.

## **Citizen Information**

**Full First and Last Name:** Chelsea Rimert

**Home Street Address:** 176 Parkbrook Circle

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** Three new commissioners will be seated the following week. This is a lame duck vote. It's imperative the will of the voters is given priority over the desires of the outgoing commissioners and the votes on the Welaunee project need to be delayed until the new Commission is there.

# Citizen Information

**Full First and Last Name:** Marissa Amato

**Home Street Address:** 1857 W. Pensacola Street, Tallahassee, FL 32304

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** Commissioners, On behalf of Grow Tallahassee, I would like to submit the following information to show our support for Welaunee Arch Master Plan and proposed amendments: \*\* Welaunee Arch Master Plan Facts & Figures \*\* • On April 15, 1990, the City of Tallahassee and Welaunee Plantation property owners entered into an Urban Services Development Agreement. • The Welaunee Critical Area Plan was adopted in 2002 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 Welaunee Critical Area Plan was adopted by the City and County Commissions in 2005. • On February 2, 2006, an amended and restated Urban Services Development Agreement was entered into. • The original Urban Services Area was established in 1990. Since 1997, it has been amended 10 times: - 1997-1 Thomasville Road - 1997-1 Bradfordville Road - 1997-1 Capital Circle SE - 1999-1 Buck Lake Road - 2000-1 Centerville Road - 2000-2 Blountstown Highway - 2003-2 Meridian Road - 2004-2 Tower Road - 2005-2 Woodville Highway - 2010-2 TLH Airport • Planned Unit Developments (PUDs) have already been developed and adopted for portions of Welaunee: - 2011: Canopy - 2013: Welaunee Toe East • The city and the county have had over 80 meetings on the Critical Area plan since 2005, all of which have been publicly noticed and have received public participation. • The Planning Department first presented the Welaunee Arch Master Plan Comprehensive Plan Amendments (Welaunee Arch Amendments) in September 2019. (Prior to COVID-19 pandemic) • In total, the Welaunee Arch Amendments have gone through: - 2 public workshops, - 2 public hearings, - Review and comment from 5 state agencies, - 11 virtual public charettes, - 2 virtual public feedback sessions on a revised master plan. \*\* Welaunee Arch Master Plan Environmental & Neighborhood Protection Measures \*\* The Master Plan currently provides: • Springs and Aquifer Protection, • Fish and Wildlife Preservation Policy, • Protections for High Quality Successional Forests and Native Forests, • Protections for heritage Trees & Canopy Roads, • Wildlife corridors for existing ecosystem, • A plan to prevent & reduce conflicts with bears, • A plan to reduce nighttime light pollution and the preservation of "dark-skies" in the region, • Design guidelines for regional stormwater facilities for PUD's, • Implementation of proven stormwater master plan for the entire Arch, • Requirement of sewer service for the entire arch to prevent septic fields, • Preventive measures against Urban Sprawl, • Integrated mixed use centers, diverse housing types, and the internal capture of transportation trips, • Coordination with Star Metro for future transit service, • Electric vehicle charging stations, • Incentives for LEED standards and building-mounted solar, • Renewable energy pledge: Complying with the City of Tallahassee renewable and clean energy ordinances, • Protection for neighborhood aesthetic with regards to slopes and terrain features, • Transportation Master Plan, • Traffic data analysis based on maximum density, • Clarification of planning around the I-10 overpass and associated interchange, • Planning and consideration of public facilities in the phasing of the Arch, • Provide more detailed planning on fire service and fire stations, • Coordination with the Leon County School Board which outlines the parameters for new educational infrastructure, • A plan for Inclusionary & Affordable Housing, • Buffer zone in between surrounding neighborhoods and other developments. \*\* Welaunee Arch Master Plan Other Public Benefits \*\* The Master Plan currently provides: • 1,900 acres as open space, parks, conservation area, and greenways for public use, • 8-mile linear park with paved bicycle and pedestrian trails, and adjacent equestrian

trails. • A pedestrian/bicycle bridge crossing I-10 and connecting the greenway to existing and new trails that will have rest stops open to the public (similar to St. Marks Trail in southern Leon County), • Commercial Employment and Activity Center surrounding the anticipated I-10 interchange, • 3 mixed-use Town and Village Centers providing neighborhood-level commercial opportunities. \*\* Welaunee Arch Master Plan Economic Impact Estimates \*\* • 55,000 new employment opportunities. • \$7.5 Billion total economic output. (Rough estimates are a result of financial comparisons between the economic impact analysis of the Canopy project and the entire Master Plan) \*\* Other Key Factors \*\* • The Bureau of Economic and Business Research provides population projections FOR Leon County indicate a population growth of 53,668 people by 2045. • Tallahassee's housing inventory is at an all-time low, • Existing homes for sale are either old, requiring major renovations, or overpriced due to high demand, • Recently, the Brookings Institute has documented that American families are choosing to live in smaller metros, suburbs, and rural areas in search of more affordability. The current crises have accelerated this process since the exposure risk of Covid-19 is higher in crowded metro's compared to suburban neighborhoods, • In 2010, the U.S. Census Bureau reported that some 7% of U.S. workers worked largely out of their homes, and that 10% or so worked from home one day a week. Today, roughly 40% of jobs can be done remotely. This will increase the demand for larger homes with spare rooms for office spaces in our area. \*\* Grow Tallahassee's Position \*\* • The current plan presents a holistic approach, balancing the needs of our community with environmental protections and public amenities, • Housing is an extremely important component of economic development and growth. Welaunee Arch Master Plan provides a road map to satisfy future demand, • This is not the first time, and it won't be the last time the master plan will be amended. • The Welaunee Arch Amendments are not being rushed. There has always been a process to modify the plans; and, per the Comprehensive Plan, the proper procedures to modify these plans have been followed. • This is a Master Plan. The Arch, Toe, and Heel were always planned to be incrementally developed. Approving amendments does not mean construction of maximum density in the near future. • As densities are modified and PUD's go through permitting process, there will be future opportunities for public input. • Voting against the Welaunee Arch Master Plan and/or proposed amendments: - will prevent income and employment opportunities, - will limit housing options for Tallahassee residents, - will increase the existing shortage in our housing market, therefore increase prices, - will stagnate local economy by failing to accommodate expected population increase. \*\* Conclusion \*\* We believe that the Welaunee Arch Master Plan and proposed amendments are an example of responsible community planning. The Tallahassee City Commission and Board of County Commissioners must stop politicizing issues that impact the living standards of Tallahassee residents. APPROVE THE AMENDMENTS

## **Disclosure Information (optional)**

**I am employed by or represent another person or company for compensation:** Yes

**Client name:** Grow Tallahassee

## **Citizen Information**

**Full First and Last Name:** James Carr

**Home Street Address:** 1819 Doric Dr

## **Agenda Item Information**

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.02 - Ordinance 20-O-37 - Welaunee Arch Map Amendment (TMA2020012)

**Statement:** I do not believe that this should be voted on by persons who will leave the body in the next few days due to a defeat in last week's election or retirement. Let it sit for 6 months and do the required studies. My general comments are 1) The zoning associated with the development plan allows a development process that does NOT pay for itself. I have noted that the current development in the "toe" has allowed the use of an underappraisal and agricultural discount even after curb and gutter has been installed and lots are being sold for development. That is unacceptable and should not be allowed under this map amendment. 2) A transportation study is essential to determine how the additional urban service area will impact both nearby and distant areas, demanding additional taxpayer funding. For example, connections from Killlearn and the new development to existing canopy roads could be unsustainable and negatively impact areas where (to be clear) I do not live. More importantly, the intersection of Welaunee and Centerville with Capital Circle and on to Blair Stone already needs a spaghetti interchange to carry traffic smoothly at rush hour while traffic uses Fleischmann to zig zag around and through that area. That will become an all-day problem with tens of thousands of additional cars going through that area. IMO, light rail should be in the master plan. If not, the existing and proposed 4-lane Welaunee will not be enough. Building up to the point where a "stop" is required due to grid lock is not a plan. There will also be a need to widen I-10 to include this new exit complex. Many of the cars backing up onto I-10 at Thomasville will be backing up at this new exit. Other than that fatal flaw, I like the idea of using a new major road and interstate connection to shift major stores and traffic off of Thomasville and into this area.

**18.03 - Ordinance 20-Z-38 - Welaunee Arch Rezoning (TRZ2020002)**



## Citizen Information

**Full First and Last Name:** Mike Rychik

**Home Street Address:** 9601-68 Miccosukee Rd.

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.03 - Ordinance 20-Z-38 - Welaunee Arch Rezoning (TRZ200002)

**Statement:** Dear Commissioners, Over the last nine months Keep It Rural has held over 30 Sunday afternoon board meetings. During the Charettes, at least two or more KIR board members attended each meeting, and we were fully engaged. In addition, we have held numerous meetings with staff, city and county commissioners, and other neighborhood groups. We have written letters and proposals individually and as a Board of Directors. Keep it Rural has done all of this without lawyers or legal staff. We aren't paid; we don't get any kickbacks or cushy perks. We don't do it for our own behalf, but on the behalf of the citizens and the natural resources of our community. Every time the Keep it Rural board has needed public support, folks have spoken up and written letters overwhelmingly supporting our concerns and our plans regarding the protection of natural resources and the inherent beauty of Leon County, and most recently: the Welaunee Arch...and the current outcry from Keep it Rural faithful represents a "mandate" for the Welaunee Habitat Park. At the last city/county joint meeting and workshop, citizens weighed in and gave both commissions "permission, authorization, consent and the go-ahead" to preserve and protect the arch by making District 5 a passive park and wildlife corridor. Ironically, a few key public officials responded by repeatedly saying that they couldn't and wouldn't "mandate" (order or command or instruct) the Welaunee plantation owners to preserve and protect this portion of land. Obviously, the "M" word has different meanings gleaned from the context with which it's used. As a former English teacher, I can't fault any of you for syntactical abuse regarding the multi-dimensions of the word "mandate", but as public officials you have an obligation to listen to your citizenry. Not only could it cost you an election if you refuse to do so, it is inherent for any principled elected official to remember who they serve (we, the people). Unfortunately, this democratic principle was perverted, distorted, misrepresented, altered, spoiled, ignored, and changed from the get-go of this Welaunee Arch adoption process when the City became the Applicant on behalf of the Landowners. Simply put, the City's ability to serve the best interests of the public became inherently compromised once it took over the legal responsibility of lobbying for this amendment on behalf of a handful of plantation owners and not for the public whom the Commissioners serve. During that last workshop, "compromise" was another key word that kept surfacing from the discourse of public officials. KIR has never had a problem negotiating in good faith by using the power of compromising. That's why the Welaunee Habitat Plan we proposed originally gave all parties a favorable outcome. The Landowners would have had a tit-for-tat developable land-swap by expanding the land usage in District 4 to offset the preservation of District 5. This agreement would've helped the City and the citizenry by creating a passive public wildlife habitat park that would've provided a formidable buffer to thwart any future urban sprawl. In that deal everybody had a favorable outcome. Much would've been gained, and no stakeholders would've suffered any losses. Luckily, County Commissioner Rick Minor kept the KIR park plan from being totally scrapped at that meeting. His motion, seconded by County Commissioner Maddox, gave Keep it Rural the opportunity to continue to work with staff on the plan. As a result, KIR directors Dr. Pamela Hall and Jeff Blair, along with Artie White and Powerhouse lawyers put together a plan for this latest deal that provides a path to making this park somewhat feasible somewhere down the road if the "future" landowners/developers decide that this something they want to pursue in "their vision" of the Welaunee Arch. In other words, there is nothing in this current plan to assure the public that the Welaunee Habitat Park will ever become a reality. This is an "optional" deal that will leave the fate of this park in the hands of future developers. In order to make a deal, this is what KIR surrendered and lost. So what did the current landowners and their lawyers give up and lose in this

compromise? Nothing, really. If a Land Swap happens on their watch, it will still be tit-for-tat regarding developable land. As for the City, what has been lost? Nothing, really. If anything they can point to this as another example of our local government encouraging a citizen advocacy group and staff to work together for the betterment of our community. Let's be clear, though, the ideas and the motions for this current engagement came from County officials. This also happened in the spring when County Commissioner Lindley made a motion for the City Planners to hold a series of Charettes so that the public could finally have a forum and an outlet to improve the Welaunee Arch Master Plan. Had it not been for this handful of County Commissioners, who stood up for the public's right to be heard, I'm not sure where this plan would be at this juncture, especially since the citizens had not been allowed by either the City or County commissions to verbally comment at public hearings during the pandemic. This is why I am apprehensive about the approval of this plan. Once you approve these measures on November 10th, the City-as-an-Applicant will be totally in charge of this mission. As a sign of allegiance to its citizenry, the City should make the Passive Public Habitat Park in District 5 and the 60 acre Active Park near Centerville Rd. in Phase 1 of the Development a reality not a "pie in the sky" option somewhere ages and ages hence. As I have said to each of you before, "Let your better angels guide you. Take care of the land and the people you serve." Respectfully, Mike Rychlik

# Citizen Information

**Full First and Last Name:** Marissa Amato

**Home Street Address:** 1857 W. Pensacola Street, Tallahassee, FL 32304

## Agenda Item Information

**Meeting Date:** November 10, 2020

**Agenda Item:** 18.03 - Ordinance 20-Z-38 - Welaunee Arch Rezoning (TRZ200002)

**Statement:** Commissioners, On behalf of Grow Tallahassee, I would like to submit the following information to show our support for Welaunee Arch Master Plan and proposed amendments: \*\* Welaunee Arch Master Plan Facts & Figures \*\* • On April 15, 1990, the City of Tallahassee and Welaunee Plantation property owners entered into an Urban Services Development Agreement. • The Welaunee Critical Area Plan was adopted in 2002 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 Welaunee Critical Area Plan was adopted by the City and County Commissions in 2005. • On February 2, 2006, an amended and restated Urban Services Development Agreement was entered into. • The original Urban Services Area was established in 1990. Since 1997, it has been amended 10 times: - 1997-1 Thomasville Road - 1997-1 Bradfordville Road - 1997-1 Capital Circle SE - 1999-1 Buck Lake Road - 2000-1 Centerville Road - 2000-2 Blountstown Highway - 2003-2 Meridian Road - 2004-2 Tower Road - 2005-2 Woodville Highway - 2010-2 TLH Airport • Planned Unit Developments (PUDs) have already been developed and adopted for portions of Welaunee: - 2011: Canopy - 2013: Welaunee Toe East • The city and the county have had over 80 meetings on the Critical Area plan since 2005, all of which have been publicly noticed and have received public participation. • The Planning Department first presented the Welaunee Arch Master Plan Comprehensive Plan Amendments (Welaunee Arch Amendments) in September 2019. (Prior to COVID-19 pandemic) • In total, the Welaunee Arch Amendments have gone through: - 2 public workshops, - 2 public hearings, - Review and comment from 5 state agencies, - 11 virtual public charettes, - 2 virtual public feedback sessions on a revised master plan. \*\* Welaunee Arch Master Plan Environmental & Neighborhood Protection Measures \*\* The Master Plan currently provides: • Springs and Aquifer Protection, • Fish and Wildlife Preservation Policy, • Protections for High Quality Successional Forests and Native Forests, • Protections for heritage Trees & Canopy Roads, • Wildlife corridors for existing ecosystem, • A plan to prevent & reduce conflicts with bears, • A plan to reduce nighttime light pollution and the preservation of "dark-skies" in the region, • Design guidelines for regional stormwater facilities for PUD's, • Implementation of proven stormwater master plan for the entire Arch, • Requirement of sewer service for the entire arch to prevent septic fields, • Preventive measures against Urban Sprawl, • Integrated mixed use centers, diverse housing types, and the internal capture of transportation trips, • Coordination with Star Metro for future transit service, • Electric vehicle charging stations, • Incentives for LEED standards and building-mounted solar, • Renewable energy pledge: Complying with the City of Tallahassee renewable and clean energy ordinances, • Protection for neighborhood aesthetic with regards to slopes and terrain features, • Transportation Master Plan, • Traffic data analysis based on maximum density, • Clarification of planning around the I-10 overpass and associated interchange, • Planning and consideration of public facilities in the phasing of the Arch, • Provide more detailed planning on fire service and fire stations, • Coordination with the Leon County School Board which outlines the parameters for new educational infrastructure, • A plan for Inclusionary & Affordable Housing, • Buffer zone in between surrounding neighborhoods and other developments. \*\* Welaunee Arch Master Plan Other Public Benefits \*\* The Master Plan currently provides: • 1,900 acres as open space, parks, conservation area, and greenways for public use, • 8-mile linear park with paved bicycle and pedestrian trails, and adjacent equestrian

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**Client name:** Grow Tallahassee

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